



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

**REGIONAL COUNCIL OFFICERS**

- President  
Ray Marquez, Chino Hills
- First Vice President  
Jenny Crosswhite, Santa Paula
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Patricia Lock Dawson, Riverside
- Immediate Past President  
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**COMMITTEE CHAIRS**

- Executive Administration  
Ray Marquez, Chino Hills
- Community, Economic, and  
Human Development  
Rocky Rhodes, Simi Valley
- Energy and Environment  
Rick Denison, Yucca Valley
- Transportation  
Mike T. Judge, Ventura County  
Transportation Commission

**MEETING OF THE**

**ENERGY AND  
ENVIRONMENT  
COMMITTEE**

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

*Thursday, July 2, 2026  
9:30 a.m. – 11:15 a.m.*

**To Attend In-Person:**

**SCAG Main Office – Policy A Meeting 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/81703196837>**

**To Attend and Participate by Phone:**

**Call-in Number: 1-669-900-6833  
Meeting ID: 817 0319 6837**

**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](mailto:aguilarm@scag.ca.gov). Agendas & Minutes are also available at: [www.scag.ca.gov/committees](http://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 Policy A Meeting Room on the 17<sup>th</sup> floor starting at 9:30 a.m.

**To Attend by Computer:** Click the following link: <https://scag.zoom.us/j/81703196837>. 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:** 817 0319 6837, 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](mailto:ePublicComment@scag.ca.gov). Written comments received **by 5pm on Wednesday, July 1, 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, July 1, 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](mailto: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.***



## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS\*

|  |  |  |
|--|--|--|
| <p><b>Ana Beltran</b><br/>America's Best Value Inn Lobby<br/>351 W. Main Street<br/>Westmorland, CA 92281</p>  | <p><b>Art Bishop</b><br/>Town of Apple Valley - Town Hall<br/>14955 Dale Evans Pkwy<br/>Conference Room A<br/>Apple Valley, CA 92307</p> | <p><b>Daniel Brotman</b><br/>City of Glendale - City Hall<br/>613 E Broadway, Suite 200<br/>Glendale, CA 91206</p>                           |
| <p><b>Victoria Garcia</b><br/>Hunt Ortmann<br/>301 North Lake Avenue, 7th Floor<br/>Pasadena, CA 91101</p>   | <p><b>Shari L. Horne</b><br/>City of Laguna Woods - City Hall<br/>24264 El Toro Road<br/>Laguna Woods, CA 92637</p>                      | <p><b>Britt Huff</b><br/>City of Rolling Hills Estates - City Hall<br/>4045 Palos Verdes Drive North<br/>Rolling Hills Estates CA, 90274</p> |
| <p><b>Brian Johsz</b><br/>5615 Gableview Court<br/>Chino Hills, CA 91709</p>   | <p><b>Steven Leash</b><br/>Cahuilla Band of Indians<br/>52701 Hwy 371<br/>Anza, CA 92539</p>   | <p><b>Elaine Litster</b><br/>City of Simi Valley - City Hall<br/>2929 Tapo Canyon Road<br/>Simi Valley, CA 93063</p>                         |
| <p><b>Yasmine-Imani McMorris</b><br/>City of Culver City - City Hall<br/>Armstrong Conference Room<br/>1st Floor<br/>9770 Culver Boulevard<br/>Culver City, CA 90232</p> | <p><b>Patty Senecal</b><br/>City of Seal Beach - City Hall<br/>211 8th Street<br/>Seal Beach, CA 90740</p>                               | <p><b>Jennifer Stark</b><br/>City of Claremont - City Hall<br/>207 Harvard Avenue<br/>2nd City Council Office<br/>Claremont, CA 91711</p>    |
| <p><b>Tamala Takahashi</b><br/>City of Burbank - City Hall<br/>275 East Olive Avenue<br/>2nd Floor, Council Office<br/>Burbank, CA 91502</p>                             | <p><b>Connor Traut</b><br/>7661 Silver Street<br/>Buena Park, CA 90620</p>   | <p><b>Stephanie Virgen</b><br/>City of Coachella - City Hall<br/>1515 Sixth Street<br/>Coachella, CA 92236</p>                               |
| <p><b>Dale Welty</b><br/>City of Canyon Lake - City Hall<br/>31526 Railroad Canyon Road<br/>Canyon Lake, CA 92584</p>  |  |  |

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

EEC - Energy and Environment Committee  
*Members – July 2026*

1. **Hon. Rick Denison**  
EEC Chair, Yucca Valley, RC District 11
2. **Hon. Daniel Ramos**  
EEC Vice Chair, Adelanto, RC District 65
3. **Hon. Ana Beltran**  
Westmorland, ICTC
4. **Hon. Arthur Bishop**  
Apple Valley, SBCTA
5. **Hon. Daniel Brotman**  
Glendale, AVCJPA
6. **Sup. Martha Cardenas-Singh**  
Imperial County
7. **Hon. Margaret Clark**  
Rosemead, Pres. Appt. (Member at Large)
8. **Hon. Robert Copeland**  
Signal Hill, GCCOG
9. **Hon. Jenny Crosswhite**  
Santa Paula, RC District 47
10. **Hon. Ned Davis**  
Westlake Village, LVMCOG
11. **Victoria Garcia**  
San Fernando, Pres. Appt. (Member at Large)
12. **Hon. Carmen Hernandez**  
Barstow, SBCTA
13. **Hon. Shari Horne**  
Laguna Woods, OCCOG
14. **Hon. Britt Huff**  
Rolling Hills Estates, SBCCOG
15. **Hon. Brian Johsz**  
Chino Hills, SBCTA
16. **Hon. Steven Leash**  
Cahuilla Band of Indians
17. **Hon. Elaine Litster**  
Simi Valley, VCOG



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- 18. Hon. Patricia Lock Dawson**  
Riverside, RC District 68
  
  - 19. Sup. Vianey Lopez**  
Ventura County
  
  - 20. Hon. Yasmine-Imani McMorris**  
Culver City, WCCOG
  
  - 21. Hon. Jeannette Sanchez-Palacios**  
Ventura, VCOG
  
  - 22. Hon. Suely Saro**  
Long Beach, RC District 29
  
  - 23. Hon. Patty Senecal**  
Seal Beach, OCCOG
  
  - 24. Hon. Jennifer Stark**  
Claremont, SGVCOG
  
  - 25. Hon. Ali Taj**  
Artesia, GCCOG
  
  - 26. Hon. Tamala Takahashi**  
Burbank, SFVCOG
  
  - 27. Hon. Connor Traut**  
Buena Park, OCCOG
  
  - 28. Hon. Stephanie Virgen**  
Coachella, CVAG
  
  - 29. Hon. Dale Welty**  
Canyon Lake, WRCOG



# ENERGY AND ENVIRONMENT COMMITTEE AGENDA

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700 - Policy A Meeting Room  
Los Angeles, CA 90017  
**Thursday, July 2, 2026**  
**9:30 AM**

The Energy and Environment 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 Rick Denison, 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 – June 4, 2026 PG. 8

##### Receive and File

- 2. 2026-2027 Presidential Priorities PG. 14
- 3. Connect SoCal 2024 Final Program Environmental Impact Report Addendum 2 (State Clearinghouse No.: 2022100337): Status Update and Preliminary Findings PG. 26

#### **ACTION ITEM**

- 4. Release of Draft Transportation Conformity Analyses of Draft 2027 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 Amendment 2 PG. 31  
15 Mins.  
*(Ryan Banuelos, Associate Regional Planner, SCAG)*

#### **RECOMMENDED ACTION FOR EEC:**

Recommend that the Regional Council (RC) authorize the Executive Director to release the draft transportation conformity analyses as part of the draft 2027 FTIP and the draft Connect SoCal 2024 (2024 RTP/SCS) Amendment 2 for public review and comment.

#### **INFORMATION ITEMS**

- 5. EEC Outlook and Future Agenda Items 10 Mins. PG. 34  
*(Ryan Wolfe, Department Manager, SCAG)*



## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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6. Vehicle to Grid (V2G) Technology 10 Mins. PG. 37  
*(Javier Silva, Associate Planner, SCAG)*

7. SoCal Greenprint Completion and Launch 30 Mins. PG. 48  
*(Ryan Wolfe, Department Manager, SCAG)*

### **CHAIR'S REPORT**

*(The Honorable Rick Denison, Chair)*

### **STAFF REPORT**

*(Ivette Macias, Government Affairs Officer, SCAG)*

### **ANNOUNCEMENTS**

### **ADJOURNMENT**



Southern California Association of Governments  
July 2, 2026

**MINUTES OF THE MEETING  
ENERGY AND ENVIRONMENT COMMITTEE  
THURSDAY, JUNE 4, 2026**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE (EEC). A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

The Energy and Environment Committee (EEC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

**Members Present**

|                                       |                              |                |
|---------------------------------------|------------------------------|----------------|
| <b>Hon. Rick Denison (Chair)</b>      | <i>Yucca Valley</i>          | District 11    |
| <b>Hon. Daniel Ramos (Vice Chair)</b> | <i>Adelanto</i>              | District 65    |
| Hon. Art Bishop                       | <i>Town of Apple Valley</i>  | SBCTA          |
| Hon. Daniel Brotman                   | <i>Glendale</i>              | District 42    |
| Hon. Robert Copeland                  | <i>Signal Hill</i>           | GCCOG          |
| Hon. Margaret Clark                   | <i>Rosemead</i>              | SGVCOG         |
| Hon. Jenny Crosswhite                 | <i>Santa Paula</i>           | District 47    |
| Hon. Ned Davis                        | <i>Westlake Village</i>      | LVMCOG         |
| Hon. Carmen Hernandez                 | <i>Barstow</i>               | SBCTA          |
| Hon. Shari Horne                      | <i>Laguna Woods</i>          | OCCOG          |
| Hon. Britt Huff                       | <i>Rolling Hills Estates</i> | SBCCOG         |
| Hon. Brian Johsz                      | <i>Chino Hills</i>           | SBCTA          |
| Hon. Elaine Litster                   | <i>Simi Valley</i>           | VCOG           |
| Hon. Vianey Lopez                     |                              | Ventura County |
| Hon. Yasmine-Imani McMorrin           | <i>Culver City</i>           | WCCOG          |
| Hon. Jeannette Sanchez-Palacios       | <i>Ventura</i>               | VCOG           |
| Hon. Suely Saro                       | <i>Long Beach</i>            | District 29    |
| Hon. Patty Senecal                    | <i>Seal Beach</i>            | OCCOG          |
| Hon. Jennifer Stark                   | <i>Claremont</i>             | SGVCOG         |
| Hon. Ali Taj                          | <i>Artesia</i>               | Pres. Appt     |
| Hon. Dale Welty                       | <i>Canyon Lake</i>           | WRCOG          |

**Members Not Present**

|                            |                     |                   |
|----------------------------|---------------------|-------------------|
| Hon. Ana Beltran           | <i>Westmoreland</i> | ICTC              |
| Hon. Martha Cardenas-Singh |                     | Imperial County   |
| Hon. Victoria Garcia       | <i>San Fernando</i> | Pres. Appointment |



|                           |                                 |             |
|---------------------------|---------------------------------|-------------|
| Hon. Steven Leash         | <i>Cahuilla Band of Indians</i> |             |
| Hon. Patricia Lock Dawson | <i>Riverside</i>                | District 68 |
| Hon. Tamala Takahashi     | <i>Burbank</i>                  | SFVCOG      |
| Hon. Connor Traut         | <i>Buena Park</i>               | OCCOG       |
| Hon. Stephanie Virgen     | <i>Coachella</i>                | CVAG        |

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Chair Denison called the meeting to order at 9:32 a.m. Second Vice President, Jenny Crosswhite, Santa Paula, RC District 47 led the Pledge of Allegiance. Staff confirmed a quorum was present.

**PUBLIC COMMENT PERIOD**

Chair Denison opened the public comment period and noted that this was the time for members of the public to offer comment on matters that are within SCAG’s jurisdiction but are not listed on the agenda.

Chair Denison asked if any comments were received after the deadline. SCAG staff acknowledged there were no public comments received after the 5:00 p.m. deadline on June 3, 2026.

Seeing no public comment, Chair Denison closed the public comment period for matters not listed on the agenda.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There were no requests to prioritize agenda items.

**CONSENT CALENDAR**

Approval Items

1. Minutes of the Meeting – March 5, 2026

Receive and File

2. EEC Outlook and Future Agenda Items

A MOTION was made (Ramos) to approve the Consent Calendar. Motion was SECONDED (Crosswhite) and passed by the following votes:

**AYES:** Bishop, Clark, Copeland, Crosswhite, Denison, Hernandez, Horne, Huff, Johz, Litster, Ramos, Sanchez-Palacios, Saro, Senecal, Stark, Taj, and Welty (17)

**NOES:** None (0)

**ABSTAIN:** None (0)

### **INFORMATION ITEMS**

#### **3. Connect SoCal 2024: Implementation Strategies Update**

There were no public comments on item 3.

Leslie A. Cayton, Associate Regional Planner, indicated that SCAG had made significant progress on the Connect SoCal 2024 implementation strategies, with 84 of 93 strategies advancing since adoption. She stated that Connect SoCal served as a long-range regional transportation and sustainability plan that must meet federal and state requirements and be updated every four years. She indicated that SCAG supported implementation through policy leadership, funding coordination, research, and technical assistance to local agencies. She stated that recent accomplishments included the release of the Regional Resilience Toolkit, the launch of a Smart Cities Strategic Plan effort, and the approval of projects under a clean freight rebate program. Lastly, she indicated that implementation depended heavily on coordination with local jurisdictions and partners and that SCAG was beginning to shift focus toward development of the next plan, Connect SoCal 2050.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

#### **4. Overview of Transportation Conformity and Anticipated Regional Conformity Challenges in SCAG Region**

There were no public comments on item 4.

Lijin Sun, Planning Supervisor, indicated that transportation conformity was a federal Clean Air Act requirement that ensured transportation activities aligned with air quality goals. She stated that conformity required passing five technical tests, and failure of any one test resulted in overall failure. She indicated that recent federal and state regulatory changes have eliminated emission reduction benefits previously relied upon. She stated that updated air quality plans included emissions budgets, particularly in the Coachella Valley, that were too low for the region to meet. She indicated that if those budgets were adopted and enforced, SCAG would fail conformity, which would halt transportation planning and delay federal funding for projects. She stated that although there is no immediate impact, the region was approaching a cliff within the next 18 months and must work with agencies to find solutions before the issue becomes critical.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

## 5. Innovative Clean Transit Regional Assessment Study Update

There were no public comments on item 5.

Priscilla Freduah-Agyemang, Senior Regional Planner, stated that the state required transit agencies to transition to 100 percent zero-emission vehicles by 2040. She stated that SCAG conducted a regional assessment to evaluate readiness and identify challenges related to this transition. She indicated that readiness varied widely, with larger agencies advancing strategically while smaller agencies struggled and focused mainly on compliance. She stated that key barriers included uncertainty about technology options, limited infrastructure, workforce training needs, and inconsistent funding. She indicated that some required vehicles and technologies were not yet widely available and that operational challenges, such as infrastructure failures, also existed. She stated that the implementation action plan aimed to improve coordination, expand funding support, strengthen workforce readiness, and encourage shared solutions across agencies.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

## 6. Data Center Energy and Water Use

There were no public comments on item 6.

Eric Masanet, Professor and Mellichamp Chair of Sustainability Science for Emerging Technologies, UC Santa Barbara, and Faculty Scientist, Lawrence Berkeley National Laboratory, stated that data centers consumed energy for both IT equipment and supporting infrastructure such as cooling and power systems. He indicated that energy demand from data centers was rapidly increasing due to the growth of artificial intelligence and that new facilities were significantly larger than previous generations. He stated that data center electricity use could reach between 7 and 12 percent of national demand in the future. He indicated that estimating energy use was difficult due to limited data transparency and reliance on modeling. He stated that major challenges include uncertainty in projections, grid strain during peak demand, and the use of on-site fossil fuel generation in some cases. He indicated that despite these challenges, the industry was innovating and improving efficiency while investing in renewable energy solutions. Lastly, he stated that stronger transparency, efficiency standards, and better siting decisions are necessary to manage impacts.

Nell Green, Senior Research Fellow, Wheeler Water Institute at UC Berkeley's Center for Law stated that data centers use water primarily for cooling and also indirectly through electricity production and supply chains. She stated that water use can range from tens of thousands to over 500,000 gallons per day depending on facility size. She indicated that water impacts vary significantly by location and were particularly concerning in regions already experiencing water stress. She stated that data center growth was increasingly occurring in rural areas with limited water infrastructure. She stated that a major issue was the lack of reliable data, as most reporting was voluntary and not site-specific. She indicated that existing regulations form a fragmented patchwork and do not adequately address data

center water use. She stated that improving transparency through mandatory reporting, strengthening local decision-making capacity, and encouraging efficient water use practices were necessary steps. She indicated that better coordination between state, local governments, and industry was essential to reduce water impacts and support sustainable development.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

### **CHAIR'S REPORT**

Chair Denison stated that on May 7, the SCAG Regional Council voted to establish a special Connect SoCal 2050 Subcommittee to provide overarching policy leadership for development of the Connect SoCal 2050 Regional Transportation Plan/Sustainable Communities Strategy. He stated the Subcommittee will include two members from each of the three policy committees and may include up to three ex-officio members to provide additional policy perspectives. He provided an update on SB 1087 and stated SCAG had worked with the other large California metropolitan planning organizations and Senator Cabaldon on the bill. Lastly, he acknowledged new and outgoing members of the committee.

### **STAFF REPORT**

Ivette Macias, Senior Government Affairs Officer, stated that The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) would conduct the 2026 SCAG federal certification review to evaluate the regional transportation planning process carried out by SCAG and its partners and members of the public may provide the FHWA and the FTA with written comments by email or regular mail.

### **ANNOUNCEMENT**

There were no announcements.

### **ADJOURNMENT**

There being no further business, Chair Denison adjourned the Energy and Environment Committee meeting at 11:18 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC]

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**ENERGY AND ENVIRONMENT COMMITTEE ATTENDANCE REPORT**

**2026-2027**

| <b>MEMBERS</b>             | <b>Representing</b>           | <b>Jun</b> | <b>Jul</b> | <b>Aug</b> | <b>Sep</b> | <b>Oct</b> | <b>Nov</b> | <b>Dec</b> | <b>Jan</b> | <b>Feb</b> | <b>Mar</b> | <b>April</b> | <b>May</b> | <b>Total Mtgs Attended To Date</b> |
|----------------------------|-------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|------------|------------------------------------|
| Beltran, Ana               | Westmoreland, ICTC            | 0          |            |            |            |            |            |            |            |            |            |              |            | 0                                  |
| Bishop, Art                | Apple Valley, SBCTA           | 1          |            |            |            |            |            |            |            |            |            |              |            | 1                                  |
| Brotman, Daniel            | Glendale, RC District 42      | 1          |            |            |            |            |            |            |            |            |            |              |            | 1                                  |
| Cardenas-Singh, Martha     | Imperial County               | 0          |            |            |            |            |            |            |            |            |            |              |            | 0                                  |
| Clark, Margaret            | Rosemead, RC District 32      | 1          |            |            |            |            |            |            |            |            |            |              |            | 1                                  |
| Copeland, Robert           | Signal Hill, GCCOG            | 1          |            | D          |            |            |            |            |            |            |            |              |            | 1                                  |
| Crosswhite, Jenny          | Santa Paula, RC District 47   | 1          |            |            |            |            |            |            |            |            |            |              |            | 1                                  |
| Davis, Ned                 | Westlake Village, LVMCOG      | 1          |            |            |            |            |            |            |            |            |            |              |            | 1                                  |
| Denison, Rick              | Yucca Valley, RC District 11  | 1          |            |            |            |            |            |            |            |            |            |              |            | 1                                  |
| Garcia, Victoria           | San Fernando, Pres. Apt       | 0          |            |            |            |            |            |            |            |            |            |              |            | 0                                  |
| Hernandez, Carmen          | Barstow, SBCTA                | 1          |            | A          |            |            |            |            |            |            |            |              |            | 1                                  |
| Horne, Shari               | Laguna Woods, OCCOG           | 1          |            |            |            |            |            |            |            |            |            |              |            | 1                                  |
| Huff, Britt                | Rolling Hills Estates, SCBCOG | 1          |            |            |            |            |            |            |            |            |            |              |            | 1                                  |
| Johsz, Brian               | Chino Hills, SBCTA            | 1          |            |            |            |            |            |            |            |            |            |              |            | 1                                  |
| Leash, Steven              | Cahuilla Band of Indians      | 0          |            |            |            |            |            |            |            |            |            |              |            | 0                                  |
| Litster, Elaine            | Simi Valley, VCOG             | 1          |            | R          |            |            |            |            |            |            |            |              |            | 1                                  |
| Lock Dawson, Patricia      | Riverside, District 68        | 0          |            |            |            |            |            |            |            |            |            |              |            | 0                                  |
| Lopez, Vianey              | Ventura County                | 1          |            |            |            |            |            |            |            |            |            |              |            | 1                                  |
| McMorrin, Yasmine-Imani    | Culver City, WCCOG            | 1          |            |            |            |            |            |            |            |            |            |              |            | 1                                  |
| Ramos, Daniel              | Adelanto, SBCTA               | 1          |            |            |            |            |            |            |            |            |            |              |            | 1                                  |
| Sanchez-Palacios, Jeanette | Ventura, VCOG                 | 1          |            | K          |            |            |            |            |            |            |            |              |            | 1                                  |
| Saro, Suely                | Long Beach, RC District 29    | 1          |            |            |            |            |            |            |            |            |            |              |            | 1                                  |
| Senecal, Patty             | Seal Beach, OCCOG             | 1          |            |            |            |            |            |            |            |            |            |              |            | 1                                  |
| Stark, Jennifer            | Claremont, SGVCOG             | 1          |            |            |            |            |            |            |            |            |            |              |            | 1                                  |
| Taj, Ali                   | Artesia, Pres. Apt            | 1          |            |            |            |            |            |            |            |            |            |              |            | 1                                  |
| Takahashi, Tamala          | Burbank, SFVCOG               | 0          |            |            |            |            |            |            |            |            |            |              |            | 0                                  |
| Traut, Connor              | Buena Park, OCCOG             | 0          |            |            |            |            |            |            |            |            |            |              |            | 0                                  |
| Virgen, Stephanie          | Coachella, CVAG               | 0          |            |            |            |            |            |            |            |            |            |              |            | 0                                  |
| Welty, Dale                | Canyon Lake, WRCOG            | 1          |            |            |            |            |            |            |            |            |            |              |            | 1                                  |



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

**From:** Sarah Jepson, Chief Planning Officer  
 213-236-1955, jepson@scag.ca.gov

**Subject:** 2026-2027 Presidential Priorities

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR EAC, 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. 2: Be a cohesive and influential voice for the region. 3: Spur innovation and action through leadership in research, analysis and information sharing. 4: Build a unified culture anchored in the pursuit of organizational excellence. 5: Secure and optimize diverse funding sources to support regional priorities.

**EXECUTIVE SUMMARY:**

*From June 11-12, 2026, President Ray Marquez convened a retreat and strategic planning session for the Executive/Administration Committee (EAC) to discuss operational, regional planning and policy, legislative, and engagement activities, and to build a consensus on key policy leadership priorities for his term. While no formal actions were taken at the retreat, staff received input on each agenda item and also facilitated an in-depth conversation on policy leadership opportunities to inform the 2026-2027 Presidential Priorities (Attachment A) and Regional Council and Policy Committee Outlooks (Attachment B). All meeting materials and meeting minutes are posted on SCAG's website.*

*This report provides an overview of the final 2026-2027 Presidential Priorities and reviews how they have been incorporated into the Regional Council and Policy Committee Outlooks.*

**BACKGROUND:**

Each year, the Executive Administration Committee, under the guidance of the President, identifies Presidential Priorities to guide implementation of Connect SoCal and meet the agency's core responsibilities as defined by federal and state law. These priorities are implemented through the

staff work program, Board policy discussions, and Board leadership throughout the year. The following Presidential Priorities were discussed and confirmed by the Executive Administrative Committee during the 2026-2027 EAC retreat.

- **Clean Transportation Technology:** Advance regional deployment of zero- and near-zero-emission vehicles and the infrastructure needed to support them. This priority aims to position SCAG as a stronger implementation partner by aligning state and federal funding, advancing freight charging strategies, and reinforcing the region’s clean air and competitiveness goals.
- **LA28 Olympic & Paralympic Games:** Use SCAG’s regional role to coordinate mobility planning, funding, and intergovernmental action in advance of the Games. The President and EAC will prioritize keeping partner agencies aligned, accelerating approvals for critical mobility investments, and ensuring the Games leave a lasting transportation and access legacy for Southern California.
- **Housing Production:** Build on REAP and SCAG’s “Beyond RHNA” work to keep housing production at the center of the regional agenda. The President and EAC will elevate results, support continued state advocacy, and work to build a shared understanding and alignment among the state, regions, and local jurisdictions on the technical underpinnings of the regional housing needs assessment to reduce tension and move toward productive solutions.
- **Infrastructure as Driver of Housing & Economic Development:** Expand the housing conversation to include the transportation, utility, and civic infrastructure that enables complete communities. The President and EAC will guide the development of a regional strategy on the heels of the successful REAP 2 program that links infrastructure investments and SCAG’s role and capacity in transportation planning and funding to housing, resilience, and economic prosperity.

A more detailed description of each priority, along with a summary of past accomplishments as applicable and more specific leadership objectives for the upcoming year, is included in the 2026-2027 Presidential Priorities (Attachment A). Staff has also updated the agenda outlooks for the Regional Council and Policy Committee meetings to reflect opportunities to discuss and advance these priorities. See Regional Council and Policy Committee Outlooks (Attachment B).

**FISCAL IMPACT:**

None

**ATTACHMENT(S):**

1. 2026-2027 Presidential Priorities\_Final
2. Regional Council and Policy Committee Outlooks

## 2026-2027 Presidential Priorities

Each year, the Executive Administration Committee, under the guidance of the President, identifies Presidential Priorities to guide implementation of Connect SoCal and meet the agency's core responsibilities as defined by federal and state law. These priorities are implemented through the staff work program, Board policy discussions, and Board leadership throughout the year. The following Presidential Priorities were discussed and confirmed by the Executive Administrative Committee during the 2026-2027 EAC retreat. The first three priorities are carried over from President Allen's 2025-2026 term, while the fourth was added as a strategic response to the conclusion of the REAP 2 funding program and to assure continued progress on housing and economic development initiatives in support of the region's growth vision. The Presidential Priorities include:

- **Clean Transportation Technology:** Advance regional deployment of zero- and near-zero-emission vehicles and the infrastructure needed to support them. This priority aims to position SCAG as a stronger implementation partner by aligning state and federal funding, advancing freight charging strategies, and reinforcing the region's clean air and competitiveness goals.
- **LA28 Olympic & Paralympic Games:** Use SCAG's regional role to coordinate mobility planning, funding, and intergovernmental action in advance of the Games. The President and EAC will prioritize keeping partner agencies aligned, accelerating approvals critical mobility investments, and ensuring the Games leave a lasting transportation and access legacy for Southern California.
- **Housing Production:** Build on REAP and SCAG's "Beyond RHNA" work to keep housing production at the center of the regional agenda. The President and EAC will elevate results, support continued state advocacy, and work to build a shared understanding and alignment among the state, regions, and local jurisdictions on the technical underpinnings of the process to reduce tension and move toward productive solutions.
- **Infrastructure as Driver of Housing & Economic Development:** Expand the housing conversation to include the transportation, utility, and civic infrastructure that enables complete communities. The President and EAC will guide the development of a regional strategy on the heels of the successful REAP 2 program that links infrastructure investments and SCAG's role and capacity in transportation planning and funding to housing, resilience, and economic prosperity.

### Presidential Priorities

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The following section provides additional detail on each priority, including the foundation established under prior Presidents, key accomplishments to date, and leadership commitments for the 2026–2027 term.

#### 1. Clean Transportation Technology

In April 2023, the Regional Council adopted a Clean Transportation Technology Policy that strengthened SCAG's commitment to support the commercialization and deployment of zero- and near-zero-emission vehicles. The goal is to improve air quality, reduce health risks, lower greenhouse gas emissions, and advance equity. The challenge remains significant: mobile sources account for about 80% of NOx and nearly 29% of PM2.5 in the South Coast, and the region cannot meet Clean Air Act attainment goals without major emission reductions. Heavy-duty trucks are especially difficult to transition, while light-duty adoption will require infrastructure at scale—about 1 million public and shared-private chargers by 2035.

Through research, planning, and programming, SCAG is working to align vehicle and infrastructure investments with market needs and accelerate progress across on-road emissions.

This priority is focused on translating policy leadership into implementation at scale. Stronger regional leadership can help connect funding, infrastructure planning, and market readiness so that zero-emission technologies move more quickly from pilot efforts to widespread deployment. During the 2026–2027 term, this work will target freight corridors, charging and fueling readiness, and coordination with state and federal partners so the region is better positioned to meet air quality and climate goals while supporting economic competitiveness.

### **2025-26 Accomplishments:**

- In 2025, SCAG launched the **Clean Invest Program** to help commercial fleets deploy Class 4 and 5 battery-electric trucks. In partnership with the EPA and South Coast AQMD, the program will provide \$50 million in rebates and is expected to reopen in July 2026 to award remaining funds.
- Through the **Zero Emission Trucking Initiative**, SCAG advanced planning for a regional charging and hydrogen fueling network, including a phased blueprint and site-specific analysis to support the truck market transition.
- The **Clean Transit Technologies Assessment** provided regional analysis and technical support to help transit operators evaluate fleet transition pathways and infrastructure needs.
- The **Last Mile Freight Program** moved from planning to implementation, supporting 22 projects with \$16.75 million.

### **2026-2027 Leadership Priorities**

- Through **SB 375 modernization** efforts, including SB 1087, SCAG is advocating for clean transportation technology strategies to count toward CARB-adopted greenhouse gas reduction targets. Board leadership is needed to ensure regions receive credit for accelerating fleet transition and that SCAG funding programs are recognized in meeting state goals.
- Federal policy shifts have disrupted the regulatory and funding landscape for clean transportation. **Better alignment among remaining federal, state, and regional programs**—and more streamlined administration—can help stabilize the market. The President and board will lead conversations with CARB and AQMD to leverage last-mile freight funding across all levels of government.
- As part of the **Smart Cities Strategic Plan** launching this summer, SCAG will advance electric vehicle adoption alongside other technologies that improve efficiency, safety, and VMT/GHG reduction. The Regional Council will lead this work by promoting best practices and selecting demonstration projects through SCAG’s Sustainable Communities Program that help advance the policy vision.

## **2. LA 28 Olympic & Paralympic Games**

On Sept. 4, 2025, the SCAG Regional Council adopted the Games Mobility Program Development Framework. Built on Connect SoCal 2024, the framework brings SCAG’s planning efforts into a shared set of goals, objectives, and guiding principles to support the LA28 Games. The RC approved program positions SCAG to play a central coordinating role as the region prepares for one of the most complex mobility undertakings in its history. Beyond Games-time operations, the work can leave a broader legacy by accelerating projects, strengthening institutional coordination, and demonstrating how integrated

planning can improve safety, access, and reliability across Southern California. Regional leadership is critical to keeping partners aligned around near-term delivery while ensuring that investments produce lasting regional benefits.

### **2025-26 Accomplishments:**

- The Regional Council approved the **TDM Approach** for freight and passenger vehicles, helping prioritize resources and setting the stage for a comprehensive implementation plan this summer.
- SCAG established a **pedestrian safety program** featuring open streets demonstration events and semi-permanent infrastructure. In 2025, all funding was secured through grants, and a consultant bench was established to support improvements at 12 locations across the region.
- The Regional Council approved **FFY 2026-27 STBG/CMAQ funding recommendations** totaling \$1.25 billion across 132 projects. Seventeen of those projects are directly associated with LA28 totaling \$480 million.
- The Regional Council also **programmed federal funding to Metro for the FIFA World Cup**. The expedited funding model serves as a blueprint for LA28.

### **2026-2027 Leadership Priorities**

- In partnership with LA28 and the GME, SCAG has been **advocating for state and federal resources** to support safe, efficient, and reliable Games-time transportation. Because SCAG programs and administers federal funds allocated to the region, timely Regional Council action will be pursued to deliver mobility strategies on schedule.
- **Metrolink** faces budget challenges that threaten both Games-time service and its ongoing role as the backbone of the regional transit network. Leadership to align stakeholders around solutions will be critical to sustain service and position Metrolink for lasting ridership growth during and after LA28.
- SCAG is developing a **Community Hubs** Toolkit for cities that want to host game-time celebrations and festivals. The toolkit will support 6–12 non-venue jurisdictions, and Board leadership will be important in promoting the opportunity.
- SCAG also plays a key role in **intergovernmental coordination** as agencies across the region prepare for 2028. The President and EAC will provide leadership to ensure clear communication, timely resolution to concerns, and keep the region aligned around a successful Games.

### **3. Housing Production**

SCAG successfully advocated for the allocation and restoration of REAP funding to help local agencies plan for 1.3 million housing units identified through the state’s 6th Cycle RHNA process. Working with partners, SCAG is now positioned to deliver nearly \$200 million for 100 projects that address key barriers to housing by the end of the calendar year.

The President and EAC is committed to retaining housing production as a central objective for the 2026–2027 term by focusing on implementation, accountability, and continued state partnership. The next phase of work can build on REAP’s foundation by highlighting results, supporting local problem-solving, and shaping the policy and funding environment needed to sustain production. With continued regional leadership, SCAG is committed to helping jurisdictions convert plans into entitled, financed, and delivered

housing while strengthening the region’s voice in Sacramento on future housing need, tools, and resources.

**2025-26 Accomplishments:**

- SCAG continued to accelerate housing production through the Regional Early Action Planning (REAP) grant program. The agency disbursed \$13.9 million through the Lasting Affordability Program, awarded another \$20 million in Round 2, and continued supporting local jurisdictions through workshops, data tools, and regional coordination.
- REAP-funded projects began to show results this year, including the Housing Land Trust Ventura County Revolving Long-Term Loan Program. Guest speakers at the February Regional Council meeting highlighted how these projects are increasing housing production locally.
- SCAG also convened regional discussions on housing production by hosting the Inland Empire Housing Summit and partnering with Orange County on the Small Scale Housing Symposium to build on lessons from REAP.

**2026-2027 Leadership Priorities:**

- Oversee the closeout of REAP 2, amplify success stories, and share lessons learned from REAP 1 and REAP 2 through outreach and best-practice promotion with the cities SCAG leaders represent and with partners, such as BIA.
- Continue advocating in Sacramento for ongoing REAP funding.
- Engage the California Department of Housing and Community Development leadership to promote transparency in developing the Cycle 7 Regional Housing Needs Determination and build a shared understanding of the technical analysis that will shape SCAG’s RHNA methodology.

**4. Infrastructure as Driver of Housing & Economic Development**

The region is at an inflection point: REAP 2 is ending, RHNA is next, and cities need implementation support. Housing remains a top priority, but it is difficult to deliver well. A key lesson from REAP 2 is that housing succeeds when it is paired with the infrastructure that makes communities function—mobility, services, and quality public spaces. Although SCAG does not have a dedicated housing funding source, it can still play a meaningful role by leveraging technical assistance and core transportation resources to help pro-housing cities and counties advance housing and economic development goals. Through this priority, SCAG can shape a catalytic regional strategy—“Beyond REAP”—that helps cities and counties create the conditions communities need to thrive: housing affordability, economic opportunity, access, services, and resilience.

This priority expands the housing conversation from units alone to the broader systems that determine whether communities can grow sustainably and equitably. By linking infrastructure, housing, and economic development, SCAG can help local jurisdictions identify where changes in zoning and regional investments can unlock infill, improve resilience, and support complete communities. During the EAC retreat, the President and EAC confirmed their interest and commitment to leading a regional conversation on infrastructure and zoning as a driver for housing and economic growth, and on finding pathways forward in a complex state legislative environment.

### **2026-2027 Leadership Priorities:**

- **Convene conversations with city managers through existing and new forums** (as needed) to understand barriers to development, promote SCAG tools and resources, and facilitate the sharing of best practices, including on tax-increment and other financing tools.
- **Facilitate conversations with private and non-profit developers** to understand barriers to housing element implementation and opportunities to better match site selection and zoning with market capacity to deliver.
- Pursue **Peer Region Learning** focused on turning “liabilities to assets” including by rethinking “everyday infrastructure” –flood channels, streets, parking lots—as assets to strengthen local coordinated economies, civic life, and long-term resilience.
- **Advance policies that enable community transformation** through alignment of infrastructure, housing, and economic development strategies **in Connect SoCal 2050 and through the planning and program guidelines** that direct SCAG’s planning, technical assistance, and transportation funding tools.

# Regional Council Agenda Outlook for FY2027

| Date             | Discussion  | Business  |
|------------------|---|---|
| <b>July</b>      |   | <ul style="list-style-type: none"> <li>• SB 79: Approach &amp; Methodology</li> <li>• Split Letter for FY 26 Olympic &amp; Paralympic Games Funding*</li> <li>• Last Mile Freight Program INVEST Clean*</li> <li>• 2017 Draft Federal Transportation Improvement Program/Connect SoCal 2024 Amend. 2 for Public Review</li> <li>• Toll Credit/Transportation Credit Policy</li> </ul> |
| <b>September</b> | <ul style="list-style-type: none"> <li>• Presidential Priority: LA 28 Olympic &amp; Paralympic Games*               <ul style="list-style-type: none"> <li>○ Games Mobility Executives Panel</li> </ul> </li> </ul>             | <ul style="list-style-type: none"> <li>• Clean Air Day Proclamation</li> <li>• LA28/SCAG MOU*</li> <li>• 2017 Final Federal Transportation Improvement Program/Connect SoCal 2024 Amend. 2</li> <li>• Quarterly Economic Roundtable report</li> </ul>   |
| <b>October</b>   | <ul style="list-style-type: none"> <li>• Demographic Update: Invited Speaker</li> </ul>   | <ul style="list-style-type: none"> <li>• REAP 2 Update</li> <li>• Connect SoCal 2050 Policy Development Framework</li> </ul>  |
| <b>November</b>  | <ul style="list-style-type: none"> <li>• Presidential Priority: Clean Transportation Technology*               <ul style="list-style-type: none"> <li>• Invited Speakers: California Air Resources Board</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• FY27 Budget Amendment 1</li> <li>• Last Mile Freight Program INVEST Clean Awards*</li> <li>• Trade Corridor Enhancement Program Project Nominations</li> <li>• FFY29-FFY30 CMAQ/STBG Program Guidelines</li> </ul>   |
| <b>December</b>  | <ul style="list-style-type: none"> <li>• Presidential Priority: Housing &amp; Economic Development*               <ul style="list-style-type: none"> <li>○ City Managers/Developers Panel</li> </ul> </li> </ul>                | <ul style="list-style-type: none"> <li>• Community Hub Approach*</li> <li>• Quarterly Economic Roundtable report</li> </ul>   |

\*Presidential Priority

# Regional Council Agenda Outlook for FY2027

| Date            | Discussion   | Business  |
|-----------------|--|---|
| <b>January</b>  |  | <ul style="list-style-type: none"> <li>• Resilience Resolution Update</li> <li>• FFY29-FFY30 CMAQ/STBG Program Call for Projects Opens</li> </ul>   |
| <b>February</b> | <ul style="list-style-type: none"> <li>• Presidential Priority: Housing Production*               <ul style="list-style-type: none"> <li>○ California Department of Housing &amp; Community Development</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• Regional Transportation Safety Targets for 2027</li> </ul>   |
| <b>March</b>    | <ul style="list-style-type: none"> <li>• Presidential Priority: LA 28 Olympic &amp; Paralympic Games*               <ul style="list-style-type: none"> <li>○ TDM Update</li> <li>○ Regional Rail update</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• FY28 Draft Budget</li> <li>• Quarterly Economic Roundtable Report*</li> </ul>  |
| <b>April</b>    | <ul style="list-style-type: none"> <li>• Connected Autonomous Vehicle Regulatory Overview               <ul style="list-style-type: none"> <li>• Invited Speaker</li> </ul> </li> </ul>  | <ul style="list-style-type: none"> <li>• FY27 Budget Amendment 2</li> <li>• Smart Cities Strategic Plan *</li> <li>• Smart Cities Call for Projects Guidelines*</li> <li>• Active Transportation Program Cycle 8</li> </ul> |

\*Presidential Priority

# CEHD Committee Agenda Outlook for FY2027

| Date      | Connect SoCal   | Local Assistance Program   | Regional Update  |
|-----------|---|--|--|
| July      |   | <ul style="list-style-type: none"> <li>REAP 2 project showcases</li> </ul>             |  |
| September | <ul style="list-style-type: none"> <li>Connect SoCal 2050: Policy Development Framework</li> <li>Connect SoCal 2050: LDX Updates</li> </ul> |  |  |
| October   | <ul style="list-style-type: none"> <li>Connect SoCal 2050: Regional Planning Policies &amp; Implementation Strategies Updates</li> </ul>    | <ul style="list-style-type: none"> <li>RHNA Subcommittee Charter</li> </ul>            | <ul style="list-style-type: none"> <li>Community Hubs Approach</li> </ul>  |
| November  |   | <ul style="list-style-type: none"> <li>Regional Housing Needs Determination</li> </ul> | <ul style="list-style-type: none"> <li>Farmworker Housing Study</li> </ul> |
| December  |   | <b>JPC/Econ</b>  |  |

# CEHD Committee Agenda Outlook for FY2027

| Date     | Connect SoCal   | Local Resources   | Regional Leadership  |
|----------|---|---|--|
| January  | <ul style="list-style-type: none"> <li>Connect SoCal 2050: Draft Performance Measures</li> </ul>  | <ul style="list-style-type: none"> <li>REAP 2 Project Showcases</li> </ul>                    |  |
| February | <ul style="list-style-type: none"> <li>Connect SoCal 2050: LDX Results - A First Look</li> </ul>  |   | <ul style="list-style-type: none"> <li>Tax Increment Financing Program Update</li> </ul> |
| March    | <ul style="list-style-type: none"> <li>Connect SoCal Futures: Update</li> </ul>   |   | <ul style="list-style-type: none"> <li>Complete Communities Update</li> </ul>            |
| April    | <ul style="list-style-type: none"> <li>Connect SoCal 2050: Region and County Forecast, post-LDX Evaluation</li> </ul>                                 | <ul style="list-style-type: none"> <li>Release of Proposed RHNA Methodology</li> </ul>        |  |
| May      | <b>General Assembly</b>   |   |  |
| June     | <ul style="list-style-type: none"> <li>Connect SoCal 2050: Final Performance Measures</li> <li>Connect SoCal 2050: Policies for Draft Plan</li> </ul> | <ul style="list-style-type: none"> <li>REAP 2 Program Close out Summary (Land Use)</li> </ul> |  |

# EEC Committee Agenda Outlook for FY2027

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

| Date | Agenda Items  |
|------|---|
| July | <ul style="list-style-type: none"> <li>Greenprint Tool Overview</li> <li>Public Release of Draft Transportation Conformity Analyses of Draft 2027 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 Amendment 2</li> <li>V2X and Smart Technology</li> </ul>   |
| Sept | <ul style="list-style-type: none"> <li>Transportation Conformity Determinations of Proposed Final 2027 Federal Transportation Improvement Program (FTIP) and Proposed Final Connect SoCal 2024 Amendment 2</li> <li>Recommendation to adopt Addendum 2 to the Connect SoCal 2024 Final Program Environmental Impact Report (State Clearinghouse No.: 2022100337)</li> <li>Approval of 2027 FTIP and Amendment 2 to Connect SoCal 2024</li> <li>Resilience Quick Guides</li> </ul> |
| Oct  | <ul style="list-style-type: none"> <li>Connect SoCal 2050: CEQA Documentation Initiation</li> <li>Connect SoCal 2050: Regional Planning Policies &amp; Implementation Strategies Updates</li> <li>SB 1087: Briefing and Next Steps</li> <li>Clean and Resilient Utility Infrastructure Study Overview</li> </ul>  |
| Nov  | <ul style="list-style-type: none"> <li>Request to Release Connect SoCal 2050 PEIR Notice of Preparation</li> <li>Data Center Policy Approaches</li> <li>Connect SoCal 2050: Green Region Resource Areas Overview</li> </ul>   |
| Dec  | <b>Joint Policy Committee Meeting: Economic Update</b>  |

# EEC Committee Agenda Outlook for FY2027

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

| Date | Agenda Items  |
|------|---|
| Jan  | <ul style="list-style-type: none"> <li>Connect SoCal 2050 Program Environmental Impact Report (State Clearinghouse No.: TBD): Status Update on Notice of Preparation</li> <li>Connect SoCal 2050: Draft Performance Measures</li> <li>Natural and Agricultural Lands Economic and Resilience Benefits Study Ecosystem Benefits</li> <li>Connect SoCal 2050: Draft Technical Methodology for Sustainable Communities Strategy</li> </ul> |
| Feb  | <ul style="list-style-type: none"> <li>Transportation Conformity Challenges in the SCAG Region</li> <li>SCAG Climate Adaptation Planning Guide Update</li> <li>Caltech Orbital Solar</li> </ul>   |
| Mar  | <b>Joint Policy Committee</b>   |
| Apr  | <ul style="list-style-type: none"> <li>Connect SoCal 2050 Program Environmental Impact Report (State Clearinghouse No.: TBD): Status Update on Stakeholder Outreach and Highlights of Preliminary Approaches to Major Components</li> <li>Connect SoCal Futures: Update</li> </ul>  |
| May  | <b>General Assembly</b>   |
| Jun  | <ul style="list-style-type: none"> <li>Connect SoCal 2050: Final Performance Measures</li> <li>Connect SoCal 2050: Policies for Draft Plan</li> <li>Natural and Agricultural Lands Economic and Resilience Benefits Study White Paper</li> <li>Clean and Resilient Utility Infrastructure Study Update</li> </ul>   |

# 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 | <ul style="list-style-type: none"> <li>Draft 2027 FTIP and Connect SoCal 2024 Amendment 2 for public review</li> <li>Toll Credit / Transportation Development Credit Policy</li> </ul>      | <ul style="list-style-type: none"> <li>Games TDM Strategic Plan *</li> </ul>   | <ul style="list-style-type: none"> <li>Last Mile Freight Program INVEST CLEAN Rebate Program *</li> </ul>  |
| Aug  | <b>No Meetings</b>  |  |  |
| Sept | <ul style="list-style-type: none"> <li>Connect SoCal 2050: Policy Development Framework</li> <li>Connect SoCal 2050: Project List Solicitation Process</li> </ul>                           | <ul style="list-style-type: none"> <li>Approval of 2027 FTIP and Amendment 2 to Connect SoCal 2024</li> <li>Program Guidelines Update for FFY29 &amp; FFY30 STBG/CMAQ Call for Projects</li> </ul> | <ul style="list-style-type: none"> <li>Planning for Main Streets Update</li> <li>Smart Cities Strategic Plan Update *</li> <li>SS4A Program Update *</li> <li>Trade Corridor Enhancement Program Update</li> </ul> |
| Oct  | <ul style="list-style-type: none"> <li>Connect SoCal 2050: Regional Planning Policies &amp; Implementation Strategies Updates</li> <li>Connect SoCal 2050: Core Revenue Forecast</li> </ul> | <ul style="list-style-type: none"> <li>FFY27 OTS Acceptance of Funds</li> <li>Smart Cities Strategic Plan Policy Framework *</li> </ul>  | <ul style="list-style-type: none"> <li>RPI Program Update</li> <li>Go Human New Creative</li> </ul>  |

\*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  | <ul style="list-style-type: none"> <li>Connect SoCal 2050: Operations &amp; Maintenance Policy</li> <li>Games TDM Strategy Update *</li> </ul>  | <ul style="list-style-type: none"> <li>Regional Transit Target Setting</li> <li>Goods Movement Resiliency/Readiness Planning Study</li> </ul>                             | <ul style="list-style-type: none"> <li>Trade Corridor Enhancement Program Approval</li> </ul>   |
| Dec  | <b>Joint Policy Committee Meeting: Economic Update</b>  |   |   |
| Jan  | <ul style="list-style-type: none"> <li>Connect SoCal 2050: Draft Performance Measures</li> <li>Sustainable Communities Program - Civic Engagement, Equity &amp; Environmental Justice Program Outcomes</li> </ul> | <ul style="list-style-type: none"> <li>Draft Regional Transportation Safety Targets for 2027</li> <li>Regional Safety Action Plan Update</li> </ul>                       | <ul style="list-style-type: none"> <li>Alternative Technology Assessment for Freight *</li> </ul>   |
| Feb  | <ul style="list-style-type: none"> <li>Connect SoCal 2050: Draft Core Revenues and Costs</li> <li>Connect SoCal 2050: Mobility Framework</li> </ul>   | <ul style="list-style-type: none"> <li>Connect SoCal 2050: Goods Movement &amp; Aviation Framework</li> <li>Connect SoCal 2050: Travel &amp; Tourism Framework</li> </ul> | <ul style="list-style-type: none"> <li>Transportation Conformity Challenges in the SCAG Region</li> <li>Connect SoCal 2050: LDX Results - A First Look</li> </ul> |

\*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   | <b>Joint Policy Committee</b>   |   |   |
| April | <ul style="list-style-type: none"> <li>• Games TDM Strategy Update *</li> <li>• Connect SoCal 2050: Draft New Funding Strategies</li> <li>• Connect SoCal Futures: Update</li> <li>• 2027 Regional Active Transportation Program</li> </ul> | <ul style="list-style-type: none"> <li>• Smart Cities Strategic Plan Final *</li> <li>• Smart Cities Call for Projects Guidelines *</li> <li>• Connect SoCal 2050: Region and County Forecast, post-LDX Evaluation</li> </ul> | <ul style="list-style-type: none"> <li>• CTC Partnership Program Closeout</li> <li>• Clean Cities Coalition Strategic Plan</li> <li>• SS4A Community Streets Grants Guidelines</li> </ul> |
| May   | <b>General Assembly</b>   |   |   |
| June  | <ul style="list-style-type: none"> <li>• Connect SoCal 2050: Policies for Draft Plan</li> <li>• Connect SoCal 2050: Final Performance Measures</li> </ul>   | <ul style="list-style-type: none"> <li>• SoCal Airport Access and Mobility Study *</li> </ul>   | <ul style="list-style-type: none"> <li>• Planning for Main Streets: Draft Final Report</li> <li>• Regional Safety Action Plan Update</li> </ul>   |

*\*Presidential Priorities :*

*•Clean Transportation*

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



Southern California Association of Governments  
July 2, 2026

**To:** EEC - Energy and Environment Committee

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

**Subject:** Connect SoCal 2024 Final Program Environmental Impact Report  
Addendum 2 (State Clearinghouse No.: 2022100337): Status Update and  
Preliminary Findings

**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:**

*SCAG Regional Council (RC) approved Amendment 1 to the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024) and adopted Addendum 1 to the Program Environmental Impact Report (State Clearinghouse No.: 2022100337) (PEIR) on September 5, 2024. Since then, SCAG staff has received requests from several county transportation commissions to further amend Connect SoCal 2024 to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new projects. Pursuant to the California Environmental Quality Act (CEQA), SCAG staff is performing an environmental evaluation of proposed projects additions or changes documented in Connect SoCal 2024 Amendment 2. Based on the preliminary findings, SCAG staff anticipates that the proposed additions or changes resulting from Connect SoCal Amendment 2 would not result in a substantial change to the region-wide impacts when compared to those addressed in the certified PEIR. SCAG staff also anticipates that the projects identified in Connect SoCal 2024 Amendment 2 are programmatically consistent with the environmental analysis, Regional Planning Policies and Implementation Strategies, CEQA mitigation measures, alternatives, Findings of Fact, and Statement of Overriding Considerations contained in the certified PEIR. As such, SCAG staff has determined that the appropriate CEQA document for Connect SoCal 2024 Amendment 2 is a second addendum to the PEIR (hereafter referred to as Addendum 2). Addendum 2 to the PEIR analyzes the changes documented in Connect SoCal 2024 Amendment 2. Staff is seeking EEC's feedback on the preliminary evaluation discussed in this staff report, such that EEC members can become*

*familiar with the CEQA requirements and preliminary findings for Addendum 2 to recommend that the RC adopt Addendum 2 to the PEIR anticipated in September 2026.*

**BACKGROUND:**

SCAG Regional Council (RC) approved Amendment 1 to Connect SoCal 2024 and adopted Addendum 1 to the associated PEIR (State Clearinghouse No: 2022100337) on September 5, 2024. Since then, SCAG staff has received requests from several county transportation commissions to further amend Connect SoCal 2024 to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new projects.

Based on the draft Connect SoCal 2024 Amendment 2, which is pending the Transportation Committee's (TC) authorization for a 30-day public review and comment period at its meeting on July 2, 2026, there are 722 project changes, including 68 new, 605 modified, and 49 deleted projects. There are 696 financially constrained projects, and 26 financially unconstrained plan projects. About 448 out of 722 project changes involve short-term RTP projects. Among the 448 project changes, most of them are modifications to existing projects, including revised project descriptions, modeling updates, schedules, and/or total costs. The 68 new projects include primarily Transportation System Management/Transportation Demand Management projects, minor arterial widenings, intermodal facilities, and bikeway improvements, which provide benefits such as improving efficiency of existing systems and reducing congestion. These new projects involve new costs and modeling changes for projects that were previously not included in Connect SoCal 2024 Amendment 1. There are 49 projects removed due to project cancellation or duplicate entries.

Of the 722 project changes in the draft Amendment 2, 13 of the projects are within Imperial County, 232 of the projects are within Los Angeles County, 30 of the projects are within Orange County, 240 of the projects are within Riverside County, 131 of the projects are within San Bernardino County, 74 of the projects are within Ventura County, and 2 of the projects spread across multiple counties. A complete list of the project modifications is available in the draft Amendment 2. Consistent with the certified PEIR and the adopted Addendum 1, the environmental analysis in Addendum 2 is limited to financially constrained projects.

**CEQA BASIS FOR A PEIR ADDENDUM:**

When an Environmental Impact Report (EIR) has been certified and the project is modified or otherwise changed after certification, additional environmental review may be necessary pursuant to the CEQA. The key considerations for determining the need and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code and CEQA Guidelines Sections 15162, 15163, and 15164. In general, an addendum is the appropriate form of environmental documentation when there are no substantial changes to the project or there is no significant new information that would require major revisions to the analyses or the conclusions in the EIR. Substantial changes are defined as those which "will require major revisions of the previous

EIR...due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.” An addendum is not required to be circulated for public review. The CEQA Lead Agency for the project shall consider an addendum with the final EIR prior to making a decision on the project.

**PRELIMINARY PROGRAMMATIC ENVIRONMENTAL ASSESSMENT AND CONTENTS:**

SCAG staff is conducting a preliminary programmatic environmental assessment of the changes to the Connect SoCal 2024 Project List documented in the draft Amendment 2 pursuant to CEQA. The contents of Addendum 2 are as follows:

- **Chapter 1.0, Introduction** describes the purpose and scope of this document and the basis for the addendum. The introduction includes applicable statutory sections of the Public Resources Code and Guidelines.
- **Chapter 2.0, Project Description** summarizes the changes to the Connect SoCal 2024 Amendment 2 Project List.
- **Chapter 3.0, Environmental Analysis** discusses the extent to which the changes to the Connect SoCal 2024 Amendment 2 Project List would have effects on the environment as compared to those already identified in the certified PEIR.
- **Chapter 4.0, Alternatives** discusses the extent to which the changes to the Connect SoCal 2024 Amendment 2 Project List would have effects on the project alternatives previously considered in the certified PEIR, including the No Project Alternative and Intensified Land Use Alternative.
- **Chapter 5.0, Other CEQA Considerations** discusses the extent to which the changes to the Connect SoCal 2024 Amendment 2 Project List would have effects on the other CEQA considerations previously considered in the certified PEIR, including an assessment of growth inducing impacts, programmatic level unavoidable impacts, and irreversible impacts.
- **Chapter 6.0, Findings** describes the CEQA findings of Addendum 2.

**SUMMARY OF PRELIMINARY CEQA FINDINGS:**

Although the new projects identified in the draft Connect SoCal 2024 Amendment 2 were not identified in the PEIR and Addendum 1, SCAG staff has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, Regional Planning Policies, and Implementation Strategies contained in the approved Connect SoCal 2024 and with the analysis and conclusions presented in the previously certified PEIR. See Table 1, below, for a summary of the preliminary findings for environmental impacts to be analyzed in Addendum 2.

TABLE 1: SUMMARY OF PRELIMINARY CEQA FINDINGS FROM THE DRAFT CONNECT SOCAL 2024 AMENDMENT 2

| Environmental Impact Areas         | Compared to the Previously Certified PEIR |
|------------------------------------|---|
| Aesthetics                         | Same; no new impacts                      |
| Agriculture and Forestry Resources | Same; no new impacts                      |
| Air Quality                        | Same; no new impacts                      |
| Biological Resources               | Same; no new impacts                      |
| Cultural Resources                 | Same; no new impacts                      |
| Energy                             | Same; no new impacts                      |
| Geology and Soils                  | Same; no new impacts                      |
| Greenhouse Gas Emissions           | Same; no new impacts                      |
| Hazards and Hazardous Materials    | Same; no new impacts                      |
| Hydrology and Water Quality        | Same; no new impacts                      |
| Land Use and Planning              | Same; no new impacts                      |
| Mineral Resources                  | Same; no new impacts                      |
| Noise                              | Same; no new impacts                      |
| Population and Housing             | Same; no new impacts                      |
| Public Services                    | Same; no new impacts                      |
| Recreation                         | Same; no new impacts                      |
| Transportation                     | Same; no new impacts                      |
| Tribal Cultural Resources          | Same; no new impacts                      |
| Utilities and Service Systems      | Same; no new impacts                      |
| Wildfire                           | Same; no new impacts                      |
| Alternatives                       | Same; no new impacts                      |
| Other CEQA Considerations          | Same; no new impacts                      |

SCAG staff finds that the changes and additions in the draft Amendment 2 would result in impacts that would fall within the range and severity of environmental impacts and the range of alternatives already identified and addressed in the previously certified PEIR. Therefore, no significant new environmental impact, and no substantial increase in the severity of physical impacts to the environment beyond those already anticipated, mitigated, and disclosed in the previously certified PEIR are anticipated at this time. Further, each project will be assessed at the project-level by the implementing agency in accordance with CEQA, National Environmental Policy Act, and all applicable regulations. No changes to the CEQA mitigation measures or alternatives contained in the previously certified PEIR are anticipated to be necessary or proposed.

**PRELIMINARY CONCLUSION:**

The preliminary environmental assessment and CEQA findings provided above indicate that the projects identified in the draft Connect SoCal 2024 Amendment 2 are programmatically consistent with the analysis, Regional Planning Policies and Implementation Strategies, CEQA mitigation measures, alternatives, Findings of Fact, and Statement of Overriding Considerations contained in the certified PEIR and that the proposed modifications would not result in either new significant environmental impacts or substantial increase in the severity of previously identified significant impacts in the certified PEIR. Therefore, it is preliminarily determined that a subsequent or supplemental PEIR is not required for Connect SoCal 2024 Amendment 2 and that Addendum 2 to the PEIR is the appropriate CEQA document for Connect SoCal 2024 Amendment 2.

**NEXT STEPS:**

Pursuant to the CEQA, Addendum 2 to PEIR must be adopted by the RC prior to the RC's consideration to adopt the proposed final Connect SoCal 2024 Amendment 2. Staff will return to seek the EEC's recommendation that the RC approve the Addendum 2 to the PEIR anticipated in September 2026.

**FISCAL IMPACT:**

None.



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

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

**Subject:** Release of Draft Transportation Conformity Analyses of Draft 2027  
 Federal Transportation Improvement Program (FTIP) and Draft Connect  
 SoCal 2024 Amendment 2

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR EEC:**

Recommend that the Regional Council (RC) authorize the Executive Director to release the draft transportation conformity analyses as part of the draft 2027 FTIP and the draft Connect SoCal 2024 (2024 RTP/SCS) Amendment 2 for public review and comment.

**RECOMMENDED ACTION FOR CEHD AND TC:**

Receive and File

**RECOMMENDED ACTION FOR RC:**

Authorize the Executive Director to release the draft transportation conformity analyses as part of the draft 2027 FTIP and the draft Connect SoCal 2024 (2024 RTP/SCS) Amendment 2 for public review and comment.

**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 draft 2027 FTIP and draft Connect SoCal 2024 Amendment 2. The draft transportation conformity analyses demonstrate that the draft 2027 FTIP and Connect SoCal 2024 Amendment 2 meet all federal transportation conformity requirements. At their respective meetings on July 2, 2026, staff is seeking the EEC's recommendation to the RC, and then RC authorization to release the draft transportation conformity analyses as part of the draft 2027 FTIP and draft Connect SoCal 2024 Amendment 2 documents for a 30-day public review and comment period beginning July 6, 2026. Following the conclusion of the public review period, the EEC will be asked to consider*

***recommending the proposed final transportation conformity analyses to the RC, and then the RC will be asked to consider adoption of the proposed final 2027 FTIP and the proposed final Connect SoCal Amendment 2, including the associated proposed final transportation conformity analyses on the same day in September 2026.***

**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. SCAG is responsible for developing and maintaining 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.

At the June 4, 2026 EEC meeting, staff provided an overview of transportation conformity, including the five federally required transportation conformity tests that RTP, FTIP, and their amendments must pass: (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. In addition, the anticipated transportation conformity lockdown due to SCAG's inability to meet the Coachella Valley ozone motor vehicle emissions budget included in the South Coast Air Quality Management District's 2026 updated Air Quality Management Plan has no impact on the 2027 FTIP or Connect SoCal 2024 Amendment 2. For more information, please visit: [Energy and Environment Committee June 4, 2026 Full Agenda Packet](#) (Agenda Item 4).

SCAG staff has prepared the draft 2027 FTIP and draft Connect SoCal 2024 Amendment 2 in consultation and continuous communication with the CTCs throughout the region. The draft 2027 FTIP is a programming document containing new transportation projects and modifications to existing transportation projects covering a six-year period. Concurrent with the draft 2027 FTIP, the draft Connect SoCal 2024 Amendment 2 serves as a consistency amendment to the 2027 FTIP, allowing for changes to long-range RTP/SCS projects in addition to changes to state and local highway and transit projects currently in the FTIP that will be carried forward as part of the 2027 FTIP.

SCAG staff has also prepared the federally required draft transportation conformity analyses for the draft 2027 FTIP and draft Connect SoCal 2024 Amendment 2. The draft transportation conformity analyses demonstrate positive transportation conformity by meeting all five federally required transportation conformity tests. In addition, these draft analyses update the prior final transportation conformity analyses for the 2025 FTIP and Connect SoCal 2024 Amendment 1, which were adopted by the RC on September 5, 2024 and received final federal approval from the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA), in consultation with U.S. EPA, on December 16, 2024.

At its meeting on July 2, 2026, the TC is considering recommending that the RC authorize the Executive Director to release the draft 2027 FTIP and draft Connect SoCal 2024 Amendment 2 for a 30-day public review and comment period beginning on July 6, 2026. On a separate but parallel track, staff is seeking EEC's recommendation that the RC authorize the Executive Director to release the associated draft transportation conformity analyses as part of the draft 2027 FTIP and draft Connect SoCal 2024 Amendment 2 documents for the same 30-day public review and comment period beginning on July 6, 2026.

Upon completion of the public review and comment period, SCAG staff will prepare the proposed final 2027 FTIP and the proposed final Connect SoCal 2024 Amendment 2, including the associated proposed final transportation conformity analyses for the TC and the EEC to recommend RC adoption, respectively and then RC's adoption on the same day in September 2026. Final federal approval of the 2027 FTIP and Connect SoCal 2024 Amendment 2 is expected to occur in December 2026. Once approved by the federal agencies, the 2027 FTIP and Connect SoCal 2024 Amendment 2 would allow transportation projects to receive the necessary federal approvals to move forward toward implementation.

**FISCAL IMPACT:**

None.



Southern California Association of Governments  
July 2, 2026

**To:** EEC - Energy and Environment Committee  
**From:** Ryan Wolfe, Department Manager  
213-630-1527, wolfe@scag.ca.gov  
**Subject:** EEC Outlook and Future Agenda Items

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**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. 3: Spur innovation and action through leadership in research, analysis and information sharing.

**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 EEC Outlook reflects outcomes of the 2026 Executive Administration Committee (EAC) Retreat EEC and discussions with the EEC 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, 2024<sup>1</sup>.

**Energy and Environment Committee (EEC) 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.

<sup>1</sup> SCAG 2024 Strategic Plan: <https://scag.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2497&Inline=True>

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 EEC Policy Committee and the considerations noted above.

**FISCAL IMPACT:**

None

**ATTACHMENT(S):**

1. FY27 EEC Agenda Outlook

# EEC Committee Agenda Outlook for FY2027

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

| Date | Agenda Items  |
|------|---|
| July | <ul style="list-style-type: none"> <li>Greenprint Tool Overview</li> <li>Public Release of Draft Transportation Conformity Analyses of Draft 2027 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 Amendment 2</li> <li>V2X and Smart Technology</li> </ul>   |
| Sept | <ul style="list-style-type: none"> <li>Transportation Conformity Determinations of Proposed Final 2027 Federal Transportation Improvement Program (FTIP) and Proposed Final Connect SoCal 2024 Amendment 2</li> <li>Recommendation to adopt Addendum 2 to the Connect SoCal 2024 Final Program Environmental Impact Report (State Clearinghouse No.: 2022100337)</li> <li>Approval of 2027 FTIP and Amendment 2 to Connect SoCal 2024</li> <li>Resilience Quick Guides</li> </ul> |
| Oct  | <ul style="list-style-type: none"> <li>Connect SoCal 2050: CEQA Documentation Initiation</li> <li>Connect SoCal 2050: Regional Planning Policies &amp; Implementation Strategies Updates</li> <li>SB 1087: Briefing and Next Steps</li> <li>Clean and Resilient Utility Infrastructure Study Overview</li> </ul>  |
| Nov  | <ul style="list-style-type: none"> <li>Request to Release Connect SoCal 2050 PEIR Notice of Preparation</li> <li>Data Center Policy Approaches</li> <li>Connect SoCal 2050: Green Region Resource Areas Overview</li> </ul>   |
| Dec  | <b>Joint Policy Committee Meeting: Economic Update</b>  |

# EEC Committee Agenda Outlook for FY2027

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

| Date | Agenda Items  |
|------|---|
| Jan  | <ul style="list-style-type: none"> <li>Connect SoCal 2050 Program Environmental Impact Report (State Clearinghouse No.: TBD): Status Update on Notice of Preparation</li> <li>Connect SoCal 2050: Draft Performance Measures</li> <li>Natural and Agricultural Lands Economic and Resilience Benefits Study Ecosystem Benefits</li> <li>Connect SoCal 2050: Draft Technical Methodology for Sustainable Communities Strategy</li> </ul> |
| Feb  | <ul style="list-style-type: none"> <li>Transportation Conformity Challenges in the SCAG Region</li> <li>SCAG Climate Adaptation Planning Guide Update</li> <li>Caltech Orbital Solar</li> </ul>   |
| Mar  | <b>Joint Policy Committee</b>   |
| Apr  | <ul style="list-style-type: none"> <li>Connect SoCal 2050 Program Environmental Impact Report (State Clearinghouse No.: TBD): Status Update on Stakeholder Outreach and Highlights of Preliminary Approaches to Major Components</li> <li>Connect SoCal Futures: Update</li> </ul>  |
| May  | <b>General Assembly</b>   |
| Jun  | <ul style="list-style-type: none"> <li>Connect SoCal 2050: Final Performance Measures</li> <li>Connect SoCal 2050: Policies for Draft Plan</li> <li>Natural and Agricultural Lands Economic and Resilience Benefits Study White Paper</li> <li>Clean and Resilient Utility Infrastructure Study Update</li> </ul>   |



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**To:** EEC - Energy and Environment Committee

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Javier Silva, Senior Regional Planner  
213-630-1508, silva@scag.ca.gov

**Subject:** Vehicle to Grid (V2G) Technology

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**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. 3: Spur innovation and action through leadership in research, analysis and information sharing.

**EXECUTIVE SUMMARY:**

*Vehicle-to-grid (V2G) technology enables bidirectional charging, allowing electricity to flow both from the electric grid to an electric vehicle (EV) and from the EV back to the grid. V2G could support grid reliability, however, V2G remains at an early stage of implementation due to limited vehicle availability, limited equipment, and regulatory readiness. Overall, V2G is a promising but still emerging technology with important long-term implications for grid flexibility and transportation electrification.*

**BACKGROUND:**

V2G is a bidirectional charging framework through which EVs can discharge electricity back to the electric grid and provide grid-stabilization services. This is different than the current model for electrical vehicle charging within the United States which is grid-to-vehicle (G2V). Under the V2G framework, EV batteries can help balance supply and demand and support grid operations during periods of system strain or emergency.<sup>1</sup> Other useful charging frameworks are vehicle-to-home (V2H) and vehicle-to-load (V2L). Table 1 summarizes these definitions. V2H allows electric vehicles to send power back to a home/building, allowing a user to power a home using the vehicles stored energy. V2L allows a user to directly power external devices using the vehicles battery. In other words, users would be able to plug in appliances into the vehicle, utilizing it like a portable power source.

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<sup>1</sup> <https://www.iea.org/reports/vehicle-to-grid-technology>

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**Table 1: V2G, V2H, and V2L Definitions**

|                              | What It Does   | Main Purpose                   |
|------------------------------|--|--------------------------------|
| <b>Vehicle-to-Grid (V2G)</b> | Vehicle sends power back to the electrical grid      | Supports electrical grid       |
| <b>Vehicle-to-Home (V2H)</b> | Vehicle sends power to home/building                 | Backup power for home/building |
| <b>Vehicle-to-Load (V2L)</b> | Vehicle sends power to individual devices/appliances | Portable power source          |

V2G is an increasingly important alternative charging model because EV adoption is accelerating and unmanaged charging could create significant stress on the electric system. Global EV sales grew by 20 percent in 2024 and in 2025, and more than 2 million new EVs hit the road in December 2025 alone. Unmanaged charging from an all-EV fleet could raise peak power demand by 50 percent and place substantial pressure on neighborhood transformers because a Level 2 home charger can draw as much power as two or three typical households.<sup>3</sup> EVs could expand the total power available to the system if their batteries are used strategically rather than treated only as new load. The U.S. Department of Energy similarly indicates that appropriately planned and implemented V2G integration can provide benefits to all electricity consumers, including individuals, businesses, and grid operators.<sup>4</sup>

In a study of EV deployment on the electrical distribution network in San Francisco found that V2G charging could avoid approximately three-quarters of transformer overloads by 2050 compared with uncontrolled charging.<sup>5</sup> Another study focused on northern France found that V1G<sup>6</sup> and V2G deployment could reduce 2040 peak grid loads by 6 percent and 9 percent, respectively, and could save about one-quarter of annual grid reinforcement costs.<sup>7</sup>

Despite its potential, V2G remains a niche market today. V2G and V2H require additional technology beyond conventional one-way charging. Bidirectional charging affects the design and operation of battery management systems, power electronics, and communication protocols. These systems must safely manage outgoing current, meet grid requirements, communicate charging and discharge limits, and help minimize battery degradation.

While the number of models with V2G charging capabilities has grown in the past two years, only approximately 22 models globally currently have V2G capabilities, and they account for less than 1.5

<sup>3</sup> Anthropocene Magazine, *The Future of the Grid Could Be Parked in Your Driveway*

<sup>4</sup> U.S. Department of Energy, *Vehicle-to-Grid Integration Assessment Report*

<sup>5</sup> ScienceDirect, Proactive grid investment enables V2G for 100% adoption of electric vehicles in urban areas

<sup>6</sup> V1G is the acronym for unidirectional smart charging. This form of charging sends energy from the grid-to-vehicle; The charging rate can be dynamically controlled based off grid conditions.

<sup>7</sup> <https://www.iea.org/reports/vehicle-to-grid-technology>

percent of all EV models. These models remain scarce and are generally not capable of multiparty interoperability, which indicates that V2G remains at an early stage of mass market adoption.<sup>13</sup> According to Nissan, Nissan approved bidirectional charging equipment for use with the Nissan LEAF in 2024.<sup>14</sup> The Nissan LEAF is one of the few mass-produced bidirectional-enabled electric vehicles in the United States. However, additional charging equipment and utility arrangements need to be procured to utilize the V2G capability. Other electric vehicles, such as the Ford F-150 Lightning or Tesla Cybertruck, offer V2H capabilities, but similar to the LEAF, additional equipment is required to utilize those capabilities. For example, the Ford F-150 Lightning currently requires a Ford Charge Station Pro and Home Integration System to utilize the V2H capabilities. However, as of May 2026, Ford no longer sells the Ford Charge Station Pro.<sup>15</sup>

In addition to vehicle limitations, charger certification and interoperability remain significant barriers. V2G chargers must both comply with national or regional grid codes and communicate successfully with specific vehicle models. Despite standardization progress, interoperability between chargers and EVs remains extremely low because implementation of the new Combined Charging Standard (CCS) standard varies across manufacturers. As a result, current commercial offerings are limited to bundled combinations of a specific EV model, a specific charger, and a tariff from a specific utility.<sup>16</sup> Overall, V2G is a promising but still emerging technology. The technology offers meaningful long-term potential to improve grid flexibility and create additional value from EV batteries. However, broader deployment will depend on vehicle availability and improved interoperability across charging ecosystems.

**FISCAL IMPACT:**

None.

**ATTACHMENT(S):**

1. PowerPoint Presentation - V2G Technologies

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<sup>13</sup> <https://www.iea.org/reports/vehicle-to-grid-technology>

<sup>14</sup> Nissan News, *Nissan approves enhanced Fermata Energy FE-20 bidirectional charger and V2X platform for use with Nissan LEAF*

<sup>15</sup> Ford, *What is Ford Home Backup Power?*

<sup>16</sup> <https://www.iea.org/reports/vehicle-to-grid-technology>



# Vehicle-to-grid (V2G)

July 2, 2026

Energy & Environment Committee

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

1

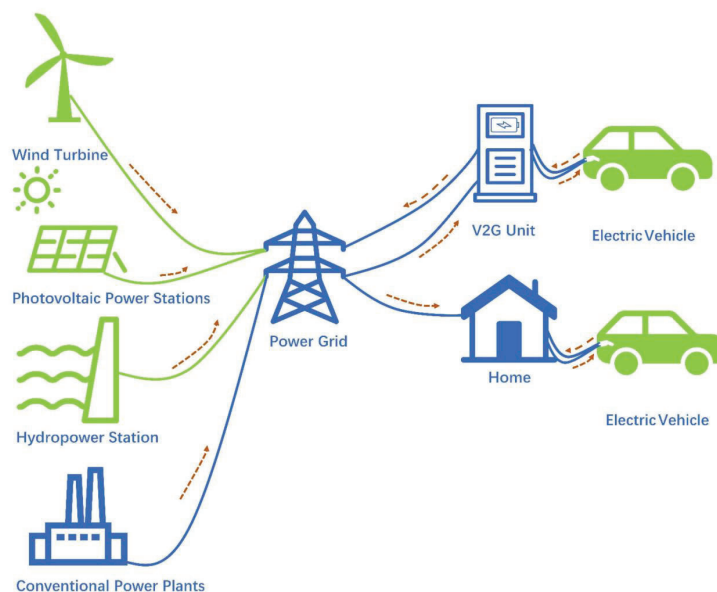


## WHAT IS VEHICLE-TO-GRID?

## What is V2G?

- Vehicle-to-grid (V2G) is a charging framework through which EVs can discharge electricity back to the electric grid
- This is different than the current model for EV charging in the US
  - Grid-to-vehicle (G2V)
- Additional EV charging frameworks
  - V2H: vehicle-to-home
  - V2L: vehicle-to-load

## V2G Flow



## V2G Equipment



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

5



## V2H Equipment



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

6



## Vehicle-to-load (V2L)



## Why is this important?

- EV batteries can help balance supply and demand
  - Support grid operations during system strain or emergency
- V2H allows EVs to send power back to a home/building
- EV adoption is growing: this could place stress on the electrical grid
- Global EV sales grew by 20% in 2024 and 2025
- Study: V2G model could help SF avoid about 75% of transformer overloads by 2025 compared to uncontrolled charging
- Study: In France, V1G and V2G could reduce 2040 peak grid loads by 6% and 9%
  - Save about 25% of annual grid reinforcement costs



## LIMITATIONS

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## Limitations

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- V2G requires additional equipment beyond conventional one-way charging
  - Bidirectional charging equipment must safely manage outgoing current, meet grid requirements, communicate charging/discharge limited, and help minimize battery degradation
- Limited vehicle models possess V2G charging capabilities
  - 1.5% of all EV models
- Early stage of mass market adoption
- Charger certification and interoperability remain significant barriers.
  - V2G chargers must both comply with national or regional grid codes and communicate successfully with specific vehicle models

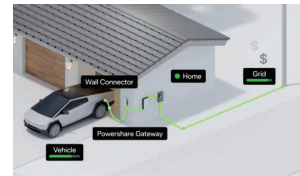
## Vehicles: Nissan LEAF (V2G)



## Vehicles: Ford F-150 Lightning (V2H)(V2L)



# Vehicles: Tesla Cybertruck (V2H)(V2L)(V2G Pilot)



## Overall

- V2G is a promising but still emerging technology
- Meaningful long-term potential to improve the grid
- Create additional value from EV batteries
- Broad deployment will depend on vehicle availability, charger certification, and interoperability standards





# THANK YOU!

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For more information, please visit:

**Contact Javier Silva, Senior Planner: [silva@scag.ca.gov](mailto:silva@scag.ca.gov)**



## AGENDA ITEM 7

### REPORT

Southern California Association of Governments  
July 2, 2026

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**To:** EEC - Energy and Environment Committee  
**From:** India Brookover, Senior Regional Planner  
213-236-1919, brookover@scag.ca.gov  
**Subject:** SoCal Greenprint Completion and Launch

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EXECUTIVE DIRECTOR'S  
APPROVAL

*Kome Ajise*

#### RECOMMENDED ACTION:

Information Only - No Action Required

#### STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 3: Spur innovation and action through leadership in research, analysis and information sharing.

#### EXECUTIVE SUMMARY:

*Launched in June 2026, the SoCal Greenprint is a web-based mapping tool to help local jurisdictions, transportation agencies as well as conservation and private sector organizations make strategic land use and infrastructure decisions, support conservation investments, and offset the impacts of transportation and development projects.*

*This optional, flexible, open data tool maps high-quality environmental, ecological, and community-level data to support regional advance mitigation planning initiatives. It also is a resource to support local and subregional agencies in their efforts to secure state and federal funding for sustainability and resilience projects and programs in the SCAG region.*

#### BACKGROUND:

Regional advance mitigation planning (RAMP) enables state and federal agencies to simultaneously consider the environmental impacts and mitigation needs of multiple planned projects and to satisfy mitigation requirements early in project planning and environmental review. RAMP improves certainty, accelerates project delivery, and lowers permitting costs. It also helps agencies to consider species and habitat needs at a landscape level, preserving larger areas of high-quality habitat and improving regional ecological function.

There are many types of RAMP programs designed to support development and strategic environmental conservation across jurisdictions. RAMP is a strategy in the Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy, which specifically calls for SCAG to work with implementation agencies to support, establish, or supplement voluntary RAMP programs for

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regionally significant transportation projects to mitigate environmental impacts, reduce per-capita vehicle miles traveled, and provide mitigation opportunities through the Intergovernmental Review Process.

The SoCal Greenprint was developed to support this RAMP strategy and adheres to the [Regional Council adopted Data Standards, approved in February 2024](#), which establish a clear framework to ensure that the tool uses consistent, reliable, and transparent data. Developed in alignment with the [RAMP Policy Framework](#), the Standards are intended to support decision-making for conservation, land use, and infrastructure planning across the region. They contain a range of requirements, including:

- All data included in the tool be publicly available and be developed or used by government agencies.
- The tool contains prominent and clear disclaimer language that communicates the tool is informational only and does not carry regulatory authority.
- Data is maintained and is the most current available.
- Any potential new data layers be thoroughly evaluated for utility, compliance with the Data Standards, and shared with the Energy and Environment Committee for feedback prior to updating the tool.

The Standards were informed by input from the Greenprint Technical Advisory Committee (GTAC) and establish a strong governance foundation that ensures the SoCal Greenprint tool is credible, transparent, and useful, while remaining flexible and targeted to local jurisdictions and transportation agencies for use.

### Beta Testing

To ensure that the tool meets these Standards and supports regional advance mitigation programs, the SoCal Greenprint tool went through a beta testing process. Twenty-four members of the GTAC, which included representatives from local agencies, business, and conservation groups, were invited to participate in a structured testing process over the course of two weeks. Twelve members representing local jurisdictions and county transportation commissions across all six SCAG counties, as well as one representative from the conservation community and one user from the development industry accepted the invitation to participate. Each participant spent about one to two hours completing assigned tasks. Testers used a survey that guided them through a series of step-by-step activities within the tool, reported whether they were successful, and provided feedback on any problems or confusion they experienced. Overall, this structured approach ensured that feedback was clear, consistent, and directly linked to how the tool is intended to function. Key feedback included adjustments to tool navigation, visibility of functions, identification of bugs, and clearer

display of labels and information. Targeted updates of these issues were then completed prior to launch.

Users can access the SoCal Greenprint by sending an email to [SupportSCAGGreenprint@arup.com](mailto:SupportSCAGGreenprint@arup.com) to request a log-in. Users are then required to follow an onboarding process for authentication to the necessary data systems. Additional guidance is provided in the tool's [User Guide](#).

#### Tool Monitoring and Maintenance

SCAG released the tool on June 8, 2026, and will be monitoring the number of users who request access to the tool. The tool will source data directly from authoring organizations and utilize the most current layers available. Staff will review any potential new data layers for usefulness and compliance with Data Standards and will obtain feedback from the Energy and Environment Committee before adding them to the tool. There will be a Toolbox Tuesday webinar to train users of the tool in September. This session will be recorded and posted online for on-demand access.

#### **FISCAL IMPACT:**

FY 25 SB 1 - Regional Advance Mitigation Planning

#### **ATTACHMENT(S):**

1. PowerPoint Presentation - Greenprint\_July26\_EEC\_061526

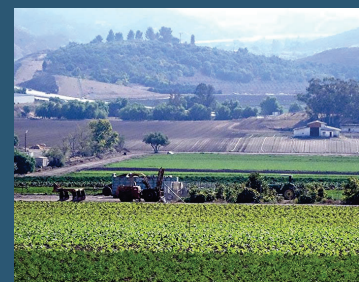
# SoCal Greenprint: Launch & Next Steps

July 2, 2026

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

## What is the SoCal Greenprint?

- A tool of publicly available data to help cities, counties, and transportation agencies make land use and transportation decisions, and conserve natural and farm lands
- A tool to support regional advance mitigation planning (RAMP) efforts



## What is RAMP?

Regional Advance Mitigation Planning (**RAMP**) is a **process** for expediting project delivery by **planning for required mitigation to reduce environmental impacts earlier in the planning process and at a wider scale.**

- **Allows state and federal agencies to consider** the environmental impacts and mitigation needs of multiple planned infrastructure and development projects in the early stages.
- **Allows local project leads to identify and satisfy** those mitigation requirements early in the project planning and environmental review process.
- **Helps avoid costs and delays** associated with environmental mitigations **and more effectively avoid environmental harm.**

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## What is SCAG's RAMP initiative?

- To help establish, supplement, or complement regional conservation and mitigation banks, and other approaches to offset impacts of transportation and development projects.
- Participation is entirely voluntary.
- SCAG's RAMP, and the SoCal Greenprint, are required by Connect SoCal 2020 PEIR mitigation measures.

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# Potential Uses for SoCal Greenprint

- Identify areas of high ecological resource value for establishment of RAMP programs
- Support grant applications for addressing climate hazards, urban greening, preservation of farmlands, establishing conservation easements, etc.



# Timeline for SoCal Greenprint Development



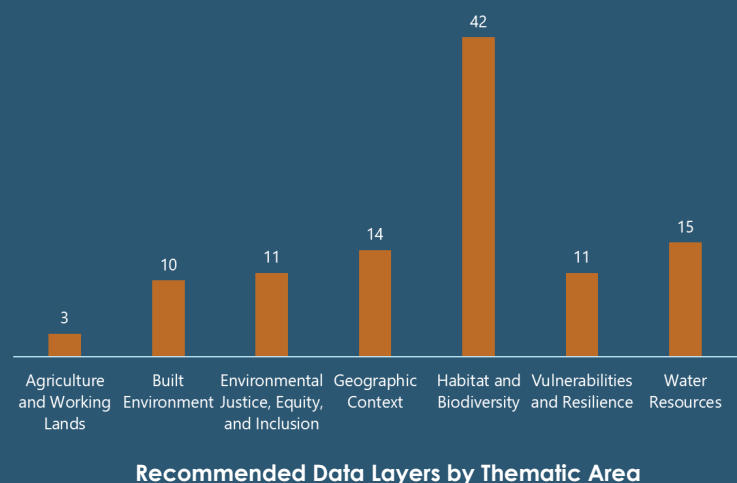
## Summary of Requirements from Greenprint Data Standards

- Strategic web-based **conservation tool**
- Easily accessible resource with **publicly available data**
- Includes the best available scientific data that has been created, sponsored, or used by **regulatory agencies, state and federal agencies**
- Data depicted will not be altered from their **original source**
- **Tool includes metadata** on data authorship, geographic unit of accuracy, methodology, and anticipated timeline for regular updates
- Users are required to **acknowledge a disclaimer** that the tool is for informational purposes only with no legal effect on land-use decisions
- Layers to be included were **shared with Regional Council** in February 2024, prior to adoption of the Greenprint Data Standards

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## Data Standards D1-D5: Process for maintaining and updating the data

- **Standard D4.** Data will be organized in seven thematic areas, which are aligned with feedback from county transportation commissions and local planning needs in support of RAMP.
- **Standard D5.** The Greenprint tool will include a data update process. The process will include review of data layers under consideration to ensure they abide by the adopted data standards and then be advanced to the Energy and Environment Committee (EEC) for review. It will also include a review of existing data layers to verify whether they continue to meet the adopted standards.



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# Demonstration

SCAG SoCal Greenprint Visualize Browse Guide Request Assistance Terms and Conditions

Your Data Layers

- Share Your Map
- Add Data
- Change Basemap
- Download Data

Map Layers Filter

- National Wild and Scenic Rivers
- Nhd - Waterbody - Large Scale
- Nhd - Waterbody - Small Scale
- Watershed Boundary Section (GAI)
- Wetlands
- [Habitat and Biodiversity]
- [Built Environment]
- [Environmental Justice, Equity, and Inclusion]
- [Admin/Political Boundaries]
- [Agriculture and Working Lands]
- [Vulnerabilities and Resilience]

50 mi

Esri, USGS | California, TomTom, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS, USFWS | USGS WBD - Watershed... Powered by Esri



## THANK YOU

<https://scag.ca.gov/regional-advance-mitigation-planning>

For questions, please contact:  
[brookover@scag.ca.gov](mailto:brookover@scag.ca.gov)