



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
- Second Vice President
Patricia Lock Dawson, Riverside
- Immediate Past President
Cindy Allen, Long Beach

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

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

To Watch or View Only:

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

To Attend and Participate on Your Computer:

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

To Attend and Participate by Phone:

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

PUBLIC ADVISORY

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

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



Instructions for Attending the Meeting

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

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

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

Instructions for Participating and Public Comments

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

In Writing: Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, 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.

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

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

General Information for Public Comments

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

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

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



TRANSPORTATION COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

<p>Javier Amezcua City of Calipatria - City Hall City Council Chambers 125 N Park Avenue Calipatria, CA 92233</p>	<p>Phil Bacerra City of Santa Ana - City Hall 20 Civic Center Plaza Santa Ana, CA 92701</p>	<p>Kathryn Barger Kenneth Hahn Hall of Administration 500 West Temple Street, Suite 869 Los Angeles, CA 90012</p>
<p>Brian S. Berkson City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509</p>	<p>Denise Delgado City of Coachella - City Hall 1515 6th Street Coachella, CA 92236</p>	<p>Jonathan Dumitru 1 Mac Arthur Pl #600 Santa Ana, CA 92707</p>
<p>Bryan "Bubba" Fish City of Culver City - City Hall 9770 Culver Boulevard Patio Conference Room, 3rd Floor Culver City, CA 90232</p>	<p>Jason Gibbs City of Santa Clarita - City Hall 23920 Valencia Boulevard Orchard Conference Room Santa Clarita, CA 91355</p>	<p>Lauren Hughes-Leslie City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534</p>
<p>Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton, CA 92832</p>	<p>Carlos Leon City of Anaheim - City Hall 200 S Anaheim Boulevard Anaheim, CA 92805</p>	<p>Bridgett Lewis City of Torrance - City Hall 3031 Torrance Boulevard City Assembly Room Torrance, CA 90503</p>
<p>Ken Mann City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534</p>	<p>Carol Moore City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</p>	<p>Zizette Mullins City of Burbank - City Hall 275 E. Olive Avenue, 2nd Floor Burbank, CA 91502</p>
<p>Frank J. Navarro City of Colton - City Hall 650 N. La Cadena Drive Colton, CA 92324</p>	<p>Ed Reece 987 W. Foothill Boulevard, Suite #206 Claremont, CA 91711</p>	<p>Crystal Ruiz 674 Sunnyside Boulevard San Jacinto, CA 92582</p>
<p>Asam Sheikh City of Torrance - City Hall 3031 Torrance Blvd, 3rd Floor Torrance, CA 90503</p>	<p>Ward Smith City of Placentia - City Hall Council Chambers 401 E. Chapman Avenue Placentia, CA 92870</p>	<p>Wes Speake City of Corona - City Hall 400 S. Vicentia Avenue Corona, CA 92882</p>
<p>Cynthia Sternquist 6131 Camellia Avenue Temple city CA 91780</p>	<p>William "Bill" Uphoff 33451 Victoria Court Temecula, CA 92592</p>	<p>Michael M. Vargas City of Perris - City Hall 101 N. D Street Perris, CA 92570</p>
<p>Alicia Weintraub City of Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302</p>		

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

TC - Transportation Committee
Members – July 2026

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

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



-
- 35. Hon. Ken Mann**
Lancaster, NCTC

 - 36. Hon. Steve Manos**
Lake Elsinore, RC District 63

 - 37. Hon. Ray Marquez**
Chino Hills, RC District 10

 - 38. Hon. Larry McCallon**
Air District Representative

 - 39. Hon. Marsha McLean**
Santa Clarita, RC District 67

 - 40. Hon. Tim McOsker**
Los Angeles, RC District 62

 - 41. Hon. L. Dennis Michael**
Rancho Cucamonga, SBCTA

 - 42. Hon. Linda Molina**
Calimesa, Pres. Appt. (Member at Large)

 - 43. Hon. Carol Moore**
Laguna Woods, OCCOG

 - 44. Hon. Zizette Mullins**
Burbank, AVCJPA

 - 45. Hon. Juan Muñoz-Guevara**
Lynwood, GCCOG

 - 46. Hon. Ara Najarian**
Glendale, SFVCOG

 - 47. Hon. Frank Navarro**
Colton, RC District 6

 - 48. Hon. David Ready**
Palm Springs, CVAG

 - 49. Hon. Gil Rebollar**
Brawley, RC District 1

 - 50. Hon. Ed Reece**
Claremont, SGVCOG

 - 51. Hon. Marlon Regisford**
Caltrans, District 7, Ex-Officio Non-Voting Member

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



-
- 69. Hon. Michael Vargas**
Perris, Pres. Appt. (Member at Large)

 - 70. Hon. Scott Voigts**
Lake Forest, OCCOG

 - 71. Sup. Donald Wagner**
Orange County

 - 72. Hon. Colleen Wallace**
Banning, WRCOG

 - 73. Hon. Alan Wapner**
SBCTA

 - 74. Hon. Alicia Weintraub**
Calabasas, LVMCOG

 - 75. Hon. Thomas Wong**
Monterey Park, RC District 34

 - 76. Hon. Zhen Wu**
San Clemente, OCCOG



TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, July 2, 2026
9:30 AM

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

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

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

- 1. Minutes of the Meeting – June 4, 2026 PG. 11

Receive and File

- 2. 2026-2027 Presidential Priorities PG. 20
- 3. Release of Draft Transportation Conformity Analyses of Draft 2027 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 Amendment 2 PG. 32

ACTION ITEMS

- 4. Draft 2027 FTIP and Draft Connect SoCal 2024 Amendment 2 - Release for Public Review and Comment PG. 35
10 Mins.

(Stephanie Chin, Senior Regional Planner, SCAG)

RECOMMEDED ACTION:

Recommend that the Regional Council (RC) authorize the release of the Draft 2027 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 (2024-2050 Regional Transportation Plan and/Sustainable Communities Strategy) Amendment 2 for Public Review and Comment.



TRANSPORTATION COMMITTEE AGENDA

5. SCAG Toll Credit/Transportation Development Credit (TC/TDC) Policy 10 Mins. PG. 44
(Warren Whiteaker, Department Manager, SCAG)

RECOMMENDED ACTION:

Recommend that the Regional Council approve the SCAG Toll Credit/Transportation Development Credit (TC/TDC) Policy.

6. Last Mile Freight Program Rebate Program Reopening and Application Selection Process PG. 61
(Ryan Laws, Senior Regional Planner, SCAG) 10 Mins.

RECOMMENDED ACTION:

Recommend that the Regional Council approve the release of the updated Last Mile Freight Program (LMFP) Measure 2.2 INVEST CLEAN Rebate Program Announcement and Application Checklist to reopen the program, subject to South Coast Air Quality Management District (SCAQMD) review and incorporation of any non-substantive or required revisions.

INFORMATION ITEMS

7. Transportation Committee Outlook and Future Agenda Items 10 Mins. PG. 78
(Annie Nam, Deputy Director-Transportation, SCAG)
8. The Road to LA28: Transportation Demand Management (TDM) Strategic Plan 15 Mins. PG. 82
(Courtney Aguirre, Department Manager, SCAG)

CHAIR'S REPORT

(The Honorable Mike T. Judge, Chair)

METROLINK REPORT

(The Honorable Marty Simonoff, SCAG Representative)

STAFF REPORT

(David Salgado, Government Affairs Officer, SCAG)

ANNOUNCEMENTS

ADJOURNMENT



**MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, JUNE 4, 2026**

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

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

Members Present:

Hon. Mike T. Judge (Chair)

Hon. Thomas Wong (Vice Chair)

Hon. Zeel Ahir

Hon. Adele Andrade-Stadler

Hon. Ryan Balius

Hon. Brian Berkson

Hon. Denise Delgado

Hon. Jonathan Dumitru

Hon. John Dutrey

Hon. Bryan Fish

Hon. Jason Gibbs

Hon. William Go

Hon. Jan Harnik

Hon. Lauren Hughes-Leslie

Hon. Fred Jung

Hon. Ardy Kassakhian

Hon. Trish Kelley

Hon. Megan Kerr

Hon. Linda Krupa

Hon. Kaylee Law

Hon. Bridgett Lewis

Hon. Clint Lorimore

Hon. Steven Ly

Hon. Steve Manos

Hon. Ray Marquez

Hon. Larry McCallon

Monterey Park

Artesia

Alhambra

Anaheim

Jurupa Valley, Pres. Appt.

Coachella, Pres. Appt.

Orange

Montclair

Culver City

Santa Clarita

Irvine

Lancaster

Fullerton

Glendale

Long Beach

Hemet

Walnut

Torrance, Pres. Appt.

Eastvale

Rosemead

Lake Elsinore

Chino Hills

VCTC

District 34

GCCOG

SGVCOG

District 19

Member at Large

Member at Large

District 17

District 9

WSCCOG

NCTC

District 14

RCTC

NCTC JPA

District 21

District 42

TCA

Member at Large

District 3

Member at Large

Member at Large

District 4

District 32

District 63

District 10

Air District Representative



Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Dennis Michael	<i>Rancho Cucamonga</i>	SBCTA
Hon. Linda Molina	<i>Calimesa, Pres. Appt.</i>	Member at Large
Hon. Juan Munoz-Guevara	<i>Lynwood</i>	GCCOG
Hon. Ara Najarian	<i>Glendale</i>	SFVCOG
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. David Ready	<i>Palm Springs</i>	CVAG
Hon. Ed Reece	<i>Claremont</i>	SGVCOG
Hon. Crystal Ruiz	<i>San Jacinto</i>	WRCOG
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Emma Sharif	<i>Compton</i>	District 26
Hon. Asam Sheikh	<i>Torrance</i>	SBCCOG
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Ward Smith	<i>Placentia</i>	OCCOG
Hon. Wes Speake	<i>Corona</i>	WRCOG
Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. William Uphoff	<i>Lomita</i>	SBCCOG
Hon. Don Wagner		Orange County
Hon. Colleen Wallace	<i>Banning</i>	WRCOG
Hon. Alan Wapner		SBCTA
Hon. Zhen Wu	<i>San Clemente</i>	OCCOG

Members Not Present:

Hon. Kathryn Barger		Los Angeles County
Hon. Javier Amezcua	<i>Calipatria</i>	ICTC
Hon. Phil Bacerra	<i>Santa Ana, Pres. Appt.</i>	Member at Large
Hon. Austin Bishop	<i>Palmdale</i>	District 43
Hon. Jeanette Burns		Morongo Band of Mission Indians
Hon. Curt Hagman		San Bernardino County
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Lauren Kleinman	<i>Newport Beach</i>	District 15
Hon. Andrew Lara	<i>Pico Rivera</i>	District 31
Hon. Carlos Leon		OCTA
Hon. Ken Mann	<i>Lancaster</i>	NCTC
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
Hon. Zizette Mullins	<i>Burbank</i>	AVCJPA
Hon. Nikki Perez	<i>Burbank</i>	District 42
Hon. Gil Rebollar	<i>Brawley</i>	District 1
Hon. Marlon Regisford	<i>Caltrans District 7</i>	Ex-Officio Member



Hon. Gabriel Reyes	<i>Adelanto, Pres. Appt.</i>	Member at Large
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Steve Sanchez	<i>La Quinta</i>	District 66
Hon. Hilda Solis		Los Angeles County
Hon. Karen Spiegel		Riverside County
Hon. Edward Twining	<i>Huntington Beach</i>	District 64
Hon. Michael Vargas	<i>Perris, Pres. Appt.</i>	Member at Large
Hon. Scott Voigts	<i>Lake Forest</i>	OCCOG
Hon. Alicia Weintraub	<i>Calabasas</i>	LVMCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Mike Judge, VCTC, called the meeting to order at 9:00 a.m. Hon. Kaylee Law, Walnut, led the pledge of allegiance.

PUBLIC COMMENT

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

No members of the public requested to comment.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

ACTION ITEMS

1. Special Election of Vice Chair

There were no public comments on Item No. 1.

Ruben Duran, Board Counsel, announced that the committee will hold a special election for vice chair to replace current vice chair Thomas Wong, Monterey Park. He reported that Hon. John Dutrey, Montclair, District 9, Hon. Fred Jung, Fullerton, District 21, Hon. Steven Ly, Rosemead, District 32 and Hon. Steve Manos, Lake Elsinore, District 63 have been nominated. The floor was open for any additional nominations, and none were received. The candidates addressed the committee and Hon. Steven Ly, Rosemead, District 32 was elected vice chair by the following votes.

DUTREY: Balius, Dutrey, Marquez, McCallon, Michael, Najarian, Navarro, Sandoval, Simonoff, Smith, Uphoff, Wapner (12)

JUNG: Go, Jung, Wagner, Wu (4)

LY: Ahir, Andrade-Stadler, Fish, Gibbs, Harnik, Hughes-Leslie, Judge, Law, Lewis, Ly, McLean, Munoz-Guevara, Sternquist, Tye, Wong (15)

MANOS: Berkson, Kelley, Krupa, Lorimore, Manos, Molina, Ruiz, Schwank, Speake, Wallace (10)

Ruben Duran, Board Counsel, announced that the organization bylaws require that a member is elected to the vice chair role with a majority of votes cast. In order to comply with bylaws, the committee would need to continue the voting process until a member is elected with a majority of votes cast. Hon. Donald Wagner, County of Orange, moved that with the nominees' and the committee's concurrence, the committee accept by acclamation the election of Steven Ly as vice chair. Hon. Jonh Dutrey, Montclair, SBCTA, agreed and the committee affirmed the nomination.

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

2. Minutes of the Meeting – April 9, 2026

Receive and File

3. Transportation Committee Outlook and Future Agneda Items

4. Senate Bill No. 1098 Working Group Update

5. Innovation Clean Transit Regional Assessment Study Update

6. Overview of Transportation Conformity and Anticipated Regional Conformity Challenges in SCAG Region

A MOTION was made (Navarro) to approve Consent Calendar Item 2; and Receive and File items 3 through 6. The motion was SECONDED (Wagner) and passed by the following roll call votes.

AYES: Ahir, Andrade-Stadler, Balius, Berkson, Delgado, Dutrey, Fish, Gibbs, Go, Harnik, Hughes-Leslie, Judge, Jung, Kassakhian, Kelley, Kerr, Krupa, Law, Lewis, Lorimore, Ly, Manos, Marquez, McCallon, McLean, Michael, Molina, Munoz-Guevara, Najarian, Navarro, Ready, Ruiz, Sandoval, Schwank, Simonoff, Smith, Speake, Sternquist, Tye, Uphoff, Wagner, Wallace, Wapner, Wong, Wu (45)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

7. California High-Speed Rail Authority Update

There were no public comments on Item No. 7.

Ladonna DiCamillo, Regional Director, High-Speed Rail Authority, provided an update. She reported the state's high-speed rail project continues with construction underway in the Central Valley and ongoing planned efforts for key segments in Southern California and the Bay Area. It was noted that recent milestones include securing additional Cap-and-Invest funding to support continued project delivery. She noted the recently released Draft 2026 Business Plan outlines updated project priorities, funding strategies, and implementation timelines. It lays out the path forward on completing the Merced to Bakersfield segment and identifies the policies and implementation necessary to help avoid future construction delays. From there the goal is to expand into population centers. The project has created 16,388 jobs including apprentice programs.

She noted Southern California development is planned following completion of the Palmdale segment. The Los Angeles to Anaheim segment was reviewed with a goal to reach the Anaheim ARTIC station. This will be a corridor shared with passenger and freight activity operated by BNSF, Metrolink, Amtrak and LOSSAN. She identified the key procurement activities underway and milestones to build out the system.

Hon. Marsha McLean asked about the timeline to reach Palmdale and Los Angeles Union Station. Ms. DiCamillo responded that a timeline cannot be established as criteria around funding need to be met to estimate a timeline.

Hon. Zeel Ahir, Artesia, GCCOG, asked if sourcing construction materials from foreign providers would speed delivery. Ms. DiCamillo responded that she is not aware of delays due to materials procurement, but she would be happy to examine the matter further and follow up.

Hon. Steve Tye, Diamond Bar, District 37, asked when passenger service would begin in any segment. Ms. DiCamillo responded that the Merced to Bakersfield service is anticipated in 2033.

8. Connect SoCal 2024: Implementation Strategies Update

Leslie Cayton, SCAG staff, provided an update on Connect SoCal 2024 Implementation Strategies. Ms. Cayton noted that direct implementation of Connect SoCal 2024 relies on the actions and decisions of other transportation agencies, local jurisdictions, and actors in the private sector to operate transit service, install new bike paths and approve new land uses. SCAG takes a leadership role in establishing the regional vision and goals, and identifying policy, strategies, and funding to help reach those goals. She noted there are four primary ways SCAG supports plan implementation including collaboration and policy leadership, funding such as Congestion Mitigation and Air Quality

(CMAQ), data collection, analysis and research and local technical assistance resources. She noted SCAG has progressed on 84 of 93 strategies since plan adoption. Much of the work was advanced through the policy committees with the release of various tools, reports and funding. Ms. Cayton referred the committee to the attached documentation listing the implementation activities.

Mr. Kevin Dicatoria, provided a public comment and asked about ground access to airports. Annie Nam, SCAG staff, noted that a presentation regarding airport ground access will follow which may address his question.

9. Southern California Airport Access and Mobility Study

There were no public comments on Item No. 9.

Alexis Murillo Felix, SCAG staff, provided a report on the Southern California Airport Access and Mobility Study. She stated the study is a regionwide effort to collect and analyze data on how passengers and airport employees travel to and from Southern California Airports. The goal is to support improved planning and management of surface transportation systems connecting airports to the region's multimodal network. The study will inform airport ground access planning, regional transportation investments, and interagency coordination for Connect SoCal 2050 as well as the 2028 Olympic and Paralympic Games. She noted the region operates complex multi-airport systems with airports serving distinct roles, markets and geographic areas. The region is supported by eight (8) commercial airports with scheduled passenger service. In addition, the region includes government and military airfields and 30 reliever and general aviation airports.

Ms. Murillo Felix noted the regional aviation system varies widely in passenger volumes, service profiles, ground access options and proximity to regional transit networks. Additionally, despite differences, many airports face shared challenges including roadway congestion, curbside and parking constraints and limited use of transit. The study will involve passenger surveys gathering firsthand information about passenger volumes and travel activity. Following completion of the surveys analysis will be conducted. Study findings will be aggregated for the final report, and it is anticipated that those will be presented to the committee in June 2027.

Hon. Steve Tye, Diamond Bar, District 37, asked why some other smaller airports were not selected. Ms. Cayton responded that the selection was made based on a wide review of options following a methodology. She further noted that the data will be shared with all regional airports.

CHAIR'S REPORT

Hon Mike Judge, Simi Valley, VCTC, reported that members can increase participation by being part of the Regional Housing Needs Assessment and Connect SoCal 2050 subcommittees. Those interested can contact the office of Regional Council Services.

METROLINK REPORT

Hon. Marty Simonoff, Brea, reported that Metrolink will be undergoing studies regarding fare increases and service reductions in response to financial challenges. A fare increase would be the first in thirteen years.

ADJOURNMENT

There being no further business, Chair Judge adjourned the meeting of the Transportation Committee at 10:59 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

//

Transportation Committee Attendance Report

2026- 27

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



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

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

*Presidential Priority

Regional Council Agenda Outlook for FY2027

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

*Presidential Priority

CEHD Committee Agenda Outlook for FY2027

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

CEHD Committee Agenda Outlook for FY2027

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

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

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

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

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

*Presidential Priorities :
 •Clean Transportation
 •Regional planning in support of the 2028 Olympic & Paralympic Games

Transportation Committee Agenda Outlook for FY2027

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

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

**Presidential Priorities :*

•Clean Transportation

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



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.



AGENDA ITEM 4

REPORT

Southern California Association of Governments
July 2, 2026

To: TC – Transportation Committee
RC - Regional Council

**EXECUTIVE DIRECTOR’S
APPROVAL**

From: Pablo Gutierrez, Planning Supervisor
213-236-1929, gutierre@scag.ca.gov

Subject: Draft 2027 FTIP and Connect SoCal 2024 Draft Amendment 2 - Release for
Public Review and Comment

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council (RC) authorize the release of the Draft 2027 Federal Transportation Improvement Program (FTIP) and Connect SoCal 2024 (2024-2050 Regional Transportation Plan and/Sustainable Communities Strategy) Draft Amendment 2 for Public Review and Comment.

RECOMMENDED ACTION FOR RC:

Authorize the release of the Draft 2027 FTIP and Connect SoCal 2024 Draft Amendment 2 for Public Review and Comment.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

SCAG is responsible for developing and maintaining the FTIP and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in cooperation with the State (Caltrans), the county transportation commissions, and public transit operators.

SCAG, in cooperation with its stakeholders, has developed the Draft 2027 FTIP. SCAG staff has also developed the Draft Amendment 2 to Connect SoCal 2024, which serves as a concurrent amendment with the 2027 FTIP. Staff is seeking approval to release the Draft 2027 FTIP and Draft Amendment 2 to Connect SoCal 2024 for a 30-day public review and comment period beginning on July 6, 2026. Upon completion of the public review and response to public comments, SCAG staff will report back to the TC and RC September 2026 meetings to present a summary of comments received and ask for approval of the proposed final 2027 FTIP and proposed final Amendment 2 to Connect SoCal 2024.

BACKGROUND:

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

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

The 2012 federal transportation authorization legislation, “Moving Ahead for Progress in the 21st Century” (MAP-21) established requirements for performance management and reporting to ensure the most efficient investment of federal transportation funds. The Fixing America’s Surface Transportation (FAST) Act, and the most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act of 2021 (IIJA), continue to carry forward these performance-based planning requirements. To provide a quantitative basis for evaluating progress toward achieving these seven national goals, MAP-21 also required the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to develop a corresponding set of performance measures and performance targets. To incorporate the new federal performance requirements into the FTIP, SCAG is required to show (1) that the FTIP “makes progress towards achieving [the region’s] performance targets” and (2) that the FTIP includes, “to the maximum extent practicable, a description of the anticipated effect of the FTIP towards achieving the performance targets.”

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

Concurrent with the Draft 2027 FTIP, SCAG staff also developed the Draft Amendment 2 to Connect SoCal 2024, which serves as a consistency amendment to the 2027 FTIP and allows for changes to long-range RTP/SCS projects in addition to changes to state and local highway, transit, and passenger rail projects currently in the FTIP that will be carried forward as part of the 2027 FTIP. In total, Amendment 2 consists of 722 project modifications with 68 of those being new projects. Despite project modification and additions, Amendment 2 remains financially constrained per federal fiscal constraint requirements (23 U.S.C. § 134(i) (2)(E)).

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

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

Connect SoCal 2024 Amendment 2 and the 2027 FTIP must meet the following five (5) required transportation conformity tests:

1. Consistency with the Adopted RTP/SCS (For FTIP only) (23 CFR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations).
2. Regional Emissions Analysis (40 CFR, Sections 93.109, 93.110, 93.118, and 93.119).
3. Timely Implementation of Transportation Control Measures (TCMs) (40 CFR, Section 93.113).
4. Financial Constraint (40 CFR, Section 93.108 and 23 CFR, Section 450.324).
5. Interagency Consultation and Public Involvement (40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324).

Upon approval from the RC, the Draft 2027 FTIP and Draft Amendment 2 to Connect SoCal 2024 will be available for public review and comment for a 30-day public review and comment period beginning on July 6, 2026, and ending on August 4, 2026, at 5:00 p.m. SCAG will hold two telephonic/videoconference public hearings on July 21, 2026, and on July 28, 2026.

The Draft 2027 FTIP and Draft Amendment 2 to Connect SoCal 2024 will be posted on SCAG's website and noticed in major newspapers operating within the region including in Chinese, Korean, Vietnamese, and Spanish language newspapers. A link to the documents will be shared with libraries in the region. Upon completion of the public review period, SCAG staff will provide responses to all

comments in the proposed final 2027 FTIP and proposed final Amendment 2 to Connect SoCal 2024. The proposed final 2027 FTIP and proposed final Amendment 2 to Connect SoCal 2024 will be presented to the TC and RC in September 2026 meetings. The final conformity finding will be presented to the Energy and Environment Committee and RC for approval on the same day. Federal approval of the 2027 FTIP and Amendment 2 to Connect SoCal 2024 is expected to occur in December 2026.

The Draft 2027 FTIP is accessible at:

www.scag.ca.gov/2027-ftip

The Draft Amendment 2 to the 2024 Connect SoCal is available at:

www.scag.ca.gov/connect-socal-2024

FISCAL IMPACT:

Work associated with this item is included in the FY 2025-26 Overall Work Program (030.0146.02: Federal Transportation Improvement Program (FTIP), 010.0170.01 RTP Amendments, Management, and Coordination, and 015.0159.01 RTP Financial Planning).

ATTACHMENT(S):

1. PowerPoint Presentation - Draft 2027 FTIP & Draft Amendment 2 to the 2024 Connect SoCal



Draft 2027 FTIP and Connect SoCal 2024 Draft Amendment 2

July 2, 2026

WWW.SCAG.CA.GOV

Draft 2027 FTIP and Connect SoCal 2024 Draft Amendment 2

What is the FTIP?



A federally mandated list of transportation projects in the SCAG region that will receive federal funding or are subject to a federally required action



Includes multimodal investments programmed with federal, state, and local funds



Prepared by SCAG in collaboration with county transportation commissions

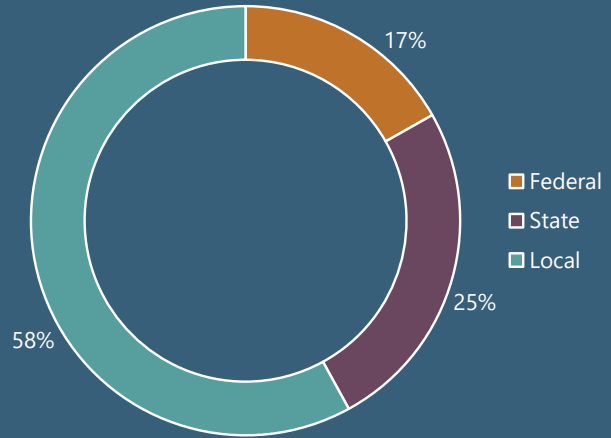


A key means of implementing Connect SoCal (RTP/SCS) and regional priorities

2027 FTIP Funding Sources

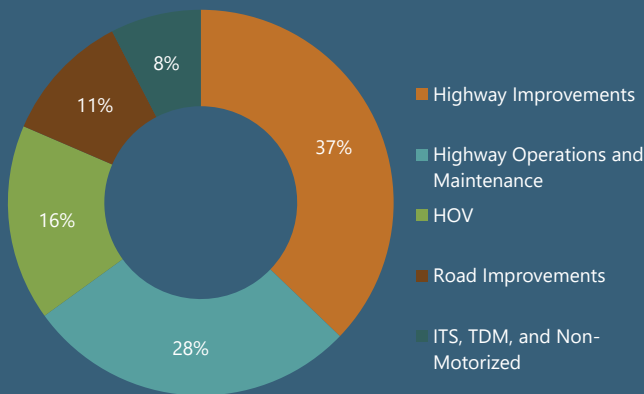
Summary of 2027 FTIP by Funding Source
(in \$000's)

	Federal	State	Local
2027	\$4,294,828	\$9,045,611	\$6,519,124
2028	\$1,384,284	\$1,893,315	\$4,090,221
2029	\$649,142	\$293,830	\$3,528,315
2030	\$812,608	\$292,274	\$7,192,617
2031	\$511,823	\$633,507	\$2,422,182
2032	\$491,633	\$52,416	\$4,344,674
Total	\$8,144,318	\$12,210,953	\$28,097,133
	17%	25%	58%

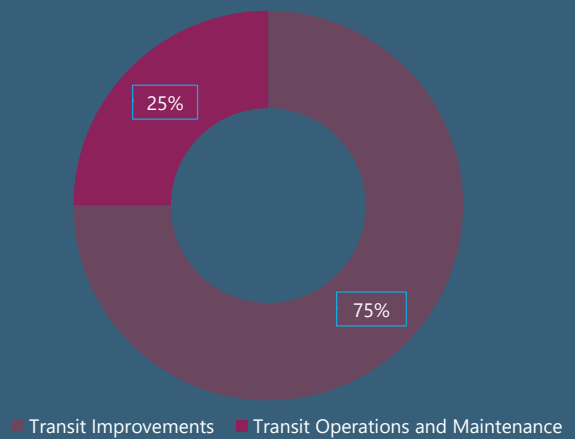


2027 FTIP Investment Categories

Highway/Road: \$25.045 billion



Transit: \$23.023 billion



Approximately **1,800** projects across the region, representing an investment of **\$48.5** billion over a six-year period

Transportation Conformity and the 2027 FTIP

The 2027 FTIP meets the five tests for transportation conformity

1. Consistent with Adopted 2024 RTP/SCS

The FTIP is consistent with the Connect SoCal 2024.

2. Regional Emissions Analysis

Updates the regional emissions analysis for Connect SoCal 2024. Projects in the 2027 FTIP meet the applicable emissions budget tests for all milestones, attainment, and planning horizon years set forth in the State Implementation Plan (SIP).

3. Timely Implementations of Transportation Control Measures (TCMs)

The FTIP includes TCM projects listed in the applicable SIPs and meets this test.

TCMs reduce criteria pollutants emissions from on-road transportation sources by reducing vehicle use or congestion conditions.

4. Financial Constraint

The 2027 FTIP complies with federal financial constraint requirement.

5. Public Participation/Interagency Consultation

The FTIP was presented to the Transportation Conformity Working Group (TCWG) throughout its development.

The FTIP will be released for a 30-day public review period.

SCAG will hold two public hearings on July 21 and July 28, 2026.

Need for Plan Amendments

- To reflect significant changes to the projects contained in the Connect SoCal 2024
 - Project additions or deletions
 - Changes in project scope, cost, and schedule
- To maintain eligibility for state and federal funding
- To move forward with project approval/environmental document (PA/ED) phase, a project must be part of a conforming RTP/SCS

Project Modification Summary

Connect SoCal 2024 Amendment 2 consists of 722 project modifications

Sample projects with modifications:

- Calexico East Port of Entry Intermodal Transportation Center (Imperial County)
- Complete LA River Bikepath (Los Angeles County)
- SR 241/91 Express Lanes Connector (Orange County)
- I-15 Express Lanes (Riverside County)
- Brightline West High-speed Rail along I-15 (San Bernardino County)
- US Route 101 HOV Lane (Ventura County)

Connect SoCal 2024 Amendment 2 Assessment

Based on analysis of project modifications, SCAG staff concludes:

- Draft Amendment 2 does not adversely impact the financial constraint of the Connect SoCal 2024 and the Plan remains financially constrained
- Draft Amendment 2 passes all five tests of transportation conformity
- With the Draft Amendment 2, Connect SoCal 2024 remains compliant with SB 375

Next Steps

July 6, 2026	Release Draft 2027 FTIP and Draft Connect SoCal 2024 Amendment 2 for 30-day public review and comment
July 21 & July 28, 2026	Public Hearings
August 4, 2026	Close of public review and comment period
September 3, 2026	SCAG staff seeks approval of proposed final 2027 FTIP and proposed final Connect SoCal 2024 Amendment 2 from TC and RC
Mid-December 2026	Federal approval of the final transportation conformity determination



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/ftip> and <https://scag.ca.gov/connect-SoCal-2024>



To: TC - Transportation Committee
RC - Regional Council
From: Pablo Gutierrez, Planning Supervisor
213-236-1929, gutierre@scag.ca.gov
Subject: SCAG Toll Credit/Transportation Development Credit (TC/TDC) Policy

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council approve the SCAG Toll Credit/Transportation Development Credit (TC/TDC) Policy.

RECOMMENDED ACTION FOR RC:

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

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 5: Secure and optimize diverse funding sources to support regional priorities. 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

Toll Credits (TC), also referred to as Transportation Development Credits (TDC), are a federal financing tool that may be used to satisfy the non-federal match requirement on eligible federally funded transportation projects. The use of TC/TDC allows eligible projects to receive up to a 100 percent federal share, reducing the need for local matching funds and increasing the region's ability to deliver transportation investments.

On March 13, 2026, the California Department of Transportation (Caltrans) adopted an Interim Toll Credit Use Policy establishing statewide controls on TC/TDC usage, including proportional allocation methodologies, annual usage limits, reporting requirements, and regional accountability measures. Under the Caltrans policy, metropolitan planning organizations (MPOs) are responsible for administering and monitoring TC/TDC usage within their respective regions.

SCAG's allocation under the Caltrans framework is approximately \$163.7 million for Federal Fiscal Years (FFY) 2025-26 through 2027-28. To administer these credits consistently and transparently, SCAG has developed a TC/TDC Policy that establishes a county-based allocation methodology, programming requirements, and oversight responsibilities.

The proposed policy distributes TC/TDC to counties based on each county's proportional share of federal transportation funding, including Federal Transit Administration (FTA) formula funds (Sections 5307, 5310, and 5339), Surface Transportation Block Grant (STBG) funds, and Congestion Mitigation and Air Quality Improvement (CMAQ) funds. County allocations serve as planning caps to guide Federal Transportation Improvement Program (FTIP) programming and approvals and are not guaranteed or reserved amounts.

Approval of the policy will establish a consistent regional framework for administering TC/TDC and ensure compliance with Caltrans requirements while maximizing the availability of federal transportation funding throughout the SCAG region.

BACKGROUND:

TC/TDC are generated when toll revenues are used to construct, improve, or maintain eligible transportation projects. Title 23 U.S.C. authorizes states to use certain toll revenue expenditures as a credit toward the non-federal matching share of programs authorized by Title 23 (except for the Emergency Relief Program) and for transit programs authorized by Chapter 53 of Title 49 U.S.C.

Historically, TC/TDC have been available to support transportation projects throughout California. Prior to the adoption of the Caltrans Interim Toll Credits Use Policy, Caltrans was responsible for administering the statewide TC/TDC balance, reviewing and approving requests, and tracking utilization. However, increased utilization and limited remaining balances prompted Caltrans to establish a new framework for managing available credits and delegating certain administrative responsibilities to the metropolitan planning organizations (MPOs).

Caltrans Interim Toll Credits Use Policy

On March 13, 2026, Caltrans issued its Interim Toll Credits Policy to ensure the remaining statewide TC/TDC balance is administered consistently and remains available through FFY 2027-28.

The policy establishes:

- A state-wide TC/TDC availability of approximately \$390 million through FFY 2027-28.
- MPO allocations based on proportional shares of federal transportation apportionments including:
 - FTA formula programs (Sections 5307, 5310, and 5339).
 - STBG program funding.
 - CMAQ program funding.
- Quarterly reporting requirements.
- Regional responsibility for administering and tracking TC/TDC usage.

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

To implement the Caltrans policy within the SCAG region, SCAG has developed a TC/TDC Policy that establishes procedures for allocation, programming, tracking, and reporting.

Consistent with Caltrans' guidance, the regional policy distributes TC/TDC among counties using a proportional share methodology based on each county's share of:

- FTA formula programs (Sections 5307, 5310, and 5339).
- STBG program funding.
- CMAQ program funding.

The resulting county allocations function as planning caps to guide project programming and approval activities. Allocations are not guaranteed or reserved and may be adjusted based on overall regional utilization and availability. County transportation commissions are responsible for distributing their respective share of TC/TDC within their counties and may develop and implement their own policies and procedures.

To maximize regional flexibility and ensure efficient use of available credits, SCAG may reassign unused TC/TDC among counties when appropriate and consistent with Caltrans requirements.

Next Steps

Upon Regional Council approval, SCAG staff will implement the TC/TDC Policy and begin administering allocations consistent with the Caltrans Interim Toll Credit Use Policy.

SCAG will continue coordinating with county transportation commissions and Caltrans to monitor utilization, provide quarterly balance updates, process project requests, and ensure compliance with applicable federal and state requirements.

FISCAL IMPACT:

Work associated with this item is included in the FY 2025-26 Overall Work Program (030.0146.02: Federal Transportation Improvement Program (FTIP)).

ATTACHMENT(S):

1. SCAG TC-TDC Policy
2. Caltrans Interim Toll Credits Use Policy



Toll Credit Policy

July 2026

Table of Contents

List of Exhibits..... ii

Overview 1

Toll Credit Distribution 2

Programming and Reporting 3

List of Exhibits

Exhibit 1 County Allocations Table2

Overview

The Southern California Association of Governments (SCAG) establishes this policy to guide the use, programming, and management of toll credits (TC), also referred to as transportation development credits (TDC), within the SCAG region. TC/TDC are used as a match source for federal funding, allowing for a federal share of up to 100 percent on eligible projects.

This policy aligns with and implements the California Department of Transportation (Caltrans) Interim Toll Credits Use Policy dated March 13, 2026, which introduces statewide controls on TC/TDC use, including proportional allocation, annual caps, and reporting requirements across metropolitan planning organizations (MPOs).

Under the Caltrans policy:

- Total estimated availability is approximately \$390 million statewide for federal fiscal years (FFY) 2025-26 through 2027-28.
- MPO allocations are based on proportional shares of federal apportionments.
- SCAG's allocation under this framework is approximately \$54.6 million annually, or \$163.7 million total for FFY 2025-26 through 2027-28.
- SCAG is responsible for administering TC/TDC within its regional allocation.

Toll Credit Distribution

Methodology

SCAG will distribute TC/TDCs in accordance with the methodology established under the Caltrans Interim Toll Credits Use Policy.

Consistent with Caltrans guidance, SCAG will apply a proportional share methodology to allocate TC/TDC at the county level. This approach is based on each county's share of federal funding, including:

- Federal Transit Administration (FTA) formula programs (Sections 5307, 5310, and 5339).
- Surface Transportation Block Grant (STBG) program funding.
- Congestion Mitigation and Air Quality Improvement (CMAQ) program funding.

Distribution

County allocations serve as planning caps and are not guaranteed or reserved amounts. The allocations are used to guide Federal Transportation Improvement Program (FTIP) programming and approvals and are subject to adjustment based on overall availability and utilization.

To maximize regional use of TC/TDC, SCAG may reassign unused credits among counties, consistent with Caltrans guidance and within the overall SCAG allocation.

Exhibit 1 County Allocations Table

County	FTA ¹	STBG ²	CMAQ ²	Total	Share %	TC/TDC Allocation
Imperial	\$5,646,014	\$8,181,000	\$3,263,000	\$17,090,014	0.92%	\$1,473,748
Los Angeles	\$387,043,104	\$337,650,000	\$337,544,000	\$1,062,237,104	57.36%	\$91,601,465
Orange	\$84,656,580	\$109,009,000	\$106,560,000	\$300,225,580	16.21%	\$25,889,797
Riverside	\$53,185,739	\$74,623,000	\$78,226,000	\$206,034,739	11.13%	\$17,767,299
San Bernardino	\$46,769,507	\$78,434,000	\$68,847,000	\$194,050,507	10.48%	\$16,733,845
Ventura	\$24,138,081	\$26,428,000	\$21,516,000	\$72,082,081	3.89%	\$6,215,961
Total	\$601,439,025	\$634,325,000	\$615,958,000	\$1,851,720,025	100%	\$159,682,115

¹Based on FFY 2025-26 FTA allocations; ²Based on FFY 2026-27 & FFY 2027-28 STBG/CMAQ awards

In addition to the county allocations, SCAG will reserve approximately 2.5 percent or \$4 million of the region's toll credit amount to support regional planning priorities that are led by SCAG. Use of these toll credits will be documented in the annual SCAG Overall Work Program and FTIP as appropriate.

Programming and Reporting

Eligibility and Programming

The county TC/TDC allocations may be utilized as match for the following federal fund sources.

- Federal Highway Administration (FHWA) programs:
 - CMAQ.
 - Carbon Reduction Program.
 - Highway Bridge Program.
 - Highway Safety Improvement Program.
 - STBG.
- FTA programs:
 - Urbanized Area Formula Funding (Section 5307).
 - Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310).
 - State of Good Repair (Section 5337).
 - Bus and Bus Facilities Formula Program (Section 5339).

TC/TDC allocations may be utilized on any eligible federally funded project within the county. The county transportation commissions are responsible for distributing the TC/TDC within their respective county.

For all federally funded projects utilizing TC/TDCs, county transportation commissions must submit their required Caltrans Toll Credits spreadsheet to SCAG as part of the FTIP amendment or administrative modification package. SCAG will review the request for consistency with applicable federal and state requirements and will coordinate with Caltrans to obtain approval for TDC usage.

Where projects are submitted as grouped project lists, county transportation commissions must ensure that TC/TDC requests clearly identify project-level funding amounts and corresponding match requirements.

SCAG concurrence and Caltrans approval are required for all transit projects utilizing TDCs, including projects funded with FTA program funds and federally funded highway programs that may be transferred to FTA, such as CMAQ and STBG. Upon receipt of the required documentation, SCAG will coordinate the review and approval process and maintain records of approved TDC requests. FHWA-funded projects do not require Caltrans approval.

FTA TDC

For FTA funded projects, TDC is applied by increasing the total project cost while maintaining the federal share percentage. Please refer to FTA's Circular Guidance 5010.1F: [Award Management Requirements Circular | FTA](#) which provides information on how transportation development credits are calculated (see pp. VI-7 - 8). For grouped transit projects, TDC amounts must accurately reflect the required non-federal match for each project included in the grouped project list.

Reporting

SCAG is responsible for quarterly reporting of TC/TDC usage to Caltrans. To support accurate reporting and balance tracking, county transportation commissions shall notify SCAG of any changes affecting

previously approved TC/TDC amounts. SCAG will coordinate with county transportation commissions if needed to ensure reports are accurate.

LOANS

Inter-county loans are available in the event a county does not fully utilize their TC/TDC allocation within the respective FFYs. The county transportation commissions must provide SCAG with the agreed-to loan amount and payback schedule for reporting purposes.



MAIN OFFICE

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
Tel: (213) 236-1800
www.scag.ca.gov

REGIONAL OFFICES

Imperial County

1503 N. Imperial Ave., Ste. 104
El Centro, CA 92243
Tel: (213) 236-1967

Inland Empire

3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

Orange County

OCTA Building
600 S. Main St., Ste. 1108
Orange, CA 92868
Tel: (213) 630-1599

Ventura County

4001 Mission Oaks Blvd., Ste. L
Camarillo, CA 93012
Tel: (213) 236-1960

Memorandum

To: REGIONAL TRANSPORTATION PARTNERS

Date: March 13, 2026

From: DEE LAM
Chief
Division of Local Assistance

Subject: **INTERIM TOLL CREDITS USE POLICY**

This Memorandum serves as the official notification to the Regions regarding the Interim Toll Credits Use Policy, which will govern the use of the current Toll Credits(TC) balance until additional TC is approved based on final reporting of toll revenues, eligible capital expenditures, and verification of maintenance of effort requirements.

This Memorandum applies only to the programs managed by the Caltrans Division of Local Assistance and does not apply to State Planning & Research, Federal Lands Access Program, Overall Work Programs or Caltrans Capital projects.

Background:

Caltrans came to an agreement with FHWA in 2012 for the application of about \$4.2 billion in TC, which are also referred to as Transportation Development Credits. TC have been used for several years as a match source for the Metropolitan Planning Organization (MPO) managed projects funded with Congestion Mitigation and Air Quality Improvement (CMAQ) Program and the Surface Transportation Block Grant Program (STBGP). TC are used for projects from various programs administered by Caltrans, such as State Highway Operation and Protection; Highway Bridge Program (HBP) off federal-aid system projects; the Federal Lands Access Program; Federal Transit Administration (FTA) transit grants; planning grants; and the Railway-Highway Crossings Program.

Currently, Caltrans has a remaining balance of about \$657.9 million in TC. Since adopting the Toll Credit Policy in 2013, Caltrans has not imposed caps on MPOs or individual programs. Without controls in place, the remaining balance may be exceeded.

TC usage between the Federal Fiscal Years (FFYs) 2021 and 2025 for the FHWA and FTA-funded projects managed by regional partners is around \$130 million per year across all regions. The most viable approach is to allocate TC based on each MPO's proportional share of FFY 2025 FHWA (CMAQ and STBGP) and

FFY 2025 FTA apportionments and limit the annual regional TC usage to \$130 million in total for the FFYs 2026 through 2028.

Guidelines:

The required actions below are effective October 1, 2025.

1. MPOs review their current TC usage and the Federal Transportation Improvement Programs (FTIP) programming assumptions for the FFYs 2026 through 2028.
2. MPOs ensure that TC programmed in the FTIP for regional programs/projects remain within the annual allocations established in Attachment A, Column G or the cumulative limits established in Column H.
3. MPOs provide Caltrans with updated TC that have been programmed in the FTIP on a quarterly basis through December 2026 to support monitoring of TC usage within established allocations.
4. Beginning with the approval of the 2027 FSTIP in December 2026, tracking of the TC will transition to the California Transportation Improvement Program System, which will serve as the ongoing tracking mechanism.
5. Caltrans HBP Managers track and program TC for HBP projects per the HBP Policy. HBP TC will be treated as a set aside.
6. For the Caltrans administered FTA 5310 Program, a total of \$15 million has been set aside for the FFYs 2026 through 2028 with \$5 million allocated for each FFY.
7. For the FTA 5310 Large Urban funding administered directly by MPOs, any TC usage will be counted against that MPO's TC annual allocation.

Based on the remaining TC availability after the next three years, there may be an opportunity for additional TC in FFY 2029.

If you have any questions, please contact Misty Bradshaw at (279) 234-6561 or Abhijit Bagde at (279) 234-8735.



DEE LAM
Chief
Division of Local Assistance

3/13/2026

Date

Attachment

Toll Credits Cap for MPOs

- c: Keith Duncan, Chief, Division of Budgets, Caltrans
- Dee Lam, Chief, Division of Local Assistance Caltrans
- James Anderson, Chief, Division of Financial Planning, Caltrans
- Mark Samuelson, Deputy Chief, Division of Local Assistance, Caltrans
- Misty Bradshaw, Acting Chief, Office of Project Management Oversight-South and North, Division of Local Assistance, Caltrans
- Abhijit Bagde, Senior Transportation Engineer, Office of Project Management Oversight-South and North, Division of Local Assistance, Caltrans
- Raul Lerma, Chief, Program Management Branch Division of Budgets, Caltrans
- Marlon Flournoy, Deputy Director, Planning and Modal Programs, Caltrans
- Nieves Castro, Deputy Chief, Division of Local Assistance, Caltrans
- Wendy King, Chief, Office of Transit Grants and Contracts, Division of Local Assistance, Caltrans
- Michael Lange, Senior Transportation Planner, Office of Transit Grants and Contracts, Division of Local Assistance, Caltrans

TOLL CREDITS CAP FOR MPOs

FFY2025 ALLOCATIONS					FFY2026 Distribution		Est. TC FFY26 to FFY28
MPO	CMAQ	STBGP	FTA (FFY 2025)	TOTAL ALLOCATION	TC Cap %	\$ 130,000,000.00	\$ 390,000,000.00
STBG IJJA OFF-SYSTEM BRIDGE (All MPO)	\$ -	\$ 99,878,602.00	\$ -	\$ 99,878,602.00	11.47%	\$ 11,456,075.65	\$ 34,368,226.95
FTA 5310 Set Aside	\$ -	\$ -				\$ 5,000,000.00	\$ 15,000,000.00
AMBAG	\$ -	\$ 11,988,955.00	\$ 29,896,850.00	\$ 41,885,805.00	1.68%	\$ 1,911,058.85	\$ 5,733,176.54
BCAG	\$ 2,051,415.62	\$ 3,282,270.00	\$ 3,772,782.00	\$ 9,106,467.62	0.37%	\$ 415,486.71	\$ 1,246,460.14
FCOG	\$ 14,129,960.26	\$ 15,755,318.00	\$ 17,081,520.00	\$ 46,966,798.26	1.89%	\$ 2,142,881.47	\$ 6,428,644.40
KCOG	\$ 12,458,424.52	\$ 14,282,328.00	\$ 20,105,852.00	\$ 46,846,604.52	1.88%	\$ 2,137,397.57	\$ 6,412,192.72
KCAG	\$ 2,109,619.82	\$ 2,367,085.00	\$ 4,762,194.00	\$ 9,238,898.82	0.37%	\$ 421,528.95	\$ 1,264,586.84
MTC	\$ 75,592,725.91	\$ 121,307,274.00	\$ 367,810,833.00	\$ 564,710,832.91	22.69%	\$ 25,765,187.81	\$ 77,295,563.43
MCTC	\$ 2,209,221.12	\$ 2,422,743.00	\$ 4,526,613.00	\$ 9,158,577.12	0.37%	\$ 417,864.23	\$ 1,253,592.70
MCAG	\$ 3,985,965.85	\$ 4,362,140.00	\$ 2,661,721.00	\$ 11,009,826.85	0.44%	\$ 502,328.34	\$ 1,506,985.03
SACOG	\$ 29,359,055.10	\$ 39,617,277.00	\$ 55,654,677.00	\$ 124,631,009.10	5.01%	\$ 5,686,346.30	\$ 17,059,038.91
SCAG	\$ 299,954,148.59	\$ 294,446,013.00	\$ 601,439,024.00	\$ 1,195,839,185.59	48.05%	\$ 54,560,705.08	\$ 163,682,115.23
SANDAG	\$ 42,413,685.51	\$ 51,597,169.00	\$ 108,683,575.00	\$ 202,694,429.51	8.14%	\$ 9,248,025.25	\$ 27,744,075.76
SBCAG	\$ -	\$ 7,001,707.00	\$ 17,396,902.00	\$ 24,398,609.00	0.98%	\$ 1,113,197.60	\$ 3,339,592.80
TCAG	\$ 6,636,324.35	\$ 7,353,861.00	\$ 5,754,299.00	\$ 19,744,484.35	0.79%	\$ 900,851.05	\$ 2,702,553.15
TMPO	\$ 1,591,505.47	\$ 2,255,292.00	\$ 2,660,714.00	\$ 6,507,511.47	0.26%	\$ 296,908.16	\$ 890,724.48
SLOCOG	\$ 2,777,381.59	\$ 4,114,932.00	\$ 11,338,381.00	\$ 18,230,694.59	0.73%	\$ 831,783.71	\$ 2,495,351.12
SJCOG	\$ 10,981,916.55	\$ 12,130,061.00	\$ 33,371,102.00	\$ 56,483,079.55	2.27%	\$ 2,577,066.12	\$ 7,731,198.35
STANCOG	\$ 7,626,400.40	\$ 8,618,751.00	\$ 12,542,754.00	\$ 28,787,905.40	1.16%	\$ 1,313,461.24	\$ 3,940,383.71
SHASTA	\$ -	\$ 2,840,170.00	\$ 2,600,896.00	\$ 5,441,066.00	0.22%	\$ 248,251.10	\$ 744,753.31
Non MPO	\$ 3,423,288.00	\$ 14,494,434.00	\$ 49,009,718.30	\$ 66,927,440.30	2.69%	\$ 3,053,594.81	\$ 9,160,784.43
w/o STBG IJJA OFF-SYSTEM BRIDGE (All MPO) Grand total				\$2,488,609,226		\$130,000,000	\$390,000,000

Interim Toll Credits Usage Policy - Frequently Asked Questions (FAQs)

1. What is the reason for providing MPOs with the Toll Credits (TC) allocations?

Since the inception of the TC policy in 2013, Caltrans has never imposed caps on Metropolitan Planning Organizations (MPOs) or individual programs. Remaining balance of TC for the local projects is \$390M. At this point, without any controls in place, we are at risk of exceeding the remaining balance.

2. What is the basis of \$130M annual cap for the TC allocations for the Division of Local Assistance (DLA) programs and how the TCs are distributed to the MPOs?

The \$130M annual TC cap is based on the remaining TC balance and based on the average of TCs usage for the Federal Fiscal Years (FFYs) 2021 through 2025 per year.

3. Who is eligible to receive TC?

All MPOs will receive the TC allocation for the FFYs 2026 – 2028.

4. What about the use of TCs on our Overall Work Plan (OWP)?

The Interim Toll Credit Use Policy Memorandum does not apply to the Toll Credits managed by the Caltrans Division of Transportation Planning (DOTP). TCs may still be used on OWPs and guidance to MPOs will be provided by DOTP.

5. What are the expectations from the MPOs?

We are requesting MPOs review their current toll credit usage and Federal Transportation Improvement Program (FTIP) programming for the FFYs 2026 through 2028 and ensure that TC are programmed for regional projects within these allocation limits. We also expect MPOs to provide Caltrans with updated TC programmed information each quarter for the FFY 2026.

6. Are the TC allocations new funds coming to California?

No. TCs do not generate additional revenues or apportionments. TC allocations is needed to maximize the usage of the current TCs balance till

the state receives additional allocation from the Federal Highway Administration (FHWA).

7. What are deadlines to program and obligate TC?

The TC allocation is for the FFYs 2026 through 2028. MPOs may choose to program the TCs allocated for the region for these FFYs. MPOs have flexibility in programming TCs and may choose to program TC in any of the noted FFYs as long as the cumulative programming is within the allocation limits for the regions.

8. Could a region exchange its share of TC allocation with another region?

Yes, regions may exchange their share of TC allocations with other regions. Please work with the Division of Local Assistance (DLA), Office of Project Management Oversight (OPMO).

9. What is the process to request FHWA for additional TCs and how long will it likely take?

Caltrans is currently validating toll facility revenues and toll revenue capital expenditures. Once this revenue and expenditure validation is completed, the "Maintenance of Effort" will be evaluated and submitted to FHWA for review and approval. The FHWA California Division Administrator will then determine whether toll credits have been approved. Caltrans is actively working on this effort but until financial records are transmitted to FHWA we may not be able to provide timeline. Negotiations over data validation, confirmation, and acceptance by FHWA will form the final TC agreement approval.

10. What is the approval process for using TC for rural non MPO region?

All rural non MPO counties collectively receive the TC allocation rather than receiving individual TC allocations for each county. This collective approach, as opposed to breaking out by individual counties, benefits these rural counties by avoiding the need to prepare TC loan agreements with other regions to amass enough TC to meet the needs of a particular project. Rural non MPO counties to reach out to Caltrans Division of Financial Programming, Office of Federal Programming and Data Management for the TC approval and Federal Statewide Transportation Improvement Program (FSTIP) programming requests.



AGENDA ITEM 6
REPORT

Southern California Association of Governments
July 2, 2026

To: TC - Transportation Committee
RC - Regional Council

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Ryan Laws, Senior Regional Planner
213-630-1470, laws@scag.ca.gov

Subject: Last Mile Freight Program Rebate Program Reopening and Application
Selection Process

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council approve the release of the updated Last Mile Freight Program (LMFP) Measure 2.2 INVEST CLEAN Rebate Program Announcement and Application Checklist to reopen the program, subject to South Coast Air Quality Management District (SCAQMD) review and incorporation of any non-substantive or required revisions.

RECOMMENDED ACTION FOR RC:

Approve the release of the updated LMFP Measure 2.2 INVEST CLEAN Rebate Program Announcement and Application Checklist to reopen the program, subject to SCAQMD review and incorporation of any non-substantive or required revisions.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

In September 2025, the Regional Council authorized the initial release of the LMFP Measure 2.2 INVEST CLEAN Rebate Program Announcement and the collection and evaluation of applications. The Program supports the deployment of battery-electric commercial vehicles. Following the initial solicitation (October 31, 2025 through January 30, 2026), SCAG evaluated 13 applications and in March 2026, the Regional Council approved the conditional award of \$871,000 in rebate funding to three applicants to support deployment of 13 battery-electric vehicles, pending concurrence from the SCAQMD. Following the initial award cycle, approximately \$49,129,000 remains available for deployment. SCAG staff, in coordination with SCAQMD and the United States Environmental Protection Agency (U.S. EPA), have developed a revised Program Announcement and Application Checklist to support a reopening of the LMFP rebate program in July 2026. Key updates include expanded vehicle eligibility, refinements to program structure, and adjustments to the application

intake, review, and selection process to improve program flexibility and administrative efficiency. SCAG staff is seeking Regional Council approval to release the updated Program Announcement and Application Checklist.

BACKGROUND:

SCAG partnered on SCAQMD’s application for INVEST CLEAN, proposing to leverage SCAG’s current Last Mile Freight Program (LMFP), focused on the commercial deployment of zero-emission and near-zero-emission (ZE/NZE) heavy and medium duty on-road trucks and supporting infrastructure. The INVEST CLEAN application was submitted on April 1, 2024, and outlined a coordinated, largescale regional effort for zero-emission vehicles and fueling infrastructure improvements to support the regional goods movement network. In July 2024, U.S. EPA awarded SCAQMD a Climate Pollution Reduction Grant of nearly \$500 million for INVEST CLEAN. This grant included \$51,500,000 to expand SCAG’s LMFP, specifically targeting Class 4 and 5 trucks through a rebate-based program. The award was recognized by the SCAQMD Board in September 2024 and authorization to execute contracts related to the grant was approved by the SCAQMD board on January 10, 2025. On April 3, 2025, the Regional Council approved Resolution No. 25-672-2 to authorize acceptance of \$51,500,000 from the U.S. EPA to support the commercial deployment of Class 4/5 battery electric vehicles through SCAG’s LMFP. Following that authorization, SCAG developed an Implementation Plan and released the initial LMFP Measure 2.2 Rebate Program Announcement on October 31, 2025. Applications were accepted through January 30, 2026, and evaluated based on program eligibility, readiness, emissions benefits, and vehicle replacement criteria.

In March 2026, the Transportation Committee and Regional Council approved the conditional award of \$871,000 in rebate funding to three applicants to support the deployment of 13 battery-electric vehicles and seven diesel vehicle replacements, pending concurrence from SCAQMD. While the awarded projects aligned with program priorities, overall demand during the initial solicitation was undersubscribed, representing approximately five percent of available funding. SCAG conducted outreach and coordination with fleets, manufacturers, and other stakeholders, and identified several barriers to participation, including limited vehicle eligibility, program design constraints, and broader market uncertainty affecting fleet investment decisions. In response, SCAG staff, in coordination with SCAQMD and U.S. EPA, have developed targeted modifications to improve program accessibility, increase participation, and ensure full deployment of available funding. These modifications form the basis of the proposed reopening.

PROGRAM UPDATES AND REOPENING APPROACH

The proposed reopening of the LMFP rebate program incorporates targeted updates to better align program requirements with vehicle demand and INVEST CLEAN program objectives. These updates are incorporated into the attached Program Announcement and Application Checklist.

Key updates include:

- **Expanded vehicle eligibility:** Extending eligibility beyond Class 4/5 battery electric vehicles to include Classes 6/7/8.
- **Inclusion of eligible gasoline vehicles for replacement or conversion:** Allowing eligible gasoline vehicles to participate alongside diesel vehicles to broaden applicability and increase participation.
- **Updated application intake structure:** Implementing a structured, group-based evaluation approach to improve administrative efficiency and manage application volume.

Expanding vehicle eligibility and replacement technology across medium- and heavy-duty truck classes will improve the program's diversity and ability to leverage other funding programs. Collectively, these updates are intended to improve program accessibility and ensure that the remaining \$49.1 million in rebate funding can be effectively deployed.

NEXT STEPS

Upon approval, SCAG staff will continue to coordinate with the SCAQMD and U.S. EPA to finalize review of the Program Announcement and Application Checklist. Additionally, SCAG staff will be updating informational materials and the LMFP webpage; continuing engagement and outreach efforts to ensure applicants are prepared; and developing a Memorandum of Understanding (MOU) template to be signed by program participants. The program reopening will occur in July and run through October. Once the program closes, SCAG and SCAQMD will develop a selected list of projects to recommend for funding award. SCAG staff will bring this selected list of projects back to the Transportation Committee and Regional Council this fall for approval consideration. Additional application acceptance windows may be opened if funding remains available.

FISCAL IMPACT:

Funding is included in the FY26/27 Overall Work Program under Task 315.4898.02. The total INVEST CLEAN Measure 2.2 allocation to SCAG is \$51,500,000, including \$1,500,000 for administrative costs. The remaining rebate funding available for deployment through the reopening is approximately \$49,129,000.

ATTACHMENT(S):

1. Program Announcement LMFP Rebate Reopening
2. Application Checklist LMFP Rebate Reopening
3. PowerPoint Presentation – Approval of LMFP Rebate Reopening

Last Mile Freight Program (LMFP) – INVEST CLEAN Measure 2.2 Rebate Program Reopening Announcement & Solicitation

LMFP Rebate Program Reopening

The Southern California Association of Governments (SCAG), in partnership with the South Coast Air Quality Management District (SCAQMD), is reopening the INVEST CLEAN Measure 2.2 Last Mile Freight Rebate Program to support the deployment of battery-electric commercial vehicles (BEV) and the scrappage or conversion of existing diesel (Class 4-8) or gasoline (Class 4-6) vehicles used in last-mile freight operations.

The Measure 2.2 reopening will provide rebate funding to fleets operating within the Los Angeles–Long Beach–Anaheim and Riverside–San Bernardino–Ontario Metropolitan Statistical Areas (MSAs) and is designed to expand participation, reflect current fleet demand, and fully deploy remaining program funds while maintaining the core requirements approved under the original Measure 2.2 work plan.

Key updates since the program’s initial launch include:

- Reopening the program in July with the initial application acceptance window closing in October (exact dates subject to program launch timing) – additional application acceptance windows may be opened if funding remains available;
- Expanding BEV purchase and diesel vehicle replacement eligibility to Classes 4-8, with inclusion of gasoline vehicles for Classes 4-6 for scrappage or conversion; and
- Implementing class-specific rebate structure, that aligns incentive amounts with vehicle size, reflecting the higher emissions-reduction potential associated with larger vehicle classes.

Program Funding Source

This LMFP Rebate Program is funded through a sub-award to SCAG from SCAQMD, made possible by funding from the U.S. Environmental Protection Agency (EPA). \$49,129,000 INVEST CLEAN Measure 2.2 funds are available as part of the reopening.

Rebate Amounts

Approved applicants may receive the following maximum rebate amounts per battery-electric vehicle, based on vehicle class:

- Class 4: \$67,000
- Class 5: \$67,000
- Class 6: \$75,000
- Class 7: \$75,000
- Class 8: \$108,000

There are no limits on the number of rebates that may be applied for. Rebate funds will be issued post-purchase upon vehicle delivery and verification of compliance with all program requirements. Please refer to the Rebate Redemption & Reimbursement Process section for more information.

Eligibility

Eligible applicants include fleet owners and operators engaged in last-mile freight activities in the counties of Los Angeles, Orange, Riverside, or San Bernardino – these counties collectively encompass the two eligible MSAs. Applicants must be using medium- and heavy-duty commercial vehicles and support operations including but not limited to business-to-business distribution, business-to-consumer delivery, logistics operations, and goods/equipment transportation services. Rebates may be used exclusively toward the purchase of battery-electric Class 4–8 vehicles.

All eligible applicants must propose vehicle replacement through scrappage or conversion of at least one existing diesel or gasoline medium- or heavy-duty vehicle as part of their application. To maintain compliance with the program-wide requirement that at least 51 percent of BEV purchases correspond to the replacement or conversion of existing diesel or gasoline vehicles, applications must propose replacement or conversion for no less than 51 percent of the BEVs requested in order to move forward. For instance, an application proposing purchasing 10 BEVs would need to include the scrappage of at least six existing diesel or gasoline vehicles (i.e., 60 percent) to meet the minimum 51 percent replacement requirement and move forward. By contrast, an application proposing to purchase 10 battery-electric vehicles while replacing only four existing vehicles (i.e., 40 percent) would not meet the minimum requirement and would be deemed ineligible.

Diesel vehicles (Classes 4–8) and gasoline vehicles (Classes 4–6) are eligible for scrappage or conversion if the applicant successfully demonstrates the following:

- The diesel truck model year/engine model year is 2010 or newer (gasoline trucks can be any age);
- Include odometer readings documenting mileage of at least 5,000 miles of use within the 12 months prior to application submission;
- Include 12 months of registration and insurance records (continuous, as required by California law); and
- Include documentation demonstrating that the vehicle has been domiciled and in operation in the counties of Los Angeles, Orange, Riverside, or San Bernardino.

Applicant must ensure that no rebate funds are used to purchase, procure, or otherwise support any vehicle, battery, equipment, or technology from manufacturers, suppliers, or other entities that are determined to be Foreign Entities of Concern (“FEOC”), defined by Section 40207(a)(5) of the Infrastructure Investment and Jobs Act (Pub. L. 117-58), as amended. The Applicant must certify, upon request, that all rebate-funded vehicles, batteries, equipment, and associated components comply with applicable FEOC restrictions.

Vehicle Replacement Option

As a condition of funding, applicants must dismantle existing internal combustion vehicles through a certified dismantler. Eligible scrappage vehicles include:

- Diesel vehicles (Classes 4–8, engine model year 2010 or newer)
- Gasoline vehicles (Classes 4–6)

Under the Measure 2.2 program reopening, existing diesel and gasoline vehicles offered for scrappage or conversion are not required to be replaced on a same-class basis. An existing

internal combustion vehicle may be dismantled or converted in exchange for one or more battery-electric vehicles of a lower vehicle class, provided that all other program requirements are met.

This approach recognizes that larger diesel and gasoline vehicles often serve functions that can be met by smaller zero-emission vehicles in last-mile freight operations and allows fleets flexibility to right-size vehicle classes while still achieving meaningful emissions reductions. For example, a Class 7 diesel or gasoline vehicle may be replaced by a battery-electric vehicle in Classes 4 through 7, while a Class 6 diesel or gasoline vehicle may be replaced by a Class 4, 5, or 6 battery-electric vehicle. Replacement vehicles may not exceed the class of the scrapped internal combustion vehicle.

Vehicle Conversion Option

The program supports conversion of existing diesel vehicles (Classes 4–8) and gasoline vehicles (Classes 4–6) to battery-electric power, subject to California Air Resources Board (CARB) approval. Converted vehicles count as one-to-one replacements. Engines must be permanently destroyed, with documentation provided.

Each vehicle converted from diesel or gasoline power to battery-electric power will be counted as a one-to-one replacement for purposes of meeting program replacement requirements.

Application Intake, Review, and Evaluation Process

SCAG is reopening the program in July 2026 with the submission period ending in October (exact dates subject to program launch timing). Additional application acceptance windows may be opened only if funding remains available.

Each window for applications will include sufficient time for SCAG review and SCAQMD concurrence prior to advancing selections. SCAG reserves the right to adjust the timing and frequency of evaluation windows as needed to ensure a consistent and efficient review process.

Program staff will conduct an administrative and technical review of all applications received. All complete applications submitted during a given window will receive the same level of consideration.

Program staff will review applications for completeness and eligibility. Applicants may be notified if required information is missing. Applications that are incomplete at the close of an application window may be resubmitted in a subsequent window with all required information, subject to funding availability. Resubmitted applications will be reviewed as part of the new application group and will not receive preferential treatment based on prior submission.

Applicants are encouraged to submit complete applications as early as possible within the program timeline and to monitor program communications for updates regarding funding availability and application window status.

Application Criteria

Applications will be reviewed for eligibility, completeness, readiness, and emissions benefit potential. SCAG will prioritize

- Higher diesel and/or gasoline vehicle replacement ratios
- Higher vehicle usage
- Older, higher-emission vehicle replacement or conversion
- Project readiness and timing

SCAG will prioritize projects that demonstrate strong project readiness, near-term deployment timelines, and high expected emissions benefits. Projects that can deploy vehicles on an accelerated timeline may receive additional consideration, as timely deployment supports program-wide emissions reduction goals and implementation deadlines.

All eligible applicants will be considered, but SCAG will use a tiered system to rank projects based on vehicle replacement levels, “shovel-ready” vehicle acquisition plans, and projected emissions benefits. Funding preferences will be given to higher-tier projects that maximize regional air quality outcomes and clearly illustrate the ability to meet vehicle delivery and operation timelines based upon the information provided.

The tiered system is designed to provide transparency and consistency in the selection process while ensuring that rebate awards achieve the greatest possible impact. Projects are grouped into three tiers, with Tier 1 representing those that most closely align with program priorities, such as replacing higher-mileage vehicles with newer battery-electric technologies, demonstrating readiness for immediate deployment, and supporting balanced distribution of funding across the region. Tier 2 projects exceed baseline standards through slightly higher annual VMT in their vehicle history, demonstrating commitments toward charging infrastructure construction or usage partnerships, and offering baseline vehicle replacement/conversion at or above a 70% level but below one-to-one with new BEVs. Tier 3 projects meet all minimum program requirements but may be awarded funding only after higher-tier projects have received higher priority awards.

This structure allows SCAG to prioritize investments in projects with the strongest attributes to meet program requirements for regional emissions reductions.

<p><u>Tier 1 – High Priority</u></p> <ul style="list-style-type: none">- Vehicle Replacement: One-to-one replacement or conversion of diesel or gasoline vehicles/engines for each BEV.- Replaced Vehicle Age + Mileage:<ul style="list-style-type: none">o 2014 or older vehicles with ≥ 12,500 annual mileso 2015 or newer vehicles with ≥ 20,000 annual miles- Project Readiness: Demonstrated shovel-ready acquisition/deployment (infrastructure in place or documented to be in place at vehicle delivery) by spring 2028.
<p><u>Tier 2 – Medium Priority</u></p> <ul style="list-style-type: none">- Vehicle Replacement: 70%-99.9% replacement or conversion of diesel or gasoline vehicles/engines for each BEV.

<ul style="list-style-type: none"> - Replaced Vehicle Age + Mileage: <ul style="list-style-type: none"> o 2014 or older vehicles with 10,000-14,999 annual miles o 2015 or newer vehicles with 10,000-19,999 annual miles - Project Readiness: Acquisition plans are progressing with commitments made, but infrastructure access is still pending or conditional (infrastructure anticipated to be in place at vehicle delivery by spring 2028).
<p>Tier 3 – Baseline Priority</p> <ul style="list-style-type: none"> - Vehicle Replacement: Meets minimum 51% diesel or gasoline replacement or conversion for each BEV. - Replaced Vehicle Age + Mileage: <ul style="list-style-type: none"> o Any diesel vehicle age 2010 or newer or gasoline vehicle (any age) with 5,000-9,999 annual miles - Timeline for infrastructure acquisition or contract to use third party infrastructure still pending; infrastructure still under development.

If an application meets only a portion of the requirements for placement within a particular tier, it will be placed in the highest tier for which it meets or exceeds all the requirements.

There is a possibility that, due to large program interest, applicants may be offered partial funding. If the program is oversubscribed, not all eligible applications may be funded.

Rebate Redemption & Reimbursement Process

Reimbursement may be issued after all vehicles for each applicant awarded funding have been delivered and placed into commercial operation, and all vehicles designated for scrappage or conversion have been fully dismantled or converted, with required documentation verified. Required documentation shall include but not be limited to the following:

- Inspection forms and digital photos for existing vehicle ready for dismantler documenting the following:
 - o Vehicle from front (license plate, if available)
 - o Vehicle Identification Number (VIN)
 - o Engine serial number (ESN)
 - o Cut in frame rails, if frame rails present
 - o Hole in engine block
- Inspection forms and digital photos for replacement vehicle documenting the following:
 - o Make and model
 - o Vehicle from left side or right side
 - o Vehicle front and back
 - o Vehicle Identification Number (VIN)
 - o Gross Vehicle Weight Rating (GVWR)
 - o Odometer Reading
 - o Engine tag
- Location of dismantler yard where the existing vehicle/engine will be destroyed
- Date the existing vehicle is delivered to or picked up by a dismantler
- Completed REG 42 (Report of Vehicle to Be Dismantled) with DMV-stamped validation or other completed DMV forms used to validate vehicle dismantling and junking.

Upon completion, the participant will submit an invoice to SCAG using an approved form with supporting documentation. Further directions for invoicing will be provided to recipients once they have been selected. As part of the submittal, the participant will submit the following documentation:

- Purchase invoices and/or signed sale agreements for the new vehicle(s) verifying that the eligible battery-electric unit(s) was sold to the program participant
- Copies of checks, wire transfers and/or financing documents documenting all payments for the invoiced amount charged by the dealership or equipment manufacturer
- (If applicable) Documentation verifying each existing vehicle/engine was delivered to an approved dismantler and destroyed
- Proof of new vehicle registration, insurance, and warranty information. Vehicle conversion projects are not required to provide new vehicle registration.

Reimbursement is subject to compliance with all program requirements, including restrictions related to foreign entities of concern.

Participant Commitments

- ✓ Enter into a formal written contract or partnership agreement with SCAG by August 2027 (anticipate that the contract will be completed within three months upon each individual applicant award). This contract will require compliance with all applicable laws and EPA grant agreement terms.
- ✓ Be available for a follow-up inspection, if requested
- ✓ Register the new vehicle(s) with the State Department of Motor Vehicles
- ✓ Maintain required insurance during the rebate term, consistent with the program duration
- ✓ Operate the vehicle a minimum of 5,000 miles per year within the Los Angeles–Long Beach–Anaheim and Riverside–San Bernardino–Ontario MSAs for a minimum of 60 months from delivery date
- ✓ Not use program-funded vehicles to claim regulatory compliance extensions or credits
- ✓ Ensure vehicle is operated and maintained with proper maintenance during the rebate term
- ✓ Submit semi-annual progress reports for 60 months after receiving the rebate
- ✓ Data collection requirements (to be completed through formal agreement):
 - Requires selected applicants to ensure the necessary environmental information and other data to evaluate project performance is provided.
 - The data will be collected through telematic equipment or real-time equivalent.
 - Selected applicants must ensure performance data is properly provided and equates to the usage requirements in the agreement.
 - The right is reserved to verify information provided.
- ✓ Award & Rebate Process
 - If the rebate does not cover the entire cost of the vehicle, the rebate program beneficiary can use other funds to complete the purchase. These funds must be non-federal funds.

Program Contact

For additional information or questions, please email LMFP@scag.ca.gov

Application Requirements Checklist

Online applications will be accepted beginning July 2026 until October 2026 (exact dates subject to program launch timing). Additional application windows may be opened if funding remains available, and applicants are encouraged to apply early as funds may be fully subscribed during initial rounds.

All applications must provide the following information using SCAG's web application.

1. Operational Use Case

- ✓ Description of intended use and how the applicant's operations qualify as last mile freight, including:
 - Primary type of goods/materials moved
 - Typical operating environment (e.g., urban last-mile, regional freight)
 - Estimated trips or miles per week in eligible Metropolitan Statistical Areas (MSAs)

2. Diesel & Gasoline Vehicle Documentation

- ✓ Number of vehicles to be dismantled/converted
- ✓ Vehicle fuel type (Diesel or Gasoline)
- ✓ Vehicle Class
 - Must be Class 4, 5, 6, 7, or 8 for diesel
 - Must be Class 4, 5, or 6 for gasoline
- ✓ Vehicle Identification Number (VIN) and license plate number
- ✓ Truck model year, engine model year (eligible vehicles may be 2010 or newer for diesel and any age for gasoline), and fuel type
- ✓ Truck Usage
 - Odometer readings documenting mileage for the previous 12 months (documenting at least 5,000 miles of use in that period)
 - Current odometer reading
- ✓ 12 months of registration and insurance records (continuous, as required by California law)
- ✓ Photos of vehicle (front, side, license plate, VIN/GVWR tag, engine tag)
- ✓ Proof of ownership (title with no liens)
- ✓ Proof of domicile and operation within either or both of the two MSAs

3. Replacement BEV / Conversion Documentation

- ✓ Battery-Electric Vehicle Class
 - Must be Class 4, 5, 6, 7, or 8
- ✓ Vendor quote (dated within 90 days of application) showing:
 - Quoted date
 - Total cost (including eligible taxes and fees) – itemized
 - Warranty terms

- ✓ Make, model, model year, and GVWR of the new or converted vehicle
- ✓ CARB Executive Order or verification of CARB approval for battery-electric configuration

4. Geographic Eligibility

- ✓ Proof of business location in Los Angeles, Orange, Riverside, or San Bernardino County

5. Project Readiness

- ✓ Applicants should describe their expected vehicle delivery timeline and any strategies in place to address potential delays.
 - Preference will be given to projects that demonstrate readiness to deploy vehicles by spring 2028
- ✓ Applicants must demonstrate that charging infrastructure is in place or will be in place at the time of vehicle delivery, including the following:
 - Description of charging infrastructure site and charging technology, including facility address, site host or operating company, charger model(s), site capacity (e.g., number of chargers, power level), and current operational status of your site (existing, under construction, or planned). Charging infrastructure may be existing, under construction, or planned, provided it will be available at the time of vehicle delivery
 - Quotes or cost estimates for any charging equipment or related infrastructure that will be purchased as part of the project, if applicable
- ✓ Contingency information should be provided to help identify potential risks that could impact procurement, delivery schedules, infrastructure readiness, etc.

6. Public Records Act

- The application is subject to the provisions of the California Public Records Act (California Government Code §7920.000 et seq.).
- Applicant must state whether the application contains proprietary information that constitutes a trade secret pursuant to California Civil Code section 3426.1. Trade secrets may be marked as confidential only to the extent they meet the requirements of section 3426.1.
- If the application includes trade secret data that applicant does not want disclosed for any purpose other than the application process, the title page must include the following language:

USE AND DISCLOSURE OF DATA

The trade secret information in this application shall not be duplicated, used, or disclosed in whole or in part for any purpose other than the application process; provided that, if a contract or partnership agreement is executed with applicant as a result of or in connection with submission of this data, SCAG and South Coast AQMD shall have the right to duplicate, use, or disclose the data to the extent provided in the contract. This restriction does not limit South Coast AQMD or SCAG's right to use information contained in the data if it is obtainable from

another source without restriction. The data subjected to this restriction are contained in Page(s) [insert page numbers] of the offer.

- The applicant also shall mark each restricted page with the following: Use or disclosure of data in sections or paragraphs [insert section or paragraph numbers] on this page is trade secret and is therefore subject to the restriction on the title page of this offer.
- Applications will be returned if marked with a different disclaimer than that provided above. To the extent that the application is marked in its entirety as confidential or a trade secret, such designations will not be effective. The applicant will be informed that the application cannot be reviewed because it is impracticable for SCAG to comply with the applicant's requirements. The applicant shall also be informed, however, that the application may be considered if it is resubmitted with the language provided above.
- Application material protected by law from public disclosure will not be disclosed by SCAG if clearly marked as described above. Only information claimed to be a trade secret at the time of submittal to SCAG and marked as required will be treated as a trade secret. SCAG will use its best efforts to inform the applicant of any request for any financial records or documents marked "Trade Secret," "Confidential" or "Proprietary" provided by applicant to SCAG. SCAG will not advise as to the nature or content of documents entitled to protection from disclosure under the California Public Records Act.
- Notwithstanding the foregoing, any information provided to SCAG will be shared with South Coast AQMD and SCAG cannot control how South Coast AQMD uses the information. Please note that South Coast AQMD is bound by its own Guidelines for Implementing the California Public Records Act, which can be found here: [South Coast AQMD PRA Guidelines](#) (2013). Please refer to Section D of these Guidelines for instructions regarding the procedures required by South Coast AQMD to claim exemption from the Public Records Act.
- To the extent that an applicant marks any information as either confidential or a trade secret, the applicant thereby agrees to defend and indemnify SCAG and/or South Coast AQMD in the event that their non-disclosure is challenged in any legal action. In the event of litigation concerning the disclosure of any records, SCAG and South Coast AQMD's sole involvement will be as stakeholders, retaining the records until otherwise ordered by a court. The applicant, at its sole expense and risk, shall be fully responsible for any and all fees for prosecuting or defending any action concerning the records and shall indemnify and hold SCAG and South Coast AQMD harmless from all costs and expenses, including attorney's fees, in connection with, any such action.

7. Foreign Entities of Concern (FEOC)

Applicant must ensure that no rebate funds are used to purchase, procure, or otherwise support any vehicle, battery, equipment, or technology from manufacturers, suppliers, or other entities that are determined to be Foreign Entities of Concern ("FEOC"), defined by Section 40207(a)(5) of the Infrastructure Investment and Jobs Act (Pub. L. 117-58), as amended. The Applicant must certify, upon request, that all rebate-funded vehicles, batteries, equipment, and associated components comply with applicable FEOC restrictions.

8. Use of Logos

If an applicant is selected for funding, any use of the U.S. Environmental Protection Agency (U.S. EPA) logo in outreach or reports must not be prominently displayed to imply that the

applicant's activities are being conducted by the U.S. EPA. More information is available at: <https://www.epa.gov/stylebook/using-epa-seal-and-logo#policy>.

9. Disclaimer

Applicant certifies that the information contained in this application is true and correct to the best of their knowledge. Any information provided that is found to be false, incomplete or misrepresented in any respect, will be sufficient cause to eliminate applicant from further consideration for rebate(s) or any other benefit(s) and may result in immediate and future exclusion from this and other program(s).

Submission of an application does not guarantee funding. SCAG cannot promise or ensure a specific positive outcome or result.

Applications are subject to review and approval and shall be conditioned on executing a formal written agreement with SCAG. In no event shall SCAG be liable or held responsible for any applicants' damages, injuries, reliance, expectations, or any claims if intended outcomes are not achieved.

Program Contact

For additional information or questions, please email LMFP@scag.ca.gov

Approval of LMFP Rebate Program Reopening

July 2, 2026

WWW.SCAG.CA.GOV

South Coast AQMD INVEST CLEAN

- SCAG partnered on the South Coast AQMD's INVEST CLEAN application for Climate Pollution Reduction Grant (CPRG)
- U.S. EPA awarded South Coast AQMD nearly \$500 million for INVEST CLEAN
- SCAG to administer incentives for LMFP as sub-recipient under INVEST CLEAN Measure 2.2
 - \$51,500,000 (\$50M for incentives) to expand SCAG's LMFP specifically targeting last mile delivery trucks



INVEST CLEAN – Measure 2.2 Initial Opening Oct '25 – Jan '26 Class 4 & 5 Vehicle Replacement

Eligible Entities:

- Private and Public Fleet Owners

Operating Location:

- Vehicles must be domiciled in one of the two MSAs

Existing Equipment Requirements:

- Diesel-fueled mobile vehicles
- Class 4, 5, & 6 vehicles used in goods movement

Replacement Equipment Requirements:

- New Battery Electric Class 4 and Class 5 vehicles used in goods movement



- \$50M total funding available
- Rebates to not exceed \$67,000 per vehicle
- The majority of vehicles ($\geq 51\%$) must be replacements for existing diesel vehicles

Initial Program Results & Key Considerations

- 13 applications received (~\$2.5M requested)
- 3 eligible projects awarded (\$871K), with ~\$49.1M in funding remaining
- Participation influenced by evolving federal policy landscape, supply chain constraints, and incentive stacking considerations
- Initial eligibility structure (e.g., vehicle class limitations and replacement requirements) may have impacted participation levels

INVEST CLEAN – Measure 2.2 Reopening Program Guidelines and Changes

SCAG refined the program to improve participation

Eligible Entities:

- Private and Public Fleet Owners

Operating Location:

- Vehicles must be domiciled in one of the two MSAs

Revised Existing Equipment Requirements:

- Diesel-fueled (Class 4-8) or gasoline-fueled (Class 4-6)
- Class 4-8 vehicles used in goods movement

Revised Replacement Equipment Requirements:

- Expanded replacement eligibility to Class 4–8 BEVs



Revised Rebate Amounts:

- Class 4: \$67,000
- Class 5: \$67,000
- Class 6: \$75,000
- Class 7: \$75,000
- Class 8: \$108,000
- The majority of BEVs ($\geq 51\%$) must be replacements for existing diesel or gasoline vehicles

Next Steps

- SCAG staff is engaged in the following:
 - Coordinating final review of the Program Announcement and Application Checklist with SCAQMD and U.S. EPA.
 - Updating informational materials and the LMFP webpage for reopening.
 - Continuing engagement and outreach efforts to ensure applicants are prepped.
 - Developing a Memorandum of Understanding (MOU) template to be signed by program participants.
- Upon program close, SCAG and SCAQMD will develop a recommended list of projects to be approved by SCAG Transportation Committee and Regional Council later this fall.
- Additional application acceptance windows may be opened if funding remains available.

Recommended Action for TC/RC

Transportation Committee:

- Recommend that the Regional Council approve the release of the updated Last Mile Freight Program (LMFP) Measure 2.2 INVEST CLEAN Rebate Program Announcement and Application Checklist to reopen the program, subject to South Coast Air Quality Management District (SCAQMD) review and incorporation of any non-substantive or required revisions.

Regional Council:

- Approve the release of the updated LMFP Measure 2.2 INVEST CLEAN Rebate Program Announcement and Application Checklist to reopen the program, subject to SCAQMD review and incorporation of any non-substantive or required revisions.



AGENDA ITEM 7

REPORT

Southern California Association of Governments
July 2, 2026

To: TC - Transportation Committee
From: Annie Nam, Deputy Director (Transportation)
213-236-1827, nam@scag.ca.gov
Subject: Transportation Committee Outlook and Future Agenda Items

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

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

BACKGROUND:

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

¹ SCAG 2024 Strategic Plan: <https://scag.igam2.com/Citizens/FileOpen.aspx?Type=1&ID=2497&Inline=True>

Transportation Committee (TC) Outlook and Framework

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

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

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

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

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. TC Outlook for FY27_July 26 TC Meeting

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

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

*Presidential Priorities :

•Clean Transportation

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

Transportation Committee Agenda Outlook for FY2027

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

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

**Presidential Priorities :*

•Clean Transportation

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



Southern California Association of Governments
July 2, 2026

To: TC - Transportation Committee

EXECUTIVE DIRECTOR'S
APPROVAL

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

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

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

SCAG serves as lead agency for the Games Mobility Executive (GME) Transportation Demand Management (TDM) Subcommittee and co-leads the GME Communications and Outreach Subcommittee alongside LA28 in support of the 2028 Olympic and Paralympic Games (2028 Games or Games). To support a coordinated regional approach to Games mobility, SCAG, in partnership with GME agencies and other stakeholders, developed the [2028 Games Regional TDM Approach \(Regional Approach\)](#), which established the framework for regional TDM planning for both passenger and freight travel and was approved by the Regional Council in May 2026. Since that action, SCAG has advanced development of the 2028 Games Regional TDM Strategic Plan (Strategic Plan), which translates the Regional Approach into a more detailed implementation strategy by identifying priority passenger and freight TDM strategies, partner roles and responsibilities, performance measures, and plans for implementation. SCAG staff will present an update on the TDM Strategic Plan and outline next steps for finalizing the plan. A more comprehensive update, including a final draft TDM Strategic Plan, will be shared with the Committee in September. Caltrans Principal Engineer and District Liaison for the Games, Tasha Higgins, will also share an update on a TDM-aligned strategy, the Games Route Network (GRN), a designated network of roads for traveling between official venues.

BACKGROUND:

As lead agency for the GME TDM Subcommittee, SCAG is responsible for coordinating development of a regional strategic approach to TDM in support of Games mobility planning efforts. In this role,

SCAG is working with regional partners to identify and advance passenger and freight TDM strategies that can support efficient movement of people and goods throughout the region.

To support regional mobility planning efforts for the 2028 Games, SCAG and its partners developed the Regional Approach, which serves as the overarching framework to guide strategy development and was recommended for approval by the Transportation Committee in April 2026 and approved by the Regional Council in May 2026. Building on that framework, SCAG has continued working with GME agencies and other partners to develop the Strategic Plan. The Strategic Plan builds on the Regional Approach and includes refined passenger and freight TDM strategies, implementation actions and partner roles, implementation plans, communications and outreach considerations, analysis, and a framework for monitoring program performance.

This work also builds on SCAG's prior TDM and freight planning efforts, including the region's first [TDM Strategic Plan](#) published in 2019, and the [Last Mile Delivery Program](#), published in 2020, which assessed the use of curb areas for deliveries and the magnitude of other curb uses competing for curb space in the study area of the City of Los Angeles. The Strategic Plan also leverages and seeks to align with partner initiatives such as the [Los Angeles County Metropolitan Transportation Authority's \(LA Metro's\) TDM Master Plan](#) and the [Orange County Transportation Authority \(OCTA's\) TDM Plan](#). SCAG's Games TDM efforts are also grounded in the [Games Mobility Program Development Framework](#), which guides the agency's broader Games-related work.

As planning efforts have advanced from strategy development toward implementation, coordination across agencies and stakeholders has become increasingly important. To support broader Games mobility planning efforts, SCAG recently began serving as co-lead, alongside LA28, of the GME Communications and Outreach Subcommittee. This expanded role reflects the importance of communications and outreach in supporting successful implementation of TDM strategies and strengthens coordination between regional mobility planning and traveler information efforts.

GAMES TDM CATEGORIES AND HIGH-IMPACT STRATEGIES

The Strategic Plan identifies a range of passenger and freight TDM strategies organized into four primary programmatic categories. Depending on the strategy and implementation context, SCAG may play several complementary roles in advancing Games-related TDM initiatives. These roles include:

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

- **Amplify** – SCAG leverages, promotes, and aligns existing partner initiatives to maximize regional impact.

Regional Communications and Outreach

A comprehensive regional communications and outreach program that provides consistent, timely, and actionable information to help residents, commuters, spectators, businesses, freight stakeholders, and partner agencies prepare for and respond to Games-related transportation impacts. Key elements include:

- **Regional Marketing and Communications Campaign** – Coordinated regional Games-related TDM messaging that helps travelers understand transportation options, anticipated impacts, and available travel resources before and during the Games, with messaging tailored to the needs of residents, workers, businesses, freight stakeholders, spectators, visitors, and other key audiences.
- **Partner Information Hub**– Stakeholder-facing platform providing communications resources, messaging guidance, and toolkits for partner agencies and freight stakeholders.
- **“Know Before You Go” Webpage**– Public-facing website that provides transportation information, trip-planning resources, venue access guidance, and traveler updates before and during the Games.
- **Direct Outreach and Engagement**– Targeted outreach to residents, employers, businesses, freight stakeholders, and other key audiences to prepare those who will be most impacted by the Games.

Regional Wayfinding

A coordinated wayfinding program that supports intuitive navigation, improves traveler confidence, and provides a consistent traveler experience throughout the region. Key elements include:

- **Physical Wayfinding**– Temporary and permanent signage, maps, kiosks, and other physical navigation tools.
- **Digital Wayfinding**– Trip-planning tools, navigation applications, digital maps, and traveler information resources.
- **Transit and Travel Volunteers/Ambassadors**– Ambassadors, volunteers, customer assistance personnel, and other staff that support travelers at key locations.

Mobility and Access Programs

Mobility and access programs are intended to reduce drive-alone travel, support access to venues and major activity centers, and facilitate reliable movement of people and goods during the Games. Key elements include:

- **Microtransit and Shuttle Programs** – Targeted shuttle and microtransit services that address gaps in connectivity and expand access to transit and regional rail, airports, mobility hubs, park-and-ride facilities, and key destinations.
- **Incentives and Rewards Programs** – Transit and bikeshare incentives and rewards programs that encourage travelers to shift travel modes, travel times, or destinations.
- **Transportation Management Association/Organization (TMA/TMO) Support**– Localized TDM programs, employer outreach, traveler information, and mobility services provided through existing and expanded TMA/TMO networks.
- **Cargo Bike Delivery Programs**– Cargo bike delivery services in areas where roadway restrictions, limited curb access, or high pedestrian activity may make traditional freight deliveries more challenging.
- **Parcel Locker & Microconsolidation Programs**– Consolidated parcel delivery locker and microhub locations to reduce door-to-door delivery activity and improve delivery efficiency in affected areas.

These programs are designed to complement the mobility and access programs led by partner agencies, such as the Games Enhanced Transit System (GETS) - the supplemental bus service to transport spectators and workforce; the Games Route Network (GRN) - dedicated travel lanes to support Games travel; mobility hubs; first/last mile enhancements; and active transportation improvements. Many of these efforts are already underway and are being advanced through other GME subcommittees.

Regulatory and Operational Policies

Regulatory and operational policies help manage transportation demand and improve mobility during the Games. Alignment across jurisdictions, agencies, employers, businesses, and other stakeholders will be critical to achieving these outcomes. Key policy areas include:

- **Parking Management**– Strategies to manage parking supply, availability, and pricing to encourage use of alternative transportation options.
- **Curb Space Management**– Approaches to manage passenger loading, freight loading, pick-up and drop-off activity, and other competing curb uses in high-demand areas.
- **Freight Delivery Management**– Strategies such as delivery retiming, consolidation, staging, and other operational approaches that support efficient goods movement and business continuity.
- **Transportation Network Company (TNC) Pick-Up and Drop-Off Policies**– Coordination of designated pick-up and drop-off locations and operating procedures to support efficient passenger movements.
- **Commute Reduction Policies**– Employer- and institution-based policies such as telework, flexible schedules, compressed work weeks, and other measures that reduce peak-period travel demand.

TDM-Aligned High Impact Strategy – The Games Route Network

The Games Route Network (GRN) consists of designated transportation corridors connecting competition venues, athlete accommodations, and key activity centers throughout the region. The GRN is a system of managed roadways and operational measures designed to provide safe, secure, and reliable travel for the Games Family, including athletes, officials, dignitaries, and media. In addition, the GRN is expected to serve as a critical backbone for the Games Enhanced Transit System (GETS), enabling efficient movement of spectators and workforce members. Essentially, the GRN will function as a TDM-aligned strategy that will help manage demand, protect roadway reliability, and maintain safe and efficient movement across the regional network during the Games.

IMPLEMENTATION READINESS

Building on the Regional Approach, the Strategic Plan will provide an implementation framework for advancing priority TDM strategies across multiple target audiences (e.g., freight and transit operators, residents, businesses, etc.), geographic scales, and timeframes. Strategies will be evaluated at the regional, corridor, and venue levels and will be intended to support the full Games lifecycle, including early implementation and testing, Games ramp-up activities, Games-time operations, and post-Games evaluation and legacy opportunities.

To support implementation, the Strategic Plan will include implementation plans that identify key actions, partner roles, governance considerations, sequencing, and potential implementation pathways. The plan will also establish a performance monitoring framework with measures to be evaluated before, during, and after the Games to assess implementation progress, Games-time performance, and long-term legacy outcomes.

For more details on the programmatic categories, please see the previously approved [2028 Games Regional TDM Approach](#).

TOOLS AND ANALYSIS

SCAG is continuing to develop analytical tools and technical resources to support strategy identification, project prioritization, stakeholder engagement, and implementation planning. A key component of this effort is the Olympic Logistics Scenario Planner, a decision-support tool that combines freight trip and business data to assess potential freight TDM strategies, including delivery retiming, trip consolidation, and staging of goods. The tool helps illustrate potential freight impacts and supports engagement with freight stakeholders, public agencies, and businesses. SCAG is exploring opportunities to expand these analytical capabilities to incorporate passenger travel metrics and evaluate passenger-focused TDM strategies across different venue zones and geographic contexts. In addition, SCAG is coordinating with regional partners on supplemental travel demand modeling efforts that will build upon LA Metro's Games Living Model, a travel demand model for the 2028 Games. Together, these tools and modeling efforts will provide a data-driven foundation for

identifying, prioritizing, and implementing passenger and freight TDM strategies leading up to the Games.

SCAG is also conducting a community and economic impact assessment of the 2026 FIFA World Cup to analyze high-level economic indicators to understand overall economic trends associated with the World Cup and evaluate community and economic development outcomes to assess how these trends translated into local impacts. The analysis will also inform planning and evaluation for the 2028 Games.

IMPLEMENTATION APPROACH

The Strategic Plan will identify a range of passenger and freight TDM strategies that will be implemented through a combination of SCAG-led initiatives, partner-led efforts, and collaborative projects. As the GME TDM lead, SCAG will support implementation through regional coordination, technical assistance, stakeholder engagement, and targeted investments in projects that advance regional TDM objectives. Building on SCAG's [Regional Pilot Initiative Program](#) (RPI) model, SCAG will continue working with agencies, TMAs/TMOs, employers, freight stakeholders, airports, tourism organizations, and private-sector partners to refine project concepts, identify implementation pathways, and advance priority initiatives. As already noted, SCAG is also conducting Games-related analysis and travel demand modeling to help identify high-impact opportunities and inform project prioritization.

TIMELINE

Implementation of the Strategic Plan will occur in phases.

- **2026:** With completion of the Strategic Plan this fall, efforts will shift from strategy development to project development and implementation readiness. SCAG will advance SCAG-led initiatives and identify partner-led projects for support and implementation. SCAG will also complete the regional communications and outreach strategy and continue developing regionwide resources. SCAG will assess TDM strategies deployed for the 2026 FIFA World Cup, along with related community and economic impacts, to identify lessons learned. This work will help support the establishment of an evaluation framework. SCAG staff will continue to refine Games-time planning, implementation, and performance monitoring efforts.
- **2027:** SCAG and regional partners will begin phased deployment of TDM strategies, including communications campaigns and partner-led initiatives designed to support regional preparedness in advance of the Games. SCAG will also assess TDM strategies and operational approaches used for the 2027 Super Bowl to further refine regional readiness and identify opportunities to strengthen multimodal access and demand management.
- **2028:** TDM strategies will be operational across the region to support Games-time travel and logistics management. After the Games, SCAG and regional partners will evaluate outcomes and work to institutionalize effective strategies that strengthen the region's ability to manage future

high-demand events, improve everyday mobility, and support a more reliable and resilient transportation network.

NEXT STEPS

Staff will continue coordinating with key partners and stakeholders to advance development of the TDM Strategic Plan. Staff will share a more comprehensive update, including a final draft TDM Strategic Plan, with the Committee in September. Once the plan is finalized, next steps include advancing project development and delivery; finalizing and deploying the communications and outreach strategy; integrating TDM into LA28's venue-level Traffic Management Plans (TMPs); completing the 2026 FIFA World Cup economic and community impact analysis; continuing regional coordination and stakeholder engagement; and advancing performance monitoring and evaluation efforts. Staff anticipate returning to the Transportation Committee later this calendar year with an update on the communications and outreach strategy and the World Cup economic and community impact analysis.

FISCAL IMPACT:

None

ATTACHMENT(S):

1. PowerPoint Presentation – 2028 Games Regional TDM Strategic Plan
2. PowerPoint Presentation – The Games Route Network (GRN)

The Road to LA28: TDM Strategic Plan

July 2, 2026

WWW.SCAG.CA.GOV

SOU

1

Games TDM Strategic Plan Purpose



Strategic Direction

- Build upon Regional TDM Approach approved by Regional Council in May
- Vision, goals, and objectives for the Games TDM Strategy



Data & Analysis

- Outline existing conditions
- Identify mega-event TDM best practices
- Develop analytical tools to support project prioritization



Regional Coordination

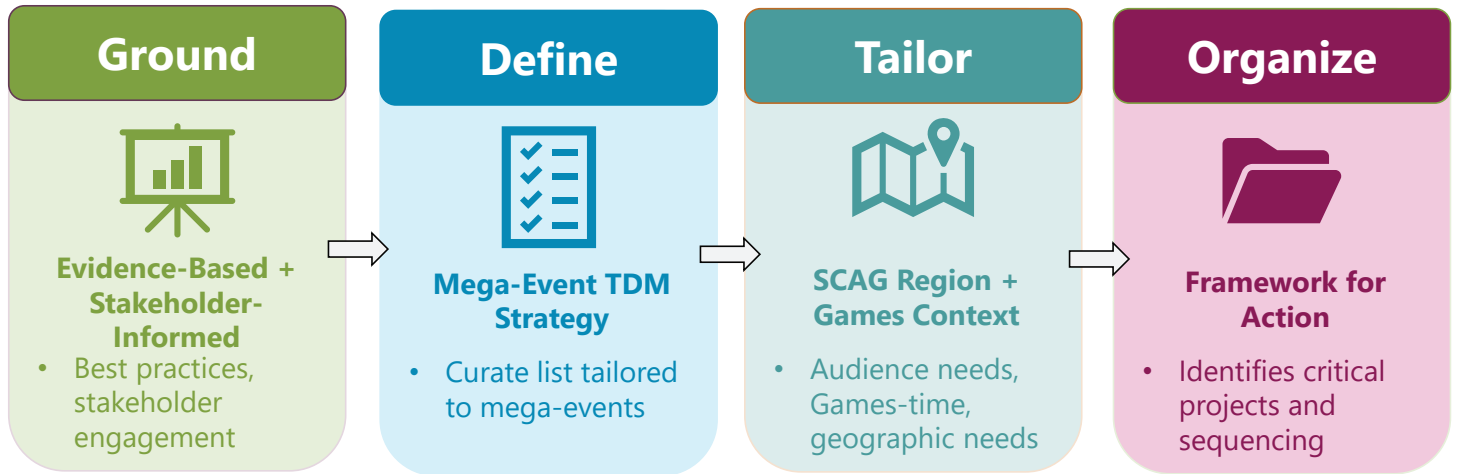
- Clarify SCAG's role and partner responsibilities
- Summarize stakeholder outreach and engagement
- Align passenger and freight TDM efforts



Implementation Roadmap

- Define programmatic categories and priority strategies
- Establish implementation approach
- Support project development and delivery

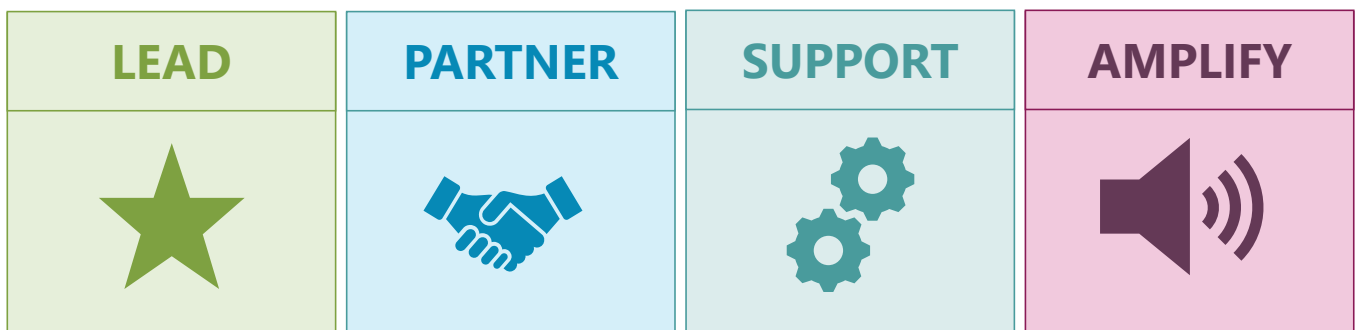
Games TDM Strategic Plan Development Process



3

Coordinated TDM Strategic Plan

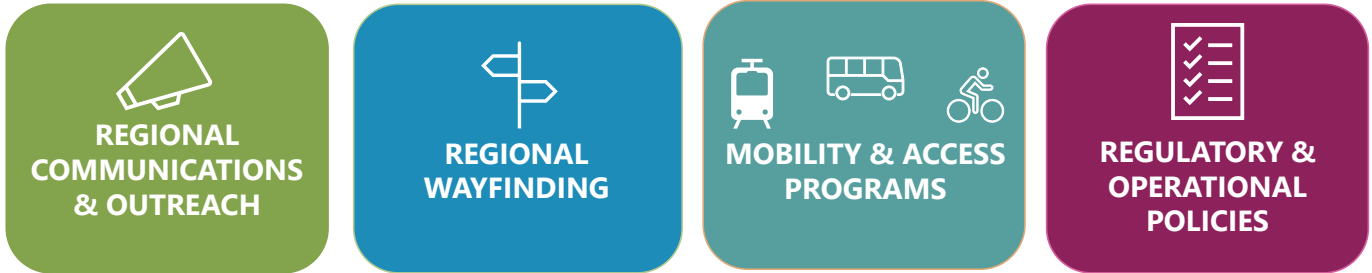
- Coordinated, comprehensive regional plan - includes projects both SCAG and partners will lead
- Identifies four categories with key strategies identified as "must haves"
- SCAG's role is defined as:



4

Games TDM Strategic Plan

- The plan identifies four programmatic categories to guide regional coordination and implementation with key strategies



5

Vision and Goals

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



6

Target Audiences



Residents



Local, regional, and non-local spectators



Games workforce and volunteers



Freight industry stakeholders and regional goods movement operators



Venue cities, local jurisdictions, and regional agencies



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



Tourism and hospitality stakeholders



Spectators

7

TDM by Target Audience

Residents

- Telework
- Postpone trips to off-peak
- Avoid optional trips
- Switch to transit, walking, biking, carpooling

Spectators / Games Workforce

- Switch to transit, walking, biking, carpooling, GETS
- Arrive early, stay late near venues

TMA/TMOs & Employers

- Policies to allow telework, compressed work schedules
- Transit passes, carpooling, walking, biking
- Adjust shift times, flexible work schedules

Freight Delivery Operators, Businesses & Residents

- Parcel lockers and consolidation programs
- Cargo bike deliveries
- Prepositioning and staging goods
- Curb management

Key Regional Strategies



Communications and Outreach Campaign



Expanded Mobility and Access Programs



Policies and Programs



Wayfinding

8

TDM at the Venue Scale

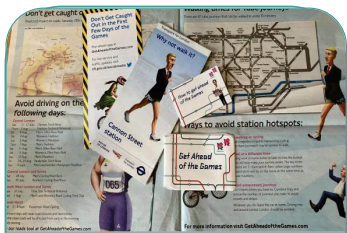
- Tailored to local travel patterns and land uses
- Developed alongside venue Traffic Management Plans (TMPs)
- Address both Games-related and background travel demand
- Reflect unique access, operational, and community considerations



Carson Venue Zone Case Study

- ✓ Analyzed Games-related trips and background travel demand.
- ✓ Considered surrounding land uses, businesses, and goods movement activity.
- ✓ Evaluated potential impacts of passenger and freight TDM strategies.
- ✓ Identified priority opportunities for trip reduction, retiming, mode shift, and rerouting.
- ✓ Serves as a model for future venue zone analyses and venue TMP development.

Regional Communications and Outreach



Regional Campaign

- ✓ Regionwide awareness campaign
- ✓ Unified, multi-channel, multilingual outreach
- ✓ Integrated GME timeline



Partner Information Hub

- ✓ Communications toolkits and templates tailored to different audiences
- ✓ Shared messaging resources



"Know Before You Go" Webpage

- ✓ Central public-facing platform for Games information and travel information



Direct Outreach Support

- ✓ Community and business engagement
- ✓ Employer outreach programs

Immediate Next Steps (July – December 2026)



Regionwide Assessment
Conduct regionwide assessment of partner communications efforts



Strategy
Finalize communications and outreach strategy



Resource Development
Begin developing communications resources and core messaging

Regional Wayfinding



Physical Wayfinding

- ✓ Regionwide needs assessment
- ✓ Station audits at key corridors
- ✓ Implementation support



Digital Wayfinding

- ✓ Integrate TDM messaging into trip planning applications (e.g., LA28 spectator app)
- ✓ Coordinate integration efforts



Human Wayfinding

- ✓ Support regional coordination efforts
- ✓ Led by partners (e.g., LA28, LA Metro, venue cities)



Freight / Delivery Wayfinding

- ✓ CMS and dynamic messaging
- ✓ Support integrated traffic and routing data into freight wayfinding

Immediate Next Steps (July – December 2026)



Regionwide Assessment
Conduct regionwide assessment of wayfinding needs



App Development
Support LA28 and app developers / owners in integrating TDM messaging



TMP Coordination
Integrate wayfinding efforts into venue-level TMP planning efforts

Mobility and Access Programs



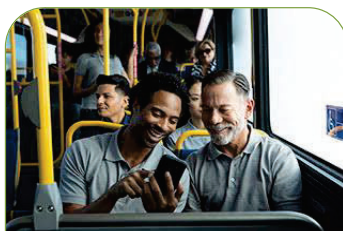
Expanded Mobility Options

- ✓ Shuttles
- ✓ Microtransit service
- ✓ Mobility connections to key transit hubs, venues, and other key destinations



Incentives / Rewards

- ✓ Transit passes
- ✓ Rewards programs
- ✓ Vanpool and carpool incentives



TMA / TMO Support

- ✓ Support TMA/TMO networks to advance Games TDM efforts
- ✓ Support employer programs and outreach



Freight / Delivery Solutions

- ✓ Cargo bike delivery program
- ✓ Parcel lockers
- ✓ Delivery consolidation

Immediate Next Steps (July – December 2026)



Project Identification
Identify and prioritize programs with partners



Analysis
Conduct analysis and supplemental modeling to support project deployment



TMP Coordination
Integrate programs into venue-level TMP planning efforts

Regulatory and Operational Policies



Parking Management & Pricing

- ✓ GETS Park-and-ride facilities
- ✓ Venue-adjacent parking restrictions
- ✓ Residential permit parking



Curb Access & TNC Regulations

- ✓ Passenger pick-up and drop-off areas
- ✓ Commercial loading zones
- ✓ Operational rideshare requirements



Commute Reduction

- ✓ Telework, flexible work schedules
- ✓ Compressed work weeks and other employer-based TDM strategies



Freight Access & Delivery

- ✓ Designated truck routes
- ✓ Off-peak and overnight delivery
- ✓ Noise ordinances
- ✓ Labor regulations

Immediate Next Steps (July – December 2026)



Policy Identification and Coordination

Identify and prioritize policies with partners

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



Assessment and Monitoring

Assess cross-jurisdictional issues and opportunities for alignment.



TMP Coordination

Integrate programs into venue-level TMP planning efforts

13

TDM Dashboard

SCAG is using analytical tools to:

1

Understand Impacts

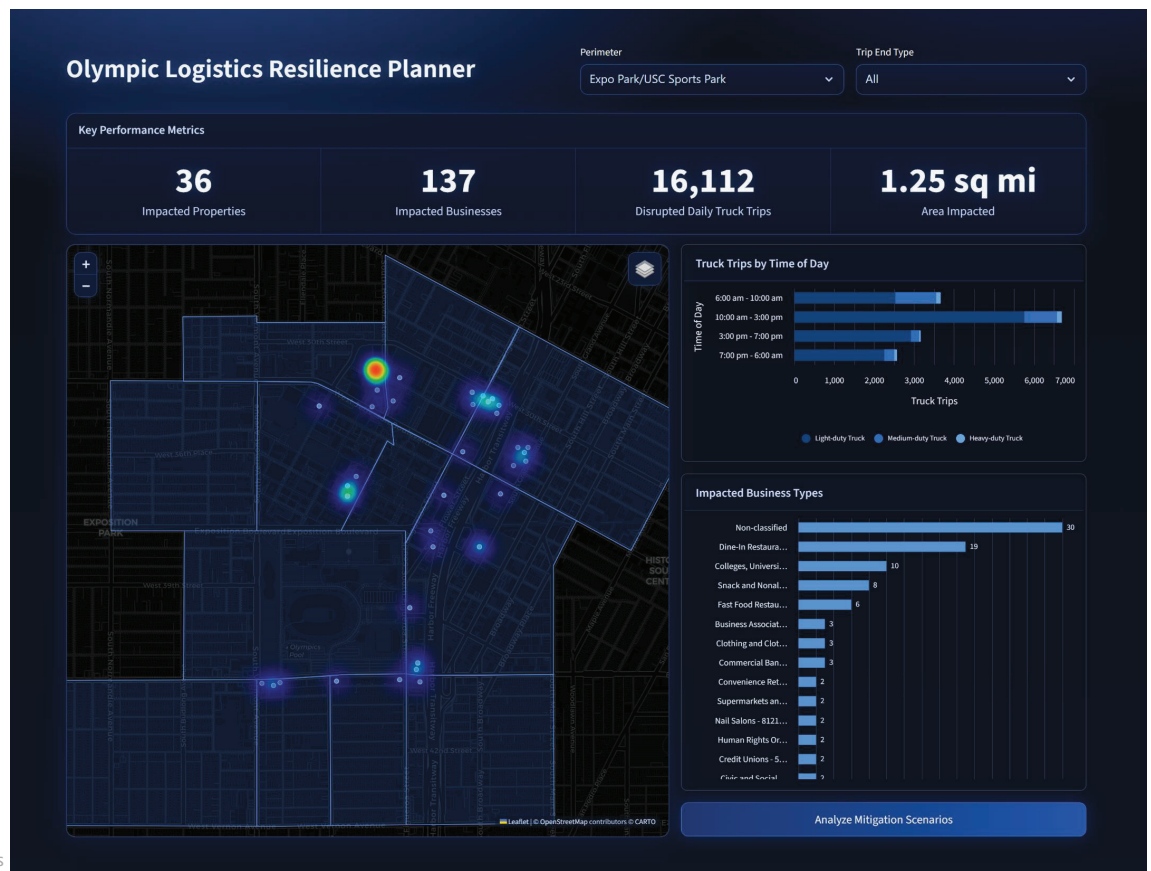
2

Identify and Assess Strategies

3

Support Stakeholder Engagement

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



Next Steps

September 3, 2026

- Final TDM Strategic Plan to TC/RC

Fall / Winter 2026

- Update on communications and outreach strategy and implementation plans



Games TDM Strategy Timeline



2026

Plan & Engage

- TDM Strategic Plan
- TDM Toolbox
- Project Selection
- World Cup Assessment
- Communications Strategy



2027

Deploy & Support

- Project Implementation and Evaluation
- Regionwide TDM Resources
- Communications Campaign Deployment
- TMA/TMO and Freight Industry Support



2028

Expand & Evaluate

- Expansion of Projects
- Ongoing Communications Campaign Deployment
- Ongoing TMA/TMO Support
- Games TDM Legacy Evaluation Report





THANK YOU!

For more information, please visit:

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





The Games Route Network



SCAG Transportation Committee
 Date: July 2, 2026
 Presented By: Caltrans, Tasha Higgins, PE, PMP

GAMES ROUTE NETWORK (GRN)

The GRN is a network of roads for traveling between official venues

USE of GRN:

- #1 Athletes and Officials
- #2 Other Credentialed Vehicles
- #3 Spectators, Employees, Volunteers
 (via Games Enhanced Transit Service – LA Metro)
- #4 Public Transit by legislation

Public Restrictions to lanes

No Parking at venues



SAMPLE image for deliberative purposes only

GAMES ROUTE NETWORK

LEGEND




 Competition Venue or Olympic Village

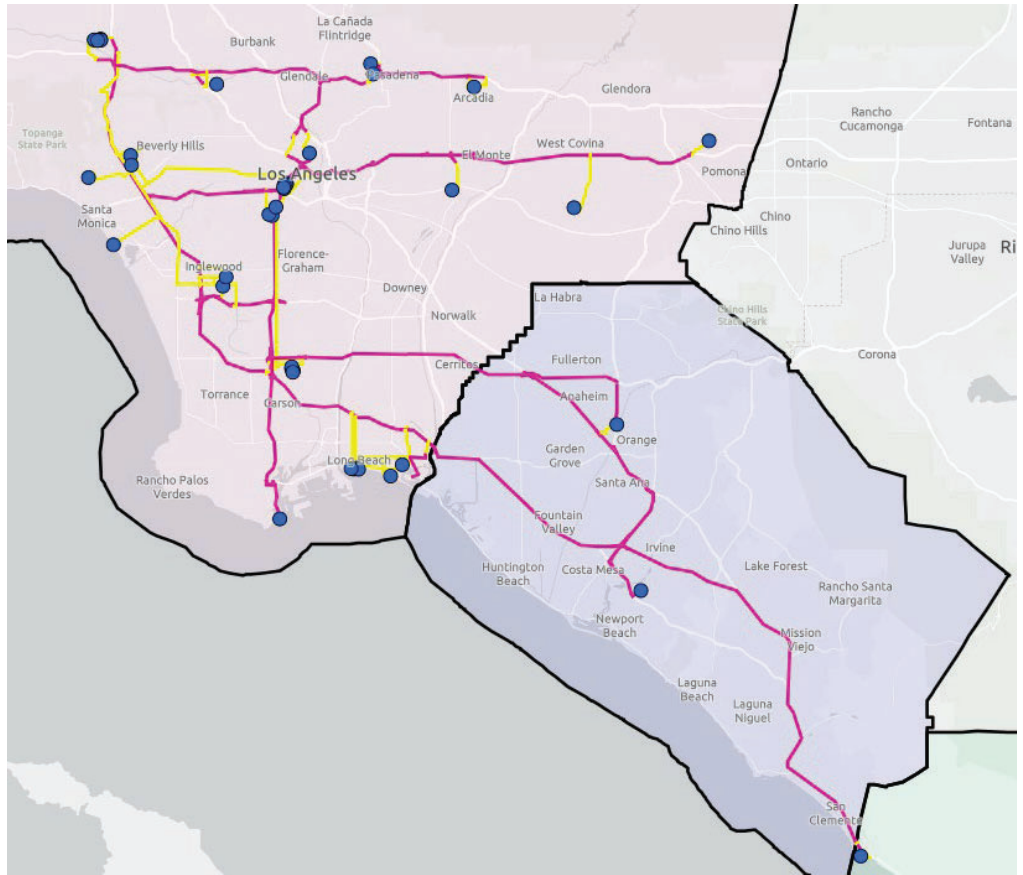
Games Route Network

 Highway Route
 Local Route

City/County/CT District Boundaries

Caltrans District Boundaries

 Los Angeles County
 San Diego County
 Orange County



GAMES ROUTE NETWORK

~369
MILES

Highway

Local Arterials



236

Dedicated HOV/T Lanes
 Restricted Construction
 Enhanced Traffic Management

Caltrans Right-of-Way

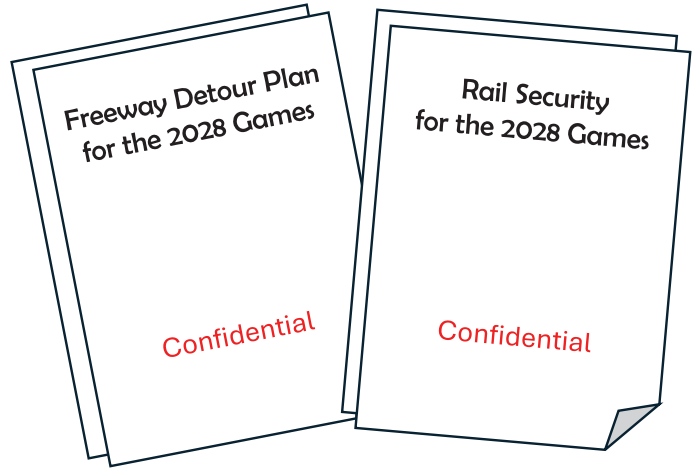
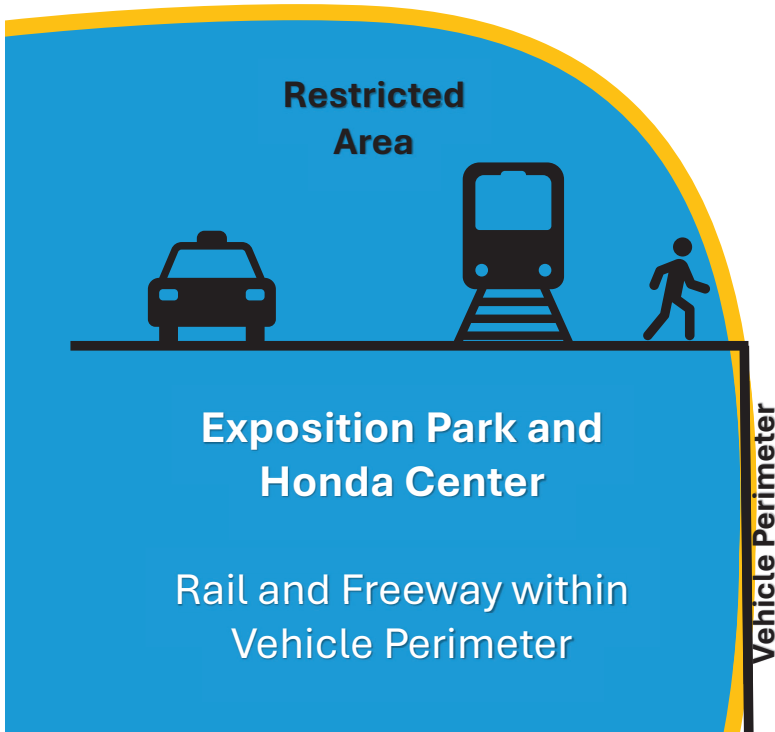
134

Bus Only Lanes
 Restricted Parking
 Revised Traffic Flow

Vehicle Perimeter

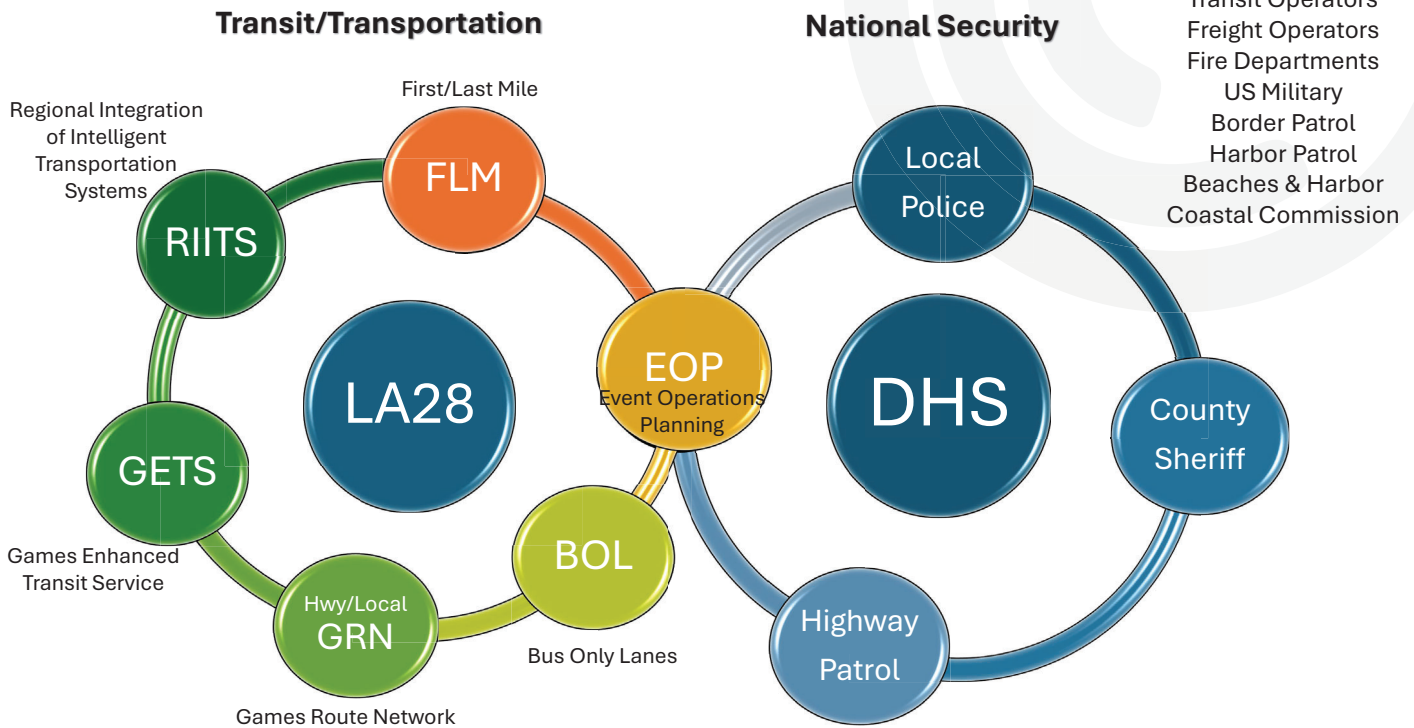


SPECIAL AREAS

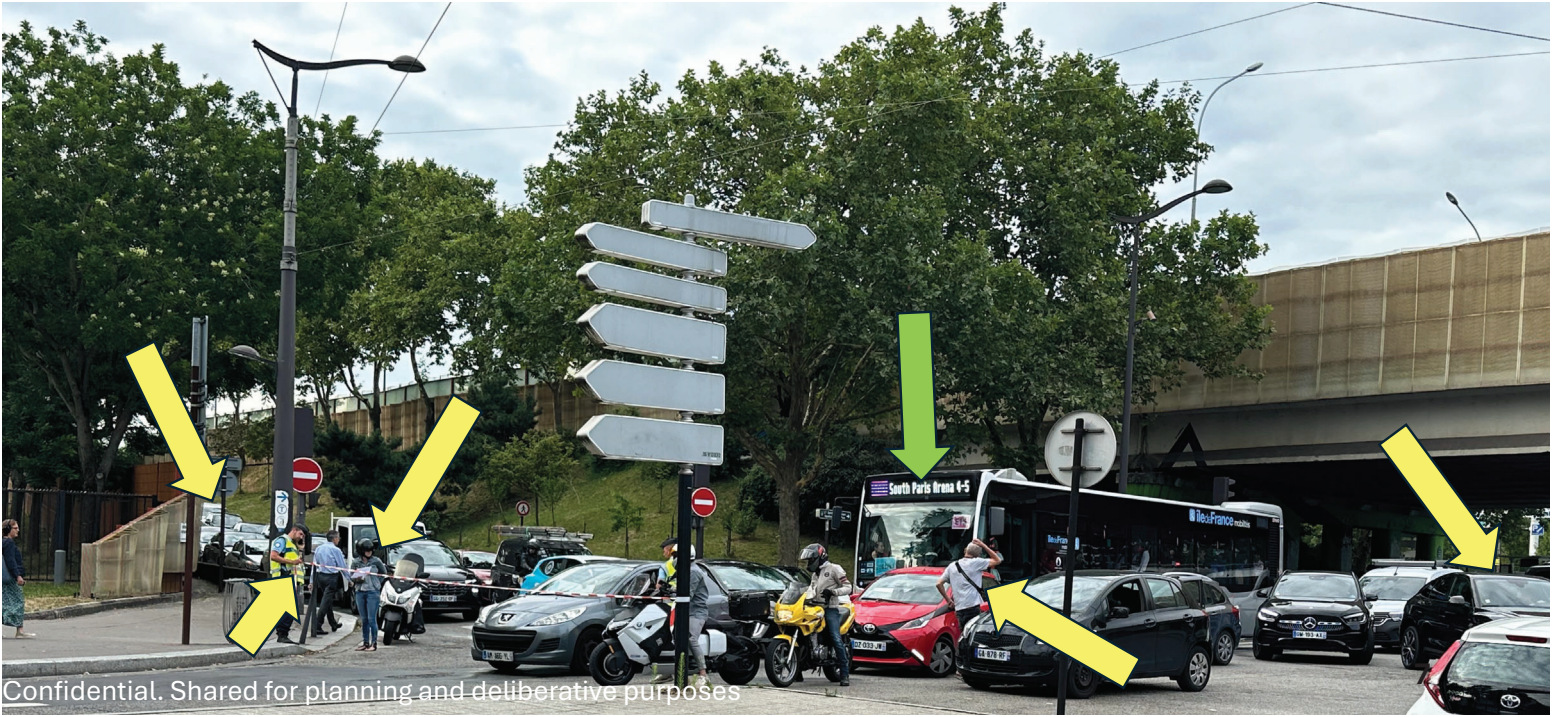


5

COORDINATION



GRN and TDM – Why Our Messaging is Important!



THANK YOU

