



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

REGIONAL COUNCIL OFFICERS

President
Ray Marquez, Chino Hills

First Vice President
Jenny Crosswhite, Santa Paula

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Patricia Lock Dawson, Riverside

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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 NO. 684

REGIONAL COUNCIL

Thursday, September 3, 2026
11:45 a.m. – 1:45 p.m.

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

To Attend In-Person:

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

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/83115565458>

To Attend and Participate by Phone:

Call-in Number: 1-669-900-6833
Meeting ID: 831 1556 5458

To Watch or View Only:

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

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: <https://scag.ca.gov/meetings-leadership>.

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 Members of the Public Attending the Meeting

Attend In-Person: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017. The meeting will take place in the Regional Council Meeting Room on the 17th floor starting at 11:45 a.m.

Attend by Computer: Click the following link: <https://scag.zoom.us/j/83115565458>. 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.

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:** 831 1556 5458, 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

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

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

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

General Information for Public Comments

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

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

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



RC - Regional Council *Members – September 2026*

1. **Hon. Ray Marquez**
President, Chino Hills, RC District 10
2. **Hon. Jenny Crosswhite**
1st Vice President, Santa Paula, RC District 47
3. **Hon. Patricia Lock Dawson**
2nd Vice President, Riverside, RC District 68
4. **Hon. Cindy Allen**
Imm. Past President, Long Beach, RC District 30
5. **Hon. Valerie Amezcua**
Santa Ana, RC District 16
6. **Hon. Debbie Baker**
La Palma, RC District 18
7. **Hon. Ryan Balius**
Anaheim, RC District 19
8. **Sup. Kathryn Barger**
Los Angeles County
9. **Hon. Karen Bass**
Member-At-Large
10. **Hon. Austin Bishop**
Palmdale, RC District 43
11. **Hon. Bob Blumenfield**
Los Angeles, RC District 50
12. **Hon. Wendy Bucknum**
Mission Viejo, RC District 13
13. **Hon. Chelsea Byers**
West Hollywood, RC District 41
14. **Hon. Ulises Cabrera**
Moreno Valley, RC District 69
15. **Hon. Martha Cardenas-Singh**
Imperial County
16. **Hon. Rick Denison**
Yucca Valley, RC District 11
17. **Hon. Tanya Doby**
Los Alamitos, RC District 20

- 18. Hon. Jon Dumitru**
Orange, RC District 17
- 19. Ms. Paul Granillo**
Business Representative, Non-Voting Member
- 20. Hon. J. John Dutrey**
Montclair, RC District 9
- 21. Hon. Keith Eich**
La Cañada Flintridge, RC District 36
- 22. Hon. Shaunna Elias**
Glendora, RC District 33
- 23. Hon. Margaret Finlay**
Duarte, RC District 35
- 24. Hon. Claudia Frometa**
Downey, RC District 25
- 25. Hon. John Gabbard**
Dana Point, RC District 12
- 26. Hon. Gary Gardner**
Desert Hot Springs, RC District 2
- 27. Hon. William Go**
Irvine, RC District 14
- 28. Hon. Michael Goodsell**
ICTC Representative
- 29. Sup. Curt Hagman**
San Bernardino County
- 30. Hon. Jan C. Harnik**
Imm. Past President, RCTC Representative
- 31. Hon. Marqueece Harris-Dawson**
Los Angeles, RC District 55
- 32. Hon. Mark Henderson**
Gardena, RC District 28
- 33. Hon. Eunisses Hernandez**
Los Angeles, RC District 48
- 34. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 35. Hon. Heather Hutt**
Los Angeles, RC District 57
- 36. Hon. Mike Judge**

VCTC Representative

- 37. Hon. Fred Jung**
Fullerton, RC District 21
- 38. Hon. Ysabel Jurado**
Los Angeles, RC District 61
- 39. Hon. Ardy Kassakhian**
Glendale, RC District 42
- 40. Hon. Trish Kelley**
TCA Representative
- 41. Hon. Lauren Kleiman**
Newport Beach, RC District 15
- 42. Hon. Linda Krupa**
Hemet, RC District 3
- 43. Hon. Andrew Lara**
Pico Rivera, RC District 31
- 44. Hon. John Lee**
Los Angeles, RC District 59
- 45. Hon. Carlos Leon**
OCTA Representative
- 46. Hon. Jim Light**
Redondo Beach, RC District 40
- 47. Sup. Vianey Lopez**
Ventura County
- 48. Hon. Clint Lorimore**
Eastvale, RC District 4
- 49. Hon. Steven Ly**
Rosemead, RC District 32
- 50. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 51. Hon. Andrew Masiel**
Tribal Govt Regl Planning Board Representative
- 52. Hon. Larry McCallon**
Air District Representative

- 53. Hon. Marsha McLean**
Santa Clarita, RC District 67
- 54. Hon. Tim McOsker**
Los Angeles, RC District 62
- 55. Hon. Frank Navarro**
Colton, RC District 6
- 56. Hon. Adrin Nazarian**
Los Angeles, RC District 49
- 57. Hon. Imelda Padilla**
Los Angeles, RC District 53
- 58. Hon. Traci Park**
Los Angeles, RC District 58
- 59. Hon. Curren Price**
Los Angeles, RC District 56
- 60. Hon. Nithya Raman**
Los Angeles, RC District 51
- 61. Hon. Daniel Ramos**
Adelanto, RC District 65
- 62. Hon. Gil Rebollar**
Brawley, RC District 1
- 63. Hon. Rocky Rhodes**
Simi Valley, RC District 46
- 64. Hon. Monica Rodriguez**
Los Angeles, RC District 54
- 65. Hon. Ali Saleh**
Bell, RC District 27
- 66. Hon. Steve Sanchez**
La Quinta, RC District 66
- 67. Hon. Tim Sandoval**
Pomona, RC District 38
- 68. Hon. Suely Saro**
Long Beach, RC District 29
- 69. Hon. Zak Schwank**
Temecula, RC District 5
- 70. Hon. David J. Shapiro**
Calabasas, RC District 44

- 71. Hon. Emma Sharif**
Compton, RC District 26
- 72. Hon. Marty Simonoff**
Brea, RC District 22
- 73. Sup. Hilda Solis**
Los Angeles County
- 74. Hon. Hugo Soto-Martinez**
Los Angeles, RC District 60
- 75. Sup. Karen Spiegel**
Riverside County
- 76. Hon. Helen Tran**
San Bernardino, RC District 7
- 77. Hon. Butch Twining**
Huntington Beach, RC District 64
- 78. Hon. Steve Tye**
Diamond Bar, RC District 37
- 79. Sup. Donald Wagner**
Orange County
- 80. Hon. Mark Waronek**
Lomita, RC District 39
- 81. Hon. Acquanetta Warren**
Fontana, RC District 8
- 82. Hon. Thomas Wong**
Monterey Park, RC District 34
- 83. Hon. Jeff Wood**
Lakewood, RC District 24
- 84. Hon. Katy Yaroslavsky**
Los Angeles, RC District 52
- 85. Hon. Frank A. Yokoyama**
Cerritos, RC District 23



REGIONAL COUNCIL AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, September 3, 2026
11:45 AM

The Regional Council 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 Ray Marquez, President)

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

CHAIR'S REPORT

- *The Honorable Rocky Rhodes – Community, Economy, and Human Development Committee*
- *The Honorable Rick Denison – Energy and Environment Committee*
- *The Honorable Mike T. Judge – Transportation Committee*

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – July 2, 2026 PG. 10
2. Contracts \$500,000 or Greater: 26-040-C01, Clean and Resilient Utility Infrastructure Study PG. 30
3. Contracts \$500,000 or Greater: 26-062-C01, Regional Safety Action Plan PG. 42
4. Contracts \$500,000 or Greater: 27-002-C01, PEIR for Connect SoCal 2050 PG. 57
5. Contracts \$500,000 or Greater: 27-014-C01, Microsoft Enterprise Agreement PG. 72
6. Recommendation to Adopt Addendum 2 to the Connect SoCal 2024 Final Program Environmental Impact Report (State Clearinghouse No.: 2022100337) PG. 80
7. Transportation Conformity Determinations of Proposed Final 2027 Federal Transportation Improvement Program (FTIP) and Proposed Final Connect SoCal 2024 Amendment 2 PG. 89
8. Proposed Final 2027 Federal Transportation Improvement Program (FTIP) and Proposed Final Amendment 2 to Connect SoCal 2024 PG. 93



REGIONAL COUNCIL AGENDA

- 9. 7th Cycle RHNA Subcommittee Charter PG. 202
- 10. SB 675 (Padilla) – Imperial County Air Pollution Control District Reform PG. 209
- 11. Transportation Policy and Safety Improvements PG. 212
- 12. SCAG Memberships and Sponsorships PG. 216

Receive and File

- 13. September 2026 State and Federal Legislative Update PG. 220
- 14. Connect SoCal 2050: CEQA Documentation Initiation PG. 230
- 15. SCAG Response to 2025-2026 Orange County Grand Jury Report – California Housing Mandates: The Unintended Reshaping of Orange County Neighborhoods PG. 233
- 16. Purchase Orders, Contracts, and Contract Amendments below Regional Council Approval Threshold PG. 316
- 17. CFO Monthly Report PG. 327

INFORMATION ITEMS

- 18. Legacy in Action - From 2026 FIFA World Cup to LA28 60 Mins. PG. 331
(Kome Ajise, Executive Director, SCAG; Stephanie Wiggins, Chief Executive Officer, LA Metro; Darrell Johnson, Chief Executive Officer, OCTA; and Alissa Walker, Journalist, Torched)
- 19. The Road to LA28: Transportation Demand Management (TDM) Strategic Plan 15 Mins. PG. 335
(Annie Nam, Deputy Director – Transportation, SCAG)
- 20. Economic Roundtable Third Quarter Update 15 Mins. PG. 369
(Dr. Manfred Keil, Inland Empire Economic Partnership and Claremont McKenna College)

BUSINESS REPORT

(Paul Granillo, Ex-Officio Member, Business Representative)

PRESIDENT'S REPORT

(The Honorable Ray Marquez, President)

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1

MINUTES

Southern California Association of Governments
September 3, 2026

NO. 683
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, JULY 2, 2026

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: <http://scag.iqm2.com/Citizens/>

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

Members Present

Hon. Ray Marquez, President

Hon. Jenny Crosswhite, 1st Vice President

Hon. Patricia Lock Dawson, 2nd Vice President

Sup. Martha Cardenas-Singh

Sup. Don Wagner

Sup. Karen Spiegel

Sup. Curt Hagman

Hon. Michael Goodsell

Hon. Jan Harnik

Hon. Trish Kelley

Hon. Mike T. Judge

Hon. Gil Rebollar

Hon. Gary Gardner

Hon. Linda Krupa

Hon. Clint Lorimore

Hon. Frank Navarro

Hon. Helen Tran

Hon. Acquanetta Warren

Hon. John Dutrey

Hon. Rick Denison

Hon. John Gabbard

Hon. Wendy Bucknum

Hon. William Go

Chino Hills

Santa Paula

Riverside

Brawley

Desert Hot Springs

Hemet

Eastvale

Colton

San Bernardino

Fontana

Montclair

Yucca Valley

Dana Point

Mission Viejo

Irvine

District 10

District 47

District 68

Imperial County

Orange County

Riverside County

San Bernardino County

ICTC

RCTC

TCA

VCTC

District 1

District 2

District 3

District 4

District 6

District 7

District 8

District 9

District 11

District 12

District 13

District 14



Hon. Debbie Baker
Hon. Ryan Balius
Hon. Tanya Doby
Hon. Marty Simonoff
Hon. Frank Yokoyama
Hon. Jeff Wood
Hon. Mark E. Henderson
Hon. Suely Saro
Hon. Steven Ly
Hon. Shaunna Elias
Hon. Thomas Wong
Hon. Steve Tye
Hon. Jim Light
Hon. Chelsea Byers
Hon. Ardy Kassakhian
Hon. David J. Shapiro
Hon. Laura Hernandez
Hon. Rocky Rhodes
Hon. Steve Manos
Hon. Daniel Ramos
Hon. Steve Sanchez
Hon. Marsha McLean
Hon. Ulises Cabrera
Hon. Larry McCallon
Hon. Andrew Masiel, Sr.
Mr. Paul Granillo

Members Not Present

Hon. Cindy Allen, Imm. Past President

Sup. Kathryn Barger
Sup. Hilda Solis
Sup. Vianey Lopez
Hon. Carlos Leon
Hon. Alan Wapner
Hon. Zak Schwank
Hon. Lauren Kleiman
Hon. Valerie Amezcua
Hon. Jon Dumitru
Hon. Fred Jung
Hon. Claudia Frometa

La Palma
Anaheim
Seal Beach
Brea
Cerritos
Lakewood
Gardena
Long Beach
Rosemead
Glendora
Monterey Park
Diamond Bar
Redondo Beach
West Hollywood
Glendale
Calabasas
Port Hueneme
Simi Valley
Lake Elsinore
Adelanto
La Quinta
Santa Clarita
Moreno Valley

Pechanga Dev. Corp.

Members Not Present

Long Beach

Temecula
Newport Beach
Santa Ana
Orange
Fullerton
Downey

District 18
District 19
District 20
District 22
District 23
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District 28
District 29
District 32
District 33
District 34
District 37
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District 46
District 63
District 65
District 66
District 67
District 69
Air District Representative
Tribal Gov't Reg'l Planning Brd.
Business Representative

Members Not Present

District 30

Los Angeles County
Los Angeles County
Ventura County
OCTA
SBCTA
District 5
District 15
District 16
District 17
District 21
District 25



Hon. Emma Sharif	<i>Compton</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Andrew Lara	<i>Pico Rivera</i>	District 31
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Mark Waronek	<i>Lomita</i>	District 39
Hon. Austin Bishop	<i>Palmdale</i>	District 43
Hon. Eunisses Hernandez	<i>Los Angeles</i>	District 48
Hon. Adrin Nazarian	<i>Los Angeles</i>	District 49
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Katy Young Yaroslavsky	<i>Los Angeles</i>	District 52
Hon. Imelda Padilla	<i>Los Angeles</i>	District 53
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Traci Park	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Hugo Soto-Martinez	<i>Los Angeles</i>	District 60
Hon. Ysabel Jurado	<i>Los Angeles</i>	District 61
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Butch Twining	<i>Huntington Beach</i>	District 64
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large

Staff Present

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer
Cindy Giraldo, Chief Financial Officer
Sarah Jepson, Chief Planning Officer
Javiera Cartagena, Chief Government and Public Affairs Officer
Carmen Flores, Chief Human Resources Officer
Jonathan Holt, Interim Chief Information Officer
Jeffery Elder, Chief Counsel
Ruben Duran, Board Counsel
Maggie Aguilar, Clerk of the Board
Cecilia Pulido, Deputy Clerk of the Board
Jonna Hart, Senior Administrative Assistant

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Ray Marquez called the meeting to order at 11:47 a.m. and asked Regional Council Member Ryan Balius, Anaheim, District 19, to lead the pledge of allegiance.

Ruben Duran, Board Counsel, noted that Mayor Frank Navarro, RC District 6, would be participating through an accommodation under the Americans with Disabilities Act. He also announced the following member would be participating under the Just Cause provisions under the Brown Act:

Remote Participation

Donald Wagner: A physical or family medical emergency

PUBLIC COMMENT PERIOD

President Marquez opened the Public Comment Period for persons to comment on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda.

Ruben Duran, Board Counsel, acknowledged that 153 comments were received via email for Item No. 1 before the 5 p.m. deadline and had been posted to the website and transmitted to members. He also noted that three comments were received for the same item after the 5:00 p.m. deadline. He reported that there were no public comments for items not listed on the agenda.

Seeing no public comment speakers for items not listed on the agenda, President Marquez closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

CHAIR'S REPORT

Rocky Rhodes, Community, Economic, and Human Development Committee (CEHD) Chair, reported that the CEHD Committee reviewed two informational items. The first was a presentation outlining the committee's outlook and upcoming agenda items. The committee then received presentations on two projects funded through the REAP 2.0 Housing Infill on Private Lands (HIPP) Program, which provided \$8 million to support infill development projects. He noted that Sergio Heredia-Melchor presented on the City of Culver City's Fox Hills Specific Plan, followed by Michael Dietz, SCAG Housing Planning Supervisor, who provided an overview of the City of San Fernando's Comprehensive Housing Element Implementation Program.

There were no comments on the CEHD Chair report.

Rick Denison, Energy and Environment Committee (EEC) Chair, reported the EEC considered one action item and three informational items. He noted that the committee approved the release of the Draft Transportation Conformity Analyses as part of the Draft Federal Transportation Improvement Program (FTIP) and the Draft Connect SoCal 2024 Amendment 2 for public review and comment. He also shared that the committee then received a presentation on its outlook and future agenda items for the upcoming fiscal year, followed by an introductory presentation on the current state and future potential of vehicle-to-grid technologies and their role in advancing energy grid resilience. He reported that the final presentation provided an overview of the SoCal Greenprint tool, which launched in early June. He stated members were informed that a Toolbox Tuesday session would be held on September 15 from 12:30 p.m. to 2:30 p.m. to provide a more detailed demonstration of the tool, and that the session would be recorded for those unable to attend. He also welcomed new members Ed Chin of Temple City and Victoria Garcia of San Fernando, both of whom actively participated in the meeting. In addition, he noted that student interns introduced themselves and shared their objectives for attending, highlighting the committee's ongoing efforts to engage and support emerging professionals.

There were no comments on the EEC Chair report.

Mike T. Judge, Transportation Committee (TC) Chair, reported that the Transportation Committee took action to forward three items to the Regional Council for approval. The committee approved the release of the 2027 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 Amendment No. 2 for public review and comment, supporting continued implementation of the region's Connect SoCal plan in collaboration with member agencies. He noted the committee also forwarded the SCAG Toll Credit and Transportation Development Credit (TDC) Policy for Regional Council approval and recommended approval and release of the Last Mile Freight Program Measure 2.2 Invest Clean Rebate Program announcement. In addition, he reported the committee received two informational presentations: an overview of the Transportation Committee's outlook and future agenda items, presented by Annie Nam and as previously discussed during SCAG's annual EAC retreat, and a presentation on the Road to LA28 Transportation Demand Management Strategy. He shared that the committee expressed its commitment to continuing efforts that support regional mobility goals and preparations for the 2028 Olympic and Paralympic Games.

There were no comments on the TC Chair report.

ACTION ITEM

1. SB 79 Approach and Methodology

Board Counsel Duran stated that as reported earlier SCAG had received multiple written public comments as well as requests for public testimony from individuals attending both in person and

virtually. He noted that to facilitate an orderly public comment process, staff would present, followed by public comment in person and then online. He also asked the online participants who wished to speak to raise their hands so they could be placed in the queue. Mr. Duran also stated that given the significant number of anticipated speakers that the President consider limiting public comments to one minute per speaker to ensure all interested parties had an opportunity to address the Regional Council.

President Marquez approved the request to limit public comment speakers to one minute.

Elizabeth Carvajal, Deputy Director of Land Use, presented the proposed Senate Bill 79 (SB 79) Approach and Methodology and recommended Regional Council approval of the approach and methodology that will guide development of the SCAG regional map of eligible transit-oriented development (TOD) stops and zones required under the statute. The presentation provided an overview of SB 79, enacted in October 2025 to streamline and increase housing development near eligible transit facilities, and outlined the respective roles of the California Department of Housing and Community Development (HCD), SCAG, and local jurisdictions. Staff described the legally constrained methodology used to identify eligible TOD stops, tiers, transit services, commuter rail frequencies, pedestrian access points, and associated buffer areas, including updates based on HCD guidance and clarifications received through June 2026. Staff also summarized stakeholder feedback and map corrections, including revisions to transit stop eligibility, pedestrian access point mapping, disclaimer language, update procedures, incorporation of projects with a locally preferred alternative, commuter rail station adjustments, and revisions affecting smaller cities. The presentation highlighted ongoing coordination with transit operators and local jurisdictions, the publication of the draft map and correction process, and plans for future map updates and stakeholder engagement.

Kathy Fee supports the subway project and hopes to benefit from the future Santa Monica/Fairfax station. However, she is concerned that West Hollywood's zoning decisions are moving too quickly and believes the city should be allowed time to complete its planning efforts before being included on the SB 79 map.

Thomas Alvarez, a UC Davis student and an intern with Abundant Housing LA, supported the staff recommendation with amendments made to the SB 79 methodology. He emphasized the connection between housing and transit access and urged SCAG to include all eligible transit stops, particularly Metrolink stations, to improve implementation and avoid potential lawsuits.

Jacob Pierce of Abundant Housing LA thanked SCAG staff for addressing concerns raised by housing advocates and HCD. He urged approval of the staff recommendation while clarifying that Metrolink station areas should qualify under SB 79 and ensuring missing transit lines and stations are added to the map.

Emsee Gary, a Hermosa Beach resident and environmentalist, expressed strong support for SB 79 and the creation of more housing near transit. She encouraged SCAG to adopt the recommendations and fully align the methodology with HCD guidance to avoid legal challenges.

Lorita Mendez, West Hollywood resident, argued that someone building a seven-story apartment development on her street would harm her home's value and negatively impact the neighborhood. She urged the board not to justify increased development based on a speculative future subway stop that may not be built for decades, asking them to protect existing homes.

Cathy Blavis of the City of West Hollywood criticized the methodology for not adequately considering community support and local planning efforts. She asked SCAG to delay including proposed K-Line Northern Extension stations until the city completes its Transit-Oriented Development Area Plan (TODAP) and project funding is secured.

Kyle Brazeal, a West Hollywood resident, argued that the K-Line Northern Extension does not yet meet SB 79 eligibility requirements because Metro's approval remains conditional. He urged SCAG to apply its methodology consistently and exclude the stations until key funding and approval requirements are fully satisfied.

Mike Holtzman, a resident of West Hollywood, stated that the K-Line Northern Extension should not qualify for SB 79 because the project depends on securing approximately \$2.25 billion in local funding. He argued that the project's future remains uncertain and that alternative alignments could ultimately be chosen if funding is not obtained.

Anita Goswami, resident of West Hollywood, questioned the recent methodology changes following HCD input and expressed skepticism about West Hollywood's ability to fund the required infrastructure financing district. She argued that it is premature to allow SB 79 development based on transit stations with uncertain funding and construction prospects and said the public has not been adequately informed about the impacts.

Sheila Rossi, South Pasadena Mayor, praised SCAG staff for their work under challenging circumstances but raised concerns about the process and shifting methodology. She recommended that SCAG seek formal written guidance from HCD early in future planning cycles to reduce confusion, inconsistency, and legal risk.

Philip Matthys, resident of West Hollywood, argued that the K-Line extension should not be considered a valid locally preferred alternative because its approval is contingent on financing that has not been secured. He also maintained that prematurely including the stations undermines local planning opportunities and imposes major zoning consequences before the project is certain.

Lauren Meister, West Hollywood Councilmember, praised SCAG as a data-driven planning agency but expressed concern about last-minute methodology changes prompted by HCD. She argued that the K-Line stations should not be mapped until the project becomes more certain, noting that the required financing district has not been established and the extension remains conditional.

Ali Shahidi, a West Hollywood resident, urged SCAG to remove the proposed K-Line Northern Extension stations from the transit stop map. He argued the stations do not meet HCD requirements because Metro's approval remains contingent on West Hollywood securing over \$2 billion in funding, and he also raised concerns about an alleged conflict-of-interest investigation involving Council Member Chelsea Byers.

Jacob Wasserman, a Santa Monica Planning Commissioner speaking for himself, supported strengthening the proposed corrections to the SB79 methodology. He argued SCAG should fully comply with HCD guidance, properly account for commuter rail and J Line stations, and avoid repeating methodology errors that had previously been flagged by housing advocates and HCD.

Jay Jacobson, a longtime West Hollywood resident, asked SCAG to remove the four proposed West Hollywood K-Line stations from the map. He said the stations remain legally ineligible because required local funding has not been secured and also called for Council Member Chelsea Byers to recuse herself until conflict-of-interest concerns are resolved.

A West Hollywood resident argued that including the proposed K-Line Northern Extension stations would be premature and inconsistent with HCD requirements because the locally preferred alternative has not been fully adopted. The speaker warned that inclusion could trigger SB 79 development before the city can complete a Transit-Oriented Development Area Plan (TODAP) and could lead to litigation.

Janet Hill criticized SB 79 as a poorly drafted bill that she believes benefits large developers at the expense of local control. She opposed mapping speculative, unfunded transit stations and urged SCAG to reject the new interpretation of the law and leave zoning authority with local jurisdictions.

Henry Fung argued that SCAG should follow state law and HCD guidance because state officials were democratically elected and enacted SB 79. He supported the staff recommendation, noting that the proposed maps are consistent with those used in other regions and emphasizing the importance of complying with state directives.

Carolyn Campbell, a West Hollywood resident, opposed including the proposed K-Line Northern Extension stations on the SB 79 map. She argued the project lacks committed funding and has not completed environmental review, and she urged SCAG to maintain its earlier position and keep West Hollywood off the map until outstanding concerns are resolved.

Mahdi Menji, from Inner City Law Center, thanked SCAG staff for their efforts to ensure compliance with SB 79 and supported adding the K-Line Northern Extension and other eligible transit projects to the map. He recommended removing the map disclaimer because of potential legal concerns and urged SCAG to add additional qualifying Metrolink stations, including those in Baldwin Park and El Monte.

Regional Council Member Marcia McLean, Santa Clarita, District 67, questioned whether including planned transit stops, such as the K-Line Extension, on the map could allow development to proceed even if the project is not yet built or ultimately never constructed. She expressed concern about the potential implications of mapping future stations on local development.

Ms. Carvajal explained that SCAG's role was limited to developing the map based on statutory requirements and HCD guidance. She stated that both operational and qualifying planned transit projects must be mapped and that implementation of SB 79, including development standards, alternative plans, and deferral options, was overseen by HCD and local jurisdictions.

Regional Council Member Gary Gardner, Desert Hot Springs, District 2, sought clarification regarding whether mapping a future station would automatically permit higher-density development.

Kome Ajise, Executive Director, emphasized that SCAG's responsibility was to prepare the map as required by law. He noted that any resulting land-use decisions would still require local jurisdictional approvals and land-use processes.

Ms. Carvajal clarified that SB 79 establishes development standards that became effective July 1 and that jurisdictions may pursue alternative plans or defer implementation. She noted that HCD was responsible for implementation guidance.

Regional Council Member Thomas Wong, Monterey Park, District 34, thanked staff for their work on a complex and evolving process. He sought clarification that the action before the Council was approval of the methodology rather than the map itself and acknowledged that future map updates would reflect additional data rather than changes to the methodology. He also affirmed that SCAG was implementing state requirements and did not have discretion to set policy.

Ms. Carvajal confirmed that the methodology before the Council incorporates all corrections staff believes were warranted and serves as the technical basis for future map updates. She reiterated that SCAG's role was to create the map consistent with statute and HCD guidance, while land-use decisions remained local.

Regional Council Member Chelsea Byers, West Hollywood, District 41, expressed strong support for the K-Line Northern Extension and SB 79. She addressed public criticism regarding her participation

in the item, stating that neither she nor her employer had a financial interest in the matter and affirming her right and responsibility to vote on behalf of her region.

Regional Council Member Shaunna Elias, Glendora, District 33, thanked staff for their work and stated her support for approving the methodology. While noting her opposition to SB 79 as policy, she acknowledged it was state law and stated that the Council's role was to consider the methodology which she supported.

Regional Council Member Ardy Kassakhian, Glendale, District 42, raised concerns about SB 79 and the proposed methodology, arguing that recent HCD guidance expanded the scope of affected stations and that changes occurred after the public review period. He questioned the balance between responsibility and accountability, expressed concerns about impacts on local planning authority and affordability, and urged the Council to delay action until HCD guidance had been fully incorporated and jurisdictions could review revised maps.

Regional Council Member Jan Harnik, RCTC, stated that many residents appeared concerned about losing local control over development decisions. She sought clarification regarding whether cities would retain the ability to shape zoning and address community concerns under the SB 79 framework.

Ms. Carvajal reiterated that SCAG's responsibility was to identify eligible transit stops for mapping purposes and that questions regarding implementation, zoning, and local authority were best addressed by HCD.

Regional Council Member Tanya Doby, Los Alamitos, District 20, thanked staff and emphasized that SCAG was carrying out a state mandate. She noted that planners did not directly build projects but were responsible for planning based on requirements established by state law, encouraging clear communication with residents about the distinction between planning responsibilities and project implementation.

Regional Council Member John Dutrey, Montclair, District 9, made a motion to approve staff recommendation. The motion was seconded by Regional Council Member Daniel Ramos, Adelanto, District 65.

Regional Council Member John Gabbard, Dana Point, District 12, asked what would occur if the Regional Council did not approve the methodology. He expressed concern that local jurisdictions face significant pressure from state housing requirements and noted concerns that loss of local control could lead to higher-density development in neighborhoods.

Executive Director Ajise replied indicating that they would not be following the law if they failed to approve the methodology.

Regional Council Member Steve Manos, Lake Elsinore, District 63, argued that the Council had limited discretion because state law required adoption of the map and allowed the state to intervene if SCAG did not act. He expressed frustration with the process, characterizing it as largely procedural, and voiced opposition to planning higher-density development around future, unbuilt transit projects. He also noted concerns about potential state penalties and increased housing allocations if SCAG resists state directives.

Regional Council Member Jeff Wood, Lakewood, District 24, stated that previous comments had adequately expressed his concerns and did not offer additional remarks.

Regional Council Member Steve Tye, Diamond Bar, District, 37, echoed concerns about state mandates and characterized the process as driven by decisions made in Sacramento rather than local communities. He argued that local governments should push back against laws such as SB 79, citing concerns about loss of local control, infrastructure capacity, and housing mandates. He referenced previous debates over RHNA allocations and urged stronger opposition to state policies that affect local land-use decisions.

A MOTION was made (Dutrey) that the Regional Council approves the Senate Bill 79 Approach and Methodology. Motion was SECONDED (Ramos) and passed by the following votes:

AYES: Baker, Balius, Bucknum, Byers, Cabrera, Crosswhite, Denison, Doby, Dutrey, Elias, Gardner, Gabbard, Go, Goodsell, Harnik, Henderson, Hernandez, Judge, Kelley, Krupa, Light, Lock Dawson, Lorimore, Manos, Marquez, Masiel, McCallon, Ramos, Rebollar, Rhodes, Saro, Shapiro, Spiegel, Tran, Wagner, Warren, Wong, Wood, and Yokoyama (39)

NOES: Kassakhian, Navarro, Simonoff, and Tye (4)

ABSTAIN: McLean (1)

2. FY26 FTA Olympic & Paralympic Formula Funding

Executive Director Ajise reported that staff was recommending the submittal of a split letter to the Federal Transit Administration (FTA) allocating the full \$89.47 million federal apportionment for the Los Angeles–Long Beach–Anaheim Urbanized Area to LA Metro in support of mobility, safety, accessibility, operations, and capital improvements related to the 2028 Olympic and Paralympic Games. He noted that these funds represent the first round of funding of approximately \$2 billion in anticipated federal funding for the Games. He explained that as the designated recipient for the urbanized area, SCAG was required to submit the split letter identifying the use of the funds. He further clarified that this action does not include the separate 2026 apportionment of \$1.26 million

for the Mission Viejo–Lake Forest–Laguna Niguel Urbanized Area, which will be administered through OCTA. He reiterated that staff recommended allocating the funds to LA Metro for eligible projects and ensuring their timely and compliant use in accordance with FTA requirements.

There were no public comments on Item No. 2.

A MOTION was made (Lock Dawson) to approve staff's recommendation to submit a split letter to the Federal Transit Administration (FTA) allocating the Los Angeles – Long Beach – Anaheim Urbanized Area FY 2026 Olympic and Paralympic Formula Funding Apportionment of \$89,466,188 to the Los Angeles County Metropolitan Transportation Authority (Metro). Motion was SECONDED (McCallon) and passed by the following votes:

AYES: Baker, Balias, Bucknum, Byers, Cabrera, Crosswhite, Denison, Doby, Dutrey, Elias, Gardner, Gabbard, Go, Goodsell, Harnik, Henderson, Hernandez, Judge, Kassakhian, Kelley, Krupa, Light, Lock Dawson, Lorimore, Manos, Masiel, McCallon, McLean, Navarro, Ramos, Rhodes, Sanchez, Saro, Shapiro, Simonoff, Spiegel, Tran, Tye, Warren, Wong, Wood, and Yokoyama (42)

NOES: None (0)

ABSTAIN: None (0)

CONSENT CALENDAR

President Marquez noted that they would be pulling Item No. 6 (*Contracts \$500,000 or Greater: 26-062-C01, SCAG Regional Safety Action Plan*) from the agenda and that staff would be bringing this item back in September for approval.

Regional Council Member Mike Goodsell, ICTC, stated that he had recommended opposition to SB 675 during a meeting of the Legislative/Communications and Membership Committee (LCMC) and wanted the Regional Council to understand the basis for his position before taking action on the bill. Speaking on behalf of Imperial County, he argued that the measure would undermine directly elected local governance by expanding the governing board of the Imperial County Air Pollution Control District to include appointed, unelected members. He asserted that the current board of elected officials provides accountability to county residents and has maintained compliance with the Federal Clean Air Act while advancing regional greenhouse gas reduction goals. Regional Council Member Goodsell contended that the region's air quality challenges were primarily attributable to cross-border emissions rather than regulatory shortcomings. He further stated that SB 675 was intended to address a local dispute involving the City of Imperial and a proposed data center project on county property and argued that the legislation would create additional administrative requirements and increased operational costs that could ultimately be borne by local taxpayers and businesses. While

acknowledging environmental concerns raised by City of Imperial residents, he maintained that statewide legislation was not an appropriate solution to a localized land-use issue and affirmed Imperial County's support for maintaining local oversight through a fully elected and accountable governing board.

Ruben Duran clarified that Member Goodsell's comments pertained to Item No. 12 on the Consent Calendar and wanted to ensure that the Regional Council was aware of the specific item under discussion. He also noted that a representative from Senator Padilla's office had requested to provide a public comment on the matter. At Mr. Duran's request, the President reopened the public comment period to allow the representative to address the Council regarding Item No. 12.

Guillermo Hernandez, District Representative for Senator Steve Padilla's Office, addressed the Council regarding SB 675 and thanked the members for the opportunity to provide the author's perspective for the official record before consideration of the recommended opposition position. He stated that Imperial County faces some of the most significant air quality challenges in Southern California, citing issues related to the Salton Sea, the New River, and cross-border pollution. Mr. Hernandez asserted that, despite ongoing efforts by local, regional, state, and federal partners, existing approaches have not produced the desired outcomes for affected communities. He emphasized that planning involves reassessing and improving governance structures when current approaches are no longer meeting present-day challenges and argued that maintaining the status quo is itself a policy choice. He explained that SB 675 seeks to evaluate whether air quality governance should evolve in response to these challenges and respectfully requested that the Council refrain from adopting the recommended opposition position on the bill.

Regional Council Member Jan Harnik, Vice Chair of the LCMC, noted that the committee had engaged in a robust discussion regarding SB 675 and that compelling points had been presented on both sides of the issue. Given the differing positions expressed, she recommended that the matter be referred back to the LCMC for a more comprehensive and in-depth review. Ms. Harnik stated that the committee had only briefly considered the issue previously and requested that a full discussion be scheduled for the next LCMC meeting before further action is taken.

President Marquez stated that Item No. 12 would be pulled and they would take two votes.

Regional Council Member Frank Navarro, Colton, District 6, made a motion to approve the Consent Calendar. It was not clear if someone seconded the motion.

Board Counsel Duran asked Regional Council Member Navarro if that was except for Item No. 12, which had been pulled.

Regional Council Member Navarro stated that was correct.

Suely Saro stated that she agreed with LCMC Vice Chair Harnik on pulling agenda Item No. 12.

Board Counsel Ruben Duran clarified that the President had pulled Item No. 12 from consideration, leaving the remainder of the Consent Calendar before the Regional Council. With the President's permission, he requested the opportunity to make an announcement regarding Item No. 4 on the Consent Calendar. Mr. Duran also reminded members that this was their opportunity to ask staff questions about Consent Calendar items and determine whether any item should be pulled for further discussion.

Regional Council Member Larry McCallon, Air District Representative, asked why Senate Bill 675 was not simply removed from Item No. 12 so that the remaining legislative positions included in the item could be approved.

President Marquez stated that the Regional Council would proceed by approving the Consent Calendar with Item No. 12 removed and considered separately under a different vote. He apologized for any inconvenience. President Marquez then requested a motion to approve the Consent Calendar.

Regional Council Member Wendy Bucknum, Mission Viejo, District 13, made a motion to approve the Consent Calendar with the exception of Item No. 12. The motion was seconded by Regional Council Member Helen Tran, San Bernardino, District 7.

Board Counsel Duran reported that Item No. 4 on the Consent Calendar involved an update to SCAG's salary schedule and noted that, in accordance with the Brown Act, a summary of recommendations regarding salaries, salary schedules, or fringe benefits for agency executives were required to be reported prior to Board action. He explained that the update included the reclassification of the Chief Information Officer position from an L5 to an L4 position, resulting in a reduction to the salary range for that position. Mr. Duran further clarified that the action did not include any other changes to executive compensation or benefits and noted that the applicable salary range was detailed in the staff report.

Approval Items

3. Minutes of the Meeting – June 4, 2026
4. Adoption of FY 2026-27 Salary Schedule and Performance Criteria Scale
5. Contracts \$500,000 or Greater: 26-052-C01, SCAG Tax Increment Finance Program
6. Contracts \$500,000 or Greater: 26-062-C01, SCAG Regional Safety Action Plan (*this item was pulled and will come back in September for consideration*)

7. Release of Draft Transportation Conformity Analyses of Draft 2027 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 Amendment 2
8. Draft 2027 FTIP and Draft Connect SoCal 2024 Amendment 2 - Release for Public Review and Comment
9. SCAG Toll Credit/Transportation Development Credit (TC/TDC) Policy
10. Last Mile Freight Program (LMFP) Rebate Program Reopening and Application Selection Process
11. AB 2296 (Papan) – Support if Amended
12. Mid-Cycle Legislative Update Bills – Oppose (*this item was pulled for a separate vote, see below*)
13. SCAG Memberships and Sponsorships

Receive and File

14. July 2026 State and Federal Legislative Update
15. 2026-2027 Presidential Priorities
16. Purchase Orders, Contracts and Contract Amendments below Regional Council Approval Threshold
17. CFO Monthly Report

A MOTION was made (Bucknum) to approve Consent Calendar Items 3 through 5, 7 through 11, and 13; and Receive and File Items 14 through 17. Motion was SECONDED (Tran) and passed by the following votes:

AYES: Baker, Balias, Bucknum, Cabrera, Crosswhite, Denison, Doby, Dutrey, Elias, Gardner, Gabbard, Go, Goodsell, Harnik, Henderson, Hernandez, Judge, Kassakhian, Krupa, Light, Lock Dawson, Lorimore, Manos, Masiel, McCallon, McLean, Navarro, Ramos, Rhodes, Sanchez, Saro, Shapiro, Simonoff, Spiegel, Tran, Tye, Warren, Wong, Wood, and Yokoyama (40)

NOES: None (0)

ABSTAIN: None (0)

Vote for Item No. 12 - Mid-Cycle Legislative Update Bills – Oppose

Darin Chidsey, Chief Operating Officer, explained that Item No. 12 included several legislative bills and noted that the bill being pulled for discussion was SB 675, as referenced by Member McCallon. He recommended that the Board proceed with the staff recommendation for the remaining bills included in Item No. 12. Mr. Chidsey further indicated that there had been a recommendation to take SB 675 back for further consideration.

A MOTION was made (McCallon) to approve the other bills listed in the staff report for Item No. 12 and send SB 675 back to the Legislative/Communications and Membership Committee for consideration. Motion was SECONDED (Gabbard) and passed by the following votes:

AYES: Baker, Balias, Bucknum, Byers, Cabrera, Crosswhite, Denison, Doby, Dutrey, Elias, Gardner, Gabbard, Go, Goodsell, Harnik, Henderson, Hernandez, Judge, Kassakhian, Krupa, Light, Lock Dawson, Lorimore, Ly, Masiel, McCallon, McLean, Navarro, Ramos, Rhodes, Sanchez, Shapiro, Simonoff, Spiegel, Tran, Tye, Warren, Wong, and Wood (39)

NOES: Manos, Saro, and Yokoyama (3)

ABSTAIN: None (0)

BUSINESS REPORT

President Marquez was please to introduce their new Business Representative, Paul Granillo, for his first Regional Council meeting. He shared that Mr. Granillo was the Executive Director of the Inland Empire Economic Partnership, a non-profit organization advocating for business and quality of life in Riverside and San Bernardino Counties. He also noted that Mr. Granillo was a graduate of Cal State San Bernardino and has a Master of Divinity degree from St. John's Seminary and a degree in Canon Law from Catholic University of America.

Mr. Paul Granillo thanked the President for his appointment and expressed appreciation to staff for their assistance with his onboarding. He also acknowledged and thanked his predecessors, Randall Lewis and Lucy Dunn, for their service. Mr. Granillo stated his intention to continue presenting the business report previously led by Ms. Dunn beginning in September. Additionally, he noted that he serves as Chair of SCAG's Global Land Use and Economics Committee and invited Board members to share any topics or areas of focus they would like addressed in future reports. He expressed a commitment to enhancing the effectiveness of the committee's work and conveyed his pleasure in joining and working with the Board.

PRESIDENT'S REPORT

President Marquez provided a recap of the Executive/Administrative Committee's (EAC) annual retreat held in Lake Arrowhead, where members participated in productive discussions on key policy issues and priorities for the coming year. He stated that his Presidential priorities included advancing clean transportation technologies, preparing for the 2028 Olympic and Paralympic Games, increasing housing production, and supporting infrastructure investments that drive housing and economic development. He also discussed the upcoming development cycle for the next Connect SoCal plan and the next Regional Housing Needs Assessment (RHNA) allocation process, noting that subcommittees would be established to support both efforts. He noted that membership appointments to the Connect SoCal and RHNA subcommittees were announced and appreciation was expressed to participating members for their service and commitment to the region. He also reported that there would be no EAC, Policy Committees or Regional Council meetings in August, consistent with the annual summer recess, and that the next Regional Council meeting was scheduled for September 3, at 11:45 a.m.

EXECUTIVE DIRECTOR'S REPORT

Kome Ajise, Executive Director, thanked the Regional Council for releasing the FTIP and Connect SoCal Amendment 2 for public review and noted that the public comment period was open from July 6 through August 4, encouraging members to help promote the review process and solicit public feedback. He also highlighted the successful completion of the inaugural Future Leaders Initiative, a six-month program designed to engage young adults ages 18 to 24 in the agency's work and long-range planning efforts. He noted that approximately 200 individuals applied, and 24 participants were selected for the first cohort and that the program provided an opportunity to involve young people in shaping the vision for the future they will inherit, and it received highly positive feedback. He expressed appreciation to those who helped promote the initiative and recruit participants, and indicated they intended to continue the program in the future.

Regional Council Member Daniel Ramos, Adelanto, District 65, expressed appreciation for SCAG's commitment to investing in future generations through initiatives such as the Future Leaders Initiative. He noted that while the planning process may begin with SCAG, its outcomes ultimately shape the region's future, and commended the agency for dedicating the time and resources necessary to engage and develop future leaders.

President Marquez asked if there would be future involvement of participants from the Future Leaders Initiative.

Executive Director Ajise stated that one member of the inaugural cohort would serve on the Connect SoCal Subcommittee. He indicated that this appointment reflects the agency's commitment to

continuing engagement with program participants and providing opportunities for young leaders to actively contribute to the regional planning process.

There were no public comments on the Business, President's or Executive Director's reports.

FUTURE AGENDA ITEMS

Regional Council Member Steve Sanchez, La Quinta, District 66, suggested exploring the possibility of holding traveling meetings throughout the SCAG region to increase member understanding of local issues and strengthen regional engagement. He noted that, while meetings are typically held in Los Angeles, SCAG represents six counties with diverse communities and needs that may be difficult to fully appreciate without direct exposure to those areas. He stated that rotating meetings among different counties could help foster shared ownership of regional policy making, improve local participation, and provide Council members with a greater understanding of the communities they represent. He requested that the concept be brought forward for future discussion by the Regional Council.

President Marquez reported that they did mobile workshops and that they have been talking about going to Needles within the next couple month.

ANNOUNCEMENTS

Regional Council Rhodes encouraged members to prepare to celebrate the nation's upcoming 250th anniversary and announced that the Steel Across America from the Tunnel to Towers Foundation exhibit had recently opened at the Ronald Reagan Presidential Library in Simi Valley. He noted that the exhibit would be available to the public through July 8 and described it as a moving tribute commemorating the events of September 11. He invited council members and the public to visit the exhibit and extended best wishes for a happy Fourth of July holiday.

ADJOURNMENT

There being no further business, President Marquez adjourned the meeting of the Regional Council at 1:31 p.m. and wished everyone a safe fourth of July.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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Regional Council Attendance Report																	
2026-2027																	Total Mtgs Attended To Date
MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May				
Allen, Cindy	Long Beach, RC District 30	1	0														1
Amezcuca, Valerie	Santa Ana, RC District 16	0	0														0
Baker, Debbie	La Palma, RC District 18	1	1														2
Balius, Ryan	Anaheim, RC District 19	1	1														2
Barger, Kathryn	Los Angeles County	0	0														0
Bass, Karen	Los Angeles, (Member at Large)	0	0														0
Bishop, Austin	Palmdale, RC District 43	0	0														0
Blumenfield, Bob	Los Angeles, RC District 50	0	0														0
Bucknum, Wendy	Mission Viejo, RC District 13	0	1														1
Byers, Chelsea	West Hollywood, RC District 41	1	1														2
Cabrera, Ulises	Moreno Valley, RC District 69	0	1														1
Cardenas-Singh, Martha	Imperial County	0	1														1
Crosswhite, Jenny	Santa Paula, RC District 47	1	1														2
Denison, Rick	Yucca Valley, RC District 11	1	1														2
Doby, Tanya	Los Alamitos, RC District 20	1	1														2
Dumitru, Jon	Orange, RC District 17	0	0														0
Dutrey, John	Montclair, RC District 9	0	1														1
Eich, Keith	La Cañada Flintridge, RC District 36	0	0														0
Elias, Shaunna	Glendora, RC District 33	1	1														2
Finlay, Margaret E.	Duarte, RC District 35	1	0														1
Frometa, Claudia M.	Downey, RC District 25	0	0														0
Gardner, Gary	Desert Hot Springs, RC District 2	1	1														2
Gabbard, John	Dana Point, RC District 12	1	1														2
Go, William	Irvine, RC District 14	1	1														2
Goodsell, Mike	ICTC Representative	1	1														2
Granillo, Paul	Business Representative	0	1														1
Hagman, Curt	San Bernardino County	0	1														1
Harnik, Jan C.	RCTC Representative	1	1														2
Harris-Dawson, Marqueece	Los Angeles, RC District 55	0	0														0
Henderson, Mark E.	Gardena, RC District 28	1	1														2
Hernandez, Eunisses	Los Angeles, RC District 48	0	0														0
Hernandez, Laura	Port Hueneme, RC District 45	0	1														1
Hutt, Heather	Los Angeles, RC District 57	0	0														0
Judge, Mike T.	VCTC Representative	1	1														2
Jung, Fred	Fullerton, RC District 21	0	0														0
Jurado, Ysabel	Los Angeles, RC District 61	0	0														0
Kassakhian, Ardy	Glendale, RC District 42	1	1														2
Kelley, Trish	TCA Representative	1	1														2
Kleiman, Lauren	Newport Beach, RC District 15	0	0														0
Krupa, Linda	Hemet, RC District 3	1	1														2
Lara, Andrew	Pico Rivera, RC District 31	0	0														0
Lee, John	Los Angeles, RC District 59	0	0														0
Leon, Carlos A.	OCTA Representative	0	0														0
Light, Jim	Redondo Beach, RC District 40	1	1														2
Lock Dawson, Patricia	Riverside, RC District 68	0	1														1
Lopez, Vianey	Ventura County	1	0														1
Lorimore, Clint	Eastvale, RC District 4	1	1														2
Ly, Steven	Rosemead, RC District 32	1	1														2
Manos, Steve	Lake Elsinore, RC District 63	1	1														2
Marquez, Ray	Chino Hills, RC District 10	1	1														2
Masiel, Andrew	Pechanga Band of Luiseno Indians Tribal Gov. Reg. Plng. Brd.	0	1														1
McCallon, Larry	Air District Representative	1	1														2
McLean, Marsha	Santa Clarita, RC District 67	1	1														2
McOsler, Tim	Los Angeles, RC District 62	0	0														0
Navarro, Frank J.	Colton, RC District 6	1	1														2
Nazarian, Adrin	Los Angeles, RC District 49	0	0														0
Padilla, Imelda	Los Angeles, RC District 53	0	0														0
Park, Traci	Los Angeles, RC District 58	0	0														0
Price, Curren D.	Los Angeles, RCDistrict 56	0	0														0
Raman, Nithya	Los Angeles, RC District 51	0	0														0
Ramos, Daniel	Adelanto, RC District 65	1	1														2
Rebollar, Gil	Brawley, RC District 1	0	1														1
Rhodes, Rocky	Simi Valley, RC District 46	1	1														2
Rodriguez, Monica	Los Angeles, RC District 54	0	0														0
Saleh, Ali	Bell, RC District 27	0	0														0
Sanchez, Steve	La Quinta, RC District 66	0	1														1
Sandoval, Tim	Pomona, RC District 38	1	0														1
Saro, Suely	Long Beach, RC District 29	0	1														1

Schwank, Zak	Temecula, RC District 5	0	0														0
Shapiro, David J.	Calabasas, RC District 44	1	1														2
Sharif, Emma	Compton, RC District 26	1	0														1
Simonoff, Marty	Brea, RC District 22	1	1														2
Solis, Hilda	Los Angeles County	0	0														0
Soto-Martinez, Hugo	Los Angeles, RC District 60	0	0														0
Spiegel, Karen	Riverside County	1	1														2
Tran, Helen	San Bernardino, RC District 7	0	1														1
Twining, Butch	Huntington Beach, RC District 64	0	0														0
Tye, Steve	Diamond Bar, RC District 37	1	1														2
Wagner, Donald P.	Orange County	1	1														2
Wapner, Alan	SBCTA/SBCOG	0	0														0
Waronek, Mark	Lomita, RC District 39	0	0														0
Warren, Acquanetta	Fontana, RC District 8	1	1														2
Wong, Thomas	Monterey Park, RC District 34	1	1														2
Wood, Jeff	Lakewood, RC District 24	1	1														2
Yaroslavsky, Katy	Los Angeles, RC District 52	0	0														0
Yokoyama, Frank A.	Cerritos, RC District 23	1	1														2
		41	49	0	0	0	0	0	0	0	0	0	0	0	0	0	



AGENDA ITEM 2

REPORT

Southern California Association of Governments
September 3, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

From: Erika Bustamante, Deputy Director (Finance)
213-236-1892, bustamante@scag.ca.gov

Subject: Contracts \$500,000 or Greater: 26-040-C01, Clean and Resilient Utility
Infrastructure Study

RECOMMENDED ACTION:

Approve Contract No. 26-040-C01 in an amount not to exceed \$673,656 with The RAND Corporation, to lead the Clean and Resilient Utility Infrastructure Study (CRUIS) with SCAG staff. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

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. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:

The Clean and Resilient Utility Infrastructure Study (CRUIS) is anticipated to be an approximately 24-month study that will examine the role of clean and resilient utility infrastructure as a fundamental consideration in SCAG's Connect SoCal 2024 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). CRUIS will evaluate where and how regional growth can help drive a thriving and resilient future. The study will focus on utility investments in infill areas that are integrated with, and support, the transportation network serving and connecting communities across the region. These investments are important to achieving Connect SoCal goals by accelerating housing and commercial development, strengthening community resilience to extreme weather and related events, and supporting the region's clean energy transition.

BACKGROUND:

Staff recommends executing the following contract \$500,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
The RAND Corporation 26-040-C01	The study will culminate in a final Utility Infrastructure Strategic Plan and Strategic Investment Framework focused on supporting infill, transportation, and resilience. The study will be informed by stakeholder engagement, including one-on-one interviews, listening sessions, and working groups, as well as analyses of existing conditions and future demand for utility infrastructure across the region.	\$673,656

FISCAL IMPACT:

Funding of \$673,656 is available in the Fiscal Year (FY) 2026-27 Overall Work Program (OWP) Budget in Project Number 290-4965.01 (FY26 SB 1 Formula funds), and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.

ATTACHMENT(S):

1. 26-040-C01 Contract Summary
2. 26-040-C01 Conflict of Interest Forms (The RAND Corporation)
3. 26-040-C01 Conflict of Interest Form (BluePoint Planning LLC)

CONSULTANT CONTRACT NO. 26-040-C01

Recommended Consultant:	The RAND Corporation
Background & Scope of Work:	The consultant shall work collaboratively with SCAG staff to lead the Clean and Resilient Utility Infrastructure Study (CRUIS) and deliver a Utility Infrastructure Strategic Plan. In the years to come the region will need to make significant investments to plan and deliver the utility infrastructure necessary to support development that delivers new housing, jobs, and clean energy, and make our communities and transportation network more resilient to the extreme weather that is being exacerbated by climate change (extreme heat, drought, intense precipitation, etc.) which also results in more severe natural disasters and resilience challenges such as wildfires, flooding, water supply challenges, etc. Sectors proposed for study include but are not limited to: • Electricity: Grid infrastructure, microgrids, distributed energy resources (DERs), wildfire-hardening, extreme heat-hardening • Water Supply and Treatment: Urban, recycled, and stormwater capture • Stormwater Management: Flood mitigation • Wastewater Systems: Collection, treatment, and reuse • Broadband & Telecommunications: Equity in access and fiber infrastructure for smart cities • Smart Utilities and Internet of Things (IoT): Integration of efficient and real-time utility management • Green Infrastructure Utilities: Stand-alone or integrated into or alongside other utilities This project is anticipated to be an approximately 24-month study and will explore the roles of clean and resilient utility infrastructure in one of the fundamental considerations in SCAG’s Connect SoCal 2024 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS): where and how the region grows will be a driving factor in achieving a thriving and resilient future. The study will examine utility planning, conditions of existing utility infrastructure, current and future needs and the role green infrastructure plays in helping to meet those needs.
Project’s Benefits & Key Deliverables:	The project’s benefits and key deliverables include, but are not limited to: • Inform SCAG program development of strategic and system-level utility infrastructure investments; • Elevate implementable strategies jurisdictions and other key stake holders may integrate into their own utility planning and capital investment efforts to advance clean and resilient utility infrastructure that supports development, economic, and resilience objectives; • Develop a Strategic Investments Framework; and • Develop a Final Infrastructure Strategic Plan.
Strategic Plan:	This item supports SCAG’s Strategic Plan Goals 1, 2, 3 and 5: • Establish and implement a regional vision for a sustainable future;

	• Be a cohesive and influential voice for the region; • Spur innovation and action through leadership in research, analysis and information sharing; and • Secure and optimize diverse funding sources to support regional priorities.
Contract Amount:	Total not to exceed \$673,655.42 The RAND Corporation (prime consultant) \$587,276.64 BluePoint Planning LLC (subconsultant) \$86,378.78 Note: The RAND Corporation originally proposed \$688,980.26, but staff negotiated the final cost to \$673,655.42 without reducing the scope of work.
Contract Period:	Notice to Proceed through June 30, 2028
Project Number(s):	290-4965.01 \$673,656 Funding source: FY26 SB 1 Formula Funding of \$673,656 is available in the Fiscal Year (FY) 2026-27 Overall Work Program (OWP) Budget in Project Number 290-4965.01.
Request for Proposal (RFP):	SCAG staff notified 1,710 firms of the release of RFP 26-040 via SCAG's Solicitation Management System website. A total of 10 firms downloaded the RFP. SCAG received the following five (5) proposals in response to the solicitation: The RAND Corporation (1 subconsultants) \$688,980 Arup (3 subconsultants) \$734,919 Somos Group LLC (No subconsultants) \$835,000 AECOM Technical Services LLC (1 subconsultant) \$985,464 Westwood Professional Services \$1,511,265
Selection Process:	The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked offerors. The PRC consisted of the following individuals: Ryan Wolfe, Manager Sustainable and Resilient Development, SCAG Katherine Lample, Senior Regional Planner, SCAG Sebastian Shetty, Associate Regional Planner, SCAG Jonathan Raspa, Senior Regional Planner, SCAG
Basis for Selection:	The PRC recommended The RAND Corporation for the contract award because the consultant: • Demonstrated good qualifications at larger scales and around sensitive data; systems planning and integration. Research experience can be used to support data tasks, and similar project structure/approach in the region.

	Experience in non-disclosure agreements/memorandums of understanding for military/security/utility data is a good background to have in this project. • Demonstrated a strong stakeholder engagement process outline including leveraging Connect SoCal groups. • Their academic background of this application made for very well thought out analyses strategies, such as the proposed GIS process in 3.3.1. They acknowledged unplanned needs from the interdependencies between utilities. • Proposed a dual top down/bottom-up methodology that appears rigorous; parcel level GIS and detailed hazard table are competitive offerings • Cited building on existing work and using tools such as their internal AI to be efficient and achieve their lowest overall cost • Proposed schedule is reasonable and spreads stakeholder engagement throughout the project, specifically the working group • Social specific utility experience including California Energy Commission natural gas decommissioning and Southern California Edison hazard work • Possess strong regional knowledge • Approach for stakeholder engagement employs very rigorous protocols for mapping interviews, working group meetings, and other engagement sessions • Analysis methodology development and working group refinement are well-described and align with SCAG's current practice. • Strong background for most of the team in energy, utility, green infrastructure and resilience sectors. Mix of academic, applied research and practical backgrounds. • Have worked on utility resilience plan development and reference rigorous standards that the work will be baselined against • Strong research background evidenced in resume sheets and educational background. • Can scale up quickly on the staff side internally, dedicated lead on engagement. Cognizant of the need to control costs from the outset, given the complexity and time scale of the project. • Detailed schedule proposed with clear task sequencing • Proposed the lowest cost that is below SCAG independent cost estimate
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Conflict of Interest (COI) Form - Attachment
For September 3, 2026 Regional Council Approval

Approve Contract No. 26-040-C01 in an amount not to exceed \$673,656 with The RAND Corporation, to lead the Clean and Resilient Utility Infrastructure Study (CRUIS) with SCAG staff. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
The RAND Corporation (prime consultant)	No - form attached
BluePoint Planning LLC (subconsultant)	No - form attached

10.2 SCAG Conflict of Interest Form

10.2.1 RAND Corporation

Attachment 6

SCAG CONFLICT OF INTEREST FORM

RFP No. 26-040

RFP No./Contract No. 26-040-C01

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under “GET INVOLVED”, then “Contract & Vendor Opportunities” and scroll down under the “Vendor Contracts Documents” tab; whereas the SCAG staff may be found under “ABOUT US” then “OUR TEAM” then “Employee Directory”; and Regional Council members can be found under “MEETINGS”, then scroll down to “LEADERSHIP” then select “REGIONAL COUNCIL” on the left side of the page and click on “Regional Council Officers and Member List.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Legal Division, especially if you answer “yes” to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: RAND Corporation

Name of Preparer: Christine Gallagher

Project Title: RAND Response to Clean and Resilient Utility Infrastructure Study

RFP Number: 26-040 Date Submitted: 03/18/26

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?
- ☐ YES ☒ NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest

Attachment 6

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

☐ YES ☒ NO

If “yes,” please list name, position, and dates of service:

Name	Position	Dates of Service

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

☐ YES ☒ NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

☐ YES ☒ NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship

Attachment 6

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?
- ☐ YES ☒ NO

If “yes,” please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Angela Kordell, hereby declare that I am the (position or title) Manager, Contract & Grant Services of (firm name) RAND Corporation, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 3/9/26 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

<u>Angela Kordell</u>	<u>3/9/26</u>
Signature of Person Certifying for Proposer	Date
(original signature required)	

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

10.2.2 BluePoint Planning, LLC

Attachment 6

SCAG CONFLICT OF INTEREST FORM

RFP No. 26-040

RFP No./Contract No. 26-040-C01

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under “GET INVOLVED”, then “Contract & Vendor Opportunities” and scroll down under the “Vendor Contracts Documents” tab; whereas the SCAG staff may be found under “ABOUT US” then “OUR TEAM” then “Employee Directory”; and Regional Council members can be found under “MEETINGS”, then scroll down to “LEADERSHIP” then select “REGIONAL COUNCIL” on the left side of the page and click on “Regional Council Officers and Member List.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Legal Division, especially if you answer “yes” to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: BluePoint Planning, LLC
Name of Preparer: Mindy Craig
Project Title: SCAG Regional Resilience Toolkit
RFP Number: 26-040 Date Submitted: 03/17/26

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?
- ☐ YES ☒ NO

If “yes,” please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest

Attachment 6

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

☐ YES ☒ NO

If “yes,” please list name, position, and dates of service:

Name	Position	Dates of Service

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

☐ YES ☒ NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

☐ YES ☒ NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship

Attachment 6

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

☐ YES ☒ NO

If “yes,” please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: **VALIDATION STATEMENT**

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Mindy Craig, hereby declare that I am the (position or title) Principal of (firm name) BluePoint Planning, LLC, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 3/17/26 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

<u>Mindy Craig</u>	<u>03/17/26</u>
Signature of Person Certifying for Proposer (original signature required)	Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.



AGENDA ITEM 3

REPORT

Southern California Association of Governments

September 3, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

From: Erika Bustamante, Deputy Director (Finance)
213-236-1892, bustamante@scag.ca.gov

Kome Ajise

Subject: Contracts \$500,000 or Greater: 26-062-C01, SCAG Regional Safety Action Plan

RECOMMENDED ACTION:

Approve Contract No. 26-062-C01 in an amount not to exceed \$568,175 with Nelson\Nygaard Consulting Associates, Inc. to develop a Regional Safety Action Plan. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Consistent with the requirements of the FY23 Safe Streets and Roads for All (SS4A) grant that funds this project, the consultant shall develop a Regional Safety Action Plan. This project supports the goals outlined in Connect SoCal 2024, SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and SCAG's Regional Safety Policy, adopted in 2021. This project supports regional goals to reduce, and ultimately, eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people walking and biking) on the regional multimodal transportation system.

BACKGROUND:

Staff recommends executing the following contract \$500,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Nelson\Nygaard Consulting Associates, Inc. 26-062-C01	The Regional Safety Action Plan will serve as a roadmap for new and ongoing strategies that improve roadway safety across the SCAG region using a Safe System Approach. In preparation for the 2028 Olympic and Paralympic Games, the Plan will also address safety considerations for mega-events, including roadway improvements appropriate for periods of high traffic volumes. Additionally, the Plan will support local jurisdictions leading supplemental planning and demonstration activities that can enhance SCAG's planning efforts. The Plan will include close collaboration with local jurisdictions and the six county transportation commissions of the region on safety initiatives aligned with the SS4A grant.	\$568,175

FISCAL IMPACT:

Funding of \$568,175 is available in the Fiscal Year (FY) 2026-27 Overall Work Program (OWP) Budget in Project Number 225.4955.01, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.

ATTACHMENT(S):

1. 26-062-C01 Contract Summary
2. 26-062-C01 Conflict of Interest Forms

CONSULTANT CONTRACT NO. 26-062-C01

Recommended Consultant:	Nelson\Nygaard Consulting Associates, Inc.								
Background & Scope of Work:	In 2021, SCAG adopted a Regional Safety Policy, committing to work with partner agencies to encourage and support actions towards the elimination of transportation-related fatalities and serious injuries by 2050, if not sooner, in Southern California. As part of efforts to achieve “Toward Zero Deaths,” SCAG was awarded a FY23 Safe Streets and Roads for All (SS4A) grant that will fund the development of a Regional Safety Action Plan (Plan). Consistent with the requirements of the FY23 SS4A Grant, the consultant will develop SCAG’s first Regional Safety Action Plan, which will include existing conditions analysis, stakeholder engagement, project recommendations, and evaluation. The Plan will serve as a roadmap for new and ongoing strategies that improve roadway safety across the SCAG region using a Safe System Approach. The Plan will build upon existing transportation safety efforts, such as the Transportation Safety Regional Existing Conditions, Regional High Injury Network, Regional Planning Working Group, and local jurisdiction safety plans. In preparation for the 2028 Olympic and Paralympic Games, the Plan will also address safety considerations for mega-events, including roadway improvements appropriate for periods of high traffic volumes. Additionally, the Plan will support local jurisdictions leading supplemental planning and demonstration activities that can enhance SCAG’s planning efforts. The Plan will include close collaboration with local jurisdictions and the six county transportation commissions of the region on safety initiatives aligned with the SS4A grant.								
Project’s Benefits & Key Deliverables:	The project’s benefits and key deliverables include, but are not limited to: • Help implement the Regional Safety Policy, which aims to eliminate transportation-related fatalities and serious injuries by 2050, if not sooner; • Serve as a roadmap for new and ongoing strategies that improve roadway safety across the SCAG region using best practices, such as the Safe System Approach, and proven countermeasures; • Prepare the region to address safety considerations for mega-events, including roadway improvements appropriate for periods of high traffic volumes; and • Provide resources and recommendations for local jurisdictions across the SCAG region to incorporate safety into local jurisdiction goals, policies, workplans, and capital improvement programs.								
Strategic Plan:	This item supports SCAG’s Strategic Plan Priority 1: Establish and implement a regional vision for a sustainable future.								
Contract Amount:	<table> <tr> <td>Total not to exceed</td><td>\$568,175</td></tr> <tr> <td>Nelson\Nygaard Consulting Associates, Inc. (prime consultant)</td><td>\$482,822</td></tr> <tr> <td>Day One</td><td>\$60,000</td></tr> <tr> <td>Michael Baker International (subconsultant)</td><td>\$85,353</td></tr> </table>	Total not to exceed	\$568,175	Nelson\Nygaard Consulting Associates, Inc. (prime consultant)	\$482,822	Day One	\$60,000	Michael Baker International (subconsultant)	\$85,353
Total not to exceed	\$568,175								
Nelson\Nygaard Consulting Associates, Inc. (prime consultant)	\$482,822								
Day One	\$60,000								
Michael Baker International (subconsultant)	\$85,353								
Contract Period:	Notice to Proceed through July 31, 2028								

Project Number(s):	225.4955.01 \$568,175 Funding source: 2023 SS4A grant Funding of \$568,175 is available in the Fiscal Year (FY) 2026-27 Overall Work Program (OWP) Budget in Project Number 225.4955.01, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.														
Request for Proposal (RFP):	SCAG staff notified 3,577 firms of the release of RFP 26-062 via SCAG's Solicitation Management System website. A total of 76 firms downloaded the RFP. SCAG received the following seven (7) proposals in response to the solicitation: <table> <tr> <td>Nelson\Nygaard Consulting Associates, Inc. (2 subconsultants)</td><td>\$568,175</td></tr> <tr> <td>eNoLux LLC – (no subconsultants)</td><td>\$570,000</td></tr> <tr> <td>Alta Planning + Design (1 subconsultant)</td><td>\$569,917</td></tr> <tr> <td>WSP USA (1 subconsultant)</td><td>\$562,655</td></tr> <tr> <td>Kimley-Horn and Associates, Inc. (2 subconsultants)</td><td>\$562,092</td></tr> <tr> <td>Association of Metropolitan Planning Organizations (1 subconsultant)</td><td>\$560,369</td></tr> <tr> <td>Iteris, Inc. (2 subconsultants)</td><td>\$545,190</td></tr> </table>	Nelson\Nygaard Consulting Associates, Inc. (2 subconsultants)	\$568,175	eNoLux LLC – (no subconsultants)	\$570,000	Alta Planning + Design (1 subconsultant)	\$569,917	WSP USA (1 subconsultant)	\$562,655	Kimley-Horn and Associates, Inc. (2 subconsultants)	\$562,092	Association of Metropolitan Planning Organizations (1 subconsultant)	\$560,369	Iteris, Inc. (2 subconsultants)	\$545,190
Nelson\Nygaard Consulting Associates, Inc. (2 subconsultants)	\$568,175														
eNoLux LLC – (no subconsultants)	\$570,000														
Alta Planning + Design (1 subconsultant)	\$569,917														
WSP USA (1 subconsultant)	\$562,655														
Kimley-Horn and Associates, Inc. (2 subconsultants)	\$562,092														
Association of Metropolitan Planning Organizations (1 subconsultant)	\$560,369														
Iteris, Inc. (2 subconsultants)	\$545,190														
Selection Process:	The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors. The PRC consisted of the following individuals: Rachel Om, Senior Regional Planner, SCAG Michael Gainor, Senior Regional Planner, SCAG Andrés Carasquillo, Principal Regional Planner, SCAG The PRC initially ranked Alta Planning + Design as the highest and recommended awarding the contract to the firm. However, staff was unable to reach a mutually acceptable agreement with Alta Planning + Design. Therefore, the PRC recommends awarding the contract to Nelson\Nygaard Consulting Associates, the next highest ranked firm.														
Basis for Selection:	The PRC recommends awarding the contract to Nelson\Nygaard Consulting Associates for the following reasons: Demonstrated a thorough understanding of SCAG's vision for the Regional Safety Action Plan by illustrating how the technical and engagement elements relate to each other and how they map each task throughout the project timeline. In addition, the proposed approach to the toolkit, which is one of the key project deliverables, is comprehensive as the project team accounts for infrastructure and non-infrastructure elements														

along with connections to mega events.

- Proposed a solid and comprehensive technical approach by forming a prime and sub-consultant team that brings experience working together on multi-jurisdictional safety plans and blends Nelson\Nygaard's innovative approach with Michael Baker's traditional approach to safety planning. Nelson\Nygaard also applied lessons learned from their work with SCAG on the Reconnecting Macarthur Park project by proposing to include their sub-consultant, DayOne, as an Other Direct Cost rather than typical sub-consultant to acknowledge DayOne's different structure as a community-based organization. This thoughtful approach shows the project team has the administrative and technical capabilities to carry out the project successfully.
- Prepared a comprehensive, action-oriented, and detailed scope of work, such as specifying the safety analysis would review 12 to 20 crash profiles with a data request ready for SCAG's review during project kick-off. In addition, the scope of work acknowledged how to balance near-term needs with longer-term data timelines (e.g. identifying new performance measures since some safety data may have lag time) and how to incorporate additional performance measures that may be of interest to local jurisdictions (e.g. speed-related or alcohol-related metrics); and
- Demonstrated the team is well-positioned to develop and deliver a comprehensive plan as the team has extensive experience working with SCAG, such as the Go Human program, Planning for Main Streets, and Highways to Boulevards. In addition, the team has experience working with jurisdictions in the SCAG region, including the city of Pasadena, city of Pico Rivera, and the county of Riverside.

Although other firms proposed lower prices, the PRC did not recommend these firms for contract award because these firms:

- Did not demonstrate the same understanding of the key skills and necessary level of effort to complete the technical work and engagement within their proposed staffing and technical approach than the selected consultant. Specifically, several firms not recommended for award did not propose staff with the necessary safety subject matter expertise and several firms not recommended for award proposed insufficient staff hours to satisfactorily complete the scope of work;
- Were not responsive to all aspects of the scope of work, particularly the need to consider near-term safety planning needs around upcoming mega-events; and
- Proposed a technical approach that did not align with the goals and vision of the Regional Safety Action Plan as described in the RFP. Specifically, several firms not recommended for award proposed tools and workflows that may achieve near-term safety planning deliverables, but their proposal did not describe how the Regional Safety Action Plan would be updated and evaluated by SCAG staff in the long-term.

Conflict of Interest (COI) Form - Attachment
For September 3, 2026 Regional Council Approval

Approve Contract No. 26-062-C01 in an amount not to exceed \$568,175 with Nelson\Nygaard Consulting Associates, Inc. to develop a Regional Safety Action Plan. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Nelson\Nygaard Consulting Associates, Inc. (prime consultant)	No - form attached
Day One (subconsultant)	No – form attached
Michael Baker International (subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 26-062

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under "GET INVOLVED", then "Contract & Vendor Opportunities" and scroll down under the "Vendor Contracts Documents" tab; whereas the SCAG staff may be found under "ABOUT US" then "OUR TEAM" then "Employee Directory"; and Regional Council members can be found under "MEETINGS", then scroll down to "LEADERSHIP" then select "REGIONAL COUNCIL" on the left side of the page and click on "Regional Council Officers and Member List."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Legal Division, especially if you answer "yes" to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Nelson\Nygaard Consulting Associates, Inc.

Name of Preparer: Dru van Hengel

Project Title: Regional Safety Action Plan

RFP Number: RFP No. 26-062 **Date Submitted:** May 06, 2026

SECTION II: QUESTIONS

- During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

☐ YES ☒ NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

☐ YES ☒ NO

If “yes,” please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

☐ YES ☒ NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
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_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

☐ YES ☒ NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

☐ YES ☒ NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Jennifer Wieland, hereby declare that I am the (position or title) Managing Director of (firm name) Nelson\Nygaard Consulting Associates, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated May 06, 2026 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

Jennifer Wieland

Signature of Person Certifying for Proposer
(original signature required)

5/11/2026

Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No. 26-062

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under "GET INVOLVED", then "Contract & Vendor Opportunities" and scroll down under the "Vendor Contracts Documents" tab; whereas the SCAG staff may be found under "ABOUT US" then "OUR TEAM" then "Employee Directory"; and Regional Council members can be found under "MEETINGS", then scroll down to "LEADERSHIP" then select "REGIONAL COUNCIL" on the left side of the page and click on "Regional Council Officers and Member List."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Legal Division, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

Name of Firm: Michael Baker International, Inc.
Name of Preparer: Joanne Tyler, PE, PLS
Project Title: SCAG Regional Safety Action Plan
RFP Number: No. 26-062 **Date Submitted:** May 6, 2026

SECTION II: QUESTIONS

- During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

☐ YES ☒ NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

☐ YES ☒ NO

If “yes,” please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

☐ YES ☒ NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
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_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

☐ YES ☒ NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

☐ YES ☒ NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

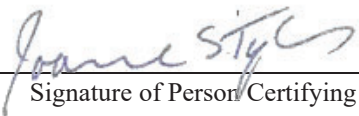
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Joanne Tyler, PE, PLS, hereby declare that I am the (position or title) Office Executive of (firm name) Michael Baker International, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated May 6, 2026 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ May 6, 2026 _____
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No. 26-062

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under "GET INVOLVED", then "Contract & Vendor Opportunities" and scroll down under the "Vendor Contracts Documents" tab; whereas the SCAG staff may be found under "ABOUT US" then "OUR TEAM" then "Employee Directory"; and Regional Council members can be found under "MEETINGS", then scroll down to "LEADERSHIP" then select "REGIONAL COUNCIL" on the left side of the page and click on "Regional Council Officers and Member List."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Legal Division, especially if you answer "yes" to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Day One Inc.

Name of Preparer: Christy Zamani, Executive Director

Project Title: SCAG-Regional Safety Action Plan

RFP Number: No. 26-062 Date Submitted: 05/05/26

SECTION II: QUESTIONS

- During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

☐ YES ☒ NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

☐ YES ☒ NO

If “yes,” please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

☐ YES ☒ NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

☐ YES ☒ NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

☐ YES ☒ NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Christy Zamani, hereby declare that I am the (position or title) Executive Director of (firm name) Day One Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 05/05/26 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

Christy Zamani 05/25/26
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.



AGENDA ITEM 4

REPORT

Southern California Association of Governments
September 3, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

From: Erika Bustamante, Deputy Director (Finance)
213-236-1892, bustamante@scag.ca.gov

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

Subject: Contracts \$500,000 or Greater: 27-002-C01, PEIR for Connect SoCal 2050

RECOMMENDED ACTION:

Approve Contract No. 27-002-C01 in an amount not to exceed \$1,099,121 with Environmental Science Associates, to assist SCAG with preparation of the Program Environmental Impact Report (PEIR) for Connect SoCal 2050 in compliance with the California Environmental Quality Act (CEQA). Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Consistent with the requirements of CEQA, SCAG must evaluate and disclose the potential environmental impacts associated with adoption of Connect SoCal 2050, the region's next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As the Lead Agency under CEQA, SCAG has determined that a PEIR is the appropriate environmental document to evaluate the potential impacts of implementing Connect SoCal 2050 and to support its future adoption.

The consultant will assist SCAG in preparing the environmental documentation required for the Connect SoCal 2050 PEIR, including environmental analysis, technical studies, public review materials, responses to comments, and supporting documentation necessary for certification of the PEIR. This work will help ensure compliance with CEQA requirements and support informed decision-making regarding regional transportation investments, growth, and sustainability strategies for the region.

BACKGROUND:

Staff recommends executing the following contract \$500,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Environmental Science Associates 27-002-C01	Prepare the Program Environmental Impact Report required to support environmental review, certification, and adoption of Connect SoCal 2050 in compliance with the California Environmental Quality Act.	\$1,099,121

FISCAL IMPACT:

Funding of \$660,000 is available in the Fiscal Year (FY) 2026-27 Overall Work Program (OWP) Budget in Project Number 020-0161B.04, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

ATTACHMENT(S):

1. 27-002-C01 Contract Summary
2. 27-002-C01 Conflict of Interest Form (ESA)
3. 27-002-C01 Conflict of Interest Form (Sirius)
4. 27-002-C01 Conflict of Interest Form (Terry A. Hayes)

CONSULTANT CONTRACT NO. 27-002-C01

Recommended Consultant:	Environmental Science Associates								
Background & Scope of Work:	SCAG is preparing Connect SoCal 2050, the region's next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Under the California Environmental Quality Act (CEQA), state law requires preparation of a Program Environmental Impact Report (PEIR) to evaluate the environmental impacts associated with implementation of the RTP/SCS. Certification of the PEIR is a critical step required to support adoption of Connect SoCal 2050. The PEIR for 2050 Connect SoCal will be a program-level document that will analyze the cumulative effects of proposed actions, as well as transportation improvements and land use developments discussed in Connect SoCal 2050. Additionally, the PEIR will identify strategies to avoid or mitigate those environmental impacts where warranted. It will also provide the basis for further project-level CEQA (and possibly NEPA) compliance for implementation of future projects. The consultant shall support SCAG in conducting environmental analysis pursuant to CEQA including preparation of a notice of preparation (NOP), Draft PEIR and Final PEIR. The objective is to ensure robust and legally defensible documents that follow environmental procedures under federal metropolitan planning law and regulations, the CEQA statutes and guidelines, and other relevant federal and state environmental laws and regulations.								
Project's Benefits & Key Deliverables:	The project's benefits and key deliverables include, but are not limited to: • Preparation of a legally defensible PEIR that supports certification and adoption of Connect SoCal 2050. • Compliance with CEQA and related environmental review requirements, including tribal consultation pursuant to AB 52. • Identification and evaluation of potential environmental impacts, mitigation measures, and alternatives associated with implementation of the RTP/SCS. • Technical documentation and public review materials that support informed decision-making for regional transportation investments and policies.								
Strategic Plan:	This item supports SCAG's Strategic Plan Priority #1 to establish and implement a regional vision for a sustainable future.								
Contract Amount:	<table> <tr> <td>Total not to exceed</td><td>\$1,099,120.62</td></tr> <tr> <td>Environmental Science Associates (prime consultant)</td><td>\$849,500.16</td></tr> <tr> <td>Sirius Environmental (subconsultant)</td><td>\$202,847.36</td></tr> <tr> <td>Terry A Hayes and Associates (subconsultant)</td><td>\$46,773.10</td></tr> </table>	Total not to exceed	\$1,099,120.62	Environmental Science Associates (prime consultant)	\$849,500.16	Sirius Environmental (subconsultant)	\$202,847.36	Terry A Hayes and Associates (subconsultant)	\$46,773.10
Total not to exceed	\$1,099,120.62								
Environmental Science Associates (prime consultant)	\$849,500.16								
Sirius Environmental (subconsultant)	\$202,847.36								
Terry A Hayes and Associates (subconsultant)	\$46,773.10								
Contract Period:	Notice to Proceed through June 30, 2028								
Project Number(s):	020-0161B.04 \$660,000								

	Funding source(s): Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA) Funding of \$660,000 is available in the Fiscal Year (FY) 2026-27 Overall Work Program (OWP) Budget in Project Number(s) 020-0161B.04, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.						
Request for Proposal (RFP):	SCAG staff notified 2,373 firms of the release of RFP 27-002 via SCAG’s Solicitation Management System website. A total of 63 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation: <table> <tr> <td>Environmental Science Associates (3 subconsultants)</td><td>\$1,099,121</td></tr> <tr> <td>Sapphos Environmental Inc. (3 subconsultants)</td><td>\$999,780</td></tr> <tr> <td>Ascent (2 subconsultants)</td><td>\$1,199,669</td></tr> </table>	Environmental Science Associates (3 subconsultants)	\$1,099,121	Sapphos Environmental Inc. (3 subconsultants)	\$999,780	Ascent (2 subconsultants)	\$1,199,669
Environmental Science Associates (3 subconsultants)	\$1,099,121						
Sapphos Environmental Inc. (3 subconsultants)	\$999,780						
Ascent (2 subconsultants)	\$1,199,669						
Selection Process:	The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award. The PRC consisted of the following individuals: Karen Calderon, Principal Regional Planner, SCAG Lijin Sun, Planning Supervisor, SCAG Ryan Banuelos, Sr. Regional Planner, SCAG						
Basis for Selection:	The PRC recommended Environmental Science Associates (ESA) for the contract award because the consultant: • Provided the most complete and clearly articulated approach to addressing the scope of work and demonstrated a strong understanding of SCAG’s processes. • The consultant demonstrated a strong and thorough understanding of SCAG’s RTP/SCS PEIR requirements, including key issues specific to the current cycle such as SB 375 implementation and the potential transition to an APS. • The proposal provided a clear and well-integrated technical approach supported by detailed methodologies for critical impact areas, including air quality and greenhouse gas analysis. • The consultant demonstrated extensive and directly relevant experience preparing RTP/SCS PEIRs, including recent work for SCAG that received professional recognition, and showed strong familiarity with SCAG’s processes, coordination needs, and expectations. • The project management approach was well defined, with an experienced team, clear communication protocols, and a realistic schedule tailored to a complex and fast-paced PEIR effort.						

- The proposed cost reflected a reasonable and well-supported level of effort that is consistent with the scope of work and SCAG’s independent cost estimate. As a result, ESA offers the best overall value when considering both technical quality and cost.

Although one other firm proposed a lower overall cost, that proposal presented concerns regarding its technical approach, level of detail, and demonstrated alignment with SCAG’s current RTP/SCS PEIR needs. Evaluators noted that the proposal placed greater emphasis on CEQA compliance and case law while providing less clarity on key analytical approaches for priority areas such as air quality and greenhouse gas analysis, including quantitative methodologies and SCAG-specific considerations. The proposal also reflected limited recent experience with SCAG’s current RTP/SCS PEIR cycle, which introduced potential for a learning curve in addressing region-specific issues and evolving program requirements. In addition, the proposal included assumptions, scope elements, and contract provisions (such as a limit on the number of public comments addressed during the Final PEIR phase), that could necessitate future cost amendments, increasing the total project cost over time, and introduce uncertainty in the total level of effort under a lump-sum contract.

**Conflict of Interest (COI) Form - Attachment
For September 3, 2026 Regional Council Approval**

Approve Contract No. 27-002-C01 in an amount not to exceed \$1,099,121 with Environmental Science Associates, to assist SCAG with preparation of the Program Environmental Impact Report for Connect SoCal 2050 in compliance with CEQA. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Environmental Science Associates (prime consultant)	No- form attached
Sirius Environmental (subconsultant)	No - form attached
Terry A Hayes Associates (subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 27-002

RFP No./Contract No. 27-002

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under "GET INVOLVED", then "Contract & Vendor Opportunities" and scroll down under the "Vendor Contracts Documents" tab; whereas the SCAG staff may be found under "ABOUT US" then "OUR TEAM" then "Employee Directory"; and Regional Council members can be found under "MEETINGS", then scroll down to "LEADERSHIP" then select "REGIONAL COUNCIL" on the left side of the page and click on "Regional Council Officers and Member List."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Legal Division, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

Name of Firm: Environmental Science Associates

Name of Preparer: Ruta K. Thomas

Project Title: Program Environmental Impact Report for Connect SoCal 2050

RFP Number: 27-002

Date Submitted: April 20, 2026

SECTION II: QUESTIONS

- During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

☐ YES ☒ NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

☐ YES ☒ NO

If “yes,” please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

☐ YES ☒ NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

☐ YES ☒ NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

☐ YES ☒ NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Ruta K. Thomas, **hereby declare that I am the (position or title)** Senior VP, SoCal Regional Director **of (firm name)** Environmental Science Associates, **and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated April 17, 2026 **is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.****



Signature of Person Certifying for Proposer
(original signature required)

April 17, 2026

Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No. 27-002

RFP No./Contract No. RFP No. 27-002

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under "GET INVOLVED", then "Contract & Vendor Opportunities" and scroll down under the "Vendor Contracts Documents" tab; whereas the SCAG staff may be found under "ABOUT US" then "OUR TEAM" then "Employee Directory"; and Regional Council members can be found under "MEETINGS", then scroll down to "LEADERSHIP" then select "REGIONAL COUNCIL" on the left side of the page and click on "Regional Council Officers and Member List."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Legal Division, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

Name of Firm: Sirius Environmental

Name of Preparer: Wendy Lockwood Text

Project Title: Principal

RFP Number: 27-002 Date Submitted: April 10, 2026

SECTION II: QUESTIONS

- During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

☐ YES ☒ NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

☐ YES ☒ NO

If “yes,” please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

☐ YES ☒ NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

☐ YES ☒ NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

☐ YES ☒ NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

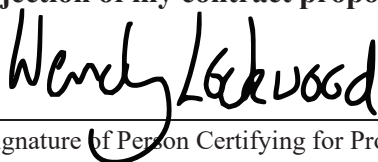
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Wendy Lockwood, hereby declare that I am the (position or title) Principal of (firm name) Sirius Environmental, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated April 10, 2026 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



Signature of Person Certifying for Proposer
(original signature required)

April 10, 2026

Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No. 27-002

RFP No./Contract No. 27-002

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under "GET INVOLVED", then "Contract & Vendor Opportunities" and scroll down under the "Vendor Contracts Documents" tab; whereas the SCAG staff may be found under "ABOUT US" then "OUR TEAM" then "Employee Directory"; and Regional Council members can be found under "MEETINGS", then scroll down to "LEADERSHIP" then select "REGIONAL COUNCIL" on the left side of the page and click on "Regional Council Officers and Member List."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Legal Division, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal

Name of Firm: Terry A. Hayes Associates Inc.

Name of Preparer: Natasha Mapp

Project Title: PEIR for Connect SoCal 2050

RFP Number: 27-002

Date Submitted: April 15, 2026

SECTION II: QUESTIONS

- During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

☐ YES ☒ NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

☐ YES ☒ NO

If “yes,” please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

☐ YES ☒ NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

☐ YES ☒ NO

If “yes,” please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

☐ YES ☒ NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Terry A. Hayes, **hereby declare that I am the (position or title)** Chief Executive Officer **of (firm name)** Terry A. Hayes Associates Inc., **and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated** April 15, 2026 **is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.**

Signature of Person Certifying for Proposer
(original signature required)

April 15, 2026

Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.



AGENDA ITEM 5

REPORT

Southern California Association of Governments

September 3, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

From: Erika Bustamante, Deputy Director (Finance)
213-236-1892, bustamante@scag.ca.gov

Subject: Contracts \$500,000 or Greater: 27-014-C01, Microsoft Enterprise Agreement

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Approve Contract No. 27-014-C01 in the amount not to exceed \$1,250,640 with Insight Public Sector to serve as the reseller for Microsoft software subscriptions, licenses and services. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 4: Build a unified culture anchored in the pursuit of organizational excellence.

EXECUTIVE SUMMARY:

SCAG's Microsoft Enterprise Agreement provides the agency with access to Microsoft software licenses, subscriptions, and services that support daily business operations, including productivity, communication, collaboration, cloud computing, data management, and information technology infrastructure. Under this agreement, Insight Public Sector will serve as SCAG's authorized reseller for Microsoft software subscriptions, licenses, and related services. The agreement includes Microsoft 365 and Office 365 services, Microsoft Teams, Exchange, OneDrive, Azure, Dynamics 365, Power Platform services, SQL Server, Windows Server, Visual Studio, Visio, Microsoft Copilot, and related software assurance and subscription services used across the agency.

The proposed agreement renews SCAG's Microsoft Enterprise Agreement for a three-year term beginning October 1, 2026, and ending September 30, 2029. The renewal will ensure continuity of existing Microsoft licensing and services while providing a contractual mechanism for future Microsoft licensing needs during the term of the agreement. Continued access to these services is critical to supporting agency operations, staff productivity, secure technology infrastructure, cloud-based applications, and collaboration with regional partners and stakeholders.

BACKGROUND:

Staff recommends executing the following contract \$500,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Insight Public Sector 27-014-C01	This agreement provides Microsoft software licenses, subscriptions, cloud services, and software assurance that support SCAG's productivity, collaboration, communication, and information technology operations.	\$1,250,640

FISCAL IMPACT:

Funding of \$415,500 is available in the Fiscal Year (FY) 2026-27 Indirect Cost Program Budget in Project Number(s) 811-1163.04, 811-1163.08, 811-1163.18, 811-1163.20, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

ATTACHMENT(S):

1. 27-014-C01 Contract Summary
2. 27-014-C01 Conflict of Interest Form

CONSULTANT CONTRACT NO. 27-014-C01

Recommended Consultant:	Insight Public Sector								
Background & Scope of Work:	Under this agreement, Insight Public Sector will act as the authorized reseller for Microsoft software subscriptions, licenses and services. SCAG's Microsoft Enterprise Agreement includes Microsoft software licenses and subscriptions used across the agency for staff workstations, servers, cloud-based productivity tools, communication services, collaboration platforms, data systems, and related information technology operations. The agreement provides access to Microsoft 365 and Office 365 services, Microsoft Teams, Exchange, OneDrive, Azure, Dynamics 365, Power Platform services, SQL Server, Windows Server, Visual Studio, Visio, Copilot and related software assurance or subscription services necessary to support daily business operations. This new agreement renews SCAG's Microsoft Enterprise Agreement for a three-year term beginning October 1, 2026, and ending September 30, 2029. The agreement supports the continuation of existing Microsoft licenses and services and provides a contracting mechanism for Microsoft licensing needs during the term of the agreement.								
Project's Benefits & Key Deliverables:	The project's benefits and key deliverables include, but are not limited to: • Provide agencywide access to core Microsoft productivity, communication, collaboration, security, data, and cloud services used by staff; • Continue Microsoft Teams, Exchange, OneDrive, Office 365, and Microsoft 365 services that support daily work, remote collaboration, and communication with staff, partners, and stakeholders; and • Support enterprise server, database, development, and business application licensing needs.								
Strategic Plan:	This item supports SCAG's Strategic Plan Goal 4: Build a unified culture anchored in the pursuit of organization excellence. Objective 4.4: Leverage effective use of technology to improve efficiency, drive innovation, and optimize collaboration.								
Contract Amount:	<table> <tr> <td>Total not to exceed</td><td>\$1,250,640</td></tr> <tr> <td>Insight Public Sector (prime consultant)</td><td>\$1,150,640</td></tr> <tr> <td>Projected Taxes</td><td>\$77,000</td></tr> <tr> <td>Copilot Consumption</td><td>\$23,000</td></tr> </table>	Total not to exceed	\$1,250,640	Insight Public Sector (prime consultant)	\$1,150,640	Projected Taxes	\$77,000	Copilot Consumption	\$23,000
Total not to exceed	\$1,250,640								
Insight Public Sector (prime consultant)	\$1,150,640								
Projected Taxes	\$77,000								
Copilot Consumption	\$23,000								
Contract Period:	Notice to Proceed through September 30, 2029								
Project Number(s):	<table> <tr> <td>811-1163.04</td><td>\$257,500</td></tr> <tr> <td>811-1163.08</td><td>\$55,000</td></tr> <tr> <td>811-1163.18</td><td>\$92,000</td></tr> <tr> <td>811-1163.20</td><td>\$11,000</td></tr> </table> Funding source(s): Indirect Cost (IC)	811-1163.04	\$257,500	811-1163.08	\$55,000	811-1163.18	\$92,000	811-1163.20	\$11,000
811-1163.04	\$257,500								
811-1163.08	\$55,000								
811-1163.18	\$92,000								
811-1163.20	\$11,000								

	Funding of \$415,500 is available in the Fiscal Year (FY) 2026-27 Indirect Cost Program Budget in Project Number(s) 811-1163.04, 811-1163.08, 811-1163.18, 811-1163.20 and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.
Basis for Selection:	In accordance with SCAG’s Procurement Policy and Procedures Manual, Section 022 Use of Leveraged Procurement Agreements (LPAs), SCAG is committed to utilizing LPAs when they align with organizational needs, offer cost-effective solutions, and comply with applicable procurement laws and regulations. The use of LPAs should prioritize efficiency, fiscal responsibility, and compliance with federal and state procurement guidelines. SCAG utilized an Master Service Agreement (MSA) held by the County of Riverside with Microsoft (MSA #8084445) that was a result of a competitive bidding process (#RIVCO-2020-RFQ-0000048) https://media.rivcocob.org/proceeds/2024/p2024_09_10_files/03.22001.pdf. This agreement allows the County of Riverside, and local agencies to leverage locked in discounted pricing for the length of the contract. It is critical to SCAG operations that this agreement is approved. SCAG utilizes Microsoft software daily for information technology infrastructure, staff productivity, communication, collaboration, data analysis, cloud services, business applications, and systems that support agency operations and services to members, partners, and stakeholders.

**Conflict of Interest (COI) Form - Attachment
For September 3, 2026 Regional Council Approval**

This agreement provides Microsoft software licenses, subscriptions, cloud services, and software assurance that support SCAG's productivity, collaboration, communication, and information technology operations.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Insight Public Sector (prime consultant)	No - form attached

CONFLICT OF INTEREST FORM



RFP NO./CONTRACT NO.	27-014-C01	DATE SUBMITTED	8/13/2026
PROJECT TITLE	Microsoft Enterprise Agreement		
NAME OF FIRM	Insight Public Sector		
NAME OF PREPARER	Erica Falchetti		

SECTION I: INSTRUCTIONS

All Consultants seeking a contract, purchase order, or task order of \$25,000 or more must complete and submit this form. This form must also be submitted for any proposed subconsultant(s).

Before completing this Form, please review SCAG's Consultant Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG Officials. This information can be viewed online at scag.ca.gov. Terms used in this Form have the same meaning as the Policy.

A "Yes" answer does not automatically disqualify a Consultant. SCAG will review the disclosure and determine whether the conflict can be avoided or mitigated. Failure to complete this form, failure to disclose required information, or submission of false, incomplete, or misleading information may result in rejection of a proposal, disqualification from a procurement, termination of a contract, withholding of payment, or any other remedy available to SCAG.

Questions regarding this form should be directed to SCAG's Legal Division; however, SCAG's Legal Division represents SCAG and cannot provide legal advice to Consultants or other outside parties.

SECTION II: QUESTIONS

1. During the last 12 months, has the Consultant or any of its principals, officers, partners, or key personnel provided a source of income, compensation, payment, gift, loan, reimbursement, promise of future work, or other financial benefit to any SCAG Official or SCAG employee?

Yes ☐ No ☒

If "yes," please list the names of those SCAG Officials and/or SCAG employees and the nature of the financial interest:

Name	Nature of Financial Interest

2. Does any SCAG Official or SCAG employee hold a position or have an ownership interest, investment interest, partnership interest, or other financial or business interest in the Consultant?

Yes ☐ No ☒

If "yes," please list the names of those SCAG Officials and/or SCAG employees and describe the position or interest:

Name	Position of Interest

SECTION II: QUESTIONS *(continued)*

3. Within the last 12 months, has the Consultant or any of its principals, officers, partners, or key personnel been employed by SCAG or served as a SCAG Official?

Yes ☐ No ☒

If "yes," please list the names of those individuals and the positions held:

Name	Prior SCAG Position

4. Is the Consultant or any of its principals, officers, partners, or key personnel immediate family or have a close personal relationship to any SCAG Official, SCAG employee, evaluation committee member, or other person involved in the procurement, award, or payment of the proposed SCAG work?

Yes ☐ No ☒

If "yes," please list the names of those individuals and describe the relationship:

Name	Relationship

5. During the last 12 months, has the Consultant or its agent made a contribution to a SCAG Official's campaign or controlled committee of more than \$500 in the aggregate? (Include contributions made by any individual who directs or controls your entity's contributions, and contributions made by any entity owned by the same majority owners as your entity. An "agent" is a person who is compensated by your entity, as an employee or independent contractor, and who has communicated or will communicate with SCAG to influence SCAG's decisions on the proposed proceeding.)

Yes ☐ No ☒

If "yes," please list the names of those SCAG Officials who received contributions, the name of the contributor, the date(s) of the contribution, and the amount of each contribution that aggregates to \$500 or more:

Name	Contributor	Dates	Amount(s)

6. Has the Consultant or any of its principals, officers, partners, or key personnel performed prior work for SCAG, assisted with the development of this procurement, or received confidential information that could provide an unfair competitive advantage in connection with the proposed SCAG work?

Yes ☐ No ☒

If "yes," please explain:

SECTION II: QUESTIONS (continued)

7. Does the Consultant or any of its principals, officers, partners, or key personnel have any organizational conflict of interest that may impair the Consultant's objectivity, judgment, independence, or ability to perform work in SCAG's best interests? (Examples may include evaluating or overseeing the Consultant's own work, representing another client whose interests are materially adverse to SCAG, performing work for another entity that may conflict with SCAG responsibilities, or having divided contractual duties.)

Yes ☐ No ☒

If "yes," please explain:

SECTION III: CONTINUING DUTY TO DISCLOSE

A Consultant must update this form promptly if circumstances change, if additional facts become known, or if the Consultant seeks additional work that may create a new or different actual, potential, or perceived conflict of interest.

☒ I acknowledge the continuing duty to disclose actual, potential, or perceived conflicts of interest.

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the Consultant.

DECLARATION

I, (printed full name) Erica Falchetti, hereby declare that I am the (position or title) Director, Public Sector of (Consultant name) Insight Public Sector, Inc., and that I am duly authorized to execute this Validation Statement on behalf of the Consultant. I declare that I have reviewed SCAG's Consultant Conflict of Interest Policy, made reasonable inquiry as required, and the information provided in this form is true, correct, complete, and current as of the date submitted.

I acknowledge that any false, deceptive, incomplete, or misleading statement or omission may result in rejection of the proposal, disqualification from the procurement, termination of any resulting or existing contract, withholding of payment to the extent permitted by law or contract, or any other remedy available to SCAG.

SIGNATURE

Erica Falchetti

 Digitally signed by Erica Falchetti
Date: 2026.08.13 16:05:26 -04'00'

DATE

8/13/2026

PRINTED NAME

Erica Falchetti

TITLE

Director, Public Sector

FIRM

Insight Public Sector



AGENDA ITEM 6

REPORT

Southern California Association of Governments
September 3, 2026

To: EEC - Energy and Environment Committee
RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

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

Kome Ajise

Subject: Recommendation to Adopt Addendum 2 to the Connect SoCal 2024 Final
Program Environmental Impact Report [State Clearinghouse (SCH) No.:
2022100337]

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council adopt Resolution No. 26-684-1 approving Addendum 2 to the Connect SoCal 2024 Program Environmental Impact Report (PEIR, SCH No. 2022100337), and direct staff to carry out administrative tasks for the approval.

RECOMMENDED ACTION FOR RC:

Adopt Resolution No. 26-684-1 approving Addendum 2 to the Connect SoCal 2024 Program Environmental Impact Report (PEIR, SCH No. 2022100337), and direct staff to carry out administrative tasks for the approval.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

As reported to the Energy and Environment Committee (EEC) in July 2026, SCAG staff completed a second addendum to the previously certified Connect SoCal 2024 Program Environmental Impact Report (PEIR) (hereafter referred to as Addendum 2) pursuant to the California Environmental Quality Act (CEQA) requirements. Addendum 2 concludes that project additions and changes identified in Connect SoCal 2024 Amendment 2 are programmatically consistent with the environmental analysis, Regional Planning Policies and Implementation Strategies, CEQA mitigation measures, alternatives, Findings of Fact, and Statement of Overriding Considerations contained in the certified PEIR, and that proposed project additions and changes would not result in a substantial change in the region-wide environmental impacts as compared to those analyzed in the certified PEIR. Addendum 2 must be considered for adoption by the Regional Council (RC) prior to approving Connect SoCal 2024 Amendment 2. Therefore, staff is seeking the EEC's recommendation that the RC adopt Addendum 2 to the PEIR.

BACKGROUND:

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

Draft Connect SoCal Amendment 2 was prepared and released for public review from July 6 to August 4, 2026. As refined following the public process, Connect SoCal 2024 Amendment 2 consists of 723 project changes, including 69 new, 605 modified, and 49 deleted projects. There are 696 financially constrained projects, and 27 financially unconstrained plan projects. About 448 out of 723 project changes involve short-term RTP projects. Among the 448 project changes, most of them are modifications to existing projects, including revised project descriptions, modeling updates, schedules, and/or total costs. The 69 new projects include primarily Transportation System Management/Transportation Demand Management projects, minor arterial widenings, intermodal facilities, and bikeway improvements, which provide benefits such as improving efficiency of existing systems and reducing congestion. These new projects involve new costs and modeling changes for projects that were previously not included in Connect SoCal 2024 Amendment 1. There are 49 projects removed due to project cancellation or duplicate entries.

Of the 723 project changes in Connect SoCal 2024 Amendment 2, 13 of the projects are within Imperial County, 232 of the projects are within Los Angeles County, 30 of the projects are within Orange County, 241 of the projects are within Riverside County, 131 of the projects are within San Bernardino County, 74 of the projects are within Ventura County, and 2 of the projects spread across multiple counties. A complete list of the project modifications is available in Connect SoCal 2024 Amendment 2. Consistent with the certified PEIR and the adopted Addendum 1, the environmental analysis in Addendum 2 is limited to the financially constrained projects.

CEQA BASIS FOR A PEIR ADDENDUM:

When an Environmental Impact Report (EIR) has been certified and the project is modified or otherwise changed after certification, additional environmental review may be necessary pursuant to the CEQA. The key considerations for determining the need and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code and CEQA Guidelines Sections 15162, 15163, and 15164. In general, an addendum is the appropriate form of environmental documentation when there are no substantial changes to the project or there is no significant new information that would require major revisions to the analyses or the conclusions in the EIR. Substantial changes are defined as those which “will require major revisions of the previous EIR...due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.” An addendum itself is not required to be

circulated for public review. The CEQA Lead Agency for the project shall consider an addendum with the final EIR prior to making a decision on the project.

PROGRAMMATIC ENVIRONMENTAL ASSESSMENT AND CONTENTS:

Pursuant to CEQA, SCAG staff conducted and completed a programmatic environmental assessment of the changes to the Connect SoCal 2024 Project List documented in Amendment 2, as refined following public review. The contents of Addendum 2 are as follows:

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

A copy of the complete Addendum 2 to the PEIR is available on SCAG's website at: www.scag.ca.gov/peir.

SUMMARY OF CEQA FINDINGS:

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

TABLE 1: SUMMARY OF CEQA FINDINGS FROM CONNECT SOCIAL 2024 AMENDMENT 2

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

SCAG staff finds that the projects additions and changes identified in the Amendment 2 would result in impacts within the range and severity of environmental impacts and the range of alternatives already identified and addressed in the previously certified PEIR. Therefore, no significant new environmental impact or a substantial increase in the severity of physical impacts to the environment

beyond those already anticipated, mitigated, and disclosed in the previously certified PEIR are anticipated. Further, each project will be assessed at the project-level by the implementing agency in accordance with CEQA, National Environmental Policy Act, and all applicable regulations. No changes to the CEQA mitigation measures or alternatives contained in the previously certified PEIR are necessary or proposed.

CONCLUSION:

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

NEXT STEPS:

Pursuant to CEQA, Addendum 2 to the PEIR must be adopted by the RC prior to the RC's consideration of Connect SoCal 2024 Amendment 2. Staff is seeking the EEC recommendation that the RC adopt Addendum 2 to the PEIR. Following the EEC's recommendation, the RC will consider adoption of a resolution approving Addendum 2 to the PEIR and directing staff to carry out administrative tasks associated with the approval. The resolution is attached to this staff report.

FISCAL IMPACT:

No fiscal impact.

ATTACHMENT(S):

1. Resolution No. 26-684-1 Approving the 2024 PEIR Addendum 2

RESOLUTION NO. 26-684-1

**A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF
GOVERNMENTS (SCAG) APPROVING ADDENDUM 2 TO THE FINAL PROGRAM
ENVIRONMENTAL IMPACT REPORT FOR CONNECT SOCAL 2024
(STATE CLEARINGHOUSE NO.: 2022100337)**

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code (Government Code) Section 6500 *et seq.*;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the six-county region consisting of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties pursuant to Title 23, United States Code (U.S.C.) Section 134 *et seq.*;

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

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

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) as codified in California Public Resources Code Section 21000 *et seq.* and CEQA Guidelines (California Code Regulations, Title 14, Section 15000 *et seq.*), SCAG is the Lead Agency responsible for preparing the Program Environmental Impact Report (PEIR) for the RTP/SCS;

WHEREAS, on April 4, 2024, SCAG Regional Council certified the Final PEIR for the 2024-2050 RTP/SCS (Connect SoCal 2024) (State Clearinghouse #2022100337), in accordance with applicable provisions of CEQA, Cal. Pub. Res. Code Section 21000 *et seq.*;

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

WHEREAS, when certifying the PEIR for Connect SoCal 2024, the SCAG Regional Council approved Resolution 24-664-1 which is incorporated herein by reference (available at [https://scag.ca.gov/sites/main/files/file-attachments/resolution_no_24-664-1 -
_certify the final peir for connect socal 2024.pdf](https://scag.ca.gov/sites/main/files/file-attachments/resolution_no_24-664-1_-_certify_the_final_peir_for_connect_socal_2024.pdf)) to adopt Mitigation Monitoring and Reporting Program, Findings of Fact, and a Statement of Overriding Considerations;

WHEREAS, on April 4, 2024, SCAG Regional Council also adopted Connect SoCal 2024, including the associated transportation conformity determination, and on May 10, 2024, FHWA and FTA, in coordination with US EPA Region 9, determined that the 2024-2050 RTP/SCS conforms to the applicable SIPs; and

WHEREAS, on September 5, 2024, the SCAG Regional Council adopted the 2024-2050 RTP/SCS Amendment 1 and adopted Addendum 1 to the Connect SoCal 2024 PEIR in accordance with Cal. Pub. Res. Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164;

WHEREAS, when approving Addendum 1 to the Connect SoCal 2024 PEIR, the SCAG Regional Council approved Resolution 24-667-1 which is incorporated herein by reference (available at https://scag.ca.gov/sites/default/files/2024-09/resolution_no-24-667-1-2024-peir-addendum-1.pdf);

WHEREAS, since the adoption of Connect SoCal 2024 Amendment 1 and the associated Addendum 1 to the PEIR, staff received requests from all six county transportation commissions in the SCAG region to further amend Connect SoCal 2024 to reflect addition of projects or modifications to project scopes, costs, and/or schedules for critical transportation projects, as well as the addition of some new projects as specified in the Amendment 2 to the Connect SoCal 2024 (“Amendment 2”), in order to allow such projects to move forward toward the implementation phase;

WHEREAS, when an Environmental Impact Report (EIR) has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary;

WHEREAS, pursuant to CEQA Guidelines Section 15164(a), an addendum may be prepared by the lead agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred set forth under CEQA Guidelines Section 15162 requiring preparation of a subsequent or supplemental EIR;

WHEREAS, SCAG staff determined that, for the reasons set forth in Addendum 2 to the PEIR for Connect SoCal 2024, an addendum is the appropriate CEQA document for Amendment 2 to Connect SoCal 2024 because the proposed project revisions set forth in Amendment 2 do not meet the conditions of CEQA Guidelines Sections 15162 and 15163, requiring the preparation of a subsequent or supplemental EIR;

WHEREAS, SCAG has finalized Addendum 2 to the PEIR for Connect SoCal 2024, incorporated herein by reference, to address the proposed changes to Connect SoCal 2024 as described in Amendment 2;

WHEREAS, an addendum is not required to be circulated for public review pursuant to CEQA Guidelines Section 15164(c);

WHEREAS, on September 3, 2026, the Energy and Environment Committee recommended the Regional Council adopt this Resolution to adopt Addendum 2 to the PEIR for Connect SoCal 2024 (State Clearinghouse #2022100337); and

WHEREAS, pursuant to CEQA Guidelines Section 15164(d), the Regional Council has considered Addendum 2 with the previously certified PEIR for Connect SoCal 2024 prior to making a decision on Amendment 2 for Connect SoCal 2024.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that the foregoing recitals are true and correct and incorporated by reference; and

BE IT FURTHER RESOLVED THAT the SCAG Regional Council finds as follows:

1. Addendum 2 to the PEIR for Connect SoCal 2024 has been completed in compliance with CEQA.
2. The adoption of the proposed revisions set forth in Amendment 2 would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects for the reasons described in Addendum 2; such proposed changes in Amendment 2 are consistent with the analysis, mitigation measures, alternatives, Findings of Fact, and Statement of Overriding Considerations contained in the certified PEIR for Connect SoCal 2024; and thus, a subsequent or supplemental EIR is not required and Addendum 2 to the previously certified PEIR for Connect SoCal 2024 fulfills the requirements of CEQA.

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

Ray Marquez
President, SCAG
City of Chino Hills

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



AGENDA ITEM 7

REPORT

Southern California Association of Governments

September 3, 2026

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

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

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

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EEC:

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

RECOMMENDED ACTION FOR CEHD AND TC:

Receive and File.

RECOMMENDED ACTION FOR RC:

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

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

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

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

BACKGROUND:

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

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

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

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

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

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

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

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

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

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

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

The proposed final 2027 FTIP is accessible at:

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

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

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

FISCAL IMPACT:

No fiscal impact.



AGENDA ITEM 8

REPORT

Southern California Association of Governments

September 3, 2026

To: TC - Transportation Committee
RC - Regional Council

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

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

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council (RC) adopt:

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

RECOMMENDED ACTION FOR RC:

That the Regional Council adopt:

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

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

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

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

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

BACKGROUND:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FISCAL IMPACT:

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

ATTACHMENT(S):

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

RESOLUTION NO. 26-684-2

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ray Marquez
President, SCAG
City of Chino Hills

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel

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RESOLUTION NO. 26-684-3

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ray Marquez
President, SCAG
City of Chino Hills

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel

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

2027 Federal Transportation Improvement Program

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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			SCAG’s travel forecasts rely on uncommitted local pricing policies and escalating Auto Operating Costs (AOC) to artificially suppress auto ownership and Vehicle Miles Traveled (VMT). <table><tr><th>Forecast Year</th><th>Modeled AOC Escalation (2011 Constant Cents / Mile)</th></tr><tr><td>2019 Base Year</td><td>20.36¢ / mi</td></tr><tr><td>2026 Build</td><td>23.05¢ / mi</td></tr><tr><td>2035 Build</td><td>26.85¢ / mi</td></tr><tr><td>2050 Build</td><td>28.59¢ / mi</td></tr></table> A. Unenforceable Parking Fees and Cordon Pricing • The 2027 FTIP modeling assumes a 100% increase (doubling) of parking costs across 21 designated job centers in the region. • The forecast assumes Cordon Tolls in Downtown Los Angeles and West Los Angeles starting after 2035. • Under 40 CFR § 93.108 and § 93.110, transportation plan assumptions cannot depend on speculative municipal policies that lack binding local regulatory commitments or enacted ordinances. • Including double parking fees and cordon pricing in the "Build" scenario artificially shifts trips to transit without legal	Forecast Year	Modeled AOC Escalation (2011 Constant Cents / Mile)	2019 Base Year	20.36¢ / mi	2026 Build	23.05¢ / mi	2035 Build	26.85¢ / mi	2050 Build	28.59¢ / mi	parking rate increases. SCAG evaluated the existing parking rates within these job centers and determined a gradual increase in parking cost, reaching approximately 50% by 2035 over time, represents a reasonable planning assumption to evaluate traveler's responses, including shifts to transit, car-pooling and other modes. Similarly, the cordon pricing analysis focuses on high-congestion areas, including downtown Los Angeles and west Los Angeles, to evaluate the potential travel and emissions impacts of future pricing programs consistent with efforts underway by regional partners. These approaches are intended to assess the potential effectiveness of pricing as transportation demand management strategy rather than to predict future implementation of specific parking fees or cordon pricing programs. These pricing assumptions are only considered in the "Plan" scenario, but not in the "Baseline" scenario of the planning horizon. Pricing and other transportation demand management policies are integral to the planned projects and programs approved as part of Connect SoCal 2024.
Forecast Year	Modeled AOC Escalation (2011 Constant Cents / Mile)													
2019 Base Year	20.36¢ / mi													
2026 Build	23.05¢ / mi													
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			assurance that the pricing mechanisms will ever be implemented. B. AOC Escalation Damping Model VMT - Artificially escalating real auto operating costs from 20.36¢/mile in 2019 to 28.59¢ in 2050 depresses modeled long-term vehicle ownership and trip lengths across the 30-year planning horizon. - Using inflated travel costs as a baseline assumption masks underlying travel demand driven by regional population and employment growth.	The auto operating cost (AOC) assumptions were developed using established data sources and documented methodology that incorporates fuel price, fuel efficiency and maintenance costs, as well as vehicle fleet composition by fuel type. These inputs are derived from the following data sources: U.S Energy Information Administration (EIA), the California Energy Commission (CEC), CARB's AOC calculator and EMFAC fleet forecasts. SCAG conducted extensive sensitivity tests to evaluate the relationship between AOC and travel behavior. The tests compared model responses against published research on vehicle miles traveled (VMT) elasticity with respect to fuel price and fuel efficiency. The results demonstrated that the model-estimated VMT in response to the change in AOC aligns with published literature. AOC assumptions are reviewed and updated during every RTP/SCS development cycle using the most recent data and forecasts; they represent planning assumptions based on the best available evidence rather than fixed or speculative estimates.
General	7/30/2026; Letter via email	Joseph K. Lyou, Ph.D. President & CEO, Coalition for Clean Air	Comment 3: Legal Inconsistencies and Procedural Flaws in Transportation Conformity The draft conformity analysis exhibits procedural timeline conflicts and relies on unapproved Motor Vehicle Emissions Budgets (MVEBs).	The transportation conformity analysis complies with EPA Transportation Conformity Regulations by using the latest planning assumptions (40 CFR §93.110), the latest emissions model (40 CFR §93.111),

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Amendment 2 to Connect SoCal 2024

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



AGENDA ITEM 9

REPORT

Southern California Association of Governments

September 3, 2026

To: CEHD - Community, Economic, and Human Development Committee
RC – Regional Council

From: Richard Lam, Senior Deputy Legal Counsel
213-630-1510, lam@scag.ca.gov

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

Subject: 7th Cycle RHNA Subcommittee Charter

RECOMMENDED ACTION FOR CEHD:

Recommend that the Regional Council approve the 7th Cycle Regional Housing Needs Assessment (RHNA) Subcommittee Charter (see Attachment 1).

RECOMMENDED ACTION FOR RC:

Approve the 7th Cycle Regional Housing Needs Assessment (RHNA) Subcommittee Charter (see Attachment 1).

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.

EXECUTIVE SUMMARY:

To guide the RHNA Subcommittee efforts, staff has developed a draft RHNA Subcommittee charter which outlines the Subcommittee's purpose and responsibilities, among other matters. The attached draft charter was modeled after the charter used in prior SCAG RHNA cycles. The draft charter has been updated from the version used in the 6th cycle RHNA process to reflect the Subcommittee's revised composition and clarify its meeting and voting procedures. On August 13, 2026, the RHNA Subcommittee reviewed the proposed Charter. Subcommittee members raised questions regarding the mandatory recusal provision. In response, staff added language clarifying when recusal is mandatory. The RHNA Subcommittee Charter unanimously moved to approve the Charter for CEHD and RC approval. Staff recommends that CEHD recommend Regional Council approval of the Charter.

BACKGROUND:

Similar to past RHNA cycles, a charter has been developed for the RHNA Subcommittee to guide its work for the SCAG 7th cycle RHNA process. The attached draft charter outlines the Subcommittee's purpose, authority, membership structure, meeting and voting procedures, and responsibilities.

The draft charter is substantially based on the charter adopted for the 6th Cycle RHNA process (see Attachment 2). It has been updated to reflect Regional Council direction regarding the Subcommittee's composition, applicable SCAG governance requirements, and lessons learned from the previous cycle. The most noteworthy changes are as follows:

- Revises the composition of the Subcommittee, as directed by the Regional Council, to provide greater proportionality in county representation based on population differences across the SCAG region.
- Establishes procedures for declaring and filling vacancies and clarifies that the Subcommittee may continue conducting business while a vacancy exists, provided that a quorum can be achieved.
- Aligns the quorum and voting requirements with the Regional Council Policy Manual and clarifies that an appeal is rejected if it does not receive the required affirmative majority vote, including in the event of a tie.
- Requires a Subcommittee member to recuse themselves from the discussion and vote on an appeal involving their jurisdiction, replacing the discretionary recusal provision used during the previous cycle.

At its August 13, 2026 meeting, the RHNA Subcommittee reviewed the proposed Charter. Subcommittee members raised questions regarding the mandatory recusal provision. Staff revised the Charter to remove that ambiguity. The added language states that, for purposes of recusal, "individual local jurisdiction" means the city or city council district for which the member is an elected official; it does not include another city or city council district merely because it is part of the member's SCAG Regional Council District. This clarification preserves the Charter's mandatory recusal safeguard for a member's own jurisdiction while allowing members to fulfill their regional role in appeals involving other jurisdictions within their SCAG district.

The revised Charter addresses the question raised by the Subcommittee and provides a clear, fair, and workable governance framework for the 7th cycle RHNA process. Staff recommends that CEHD recommend Regional Council approval of the Charter.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. Draft 7th Cycle RHNA Subcommittee Charter
2. Final 6th Cycle RHNA Subcommittee Charter

RHNA SUBCOMMITTEE CHARTER

Purpose of the Subcommittee

The purpose of the RHNA Subcommittee is to review in-depth the various policy considerations necessary to the development of SCAG's Regional Housing Needs Assessment (RHNA), and to make critical decisions throughout the RHNA process, including but not limited to the following: the RHNA methodology, the draft and final RHNA allocations, and appeals related to draft RHNA allocations. The decisions of the RHNA Subcommittee shall serve as recommendations to SCAG's Community, Economic, and Human Development (CEHD) Committee and the Regional Council, except that the RHNA Subcommittee shall make the final decisions regarding all appeals of draft RHNA allocations.

Authority

Authorized by the Regional Council, the RHNA Subcommittee serves as a subcommittee of the CEHD Committee and reports to the CEHD Committee. All actions by the RHNA Subcommittee, except for actions pertaining to appeals of draft RHNA allocations, are subject to the review and approval of the CEHD Committee and the Regional Council. The Regional Council's action establishing the RHNA Subcommittee expressly authorized the RHNA Subcommittee to serve as the final hearing body for RHNA appeals and its appeal determinations shall not be subject to further review or action by the CEHD Committee or Regional Council. In recognition of the significant amount of work undertaken by the RHNA Subcommittee, the CEHD Committee and the Regional Council will rely on the policy judgments of the RHNA Subcommittee. The RHNA Subcommittee shall be dissolved as of the date on which the final RHNA allocation is adopted by the Regional Council.

Composition

The RHNA Subcommittee will consist of seventeen (17) members to represent the six (6) counties of the SCAG region. In order to account for the differences in population between the various counties, membership shall be dispersed amongst the following number of representatives:

- Los Angeles County: 4 members
- Orange County: 3 members
- Riverside County: 3 members
- San Bernardino County: 3 members
- Ventura County: 2 members
- Imperial County: 2 members

The SCAG President appointed the members of the RHNA Subcommittee and selected one of the members to serve as the Chair of the RHNA Subcommittee. Appointees must be selected from Regional Councilmembers who also serve on the CEHD Committee. In the absence of a

sufficient number of potential appointees who serve on both bodies, appointees may instead be selected from Regional Councilmembers who do not serve on the CEHD Committee.

If a member resigns from their position on the RHNA Subcommittee or is required to be removed by federal or state statutes or regulations or is removed in accordance with the SCAG Bylaws, Regional Council Policy Manual, their membership in the RHNA Subcommittee may be declared vacant by the President. In the event of a vacancy on the RHNA Subcommittee, the RHNA Subcommittee may request the SCAG President appoint a replacement member. Any vacancy shall not affect the authority of the RHNA Subcommittee to continue conducting its business, provided that a quorum can still be achieved.

Meetings and Voting

The meetings of the RHNA Subcommittee will occur during the applicable period when SCAG is developing the RHNA. The RHNA Subcommittee shall have the authority to convene meetings as circumstances require. A meeting quorum shall be established when there is attendance by fifty percent of the RHNA Subcommittee membership, not including vacant positions, regardless of the counties those representatives represent.

All RHNA Subcommittee members are expected to attend each meeting to the extent possible. All meetings of the RHNA Subcommittee are subject to the Brown Act. Members may participate by teleconference or videoconference only in accordance with the Brown Act and applicable SCAG policies and procedures. The Chair of the RHNA Subcommittee shall preside over all meetings and the Subcommittee may select another Subcommittee member to serve as the Vice-Chair in the Chair's absence. The RHNA Subcommittee will invite SCAG staff or others to attend meetings and provide pertinent information, as necessary. Meeting agendas will be prepared and provided in advance to RHNA Subcommittee members, along with appropriate briefing materials and reports, in accordance with the Brown Act. Minutes of each meeting will be prepared.

For purposes of voting, each Subcommittee member, including the Chair of the RHNA Subcommittee, shall be entitled to one (1) vote. All actions of the RHNA Subcommittee shall require the affirmative vote of a majority of the membership present and voting with a quorum in attendance. When the Subcommittee acts in its capacity as the RHNA Appeals Board, accepting or modifying an appeal requires the affirmative vote of a majority of the members present and voting, provided that a quorum is in attendance. If an appeal does not receive the required affirmative vote, including in the event of a tie vote, the appeal shall be rejected. In the case of an appeal of an allocation submitted on behalf of a Subcommittee member's individual local jurisdiction, the Subcommittee member shall recuse themselves from the discussion and shall not participate in any vote by the RHNA Subcommittee regarding such appeal. For purposes of recusal, "individual local jurisdiction" means the city or city council district of which the member is an elected official, it does not include another city or city council district that is part of the member's SCAG Regional Council District. Recused members are not counted as present for quorum purposes for that specific appeal.

Responsibilities

The RHNA Subcommittee will carry out the following responsibilities:

- Review information useful to the development of the RHNA Plan;
- Review and make policy decisions related to the RHNA process, including policies for the RHNA methodology, the RHNA methodology itself, and the draft and final RHNA allocations, and forward such decisions to the CEHD Committee and Regional Council for review and approval.;
- Review and make decisions regarding guidelines for the RHNA process, including guidelines related to subregional delegation, and forward such decisions to the CEHD Committee and Regional Council for review and approval; and
- Review and make the final decisions regarding appeals related to the jurisdiction's draft RHNA allocation. In this capacity, the RHNA Subcommittee shall be known as the "RHNA Appeals Board." These final decisions by the RHNA Appeals Board shall not be reviewable by the CEHD Committee or by the Regional Council.

RHNA SUBCOMMITTEE CHARTER – 6th Cycle

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Purpose of the Subcommittee

The purpose of the RHNA Subcommittee is to review in-depth the various policy considerations necessary to the development of SCAG's Regional Housing Needs Assessment (RHNA), and to make critical decisions throughout the RHNA process, including but not limited to the following: the RHNA methodology, the draft and final RHNA allocations, and appeals related to draft RHNA allocations. The decisions of the RHNA Subcommittee will serve as recommendations to SCAG's Community, Economic and Human Development (CEHD) Committee and the Regional Council, except that the RHNA Subcommittee will make the final decisions regarding all appeals of draft RHNA allocations.

Authority

Authorized by the Regional Council, the RHNA Subcommittee serves as a subcommittee of the CEHD Committee, and will be reporting to the CEHD Committee. All actions by the RHNA Subcommittee, except for actions pertaining to appeals of draft RHNA allocations, are subject to the review and approval of the CEHD Committee and the Regional Council. Recognizing the significant amount of work undertaken by the RHNA Subcommittee, the CEHD Committee and the Regional Council will rely on the policy judgments of the RHNA Subcommittee. The RHNA Subcommittee shall be dissolved as of the date in which the final RHNA allocation is adopted by the Regional Council.

Composition

The RHNA Subcommittee will consist of twelve (12) members of the Regional Council or the CEHD Committee to represent the six (6) counties of the SCAG region. Each county shall have a primary member and an alternate member to serve on the RHNA Subcommittee. The SCAG President will appoint the members of the RHNA Subcommittee and will select one of the members to serve as the Chair of the RHNA Subcommittee. Membership of the RHNA Subcommittee may also include as non-voting members serving as stakeholder representatives appointed by the SCAG President.

Meetings and Voting

The meetings of the RHNA Subcommittee will occur during the applicable period when SCAG is developing the RHNA. The RHNA Subcommittee shall have the authority to convene meetings as circumstances require. A meeting quorum shall be established when there is attendance by at least one representative (either a primary member or an alternate member) from each of the six (6) counties. Stakeholder representatives serving as non-voting members of the RHNA Subcommittee are not counted for purposes of establishing a meeting quorum.

All RHNA Subcommittee members are expected to attend each meeting, to the extent feasible. RHNA Subcommittee members may attend meetings by teleconference or video-conference. All meetings of the RHNA Subcommittee are subject to the Brown Act. The Chair of the RHNA Subcommittee shall preside over all meetings and the Subcommittee may select another

RHNA SUBCOMMITTEE CHARTER – 6th Cycle

Page 2 of 2

Subcommittee member to serve as the Vice-Chair in the Chair's absence. The RHNA Subcommittee will invite SCAG staff or others to attend meetings and provide pertinent information, as necessary. Meeting agendas will be prepared and provided in advance to RHNA Subcommittee members, along with appropriate briefing materials and reports, in accordance with the Brown Act. Minutes of each meeting will be prepared.

For purposes of voting, each county shall be entitled to one (1) vote to be cast by either the primary member or alternate member representing the respective county. In the event of a tie vote, the Chair of the Subcommittee may vote to break the tie except if the Chair of the Subcommittee has casted a vote as a Subcommittee member. In that exception, the Vice Chair of the Subcommittee may break the tie vote. In the case of an appeal submitted on behalf of a Subcommittee member's individual local jurisdiction, the Subcommittee member may elect not to participate in the discussion and vote by the RHNA Subcommittee regarding such appeal.

Responsibilities

The RHNA Subcommittee will carry out the following responsibilities:

- Review information useful to the development of the RHNA Plan;
- Review and make policy decisions related to the RHNA process including policies for the RHNA methodology, the RHNA methodology, and the draft and final RHNA allocations, and forward such decisions to the CEHD Committee for review and approval. In making its policy decisions, the RHNA Subcommittee should consider the integration of the RHNA with the Regional Transportation Plan/Sustainable Communities Strategy;
- Review and make decisions regarding guidelines for the RHNA process including guidelines related to subregional delegation, and forward such decisions to the CEHD Committee for review and approval; and
- Review and make the final decisions regarding appeals related to the jurisdiction's draft RHNA allocation. In this capacity, the RHNA Subcommittee shall be known as the "RHNA Appeals Board." These final decisions by the RHNA Appeals Board shall not reviewable by the CEHD Committee or by the Regional Council.



AGENDA ITEM 10

REPORT

Southern California Association of Governments
September 3, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

From: Javiera Cartagena, Chief Government and Public Affairs Officer
213-236-1980, cartagena@scag.ca.gov

Kome Ajise

Subject: SB 675 (Padilla) – Imperial County Air Pollution Control District Reform

RECOMMENDED ACTION:

The Legislative/Communication & Membership Committee (LCMC) recommends the Regional Council (RC) adopt a “watch” position on SB 675 (Padilla).

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

Senate Bill (SB) 675 (Padilla) would make significant changes to the governance and operations of the Imperial County Air Pollution Control District (ICAPCD), including restructuring the district's governing board and establishing new transparency, public engagement, reporting, and air monitoring requirements.

Since the Legislative/Communications & Membership Committee (LCMC) and Regional Council (RC) last considered the measure at the June LCMC, July RC, and August LCMC, SB 675 has been substantially amended, including changes to the proposed board structure, implementation timeline, permitting provisions, military consultation requirements, and public disclosure requirements.

Given the significant amendments made to the bill, the potential for further changes as it continues through the legislative process, and the lack of consensus among affected stakeholders, the Legislative/Communications & Membership Committee (LCMC) recommends that the Regional Council (RC) adopt a “watch” position on SB 675 (Padilla).

BACKGROUND:

The California Legislature is nearing the conclusion of the second year of the 2025-26 Legislative Session. At this stage in the legislative process, bills that remain active have advanced through most policy and fiscal committee deadlines and are moving toward final consideration before the Legislature adjourns for the year. As a result, bills are often substantially amended as they progress through the second house.

At its June 2026 meeting, the Legislative/Communications & Membership Committee (LCMC) received a Mid-Cycle Legislative Update that included several active bills related to SCAG's core issue areas. Following discussion, the LCMC recommended that the Regional Council (RC) adopt an "oppose" position on SB 675 (Padilla), SB 866 (Blakespear), and SB 1414 (Reyes).

At its July 2026 meeting, the RC approved opposition positions on SB 866 (Blakespear) and SB 1414 (Reyes) but directed staff to return SB 675 (Padilla) to the August 2026 LCMC for further review. As a result, the LCMC received a second presentation on the bill at its August 2026 meeting, since the bill has been substantially amended over the past few months. This report details SB 675's major provisions, recent amendments, and the LCMC's updated recommendation for SCAG to adopt a "watch" position on SB 675.

Bill: SB 675 **Author:** Senator Steve Padilla (D-San Diego)

Title: Imperial County Air Pollution Control District: members and duties.

Passed Sen. Floor 39-0 06/04/25. Gut-and-amended in the Assembly to contain current

Status: language 06/01/26. Passed Asm. Natural Resources 9-4 on 06/08/26 and Asm. Approps Suspense File 11-4. Pending Asm. Floor Vote.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billVotesClient.xhtml?bill_id=202520260SB675

SB 675 would restructure the governance of the Imperial County Air Pollution Control District (ICAPCD) by replacing the current governing structure with an 11-member board consisting of one county supervisor, five city representatives, one representative from an irrigation district serving Imperial County, and four public members representing public health, environmental justice, labor, and agriculture interests. All members would be required to reside within Imperial County.

The bill would also establish new transparency, reporting, public participation, and air quality monitoring requirements. Among other provisions, it would require the district to maintain a public website, provide public access to specified permitting, enforcement, and budget information, evaluate and improve public engagement processes, publish annual reports, consult with the U.S. Navy and U.S. Marine Corps on matters that may affect military operations, and designate a military liaison. The bill would also require that district expenses not covered by existing funding sources be funded through annual per-capita assessments on the county and cities within the district.

Since the Legislative/Communications & Membership Committee (LCMC) and Regional Council (RC) considered SB 675 in June and July 2026, respectively, the bill has undergone several significant amendments, including:

- Removal of provisions that would have prohibited the district from issuing Title V and other major air permits during the transition period.
- Acceleration of the implementation date for the new governing board structure from March 1, 2028, to July 1, 2027.

- Addition of a representative from an irrigation district serving Imperial County to the governing board, increasing its size from 10 to 11 members.
- Narrowing of eligibility for the agriculture representative seat.
- Delay of certain online disclosure requirements until January 1, 2029.
- Authorization for the redaction of physical address information for certain sensitive facilities.
- Addition of requirements for consultation with the U.S. Navy and U.S. Marine Corps, including designation of a military liaison.

While SCAG will occasionally take positions on legislation with localized impacts to support member agencies' interests or address issues with broader regional significance, affected stakeholders remain divided on SB 675 despite the bill's substantial amendments. Given the significant changes already made to the measure, the potential for additional amendments, and the lack of consensus among affected stakeholders. Accordingly, the LCMC recommends that the Regional Council adopt a "watch" position on SB 675 (Padilla).

Prior Committee Action

At its meeting on June 16, 2026, staff presented an informational update on seven (7) active legislative bills related to SCAG's core issue areas: SB 675 (Padilla), SB 866 (Blakespear), SB 1123 (Wiener), SB 1361 (Durazo), SB 1414 (Reyes), AB 1777 (Garcia), and AB 2168 (Wicks). Following the presentation and committee discussion, members voted to redesignate three bills as action items and recommend that the EAC and RC adopt an "oppose" position on SB 675 (Padilla), SB 866 (Blakespear), and SB 1414 (Reyes). The motion passed 16-0.

At its July 2026 meeting, the Regional Council approved "oppose" positions on SB 866 (Blakespear) and SB 1414 (Reyes). However, members pulled SB 675 (Padilla) from the consent calendar and directed staff to return the bill to the August 2026 LCMC for further review following discussion and public comment. Since that time, SB 675 has undergone significant amendments.

Staff reevaluated the measure and provided a second presentation to the LCMC at its August 18, 2026, meeting, recommending that SCAG adopt a "watch" position on SB 675. After the presentation, LCMC Member Mike Goodsell provided background on air quality issues in Imperial County and commented on how they relate to SB 675, which he feels would not resolve those issues. Next, a member of State Senator Steve Padilla's staff provided public comment on the bill, detailing the stakeholder feedback process which resulted in significant amendments over the last few months. After the discussion, the committee voted unanimously to forward a "watch" position on SB 675 to the Regional Council.

FISCAL IMPACT:

Work associated with SB 675 (Padilla) – Imperial County Air Pollution Control District Reform is within the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 11

REPORT

Southern California Association of Governments

September 3, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

From: Javiera Cartagena, Chief Government & Public Affairs Officer
(213) 236-1980, cartagena@scag.ca.gov

Subject: Transportation Policy and Safety Improvements

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

The Legislative/Communication & Membership Committee (LCMC) recommends the Regional Council (RC) adopt a "support" position on SB 741 and SB 1167 (Blakespear).

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

SB 741 (Blakespear) would streamline the Low Carbon Transit Operations Program (LCTOP) by broadening eligible uses of program funding and reducing administrative requirements associated with receiving and expending those funds. SB 1167 (Blakespear) would strengthen California's regulation of electric bicycles and other electric-powered devices by clarifying vehicle classifications, among other things.

Given the importance of LCTOP funding to transit operators throughout the SCAG region and SB 741's potential to provide greater flexibility in the use of these funds, and given SB 1167's focus on improving roadway safety for all users, the Legislative/Communications and Membership Committee recommends that the Regional Council adopt a "support" positions on SB 741 and SB 1167.

Bill: SB 741 **Author:** Senator Catherine Blakespear (D-Encinitas)

Title: Low Carbon Transit Operations Program (LCTOP)

Status: Gut-and-amended on 06/08/26 to relate to LCTOP streamlining. Passed Assembly Appropriations 15-0 on 8/13/2026. Awaiting a floor vote. Requires a two-thirds vote.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB741

SB 741 would revise the Low Carbon Transit Operations Program by replacing the current list of eligible expenditures with three broader spending categories: (1) maintenance or expansion of bus,

rail, or ferry services, including equipment acquisition, fueling, maintenance, and operating costs; (2) transit fare subsidies, including discounted or free student transit passes; and (3) network and fare integration technology improvements. Expenditures within these categories would be deemed to reduce greenhouse gas emissions for purposes of the program.

The bill would also substantially streamline program administration by removing existing greenhouse gas reduction demonstration requirements, repealing current anti-supplantation requirements, allowing transit agencies to submit single-year or multi-year expenditure plans, and permitting agencies to modify expenditures within the authorized categories without restarting the approval process. Transit agencies would continue to provide expenditure documentation to Caltrans after funds are expended, but the bill would simplify how agencies access and administer LCTOP funding.

Since the bill was first introduced, it has undergone significant amendments. Most notably, the June 8, 2026, version would have eliminated the requirement that transit agencies serving disadvantaged communities dedicate at least 50 percent of their LCTOP allocations to projects benefiting those communities. In response to concerns raised by environmental, planning, and equity organizations, amendments adopted on July 1, 2026, restored the disadvantaged community investment requirements. Additional amendments clarified that expenditures on transit buses must comply with the California Air Resources Board's Innovative Clean Transit regulations and specified that eligible expenditures under the bill are deemed to reduce greenhouse gas emissions.

The bill is sponsored by the California Transit Association, which argues that existing LCTOP requirements have become unnecessarily complex and administratively burdensome, requiring transit agencies to devote significant staff time to documentation, greenhouse gas modeling, and compliance activities. Supporters contend SB 741 would allow agencies to focus resources on improving transit service and maintaining ridership while retaining oversight through expenditure reporting and financial audits. A coalition of organizations has taken a "support if amended" position, requesting that the bill be revised to maintain the program's greenhouse gas reduction objective and to continue limiting LCTOP-funded vehicle purchases to zero-emission transit vehicles and charging and fueling infrastructure.

The bill is particularly relevant to the SCAG region because local transit operators receive a substantial share of statewide LCTOP funding. According to the State Controller's FY 2025-26 allocation list, approximately \$57.2 million, roughly 43 percent of statewide eligible allocations, is associated with transit operators and transportation entities within SCAG's six-county region. Major regional operators, including LA Metro and the Ventura County Transportation Commission, currently rely on LCTOP funding to support transit operations and related investments. Consequently, changes to program requirements and funding flexibility could have significant implications for transit agencies throughout Southern California.

While some stakeholders have expressed concerns regarding reduced oversight and broader spending flexibility, the bill's recent amendments have addressed many of the concerns raised by environmental justice and transit equity advocates. As currently drafted, SB 741 preserves disadvantaged community investment requirements, supports compliance with state transit electrification goals, and reduces administrative barriers that transit agencies frequently identify as challenges in accessing program funding. Given the measure's regional significance and potential benefits for transit operators throughout Southern California, staff recommends that SCAG adopt a "support" position on SB 741 (Blakespear).

Support:

California Transit Association (Sponsor), Orange County Transportation Authority, San Diego Metropolitan Transit System, Santa Barbara Metropolitan Transit District, Streets for All, Sunline Transit Agency.

Support if Amended:

Climate Plan, MoveLA, and NRDC Action Fund.

Opposition:

No Opposition.

Bill: SB 1167 **Author:** Senator Catherine Blakespear (D-Encinitas)

Title: E-Bike Classification and Safety Standards

Status: Passed Assembly Appropriations 15-0 on 8/13/2026. Awaiting a floor vote. Majority Vote Required.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1167

The bill would require manufacturers and distributors of e-bikes, mopeds, and motor-driven cycles to permanently affix labels containing identifying information, including manufacturer details, vehicle classification, speed capabilities, and motor wattage. It would also establish new disclosure requirements for certain electric-powered vehicles, expand battery and charging system safety requirements, and impose additional responsibilities on retailers to verify classification labels before installation. These provisions are intended to improve consumer awareness and reduce confusion regarding the legal status and operational requirements of electric-powered devices.

SB 1167 would also provide law enforcement with additional tools to address unauthorized vehicles operating on public roads and rights-of-way. The bill authorizes removal of certain electric-powered devices that exceed legal operating thresholds and requires law enforcement officers to document vehicle classification and labeling information in crash reports involving e-bikes, mopeds, and motor-driven cycles. Supporters argue these changes will improve public safety and generate more accurate data regarding incidents involving electric-powered mobility devices.

The bill was introduced in response to growing concerns regarding the proliferation of noncompliant electric-powered vehicles being sold as e-bikes. According to findings cited by the author, many devices marketed as e-bikes exceed California's legal power and speed limits, creating challenges for consumers, schools, local governments, and law enforcement agencies. The author contends that clearer definitions, stronger labeling requirements, and enhanced enforcement authority will improve safety, consumer transparency, and accountability among manufacturers and retailers.

Supporters contend that SB 1167 will improve consumer awareness, strengthen enforcement of existing laws, and address safety concerns associated with illegal or modified electric-powered devices. Opponents have expressed concerns regarding the bill's treatment of industry terminology and the potential impacts on manufacturers and retailers. While the bill imposes some additional administrative and enforcement responsibilities, proponents maintain that the measure provides a comprehensive framework for addressing growing safety concerns associated with the rapidly expanding e-bike market.

Given the bill's focus on improving transportation safety, consumer protection, enforcement, and regulatory clarity for electric-powered mobility devices, staff recommends that SCAG adopt a "support" position on SB 1167 (Blakespear).

Support:

Orange County Transportation Authority, County of Orange, League of California Cities, City of Calabasas.

Opposition:

Motorcycle Industry Council.

FISCAL IMPACT:

Work associated with SB 741 (Blakespear) and SB 1167 (Blakespear) is within the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 12

REPORT

Southern California Association of Governments
September 3, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

From: Javiera Cartagena, Chief Government & Public Affairs Officer
(213) 236-1980, cartagena@scag.ca.gov

Subject: SCAG Memberships and Sponsorships

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Approve up to \$96,522 to maintain memberships with 1) California Association of Councils of Governments (CALCOG) (\$55,572), 2) Association of Metropolitan Planning Organization (AMPO) (\$31,050), and 3) Eno Center for Transportation (\$9,900).

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

At its August 18, 2026, meeting, the Legislative/Communications and Membership Committee (LCMC) approved up to \$96,522 to maintain memberships with 1) California Association of Councils of Governments (CALCOG) (\$55,572) 2) Association of Metropolitan Planning Organization (AMPO) (\$31,050) and 3) Eno Center for Transportation (\$9,900).

BACKGROUND:

Item 1: California Association of Councils of Governments (CALCOG)
Type: Membership **Amount:** \$55,572

California Association of Councils of Governments (CALCOG) is a statewide association representing 51 regional member agencies to serve its members' needs for regional coordination and policy development. CALCOG works with and through its members to provide a strong voice for regional organizations in Sacramento:

- Most recently CALCOG, alongside with SCAG has co-sponsored AB 2002 by Assemblymember José Luis Solache. AB 2002 would establish a Regional Early Action Planning (REAP) Fund to provide state funding to councils of governments and local jurisdictions to support implementation of the 7th and future RHNA cycles.
-

- In 2021, CALCOG exerted tremendous leadership in the creation of the REAP 2.0 program. In so doing it helped to secure \$560 million for MPO regions to support Sustainable Communities Strategy implementation through projects that promote infill housing development and reduce vehicle miles traveled (VMT). In 2024, CALCOG was also an important partner in the effort to extend the REAP 2.0 expenditure and reporting deadline to 16REPORT ensure that all SCAG grantees could complete their projects without risk of these dollars reverting to the state general fund.
- In 2019, CALCOG played a key role in the creation of the first Regional Early Action Planning (REAP) program, which received a \$125 million allocation in the state budget for that year. SCAG received \$47 million to help local communities promote and increase the housing supply.

Beyond advocacy, CALCOG provides the following membership benefits:

- Access to a network of 50 Regional Agencies across California.
- Staff access to leadership development programs, retreats, webinars, and workshops.
- Staff participation in the California Academy for Regional Leaders (CARL), a leadership training program, with several SCAG employees having completed the series.
- Regional leadership forum, CALCOG's flagship conference, bringing together approximately 250+ board members, executives, and regional planning professionals annually.
- Direct Coordination with California's four largest MPOs through the "Big 4" partnership.

SCAG maintains a significant leadership presence within the organization. This year, former SCAG President Jan Harnik is serving as CALCOG's President. LCMC Chair Margaret Finlay is the CALCOG board member representing SCAG. The Fiscal Year (FY) 2026-2027 annual dues are \$55,572.

Item 2: Association of Metropolitan Planning Organizations (AMPO)

Type: Membership **Amount:** \$31,050

The Association of Metropolitan Planning Organizations (AMPO) is a membership organization established in 1994 to serve the needs and interests of metropolitan planning organizations (MPOs) nationwide. AMPO is dedicated exclusively to MPOs, while other membership organizations in which SCAG participates, such as the National Association of Regional Councils (NARC) and the Coalition for America's Gateways and Trade Corridors (CAGTC), include other public agencies that may not be

federally designated MPOs. Approximately 70% of U.S. MPOs are members, providing SCAG with access to one of the largest national networks focused on metropolitan transportation planning.

AMPO offers the following membership benefits and resources:

- Federal Policy Advocacy & Analysis focused specifically on MPO interests. AMPO has worked directly with SCAG on federal policy initiatives and congressional engagement.
- Seven AMPO Interest Groups supporting collaboration and peer-to-peer learning opportunities.
- Dozens of virtual meetings and training sessions annually and dozens of AICP certification credit opportunities.
- National MPO Leadership Forum for Executive Directors, offering quarterly discussions on federal funding and emerging issues from Washington, D.C.
- Leadership opportunities through AMPO's board of directors, committees, and interest group leadership teams.

AMPO's annual conference will be held this September 14 through 18 in Sacramento and will provide a robust program covering current issues, including the future of transportation, data collection, and national legislative issues. Several SCAG staff will be attending and presenting at the event.

Additionally, AMPO members can join the member-run Technical Committee, which defines planning practices for active transportation initiatives, emerging technologies, GIS, and data visualization.

SCAG became an AMPO member in November 2023 and is now renewing its membership for the next full fiscal year at a cost of \$31,050.

Item 3: Eno Center for Transportation
Type: Membership **Amount:** \$9,900

The Eno Center for Transportation's mission is to continuously improve transportation by working across all modes of transportation to cultivate visionary leadership through its Center for Transportation Policy (CTP) and Center for Transportation Leadership (CTL).

Eno Transportation Weekly (ETW) provides vital intelligence to SCAG regarding federal policy and legislation. ETW's high-quality analyses cover critical topics, such as surface transportation

reauthorization, appropriations bills, competitive grant programs, federal budgets, and emerging technologies. Ten (10) subscriptions are available to SCAG through this membership.

- As part of SCAG's 2026 D.C. Reception & Hill Lobby Day, SCAG met with Rebecca Higgins, Eno's Vice President of Policy. This direct engagement occurred the morning after the House 18REPORT Transportation & Infrastructure Committee released its "BUILD America 250 Act," its vision for the next iteration of surface transportation policy.
- Ms. Higgins also shared her expertise by presenting virtually at the Legislative/Communications and Membership Committee (LCMC) meeting in August of 2025

While the standard cost is \$11,000, SCAG receives a 10% government discount, bringing the total to \$9,900. This membership provides 10 subscriptions to ETW, ensuring SCAG staff stay informed on federal developments.

PRIOR COMMITTEE ACTION:

Staff presented the agenda item for up to \$96,522 for maintaining memberships with 1) California Association of Councils of Governments (CALCOG) (\$55,572) 2) Association of Metropolitan Planning Organization (AMPO) (\$31,050) and 3) Eno Center for Transportation (\$9,900) to the LCMC at its meeting on August 18, 2026. The LCMC approved this item unanimously as part of the consent calendar.

FISCAL IMPACT:

\$55,572 for the California Association of Councils of Governments (CALCOG) membership is divided between the FY 27 Indirect Cost and FY 27 General Fund budgets. \$31,050 for the Association of Metropolitan Planning Organizations (AMPO) and \$9,900 for Eno Center for Transportation are included in FY 27 Indirect Cost budget.



AGENDA ITEM 13

REPORT

Southern California Association of Governments
September 3, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

From: Javiera Cartagena, Chief Government and Public Affairs Officer
(213) 236-1980, cartagena@scag.ca.gov

Subject: September 2026 State and Federal Legislative Update

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

STATE

State Legislature Calendar Update

Since reconvening from Summer Recess on August 3, 2026, the California State Legislature entered the final phase of the 2025-26 legislative session. Following the August 14 fiscal committee deadline, legislative activity shifted almost entirely to floor sessions, amendments, and final votes on measures that remained active in the second house. Lawmakers spent the latter half of August considering bills that had successfully advanced through policy and fiscal committee review, culminating in the Legislature's final push before adjournment.

The Legislature reached two major deadlines during this period. On August 21, the Legislature met the deadline for floor amendments, after which attention turned to final negotiations and floor votes. On August 31, the Legislature concluded its work for the year by meeting the constitutional deadline for each house to pass legislation and adjourned for Final Recess. Bills that successfully passed both houses were subsequently sent to Governor Newsom for his consideration.

With the Legislature now in recess, attention has shifted to the Governor's desk. Governor Newsom has until September 30, 2026, to sign or veto legislation approved during the session. The conclusion of legislative business on August 31 also marked the end of the 2025-26 two-year legislative cycle, meaning bills that failed to reach the Governor's desk are no longer active.

Staff will provide updates on significant bill signings and vetoes that are relevant to SCAG.

As the Session progresses, staff will continue to provide an updated calendar of legislative deadlines. The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
August 3, 2026	Legislature reconvenes from Summer Recess
August 14, 2026	Last day for fiscal committees to meet and report bills
August 21, 2026	Last day to amend bills on the Floor
August 31, 2026	Last day for each house to pass bills. Final Recess begins upon adjournment.
September 30, 2026	Last day for the Governor to sign or veto bills.

Veterans and Affordable Housing Bond Act of 2026

On June 25, 2026, Governor Gavin Newsom signed the Veterans and Affordable Housing Bond Act of 2026, a proposal that would place an \$11.25 billion General Obligation Bond before California voters on the November 3, 2026, statewide ballot. The measure is designed to address California's ongoing housing affordability and homelessness challenges through investments in affordable housing production, homeownership assistance, supportive housing, student housing, farmworker housing, tribal housing, and veteran homeownership programs.

If approved by voters, the bond would invest in a broad range of housing programs, including:

- **\$5.1 billion - Multifamily Housing Program:** Finances the construction, rehabilitation, and preservation of affordable rental housing.
- **\$500 million - Infill Infrastructure Grant Program:** Supports infrastructure needed for high-density, affordable, and mixed-income housing developments.
- **\$1.15 billion - Supportive Housing:** Provides operating subsidy reserves, including funding for interim-to-permanent housing conversions and youth housing.
- **\$750 million - Portfolio Reinvestment Program:** Preserves existing affordable housing through rehabilitation and extended affordability covenants.
- **\$200 million - Acquisition and Rehabilitation Program:** Converts market-rate housing into affordable homes and prevents displacement through acquisition and rehabilitation of unrestricted housing units.
- **\$600 million - Homeownership Development Programs:** Supports self-help housing, CalHome development, manufactured housing, and other homeownership development programs.
- **\$500 million - Home Purchase Assistance Programs:** Provides down payment assistance for first-time homebuyers through CalHFA and related programs.
- **\$450 million - Joe Serna, Jr. Farmworker Housing Grant Program:** Constructs, rehabilitates, and acquires housing for agricultural workers.

- **\$200 million - Tribal Housing Grant Program:** Supports affordable housing development and preservation in Tribal communities.
- **\$350 million - Affordable Student Housing Program:** Funds affordable student housing, with funding split between the University of California and California State University systems.
- **\$200 million - Affordable Housing Innovation Fund:** Supports local housing trust funds and pilot programs that reduce housing development costs.
- **\$1.25 billion - Veterans Farm and Home Purchase Program:** Expands CalVet home loan programs and assists veterans with purchasing, constructing, rehabilitating, or improving homes and farms.

Of the total funding, \$10 billion would support affordable housing programs and housing-related infrastructure, while \$1.25 billion would provide additional funding for veteran homeownership assistance programs. If approved by voters, the bond would represent one of California's largest housing investments and build upon recent state housing and development reforms aimed at increasing housing production statewide.

Governor Newsom Appointed Secretary of Housing and Homelessness Agency, Tomiquia Moss

On June 30, 2026, Governor Newsom appointed Tomiquia Moss as Secretary of the newly established California Housing and Homelessness Agency (CHHA). The appointment follows the implementation of the Governor's Reorganization Plan (GRP-1), which took effect on July 1, 2026, and dissolved the former Business, Consumer Services and Housing (BCSH) Agency, creating the CHHA and the Business and Consumer Services Agency (BCSA) as separate entities.

Secretary Moss previously served as Secretary of BCSH since 2024. Prior to her state service, she was the Founder and Chief Executive Officer of All Home from 2019 to 2024, where she led regional efforts to address housing instability and homelessness in the Bay Area. She also served as Chief Executive Officer of Hamilton Families from 2017 to 2019, one of San Francisco's leading organizations focused on family homelessness. As the first Secretary of the CHHA, Secretary Moss will lead the state's housing, homelessness, and civil rights functions under the newly reorganized agency structure.

Governor Announces Zero-Emission Vehicle Rebates

On August 7, 2026, Governor Gavin Newsom announced a new initiative allowing first-time zero-emission vehicle (ZEV) buyers to receive instant rebates of up to \$3,500 directly from participating automakers at the point of sale, eliminating the need for separate applications or reimbursement processes. The announcement is part of the state's ongoing effort to accelerate ZEV adoption, improve air quality, and reduce transportation-related greenhouse gas emissions. According to the Governor's office, transportation accounts for approximately 60 percent of California's smog-forming pollution and 40 percent of statewide greenhouse gas emissions, making vehicle electrification a key component of the state's climate and public health goals.

The Governor also highlighted California's continued investments in clean energy infrastructure, announcing that the state now has more than 21,000 megawatts of battery storage capacity connected to the electric grid, the most of any state in the nation. Since 2019, battery storage capacity has increased from fewer than 700 megawatts to approximately 21,112 megawatts, representing growth of more than 2,500 percent. This includes roughly 18,000 megawatts of grid-scale storage and an additional 3,000 megawatts of distributed battery systems located at homes, schools, farms, and businesses. State officials noted that these investments help store excess renewable energy generated during the day and deploy it during peak demand, reducing reliance on natural gas generation while supporting the state's transition to a cleaner, more reliable energy system.

Governor Newsom said these investments in transportation electrification and grid modernization are intended to reduce consumer costs, improve air quality, strengthen energy reliability, and support California's broader climate and economic objectives.

California State Legislative Republican Caucus Selects New Leadership

On August 11, 2026, the California Senate Republican Caucus unanimously selected Senator Roger Niello (R-Roseville) to serve as the next Senate Minority Leader, replacing current Minority Leader Brian Jones (R-San Diego), who is term-limited and serving his final months in the State Senate. Niello is expected to assume the leadership role in November. That leadership change follows a separate shakeup among Assembly Republicans, who selected Assemblymember Alexandra Macedo (R-Tulare) as Assembly Minority Leader, replacing Assemblymember Heath Flora (R-Ripon) as caucus leader earlier this month.

Senator Niello currently serves as Vice Chair of the Senate Budget and Fiscal Review Committee and brings experience in business, local government, and the Legislature. He previously served three terms in the State Assembly before returning to the Legislature after being elected to the Senate in 2022. In announcing his selection, Senator Niello said he was honored to serve as minority leader and emphasized the caucus's commitment to making California an affordable and safe state where families can thrive.

Assemblymember Macedo, who represents Assembly District 33 in the Central Valley, is serving her first term in the State Assembly after taking office in 2024. Prior to becoming minority leader, she served in Assembly Republican leadership as deputy leader and chief whip. In accepting the leadership role, Assemblymember Macedo said Assembly Republicans are united around addressing California's affordability challenges, lowering the cost of living, improving public safety, and increasing accountability in state government

Assembly Bill (AB) 2002 Updates

AB 2002, authored by Assemblymember José Luis Solache (D-Lynwood) and co-sponsored by SCAG and the California Association of Councils of Governments, sought to build on the success of REAP 1.0 by codifying the program and providing a new round of support for regional governments, cities, and counties for regional and local housing planning. When paired with the complementary \$125 million budget request, the bill would have provided critical resources for the SCAG region and its member jurisdictions to implement the 7th Regional Housing Needs Allocation (RHNA) cycle, which is anticipated to be the most complex and costly cycle to date.

The bill received strong bipartisan support throughout the legislative process, passing unanimously in the Assembly Housing and Community Development and Assembly Appropriations Committees before passing out of the Assembly Floor by a vote of 68-1. Senate amendments further strengthened the measure by clarifying the authority of Councils of Governments (COGs) to suballocate funds to subregional entities, establishing a three-year expenditure deadline, and authorizing the Department of Housing and Community Development (HCD) to adopt emergency regulations for future REAP cycles. AB 2002 then advanced to the Senate Housing Committee, where it passed 9-0 with the amendments.

Despite this strong support, and after passing the Senate Housing Committee 9-0, AB 2002 was held on the Assembly Appropriations Suspense File on August 13 and will not advance this year. The Governor's Office had expressed concerns regarding the bill's potential fiscal impact, despite the bill not appropriating funding and instead establishing a statutory framework modeled on the successful REAP 1.0 program.

Prior to the committee's action, the bill garnered support from more than 30 organizations, local governments, regional agencies, and statewide associations, demonstrating broad statewide recognition of the value of regional housing planning and RHNA implementation efforts. Although AB 2002 will not move forward in 2026, the effort elevated awareness among legislators and the Administration regarding the critical role regional planning agencies play in advancing housing production, fair housing planning, and RHNA implementation. The strong coalition assembled in support of AB 2002 provides a solid foundation for future legislative and budget advocacy efforts.

SCAG thanks Assemblymember Solache for his leadership and efforts to highlight the important role that regional agencies play in helping our state build our way out of the housing affordability crisis.

Senate Bill (SB) 1087 Updates

Over the past year, SCAG has been heavily engaged in efforts to improve SB 375, the landmark legislation from 2008 that created the Sustainable Communities Strategies program. Joined by the Metropolitan Transportation Commission (MTC), Sacramento Area Council of Governments (SACOG), and the San Diego Association of Governments (SANDAG), we formed a statewide working group of

homebuilders, environmental advocates, and other impacted stakeholders to consider reforms to the SCS planning framework. These efforts resulted in SB 1087 by Senator Cabaldon (D-West Sacramento), which seeks to modernize SB 375 in the following ways: 1) focusing on implementation, 2) ensuring the SCS reflects a balanced set of state goals, and 3) increasing transparency around the California Air Resources Board's greenhouse gas emissions reduction target-setting process.

Since its introduction, SB 1087 has been presented at six public legislative meetings, including recent action in the Assembly Appropriations Committee, where it advanced by a vote of 11-4 on August 13. In the coming weeks, the bill will be voted on the Assembly floor, where the Assembly has until August 31 to vote on the bill.

FEDERAL

Supreme Court Ruling Expands Presidential Authority Over Independent Agencies

June 29, 2026, the U.S. Supreme Court issued a 6-3 ruling in *Trump v. Slaughter*, holding that statutory protections limiting the President's ability to remove members of certain independent federal agencies are unconstitutional. The decision overturned the Court's 1935 precedent in *Humphrey's Executor v. United States*, which had allowed Congress to restrict the President's authority to remove commissioners serving on independent, multi-member boards and commissions except for cause.

The ruling arose from litigation involving former Federal Trade Commission (FTC) Commissioner Rebecca Slaughter, who challenged her removal by President Trump. The Court concluded that officials exercising executive authority on behalf of the President must remain subject to presidential removal, significantly expanding executive authority over independent federal agencies.

The decision is expected to have implications beyond the FTC. In December 2025, former National Transportation Safety Board (NTSB) Vice Chair Alvin Brown and former Surface Transportation Board (STB) Member Robert Primus filed lawsuits challenging their removals, arguing that federal law permitted their removal only for "inefficiency, neglect of duty, or malfeasance in office." Because the statutory language at issue in those cases is similar to the language the Supreme Court considered in *Trump v. Slaughter*, the ruling is likely to influence the outcome of those claims.

While the decision may affect legal challenges related to the removal of protections at the NTSB, STB, and other independent federal agencies, it does not directly address separate allegations of racial discrimination raised by Brown and Primus. More broadly, the ruling could reshape the governance of numerous federal regulatory boards and commissions by increasing presidential authority over agency leadership and reducing the independence that Congress previously established for many federal agencies.

Federal FY 2027 Appropriations Update

As Congress continues work on the Fiscal Year (FY) 2027 appropriations process, the House and Senate have passed separate continuing resolutions (CRs) to temporarily fund the federal government beyond September 30, 2026. On July 21, 2026, the House passed its CR by a vote of 220 to 205. The measure would generally maintain funding at FY 2026 levels through December 4, 2026, while extending several expiring federal programs and authorities.

On August 8, 2026, the Senate passed its own bipartisan CR by a vote of 90 to 6. The Senate measure would maintain current funding levels through December 11, 2026, one week longer than the House proposal. It also includes several provisions not included in the House bill, including a delay of the Office of Management and Budget's proposed rule governing federal financial assistance. As a result of the two chambers passing different measures, the House is expected to consider the Senate-passed CR when it returns from recess the week of August 31.

The Senate CR also includes a clean extension of federal surface transportation programs through December 11, 2026, recognizing that Congress will not complete a full transportation reauthorization before the current authorization expires on September 30. The extension would allow federal highway, transit, and metropolitan transportation planning programs to continue operating without interruption. The House Transportation and Infrastructure Committee approved its multi-year proposal, the BUILD America 250 Act, in May 2026. The Senate is developing a separate proposal through several committees with jurisdiction over surface transportation programs, but it has not agreed on an overall funding level or released complete legislative text. Senate committee leaders have indicated that reaching agreement and passing a full reauthorization bill before the end of the year may be difficult.

When Congress returns from recess, lawmakers are expected to prioritize reconciling the two CRs before the September 30 funding deadline. The House and Senate will also continue working to advance the regular FY 2027 appropriations bills approved by their respective committees. However, with limited legislative time remaining and the Senate still working to reach agreement on spending levels, Congress may not have sufficient time to pass full-year appropriations measures before the deadline. A final CR must be enacted by September 30 to prevent a federal government shutdown and maintain continuity for transportation, housing, and community development programs.

The Senate Appropriations Committee has not yet released its FY 2027 THUD bill or markup schedule. For context, appropriations bills are typically considered first by the appropriations subcommittee with jurisdiction over the bill's issue area, then by the full Appropriations Committee, and finally on the floor of that chamber.

A full summary of the status of FY 27 appropriations bills is included below:

Item	House	Senate
CR through 12/11		Passed by a 90 -6 vote on 8/8
CR through 12/04	Passed by a 220-205 vote on 7/21	
FY 2027 Budget Resolution	TBD	TBD
302(b) (Topline Spending Numbers)	Certain allocations approved by full committee 34-28 on 4/22.	TBD
Agriculture	Passed House floor 213-210 on 6/4.	TBD
Commerce-Justice-Science	Passed full committee markup 32-28 on 5/13.	TBD
Defense	Full committee markup scheduled for 6/24.	TBD
Energy-Water	Passed full committee markup 34-25 on 5/20.	TBD
Financial Services & General Government	Passed full committee markup 34-28 on 4/22.	TBD
Homeland Security	Passed full committee markup 34-27 on 6/11.	TBD
Interior-Environment	Passed full committee markup 35-27 on 6/3.	TBD
Labor-HHS-Education	Passed full committee markup 34-28 on 6/9.	TBD
Legislative Branch	Passed full committee markup 34-28 on 5/20.	TBD
Military Construction-VA	Passed House floor 400-15 on 5/15.	TBD
National Security-State	Passed House floor 217-209 on 7/15.	TBD
Transportation-HUD	Passed full committee markup 34-27 on 6/3	TBD

21st Century ROAD to Housing Act Becomes Law

On June 16, 2026, the Senate released text for a revised version of the 21st Century ROAD to Housing Act, which was the product of negotiations between all four principal authors of the original House and Senate housing reform package, including Senators Tim Scott (R-SC) and Elizabeth Warren (D-MA), as well as French Hill (R-AR) and Maxine Waters (D-CA). The final legislation passed out of the Senate by a vote of 85-5 on June 22 and out of the House by a vote of 358-32 on June 23. The bill was presented to President Trump on June 29 but was not signed during the 10-day constitutional review period. As a result, the 21st Century ROAD to Housing Act became law without the President's signature on July 11, 2026, as Public Law No. 119-101.

The housing reform package contains a majority of the House-passed housing language, including the House's version of a provision to restrict large institutional investors from buying single-family homes. Under this provision, a "large institutional investor," generally defined as a for-profit entity that directly or indirectly controls 350 or more single-family homes, is prohibited from acquiring additional

single-family properties, with specified exceptions. The definition of “controls” is broad and includes direct ownership, as well as entities such as investment managers, advisors, general partners, and others with significant ownership interests.

Properties bought before the bill became law are grandfathered, so investors are not required to sell homes they owned before enactment and may retain their current portfolios. The restriction applies primarily to future acquisitions. The bill also includes targeted exceptions intended to avoid disrupting housing supply, including allowances for certain build-to-rent developments, foreclosure acquisitions, senior housing, homes requiring substantial rehabilitation, and corporate reorganizations or restructuring transactions involving existing portfolios. The final language also excluded the previously proposed seven-year mandatory resale requirement from earlier Senate drafts.

SCAG previously adopted a support position on the ROAD to Housing Act (S. 2651) at the January 2026 Regional Council. While many provisions from that bill were incorporated into the final version of the 21st Century ROAD to Housing Act (H.R. 6644), this bill now contains modified versions of previously included sections and adds several new sections not included in either the House or Senate housing packages. Below is a summary of the SCAG priority provisions included in the final bill:

- **Increasing Housing in Opportunity Zones** – Allows HUD to give greater weight in competitive grant applications to projects that are located in or serve Opportunity Zones.
- **Better Use of Intergovernmental and Local Development (BUILD) Housing Act** – Streamlines environmental reviews by empowering state, local, and tribal governments to take on more NEPA responsibilities to speed housing development.
- **Innovation Fund** – Establishes a competitive grant program to support communities that are increasing housing supply, allowing funds to be used for infrastructure and housing-related investments.
- **Revitalizing Empty Structures into Desirable Environments (RESIDE) Act** – Creates a pilot program within the HOME program to convert vacant and abandoned buildings into housing.
- **PRICE Act** – Temporarily authorizes the Preservation and Reinvestment Initiative for Community Enhancement (PRICE) program for seven years to support preservation and stabilization of manufactured housing and communities. Previous versions of the bill would have either permanently authorized this provision or completely removed it.
- **HOME Investment Partnerships Reauthorization and Reform Act** – Reauthorizes and modernizes the HOME program by expanding eligible uses and improving administrative flexibility to facilitate more housing production.
- **Reforming Disaster Recovery Act** – Temporarily authorizes the CDBG-Disaster Recovery program for three years, streamlines recovery efforts, and establishes a HUD Office of Disaster Management and Resiliency to oversee the program. Previous versions of this bill would have either permanently authorized this provision or struck it entirely.

Notably, although the House-amended version of the legislation removed the Build Now Act provisions, the final compromise package retained a modified version of the policy tying Community Development Block Grant (CDBG) funding allocations to local housing production. The LCMC had previously expressed concerns regarding these provisions and their potential implications for local flexibility in administering CDBG funds. The final law also excludes a provision that would award additional points for transit projects near pro-housing policies, as that provision was included in the House Transportation and Infrastructure Committee’s Surface Transportation Reauthorization bill, the BUILD America 250 Act (H.R. 8870).

The 21st Century ROAD to Housing Act is one of the most significant federal housing reform packages enacted in decades, combining reforms intended to increase housing production, modernize federal housing programs, accelerate project delivery, and give communities new tools to address housing affordability. For the SCAG region, the legislation creates new opportunities to support housing planning, production, and infrastructure investments while expanding resources available to local governments and regional agencies working to meet growing housing needs. SCAG will continue monitoring implementation of the law and advocating for programs and funding opportunities that benefit Southern California jurisdictions.

Federal Notices of Funding Opportunities (NOFOs) Update

Below is a current list of open and upcoming NOFOs for transportation and sustainability-related competitive programs:

Program	Deadline	Agency
Innovative Coordinated Access & Mobility Pilot Program	9/9/2026	FTA
Buses and Bus Facilities Infrastructure Program	9/21/2026	FTA
Low or No Emission Grant Program	9/21/2026	FTA
Bus Safety, Accessibility and Innovation Research Program	9/28/2026	FTA

FISCAL IMPACT:

Work associated with the September 2026 State and Federal Legislative Update is within the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 14

REPORT

Southern California Association of Governments

September 3, 2026

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

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

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

Subject: Connect SoCal 2050: CEQA Documentation Initiation

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

Receive and File

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

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

BACKGROUND:

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

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

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

CURRENT STATUS OF THE PEIR:

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

NEXT STEPS:

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

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

FISCAL IMPACT:

No fiscal impact.



AGENDA ITEM 15

REPORT

Southern California Association of Governments

September 3, 2026

To: EAC - Executive Administration Committee
CEHD - Community, Economic, and Human Development Committee
RC - Regional Council

From: Michael Dietz, Planning Supervisor (H)
213-630-1592, dietz@scag.ca.gov

Subject: SCAG Response to 2025-2026 Orange County Grand Jury Report –
*California Housing Mandates: The Unintended Reshaping of Orange
County Neighborhoods*

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR CEHD:

Information Only – No Action Required

RECOMMENDED ACTION FOR EAC AND RC:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.
3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:

This item provides an informational update on the 2025-2026 Orange County Grand Jury report, California Housing Mandates: The Unintended Reshaping of Orange County Neighborhoods, and SCAG's formal response. The report included findings and recommendations related to SCAG's role in the RHNA process and regional housing planning, and SCAG was required to submit a response. This report summarizes the Grand Jury report, SCAG's response, and key themes raised therein.

BACKGROUND:

On May 27, 2026, the Orange County Grand Jury released a report titled *California Housing Mandates: The Unintended Reshaping of Orange County Neighborhoods*. The report, which is provided as Attachment 2 to this staff report, examined the implementation of state housing laws in Orange County, primarily focusing on the Regional Housing Needs Assessment (RHNA). The report includes discussion on the approach employed by the California Department of Housing and Community Development (HCD) in administering the process, SCAG's role in developing the RHNA methodology and allocating housing need throughout Orange County, as well as the broader SCAG region, and the function that the Orange County Council of Governments (OCCOG) has historically played in representing Orange County jurisdictions throughout the process, in addition to perceived

opportunities for OCCOG to do more. The report included findings and recommendations directed to several public agencies, including SCAG.

Pursuant to California Penal Code Sections 933 and 933.05, SCAG was required to provide a formal written response to certain findings and recommendations identified in the report within 90 days of its publication. Given the report's date of publication, that meant that SCAG was required, by law, to submit a formal response to the report to the Orange County Superior Court by August 25, 2026.

The findings and recommendations assigned to SCAG generally addressed three topics:

1. Representation of Orange County jurisdictions in the RHNA process, as well as SCAG's broader governance structure
2. Transparency and public understanding of the RHNA methodology and allocation process
3. Preparation for the 7th Cycle RHNA process.

The full slate of findings and recommendations that required a formal response by SCAG are provided on Pages 40-41 of the report, as shown below:

SCAG	90 Day Response Required
Findings	F3, F4, F5, F12, F13, F14, F15, F17, F20, F21, F22
Recommendations	R5, R11, R19, R20

SCAG's formal response, which is provided in full as Attachment 1 to this staff report, was signed by SCAG Regional Council President Ray Marquez and submitted to the Orange County Superior Court via certified mail on August 20, 2026. Broadly speaking, SCAG's response focused on three overarching themes:

1. Orange County jurisdictions have meaningful opportunities to participate in and influence SCAG's governance, as well as the RHNA process. Orange County jurisdictions are represented throughout the agency's governance structure, including the Regional Council, CEHD Committee, and were represented on the 6th Cycle RHNA Subcommittee and are currently represented on the 7th Cycle RHNA Subcommittee.
2. While the RHNA process is complex and highly technical, it is not opaque. SCAG has historically provided substantial documentation, public outreach, workshops, and other opportunities for stakeholder engagement to support transparency and facilitate understanding. SCAG will continue providing these things during the 7th Cycle, and will look for opportunities to further bolster local understanding of the process.

3. Many concerns identified in the Grand Jury report relate to requirements established by state statute or HCD practices, limiting SCAG's discretion in certain areas.

While the report reflects differing perspectives regarding state housing mandates and, in particular, the RHNA process, SCAG's response emphasizes the agency's continued commitment to regional collaboration, transparency and stakeholder engagement, and compliance with state law. These principles will continue to guide SCAG as work on the 7th Cycle RHNA process moves forward.

FISCAL IMPACT:

Work associated with this item is included in the FY27 Overall Work Program (800.0160.03): Regional Housing Needs Assessment (RHNA).

ATTACHMENT(S):

1. SCAG Response to 2025–2026 Orange County Grand Jury Report – California Housing Mandates: The Unintended Reshaping of Orange County Neighborhoods
2. Orange County Grand Jury Report – California Housing Mandates: The Unintended Reshaping of Orange County Neighborhoods
3. PowerPoint Presentation – SCAG Response to 2025-2026 Orange County Grand Jury Report



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Transportation
Mike T. Judge, Ventura County
Transportation Commission

August 19, 2026

The Honorable Sheila F. Hanson
Presiding Judge
Orange County Superior Court
700 Civic Center Drive West
Santa Ana, CA 92701

Subject: **SCAG Response to 2025–2026 Orange County Grand Jury Report –
*California Housing Mandates***

Dear Judge Hanson:

On behalf of the Southern California Association of Governments (SCAG), I am submitting SCAG's response to the 2025-2026 Orange County Grand Jury Report entitled "*California Housing Mandates: The Unintended Reshaping of Orange County Neighborhoods*," in accordance with California Penal Code §§ 933 & 933.05(a) and (b).

SCAG recognizes the concerns expressed by Grand Jury regarding the need for housing policies to reflect local conditions and preserve meaningful community participation. As a regional planning agency, SCAG remains committed to working constructively with its member jurisdictions to advance housing solutions that are feasible, responsive to community priorities, and coordinated with the infrastructure and resources necessary for successful implementation, while also adhering to state statute.

The attached response addresses the findings and recommendations assigned to SCAG. Should you have any questions, please do not hesitate to contact Ma'Ayn Johnson, Housing Department Manager at SCAG, at (213) 236-1975 or johnson@scag.ca.gov.

Sincerely,

Ray Marquez
President
SCAG

FINDINGS

F3: OCCOG coordinates RHNA regional planning in partnership with the SCAG for Orange County. OCCOG lacks adequate influence with SCAG.

Response to Finding 3:

SCAG agrees that the Orange County Council of Governments (OCCOG) coordinates regional planning in partnership with SCAG for Orange County. SCAG's Regional Council is intentionally structured to provide representation from across the entire six-county SCAG region. OCCOG handles the administration and conducts the elections for the 13 Regional Council districts in Orange County. Three additional RC positions are appointed by the County of Orange, the Orange County Transportation Authority, and the Transportation Corridor Agencies. In total, 15 of SCAG's 64 Regional Council positions represent Orange County member jurisdictions, consistent with county's share of the regional population.

The representatives delineated above participate in planning and housing policy decisions, including the Community Economic and Human Development Committee (CEHD) and the RHNA Subcommittee. Additionally, SCAG's 6th Cycle RHNA and Housing Element Reform subcommittee was chaired by then-Regional Council Member Peggy Huang, a City of Yorba Linda councilmember. SCAG believes that OCCOG has adequate opportunities to influence the RHNA process through its representation on these governing bodies.

F4: Meaningful participation by Orange County cities in both OCCOG and SCAG meetings is critical to ensuring that local perspectives are represented during the development and implementation of Housing Mandates policies

Response to Finding 4:

SCAG agrees that meaningful participation by Orange County cities, as well as all jurisdictions within the SCAG region, strengthens regional planning efforts and helps ensure local perspectives are considered during the development and implementation of housing policies, including state housing mandates. SCAG provides multiple opportunities for participation through the Regional Council, policy committees, stakeholder workshops, and public comment opportunities. During the 6th Cycle RHNA process, SCAG convened RHNA Subcommittee meetings and conducted extensive outreach regarding the RHNA methodology. For the 7th Cycle RHNA process, SCAG will continue to conduct extensive outreach to facilitate participation by all member jurisdictions, including Orange County cities, to the extent possible given statutory timing requirements.

F5: SCAG’s 6th Cycle RHNA assigned Orange County a questionable total of 183,861 housing units for the 2021–2029 planning period, with higher allocations concentrated in cities with major population and employment centers

Response to Finding 5:

SCAG agrees that Orange County jurisdictions received a total allocation of 183,861 housing units for the 6th Cycle, and that a substantial share of the allocation was assigned to jurisdictions with major population and employment centers. This result is consistent with the RHNA methodology adopted by the SCAG Regional Council. The methodology was developed with input from the RHNA subcommittee and CEHD, both of which included representatives from Orange County cities, and directly furthers the five statutory objectives outlined in Government Code Section 65584(d).

F12: The 6th Cycle RHNA methodology included numerous technical inputs published by SCAG and HCD; however, these inputs were highly complex and difficult for cities to interpret or independently verify

Response to Finding 12:

SCAG partially agrees with this finding. SCAG agrees that the 6th Cycle RHNA methodology incorporated numerous technical inputs and datasets published by both SCAG and the California Department of Housing and Community Development (HCD). However, SCAG provided substantial documentation and opportunities for review to support transparency and local understanding of the process. These resources included the Final RHNA Methodology, RHNA Methodology Data Appendix, Final RHNA Allocation Plan, and supporting materials published through SCAG's RHNA website and Regional Data Platform. In addition, SCAG conducted workshops, public hearings, and technical assistance activities throughout the RHNA development process to assist jurisdictions in reviewing and understanding the methodology and resulting allocations.

F13: The California State Auditor’s 2022 review found significant deficiencies in HCD’s regional determination process—including inadequate documentation, data-entry errors, and insufficient justification for key assumptions—raising concerns that similar issues may affect the 7th Cycle process.

Response to Finding 13:

SCAG agrees that the California State Auditor’s 2022 review found significant issues with HCD’s Regional Housing Needs Determination (RHND) process. Following the state audit, SCAG evaluated the findings and participated in efforts to identify potential reforms to improve the RHNA process. SCAG conducted a stakeholder engagement process to

collect input and feedback on RHNA reform. The stakeholder feedback that was received was used to shape SCAG's RHNA reform recommendations. The recommendations were presented to the public in 2023 for additional feedback through a series of outreach efforts, including two public listening sessions, an online survey, and posting of draft recommendations online for public input. SCAG housing staff also participated in HCD's outreach for RHNA reform and evaluated housing bills. Based on the stakeholder feedback received, as well as SCAG's own analysis, SCAG staff updated its draft recommendations. The final recommendations, which were intended to improve transparency, documentation, and public confidence in the RHNA process, were approved by the Regional Council and transmitted to HCD. However, while HCD is required to consult with SCAG as part of the regional determination process, HCD is ultimately responsible for conducting the process in accordance with State housing law.

F14: OCCOG's current resources and organizational structure are insufficient to fully advocate for Orange County jurisdictions during RHNA methodology development, especially when compared with larger or more heavily resourced regional councils of governments that also influence SCAG

Response to Finding 14:

SCAG acknowledges the importance of ensuring that all member jurisdictions have meaningful opportunities to participate in the RHNA process. Orange County jurisdictions played an active role in the development of the 6th Cycle RHNA methodology through their representation on the RHNA Subcommittee, the Community, Economic and Human Development (CEHD) Committee, and the Regional Council. Orange County jurisdictions will continue to be represented throughout the 7th Cycle RHNA process by serving on the RHNA Subcommittee, CEHD Committee, and Regional Council. Through this representation, OCCOG member jurisdictions will have ongoing opportunities to provide input, shape methodology discussions, and participate in the review and approval process at each stage of RHNA development.

SCAG's governance structure is intended to ensure that all counties, including Orange County, are actively engaged in regional planning decisions.

F15: Demands on HCD are anticipated to materially alter methodology for the 7th Cycle, but Orange County jurisdictions have not yet received clear guidance on how these allocations will be translated into SCAG policy or local impacts.

Response to Finding 15:

SCAG has not yet received the RHND from HCD, nor has it begun the process of developing the methodology for the 7th Cycle. As a result, it is unknown at this time how the RHNA methodology will be designed, what allocations that methodology may result in, and what the resulting impacts of those allocations may be for individual jurisdictions. That being the case, it would be premature for SCAG to offer such guidance at this time.

The 7th Cycle RHNA methodology will be developed under the oversight of the RHNA Subcommittee, reviewed by the CEHD Committee, and reviewed and ultimately adopted by the Regional Council. Throughout this process, SCAG will communicate with member jurisdictions, including Orange County jurisdictions, about how certain decisions on the RHNA methodology may impact the resulting allocations. SCAG will offer guidance and recommendations to each of these bodies, all of which are comprised of representatives serving member jurisdictions, and will also provide technical assistance to support local jurisdictions as they implement their housing elements after receiving their final RHNA allocations to the extent possible. However, until the methodology begins to take shape under the guidance of the RHNA Subcommittee, the CEHD Committee, and the Regional Council, SCAG cannot assume potential outcomes and provide guidance accordingly.

F17: The large number of committees, subcommittees, and advisory groups involved in SCAG and OCCOG’s RHNA processes promotes broad participation but diffuses accountability, making it difficult to determine who is responsible for specific analytic inputs or process decisions

Response to Finding 17:

SCAG agrees that the RHNA process promotes broad participation and incorporates input from a variety of stakeholders, local jurisdictions, and elected officials. The involvement of multiple committees and subcommittees is intended to ensure transparency, regional representation, and public engagement throughout the development of the RHNA methodology.

However, SCAG does not agree that the process diffuses accountability for RHNA decisions. Roles and responsibilities within the RHNA process are clearly defined. The RHNA Subcommittee is responsible for developing and refining recommendations regarding the RHNA methodology. The CEHD Committee reviews the Subcommittee’s recommendations and forwards its recommendations to the Regional Council. The Regional Council, SCAG’s governing body, is responsible for approving the RHNA methodology and adopting the final RHNA Allocation Plan.

F20: Cities and other stakeholders encounter difficulty explaining RHNA outcomes to elected officials and the public due to a lack of clear, consolidated documentation describing how allocation decisions are derived from the underlying data.

Response to Finding 20:

SCAG agrees that the RHNA process is highly technical and that explaining RHNA outcomes to elected officials and the public can be challenging. However, SCAG does not agree that the 6th Cycle RHNA process lacked clear or consolidated documentation describing how allocation decisions were derived. During the 6th Cycle, SCAG published the RHNA Methodology, RHNA Methodology Data Appendix, Final RHNA Allocation Plan, supporting datasets, and other explanatory materials that documented the methodology, data inputs, assumptions, and formulas used to develop allocations. These materials were made publicly available on the SCAG website to provide jurisdictions and stakeholders with information regarding how RHNA allocations were determined. Furthermore, SCAG also delivered dozens of presentations to individual jurisdictions, agencies, stakeholders, and the general public to help explain RHNA, including its various nuances.

SCAG remains committed to making the RHNA process as transparent and understandable as possible. As part of the 7th Cycle RHNA process, SCAG will continue to publish information about the RHNA methodology and underlying data on its website.

F21: The absence of a clearly articulated and easily understandable description of the RHNA allocation algorithm contributes to perceptions that discretionary or political considerations may influence outcomes, even when allocations are made in compliance with state housing law.

Response to Finding 21:

SCAG disagrees with this finding. The 6th Cycle RHNA allocation methodology was developed through a transparent process that included multiple levels of public review and comment. The methodology was discussed at publicly noticed meetings of the RHNA Subcommittee and subsequently reviewed and approved by the CEHD Committee and the Regional Council. These meetings provided opportunities for local jurisdictions, stakeholders, and members of the public to review the methodology, ask questions, and provide input before its adoption, and both the staff reports and the associated staff presentations clearly delineated how the methodology worked.

In addition, SCAG published a detailed RHNA Methodology and Data Appendix that documented the factors, formulas, assumptions, and data inputs used to develop the final

allocations. These materials were made publicly available to allow jurisdictions and interested parties to understand how the methodology was applied and how final RHNA allocations were derived. SCAG also developed an interactive workbook where jurisdictions could review the Final RHNA Allocation Plan and experiment with the various factors to see how different numbers would result in a different allocation for each jurisdiction in the SCAG region.

F22: Improved transparency and communication regarding RHNA methodology would enhance public confidence in the process and reduce misunderstandings among member jurisdictions.

Response to Finding 22:

SCAG agrees that transparency and communication regarding the RHNA methodology enhance public confidence in the process and reduce misunderstandings among member jurisdictions. During the 6th Cycle RHNA process, SCAG conducted extensive outreach, including public workshops, public hearings, technical assistance, and the publication of detailed methodology documents and supporting materials to assist jurisdictions in understanding the methodology and resulting allocations.

During the 7th Cycle, SCAG will continue to communicate proactively about the RHNA methodology and ensure that all local jurisdictions and members of the public have access to relevant documents and opportunities to meaningfully participate in the process.

RECOMMENDATIONS

R5: OCCOG should request that SCAG and HCD, by December 31, 2026, provide written guidance explaining how HCD’s recommendations will be applied in shaping the 7th Cycle RHNA methodology so that jurisdictions can prepare proactively.

Response to recommendation R5:

SCAG appreciates the recommendation and notes that the 7th Cycle RHNA process is governed by state law. HCD is responsible for issuing the RHND for the region and conducting statutory review of SCAG’s draft methodology, but HCD does not provide guidance that shapes the development of the methodology itself. SCAG is responsible for developing the RHNA methodology through a public process, consistent with statutory requirements, and then submitting it to HCD for review. SCAG will also be required to obtain HCD’s approval of its RHNA methodology prior to adoption, which is a new requirement for the 7th RHNA cycle.

SCAG cannot commit to a December 31, 2026, deadline, as HCD is not statutorily required to deliver the RHND to SCAG until October 2026. However, SCAG is committed to providing jurisdictions with timely information, clear documentation, and meaningful engagement opportunities throughout the methodology development process to support proactive preparation.

R11: The County of Orange and each city should ensure consistent participation in SCAG and OCCOG committees by September 30, 2026, including the Technical Advisory Committee (TAC), to strengthen regional representation during RHNA-methodology development. (F3, F4, F15)

Response to recommendation R11:

SCAG appreciates the recommendation and recognizes the importance of consistent participation by Orange County and its member cities in SCAG and OCCOG committees to support effective regional coordination during the development of the 7th Cycle RHNA methodology. SCAG also welcomes participation by Orange County jurisdictions, as well as all jurisdictions in the SCAG region, in its various committees. However, it should be clarified that the OCCOG Technical Advisory Committee does not develop the RHNA methodology.

The development of the 7th Cycle RHNA methodology will be overseen by the SCAG RHNA Subcommittee, which includes a comprehensive public comment and hearing process. This subcommittee is responsible for recommending the final methodology to the CEHD Committee and the SCAG Regional Council, and ultimately serves as the final hearing body for any submitted RHNA appeals.

Under the 7th Cycle structure, as directed by SCAG's Regional Council, Orange County jurisdictions will be represented by up to three members on the RHNA Subcommittee, ensuring direct and consistent participation in the methodology's development.

SCAG will continue to provide regular meeting opportunities, public comment periods, and outreach to support meaningful participation by all member jurisdictions. The first meeting for the RHNA Subcommittee for the 7th Cycle was held on August 13, 2026.

R19: By September 1, 2026, SCAG should conduct a formal review of its RHNA allocation methodology and clearly document, in understandable language, the inputs, assumptions, weighting, and decision points used in the allocation algorithm. This documentation should be publicly released and designed to improve transparency, reduce perceptions of political influence, and enhance public understanding of how allocations are determined. (F21)

Response to recommendation R19:

Under state law, the RHNA allocation methodology follows a multi-step process, which will clearly document, in understandable language, the inputs, assumptions, weighting, and decision points used in the allocation methodology. SCAG will begin the development of the methodology after the first RHNA Subcommittee meeting, which was held on August 13, 2026. After the development of a proposed methodology, SCAG will conduct a public comment process and then develop a draft methodology to send to HCD. Prior to adopting the final methodology, SCAG must receive HCD's approval of the methodology. Due to these multiple steps that will take place over many months, SCAG will be unable to have a methodology available for formal review by September 1, 2026.

R20: By September 1, 2026, SCAG should revise its RHNA appeals process to improve procedural transparency and responsiveness by clearly defining appeal criteria, documenting staff analyses and recommendations, providing written explanations for appeal decisions, and ensuring jurisdictions have meaningful opportunities to present and respond to staff findings. (F22)

Response to recommendation R20:

SCAG appreciates the recommendation to improve procedural transparency and responsiveness in the RHNA appeals process. However, Government Code Section 65584.05 currently limits RHNA appeals to three statutory bases:

- 1. The council of governments or delegate subregion, as applicable, failed to adequately consider the information submitted pursuant to subdivision (b) of Section 65584.04.*
- 2. The council of governments or delegate subregion, as applicable, failed to determine the share of the regional housing need in accordance with the information described in, and the methodology established pursuant to, Section 65584.04, and in a manner that furthers, and does not undermine, the intent of the objectives listed in subdivision (d) of Section 65584.*
- 3. A significant and unforeseen change in circumstances has occurred in the local jurisdiction or jurisdictions that merits a revision of the information submitted pursuant to subdivision (b) of Section 65584.04. Appeals on this basis shall only be made by the jurisdiction or jurisdictions where the change in circumstances has occurred.*

By statute, appeals based on local ordinances, underproduction in prior cycles, or stable population growth are prohibited. Under current law, this framework is expected to apply to the 7th RHNA cycle, unless subsequently amended by the Legislature. SCAG does not have the authority to expand or modify the appeal criteria beyond what state law permits. Consistent with prior RHNA cycles, SCAG will continue to implement procedures that support transparency and responsiveness in the appeals process, including providing written procedures, publishing guidance materials such as FAQs, and conducting public hearings where jurisdictions can present information and respond to staff findings. The published staff reports and associated staff presentations, which are delivered at public hearings, will explain the reasoning for the staff recommendation. Appeal determinations will continue to be publicly documented in writing.

SCAG will continue these practices for the 7th Cycle RHNA process and will make materials available in a clear and accessible format to support understanding by jurisdictions and the public. SCAG staff will remain available to answer technical questions and provide process-related guidance throughout the appeals process.



California Housing Mandates

The Unintended Reshaping of Orange County Neighborhoods



Orange County Grand Jury 2025-2026

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SUMMARY

California's perceived housing shortage has prompted the California Legislature to impose increasingly bureaucratic prescriptive State Housing Mandates (Housing Mandates) on local governments, with the stated goal of accelerating production across all income levels. Core frameworks such as the Housing Element and the Regional Housing Needs Allocation (RHNA) process require cities and counties to plan for significant increases in housing capacity. Many additional statutes have contributed to a streamlined development approval process and weakened local discretion with severe penalties for noncompliance. These measures are intended to overcome decades of the perceived underbuilding and restrictive zoning within cities, yet their cumulative effect has been to create unnecessary local government costs, confusion, inequity, and growing tension between state directives and local realities. All of these efforts have led to minimal housing being built.

In Orange County, a region defined by diverse cities, established neighborhoods, and distinct infrastructure constraints, as well as environmentally sensitive areas, these Housing Mandates operate as a one-size-fits-all system poorly suited to local conditions. Housing targets are derived from opaque formulas, that fail to account for land costs, land availability, funding limitations, labor shortages, construction costs, infrastructure capacity and accurate population projections. Without corresponding investments in transit, utilities, schools, parks, public safety, and affordable housing subsidies, the Housing Mandates themselves are largely impractical and difficult to achieve. In addition, because of the financial infeasibility of building low-income housing without subsidies, cities must approve developments with higher density to pay for and meet the affordable housing requirements. As a result, local cities face mounting pressure to comply with requirements that often lack economic and logistical feasibility.

The dissolution of local redevelopment agencies in 2012 eliminated a primary mechanism for financing and managing affordable housing at the local level. In response, the State layered new housing requirements through the Housing Mandates onto cities and counties without restoring comparable funding tools or infrastructure support. Although these laws are framed as solutions to homelessness and affordability, they have in fact caused unintended consequences that have not produced incremental housing production. This is primarily due to regulatory complexity, limited subsidies, and heavy reliance on private market forces. Over time, repeated legislative interventions to solve these challenges have only expanded state authority. This leaves local governments with fewer resources and diminished control.

Housing Mandates have significantly eroded local land-use authority, supplanting community-based planning with rigid, top-down rules. Residents experience a loss of

meaningful input; even as local officials remain legally responsible for compliance. Streamlined approvals frequently bypass public hearings and local design standards, shift liability to cities, and prioritize building over neighborhood character. The practical elimination of traditional single-family zoning and the widespread upzoning of existing neighborhoods threaten longstanding community character while limiting local oversight of height, density, parking, and environmental resilience.

The Southern California Association of Governments (SCAG) determines the RHNA housing allocation for most of Southern California. Within this framework, the Orange County Council of Governments (OCCOG) serves as the County's representative to SCAG in the RHNA process. The RHNA methodology and resulting allocations have been widely criticized as unrealistic, inequitable, and insufficiently transparent.¹ OCCOG's level of influence with SCAG is critical to regional planning outcomes. OCCOG needs substantial funding increases to better advocate in Sacramento and within SCAG to support OC jurisdictions.

Given the significant challenges and inequitable housing allocations experienced during the current RHNA 6th Cycle (2021-2029), it is imperative that Orange County begin strategic preparation for the upcoming 7th Cycle (2029-2037) process. Proactive planning will strengthen the County's ability to advocate within SCAG for fair, data-driven, and achievable housing allocations in the next cycle.

This report examines how Housing Mandates operate in practice within Orange County, and how well-intended legislation has produced unintended consequences for cities, neighborhoods, and local governance. It evaluates the feasibility, effectiveness, and equity of current state policies, and highlights the growing disconnect between mandated housing goals and the capacity of communities to absorb them responsibly. The report underscores the need for housing solutions that respect local conditions, restore meaningful public participation, and align development goals with infrastructure, funding, and community priorities.

BACKGROUND

California continues to experience some of the highest housing prices and rents in the nation, while some say housing production has not kept pace with population and employment growth². State policymakers have concluded that fragmented local decision-making, restrictive zoning practices, and lengthy approval processes, have

¹ [New-Pathways-to-Encourage-Housing-Production-Evaluating-Californias-Recent-Housing-Legislation-April-2023-Final.pdf](#)

² [California Housing in 2025 - Advocacy - California Chamber of Commerce](#)

contributed to this imbalance³. In response, the California Legislature has pursued a more centralized and enforceable approach to housing policy such as Senate Bill (SB)9, SB10, SB35, SB79, SB131, SB330, and Assembly Bill (AB)1050, AB2011(see Appendix A), shifting significant authority from local jurisdictions to the State. Since 2017, the California Legislature has enacted more than one hundred housing-related bills designed to establish clearer production expectations, reduce procedural delays, and strengthen enforcement mechanisms for jurisdictions that do not comply with state housing requirements.

The Housing Element Law (Government Code 65580-65589.11), originally adopted in 1969, remains the foundation of California’s housing policy. The law requires every city and county to prepare a Housing Element as part of its General Plan that identifies how the jurisdiction will meet the housing needs of all income groups.⁴ The RHNA process implements these Housing Mandates by assigning each jurisdiction a specified number of housing units—categorized by income level. Compliance is tied to eligibility for state housing and transportation funding, creating substantial financial implications for the County of Orange and its 34 municipalities.

Zoning has long been a cornerstone of local government authority, guiding development, and shaping the physical form of cities.

First introduced in the late nineteenth and early twentieth centuries to address public safety concerns, zoning has since expanded into a sophisticated regulatory system governing land use, building height, setbacks, lot coverage, density, and numerous other development standards. These tools enable local governments to align growth with infrastructure capacity, environmental constraints, and long-term planning objectives, while simultaneously delivering broad public benefits. In addition to protecting public health and safety by distancing residential areas from heavy industrial activities and ensuring reliable emergency access, zoning helps preserve neighborhood character and property values. It also supports community cohesion by balancing residential, commercial, and civic uses, and guides growth in ways that correspond with available public services and facilities. Moreover, zoning plays a vital role in safeguarding environmentally sensitive areas and reducing exposure to wildfire risks, underscoring its enduring importance as a foundational instrument of urban planning.

In recent years, traditional zoning practices have been subject to increasing scrutiny. Critics argue that low-density zoning and land-use restrictions have contributed to housing shortages, affordability challenges, socioeconomic segregation,

³ [In California, statewide housing reforms brush against local resistance | Brookings](#)

⁴ [New-Pathways-to-Encourage-Housing-Production-Evaluating-Californias-Recent-Housing-Legislation-April-2023-Final.pdf](#)

automobile-dependent development, and exclusionary housing patterns.⁵ Housing advocates, civil rights organizations, and some policymakers have cited these concerns as justification for significant state intervention and reform of local land-use authority.⁶

State leaders have relied on these critiques to support a series of Housing Mandates that expand the State's role in local planning decisions. These measures prioritize increased housing production as the central response to the State's affordability challenges. The underlying assumption is that a significant increase in supply will help reduce housing costs. However, historical data reviewed by the 25-26 Orange County Grand Jury (OCGJ) indicate that periods of high housing production in Orange County, including during the 1990s, did not consistently result in improved affordability.⁷ This suggests that housing affordability is influenced by multiple factors other than housing supply, including land values, construction costs, wages, and regional economic conditions.

The dissolution of redevelopment agencies in 2012 further altered the local housing landscape. Redevelopment agencies had served as a significant source of financing for affordable housing and community revitalization projects through tax-increment financing and state-authorized planning powers. Their elimination removed a key funding mechanism for cities and counties.⁸ In subsequent years, the State imposed additional Housing Mandates without restoring revenue sources, leaving jurisdictions and builders responsible for meeting expanded obligations with reduced financial capacity.

The current generation of State Housing Mandates (6th Cycle) reflects multiple statewide policy objectives. Early legislative proposals referenced a goal of constructing approximately 3.5 million new housing units; later that figure was reduced to approximately 2.5 million units.⁹ Despite these goals, statewide production continues to fall short of identified need. To address this, state housing legislation has emphasized increased zoning density, reduced discretionary review, expanded ministerial approval pathways, strengthened density bonus incentives, and increased requirements for jurisdictions to facilitate affordable housing in lieu of government subsidies. Additional measures focus on locating new housing near employment centers and transit corridors to reduce commute times and greenhouse gas emissions.¹⁰

⁵ [National Low Income Housing Coalition - Land Use Restrictions and Affordable Housing](#)

⁶ [Fixing California's housing shortage requires new policy and new politics - Berkeley Economy & Society Initiative](#)

⁷ [Court Agrees Anaheim Violated State Law. Decision is a Big Win for Fair Housing in California | California Department of Housing and Community Development](#)

⁸ [California Post-RDA Affordable Housing Developer Survey: Analysis of Results - San Francisco Fed](#)

⁹ [New-Pathways-to-Encourage-Housing-Production-Evaluating-Californias-Recent-Housing-Legislation-April-2023-Final.pdf](#)

¹⁰ [California State Senate Recent Legislative Actions](#)

Collectively, these policies mark a significant shift in California’s approach to land-use governance. While intended to address housing shortages and affordability concerns, they have also raised questions regarding feasibility, infrastructure capacity, public engagement, and the long-term effects on established communities. These issues are particularly relevant in Orange County, where many cities are fully built out, constrained by environmental concerns, geography, and infrastructure limitations, and seeking to balance statutory obligations with community priorities and public expectations. The impact on Orange County and its 34 cities in meeting these Housing Mandates deserves intense scrutiny.

REASON FOR STUDY

The expansion of Housing Mandates has provoked public awareness and challenged local governments. Media coverage has grown, reflecting divergent viewpoints regarding the Housing Mandates’ effectiveness, equity, and long-term consequences. Cities across Orange County have responded in a variety of ways, adopting compliance strategies that differ widely in breadth, transparency, and community engagement. Residents have expressed a similarly broad range of perspectives, from support for expanded housing opportunities to concerns regarding neighborhood impacts, infrastructure strain, loss of local control, and limitations on public participation in land-use decision-making.

Housing Mandates have the potential to significantly reshape the character of Orange County Communities.

Beyond requiring increased zoning density and higher residential densities, the Housing Mandates influence demographic patterns, neighborhood character, transportation systems, public services, and environmental concern. Local jurisdictions must absorb these impacts without corresponding state investment in infrastructure, affordable housing subsidies, or restoration of tools previously used to manage growth, such as redevelopment agency financing.

Given these conditions, this report attempts to evaluate both the intended and unintended consequences of Housing Mandates as they are applied within Orange County. It will identify where state requirements may conflict with local capacity and community needs and assess how recent legislative changes have shifted the balance between state authority and local governance. In addition, this report seeks to establish a strategic framework for influencing future housing allocations within SCAG by strengthening the role and effectiveness of OCCOG as we move into the next planning phase.

METHOD OF STUDY

In conducting this study, the OCGJ employed a multi-method approach designed to gather information from a broad range of governmental, professional, construction industry, and community perspectives. The methodology included research, interviews, observational site visits, document review, surveys, and participation in relevant public forums. This comprehensive approach allowed the OCGJ to evaluate how Housing Mandates are interpreted, implemented, and experienced across Orange County jurisdictions.

Research

The OCGJ conducted extensive background research using publicly available sources, including:

- Governmental and agency websites
- Online news and media sources
- Local and Community news outlets

Interviews

The OCGJ conducted interviews with representatives from the following organizations and groups:

- City leadership from multiple Orange County cities
- Sitting and former city officials
- Orange County Council of Governments (OCCOG)
- Orange County Public Works – Development Services
- Orange County Housing & Community Development
- Local housing program administrators
- American Institute of Certified Planners (AICP) – housing specialists
- Private-sector builders and development professionals

Observations and Site Visits

OCGJ members conducted guided site visits and observations of housing and mixed-use developments, including:

Multiple retail and housing developments (market rate, affordable and low income) in:

- Huntington Beach
- Midway City
- Anaheim
- Santa Ana
- Westminster
- Irvine

- San Juan Capistrano

Public Forums and Events

The Members of the OCGJ attended:

- The 2025 Chapman Economic Forecast
- Newport Beach Community Forum
- Foothills Neighborhood Association Town Hall

Government Meetings

The Members of the OCGJ attended:

- Orange County Board of Supervisors
- Orange County Council of Governments (OCCOG)
- Technical Advisory Committee (TAC), a subcommittee of OCCOG
- Monitored City Council meeting within the County

Document Review

- Complaints and correspondence submitted by Orange County residents.
- Community Development Records from applicable jurisdictions

City Survey

The OCGJ developed and distributed written survey questions to Orange County cities to gather information concerning:

- Housing Element compliance strategies
- Local responses to Housing Mandates
- Community engagement processes
- Infrastructure and resource constraints

INVESTIGATION AND ANALYSIS

State Housing Mandates and Local Implementation

The Housing Mandates, through the laws approved by the California Legislature, have pursued a more centralized and enforceable approach to housing policy (Appendix A), shifting significant authority from local jurisdictions to the State. Since 2017, the California Legislature has enacted more than one hundred housing related bills, designed to establish clearer production expectations, reduce procedural delays, and strengthen enforcement mechanisms for jurisdictions that do not comply with state housing requirements.

California's housing statutes are not aspirational guidelines; they carry the force of law and impose affirmative legal obligations on local jurisdictions. Cities are therefore required to plan for, accommodate, and in many cases, approve housing development consistent with Housing Mandates, regardless of local political preferences, historic planning practices or public consensus.

According to California State policy guidance, the Housing Mandates are intended to address decades of housing underproduction that state policymakers identify as contributing to rising housing costs, overcrowding, displacement, reduced economic mobility and a lack of affordable housing.¹¹ From the State's perspective, reliance on regional and local discretion has not consistently generated housing at levels necessary to improve affordability, particularly for lower and moderate-income households.¹² In response, the California Legislature and HCD have adopted a compliance driven model designed to ensure that every jurisdiction contributes to meeting statewide housing needs.

Orange County cities differ significantly. Th OCGJ's investigation focused on areas where the state's rapidly evolving legislative requirements conflicted with local zoning practices, infrastructure constraints, and past practices. It also examined how recent statutory reforms shifted authority away from local jurisdictions toward state oversight and enforcement, reshaping the governance methodology and altering both the practical and legal responsibilities of cities.

Within this context, this report does not question whether cities must comply with state housing law—they must—but rather this report's objective is to assist Orange County jurisdictions and the public in understanding the framework within which they operate and enhance the possibility of good planning practices and design. During interviews, city officials and builders described to the OCGJ the benefits of citizen engagement, proactive and early coordination on planning, realistic site inventories, and timely engagement with state agencies to avoid punitive actions.

Public communication and civic education is essential. Several Orange County cities reported undertaking efforts to engage residents and explain how the Housing Mandates affect local decision-making authority, including reductions in traditional zoning discretion. Transparent public outreach was identified as an important practice for maintaining community trust and managing expectations in an era of constrained local control.

Through interviews, document review, site observations, and comparative analysis, several key themes emerged and are expanded on below:

¹¹ [Statewide Housing Plan](#)

¹² [California Legislative Analyst's Office - California Housing](#)

- Environmental Context and CEQA
- RHNA Process
- RHNA Challenges
- Penalties of Not Having an Approved HCA Housing Element
- Penalties for Not meeting Approved Housing Plan
- Feasibility of Housing Mandate in Orange County
- One Size Does Not Fit All
- California and OC Population Trends
- 6th Cycle Housing Allocations in OC
- City Challenges
- 7th Cycle Concerns

Environmental Context and CEQA

In 1970, California enacted the California Environmental Quality Act (CEQA) with broad legislative support. These are the broad body of environment laws that attempt to protect California's environment¹³. Its core purpose is to ensure that state and local government agencies identify and publicly disclose the environmental impacts of proposed projects before approving them.¹⁴ Importantly, CEQA does not prohibit development; it ensures development is done responsibly, with environmental protections, public notice, and accountability. It has played a key role in shaping California's environmental standards for over five decades. Yet recent housing laws are chipping away at these hard-won environmental protections and may put our environment at risk.

Over time, the California Legislature has adopted amendments intended to streamline housing projects. Several interviewees asserted that recent statutes—including A130 and SB131—have the effect of narrowing CEQA's environmental review for qualifying housing projects by expanding ministerial or exempt pathways¹⁵. Before CEQA and the Federal Clean Air Act, Southern California experienced severe air pollution, with the region enduring over 200 days each year of unhealthy ozone levels.¹⁶ In the 1970s, this led to frequent smog alerts and restrictions on outdoor activity for vulnerable residents¹⁷. Longtime residents recall this period as one when smog was so persistent it regularly obscured visibility and affected daily life. Today, air quality in Southern California is dramatically improved, with far fewer unhealthy-air days due to decades of

¹³ [PPIC Statewide Survey: Californians and the Environment - Public Policy Institute of California](#)

¹⁴ [South Coast Air Quality Management District - CEQA](#)

¹⁵ [California Lawmakers Approve Major Overhaul of Landmark Environmental Law | KQED](#)

¹⁶ [How Los Angeles Began to Put its Smoggy Days Behind | History & Society | PBS SoCal](#)

¹⁷ [Los Angeles Historical Air Quality Analysis: AQI, PM, CO, SO₂, NO₂, O₃](#)

CEQA measures that have collectively transformed the air basin and made local conditions significantly cleaner and healthier than during the smog-filled 1970's.¹⁸



A smoggy aerial view of downtown Los Angeles in January 1975.

Polling in California consistently shows strong public support for environmental protection, though some surveys also indicate support for regulatory changes aimed at increasing housing production and lowering costs.¹⁹

Recent laws have made it simpler to construct housing by scaling back environmental controls.²⁰ While this may accelerate development, it also threatens to weaken important environmental protections that California has relied on for decades. And importantly, there is no guarantee that these streamlined projects will provide affordable homes or meaningfully improve the housing crisis.

¹⁸ [How Los Angeles Began to Put its Smoggy Days Behind | History & Society | PBS SoCal](#)

¹⁹ [PPIC Statewide Survey: Californians and the Environment - Public Policy Institute of California](#)

²⁰ [In California, statewide housing reforms brush against local resistance | Brookings](#)

Regional Housing Needs Assessment Process

RHNA is the State mandated process that determines the number of new housing units across various income levels that each city and county must plan for each 8-year cycle.²¹ It requires local governments to zone adequate land to meet projected regional housing needs.²² RHNA is implemented through the HCD whose mission statement emphasizes safe, affordable homes and sustainable communities.²³

The RHNA process begins with HCD's review of household growth projections to estimate future housing needs by region. The California Department of Finance shares demographic projections with regional planning bodies known as Councils of Governments (COGs). These projections form the basis for RHNA determinations among California regions, and each COG then develops suballocations for counties and cities within its jurisdiction. Each city is required to update a Housing Element as part of its General Plan, describing objectives, programs, and housing sites consistent with RHNA goals. In recent years, the California Legislature has enacted statutes expanding HCD's authority in reviewing and enforcing RHNA related plans.²⁴

SCAG is the largest COG in the State which includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG represents 197 jurisdictions across more than 38,000 square miles. SCAG develops RHNA allocations for its member jurisdictions and also engages at the state level on issues relevant to regional planning, including housing legislation.²⁵

OCCOG, established as a joint power's agency in 1996, serves as a representative of Orange County to SCAG on RHNA planning (and other issues, i.e., transportation). The organization emphasizes collaboration, transparency, and consistent advocacy to ensure Orange County's interests are effectively represented in regional planning, areas where the OCGJ has identified deficiencies.²⁶

OCCOG's charter describes it as a voluntary advisory association of local governments seeking sub regional and regional planning, coordination, and technical assistance on issues of mutual concern. OCCOG has an Executive Director and minimal staff. A member of the Orange County Board of Supervisors serves on the OCCOG Board and is the SCAG representative for the County of Orange.²⁷

²¹ [California Housing Element Law Explained – Legal Clarity](#)

²² [The California State of Real Estate - Realtor.com Economic Research](#)

²³ [Welcome to HCD! | California Department of Housing and Community Development](#)

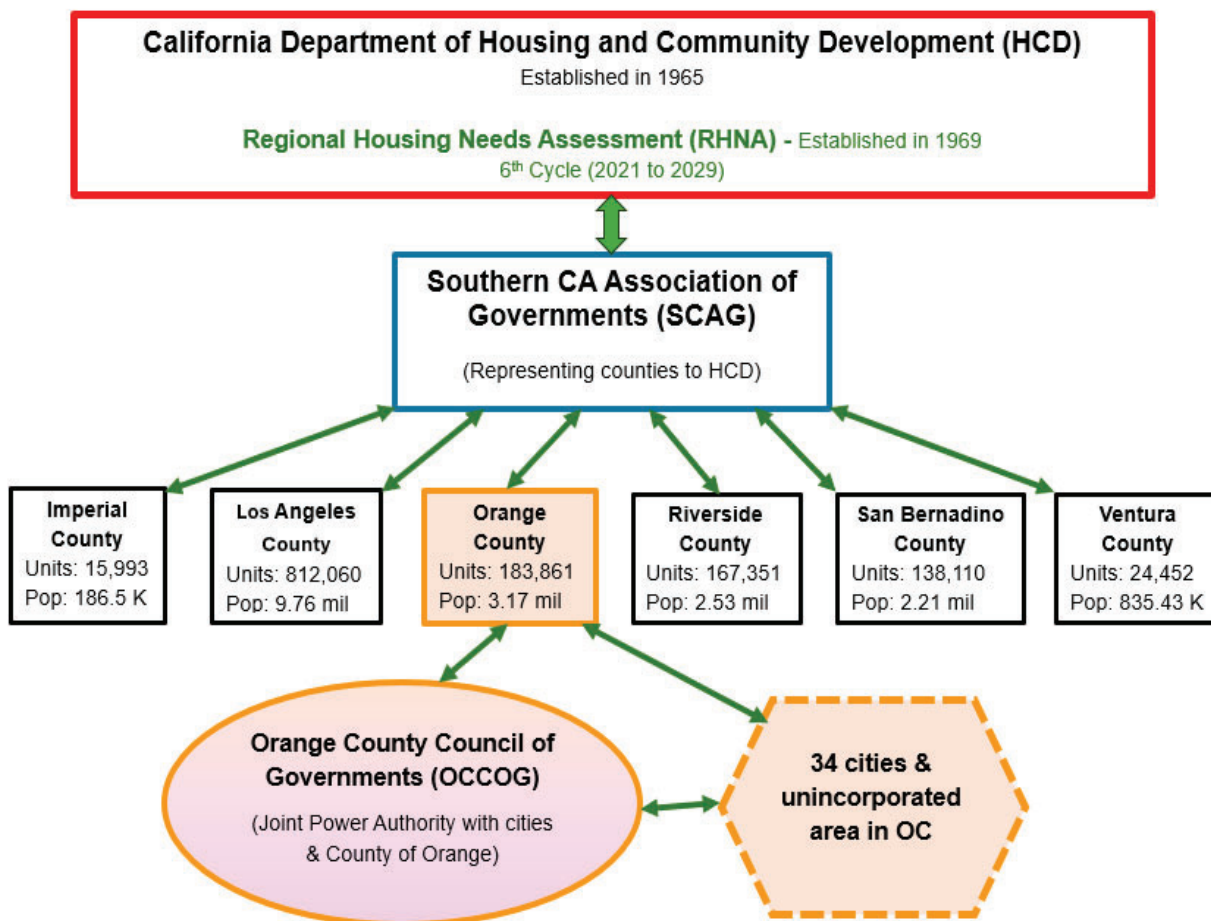
²⁴ [Enforcement Authority | California Department of Housing and Community Development](#)

²⁵ [About us | Southern California Association of Governments](#)

²⁶ [Orange County Council of Governments](#)

²⁷ [Orange County Council of Governments](#)

RHNA PROCESS



SCAG adopted its 6th Cycle housing allocation plan for the period of October 2021 through October 2029. The plan assigns 1,341,827 additional housing units across the SCAG region—which includes most of Southern California—and distributes those units among cities and unincorporated areas, including those in Orange County.²⁸

Stakeholders reported that the 6th Cycle methodology resulted in a significant housing unit increase compared with the 5th Cycle allocation to SCAG of 411,953 units; representing approximately a 300% increase. The dramatic increase prompted the municipalities to request reviews and appeals of their assigned housing requirements. In response, HCD cited multiple reasons for the regional increases including unit overcrowding, affordability indicators, the ongoing effects of previously unbuilt housing units during the 2008 recession and the statutory adjustment factors under California Government Code § 65584.01 (statutory formula)²⁹

²⁸ [Southern California COG Regional Housing Need Determination](#)

²⁹ [Southern California COG Regional Housing Need Determination](#)

Summarized are the five objectives that the COGs (i.e. SCAG) must further in their allocation methodology (Gov. Code § 65584(d)).³⁰

- Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, resulting in allocations for low and very low-income households, and providing for extremely low and acutely low-income allocations within the range prescribed by statute
- Promoting infill development and socioeconomic equity, protecting environmental and agricultural resources, encouraging efficient development patterns, and achieving greenhouse gas reduction targets pursuant to Government Code section 65080.
- Improving the intraregional relationship between jobs and housing, including balance between low wage jobs and housing affordable to low wage workers.
- Allocating a lower proportion of housing need to an income category where a jurisdiction already has a disproportionately high share of households in that category relative to the countywide distribution.
- Affirmatively furthering fair housing.

These objectives are intended to support more economically diverse communities by assigning housing to high resource, job rich areas and by encouraging infill development while protecting environmental resources (CEQA).³¹ RHNA assigns targets to each jurisdiction by income category. For the 6th Cycle, the four income categories are: Very Low ($\leq 50\%$ of county median income), Low (50–80%), Moderate (80–120%), and Above Moderate ($\geq 120\%$)³². Through HCD and RHNA, California instructs and enforces compliance with specific housing targets.

Regional Housing Needs Analysis Challenges

The cities' leadership in Orange County offered multiple critiques of RHNA, including: (1) allocation methodology at SCAG does not reflect local housing need, (2) concerns of fairness in allocation across jurisdictions, (3) the appeal process to SCAG by local governments were consistently denied, and (4) assigned housing goals do not consistently translate into actual permitting, especially for lower income households.³³ HCD has stated that RHNA goals should not be interpreted as a production forecast but

³⁰ [California Department of Housing and Community Development |](#)

³¹ [The 5 Statutory Objectives of the RHNA Methodology](#)

³² [State Housing Law Program | California Department of Housing and Community Development](#)

³³ [Best Practices for Allocating & Evaluating RHNA](#)

as a planning objective.³⁴ Even with this planning objective, Orange County jurisdictions reported significant operational and fiscal challenges associated with implementation.

Jurisdictions described resource constraints that affect their ability to implement the Housing Mandates consistent with legislative intent, including staffing limitations, the need for specialized consultant support, and budget constraints. Several cities characterized RHNA determination and compliance as complex and costly. Some cities reported spending hundreds of thousands of dollars (sometimes reaching close to \$1,000,000) to meet the reporting mandate. Taxpayer money spent on planning does not directly result in the construction of housing units.

Interviewees also reported that SCAG's approved methodology is complex and difficult for elected officials to communicate their housing allocation and ultimate Housing Element to their constituents. HCD and SCAG should take steps to improve the RHNA processes, including enhancing communication transparency and simplifying data driven methodologies. Additionally, recognizing the compliance costs to taxpayers cannot be left unaddressed even as the 7th Cycle planning is currently underway.

In October 2021, the California State Joint Legislative Audit Committee approved an emergency audit of HCD's regional determination process, citing limited public visibility of calculation methods and a need for independent review.³⁵ Further, the audit identified errors in certain data calculations and raised concerns³⁶. The California State Auditor subsequently issued findings that criticized aspects of HCD's methodology indicating potential inflation of requirements by a substantial number of housing units.³⁷ Some of the cited errors included the use of very outdated and inaccurate vacancy factor rates³⁸. One report even suggests base information used was from the 1980's³⁹. Others reported that HCD relied on population projections that differed from California Department of Finance forecasts, which generally show relatively modest long-term growth, and instead used assumptions that resulted in significantly higher projected housing needs.⁴⁰ HCD's response, to the California State Auditor, and on their website, acknowledged there was room for improvement and addressed the allocation criticisms in very general terms but did not mention that the numbers had been or would be corrected.⁴¹

³⁴ [New-Pathways-to-Encourage-Housing-Production-Evaluating-Californias-Recent-Housing-Legislation-April-2023-Final.pdf](#)

³⁵ [California Auditor Report 2021-125](#)

³⁶ [California Auditor Report 2021-125](#)

³⁷ [More Homes, Hardly Any Population Growth—So Why Is California Still So Expensive?](#)

³⁸ [CA Auditor Bashes State's Mandated Housing Numbers, Says Process Is Flawed, Lacks Oversight](#)

³⁹ [CA Auditor Bashes State's Mandated Housing Numbers, Says Process Is Flawed, Lacks Oversight](#)

⁴⁰ [Court: 'Regional Housing Need' Determinations Aren't Judicially Reviewable - Davis Vanguard](#)

⁴¹ [California State Auditor - Report 2021-125 Recommendation 3 Responses](#)

Separately, in June 2021, OCCOG, on behalf of the Orange County cities, filed a judicial challenge to HCD's regional housing determination, arguing that HCD failed to follow statutory requirements in developing the RHNA allocation.⁴² The trial court dismissed the petition in November 2021, and the Second District Court of Appeal affirmed that dismissal in July 2023, holding that neither OCCOG nor its member cities could challenge HCD's methodology.⁴³ On August 24, 2023, the OCCOG Board authorized counsel to petition the California Supreme Court for review, but the Court denied the petition on October 11, 2023, effectively ending OCCOG's legal challenge.⁴⁴ During the 6th Cycle process, SCAG received 48 appeals from cities challenging their housing allocation within their 45-day appeal period. After SCAGs review, they quickly denied 47 of them.⁴⁵ This demonstrates limited jurisdictional influence over the allocation and appeal process. This series of rulings confirms that HCD's statutory authority has been upheld by the courts, and that any changes sought by local jurisdictions may be addressed better through the legislative process rather than litigation.

Penalties for Not Having an HCD-Approved Housing Element

A city that fails to obtain certification of its Housing Element from the HCD is considered out of compliance with state Housing Element Law and becomes subject to a range of escalating enforcement actions.⁴⁶ HCD's Housing Accountability Unit (HAU) has authority to initiate enforcement, including referral to the California Attorney General for legal action when a jurisdiction does not meet statutory planning requirements.⁴⁷ When a city is out of compliance, it can be exposed to severe statutory penalties, such as lawsuits by the Attorney General or outside entities, court-imposed fines ranging from \$10,000 to \$600,000 per month, and court orders that may mandate project approvals, require rezoning, suspend a city's authority to issue building permits, or even strip the city council of land-use authority until compliance is achieved.⁴⁸

The most concerning and widely known consequence of noncompliance is the Builder's Remedy, which restricts a city's ability to deny qualifying housing projects even when they conflict with the city's General Plan or zoning rules.⁴⁹ Under this provision, developers may propose larger, denser projects that bypass local zoning controls if at least 20% of the units are affordable to low-income households or if the project is 100%

⁴² [OCCOG Press Release HCD](#)

⁴³ [Orange Cnty. Council of Gov'ts. v. Velasquez - vLex United States](#)

⁴⁴ [Orange County Council of Governments](#)

⁴⁵ [Orange County Council of Governments](#)

⁴⁶ [Analysis Finds Davis Not on Track to Meet Housing Requirements without Approval of Two Voter Projects - Davis Vanguard](#)

⁴⁷ [Analysis Finds Davis Not on Track to Meet Housing Requirements without Approval of Two Voter Projects - Davis Vanguard](#)

⁴⁸ [Housing Open Data Tools | California Department of Housing and Community Development](#)

⁴⁹ ["Builder's Remedy" Reform Bill Approved by Governor Newsom | Allen Matkins](#)

moderate-income.⁵⁰ Cities without a compliant Housing Element lose their ability to regulate these projects through their typical zoning constraints unless they can demonstrate specific, adverse health or safety impacts.⁵¹ Additional consequences include loss of access to key state funding sources and being placed on a shorter four-year Housing Element update cycle rather than the standard eight-year schedule.⁵²

As of this writing, some Orange County cities—such as Huntington Beach and Seal Beach—have not yet obtained certification of their Housing Elements for the 6th Cycle or have been subject to enforcement actions related to noncompliance, while others, such as Costa Mesa, have only achieved compliance after delays and state intervention.⁵³

Penalties for Not Meeting Housing-Plan Construction Goals

While RHNA production targets are planning requirements, not actual construction mandates – cities may face meaningful consequences if they fail to implement the programs and rezoning commitments included in their certified Housing Elements. HCD's HAU monitors compliance with both Housing Element commitments and state housing laws, and violations may prompt enforcement letters, monitoring actions, or legal referrals to the Attorney General.⁵⁴ Courts have shown a willingness to override local discretion when a city's failure to implement its Housing Element prevents the jurisdiction from accommodating its assigned RHNA allocation.⁵⁵ In some cases, courts may mandate rezoning, invalidate local development restrictions, or require approval of specific projects to ensure that adequate housing capacity is created.⁵⁶

Feasibility of Housing Mandate in Orange County

The feasibility of California's Housing Mandates in Orange County raises significant practical concerns. HCD, during the 6th Cycle, has allocated 183,161 housing units to Orange County to be constructed by 2029 with 30% being considered 'affordable'. However, according to the US Census Bureau, Orange County is only producing an average of 5,000 units a year over the past 5 years.⁵⁷ Clearly this is a dilemma for the County. While it is relatively easy for the California Legislature to pass ambitious housing laws, the actual construction of these units is far more challenging. The Housing Mandates may be well-intentioned but translating them into real-world development is complex, due to constraints in land availability and costs, infrastructure

⁵⁰ [Builder's Remedy Primer](#)

⁵¹ [The Builder's Remedy and Housing Elements](#)

⁵² [Housing Elements | California Department of Housing and Community Development](#)

⁵³ [Appeals Court Orders Huntington Beach to Comply with State Housing Law - Davis Vanguard](#)

⁵⁴ [Enforcement Process | California Department of Housing and Community Development](#)

⁵⁵ [Appeals Court Orders Huntington Beach to Comply with State Housing Law - Davis Vanguard](#)

⁵⁶ [Appeals Court Orders Huntington Beach to Comply with State Housing Law - Davis Vanguard](#)

⁵⁷ [Index of /programs-surveys/popest/tables](#)

capacity, high construction and labor costs, community acceptance, and capital formation.

Capital formation for housing development in Orange County faces significant challenges. The cost of capital remains high, and the long timeline required to entitle, build, and eventually generate revenue increases financial risk for developers. Interest-rate volatility further complicates financing, affecting both equity investment and construction loan terms. At the same time, affordable housing projects often struggle to qualify for limited government subsidies, leaving many developments financially infeasible. These pressures are intensified in Orange County, which has some of the highest land and construction costs in California, making lower-income housing especially difficult to deliver without substantial public support.^{58 59 60 61}

Most parts of Orange County are already built out, leaving limited land available for new development. Substantial portions of the remaining undeveloped areas are further constrained by coastal regulations, floodplains, wildfire-prone zones, steep hillsides, protected open space, and other environmentally sensitive lands. These physical and regulatory barriers significantly reduce the amount of land that can realistically be developed. At the same time, the County faces substantial infrastructure limitations—including constraints on water and sewer systems, road capacity and traffic circulation, parking availability, schools, parks and recreation space, transit corridors, and even utilities such as electricity and natural gas. Taken together, these constraints sharply limit how much additional housing can be accommodated, even when zoning or Housing Mandates call for higher densities.

High construction costs remain a major obstacle to new housing production, driven by escalating prices for essential building materials such as lumber, steel, concrete, and electrical components. Persistent labor shortages across skilled trades further compound these costs, as limited labor supply leads to higher wages and project delays. Appliance costs have also risen significantly, especially for energy-efficient or higher-end models now commonly required by building codes or market expectations. Additionally, the desired level of luxury or finish, such as premium flooring, countertops, fixtures, and community amenities, can substantially increase overall project budgets, making even modest housing developments expensive to deliver.

Reports indicate it cost approximately \$500,000 to \$800,000 to build a one-bedroom low-income rental unit in Orange County. Low Income units require rental subsidies.

⁵⁸ [Turner Center UC Berkeley Development Math](#)

⁵⁹ [Interest Rates Impact Construction Project Funding](#)

⁶⁰ [CHP State Housing Needs Report](#)

⁶¹ [The High Cost of Producing Multifamily Housing in California: Evidence and Policy Recommendations | RAND](#)

With declining federal, state, and local funding subsidies, it is difficult to build affordable housing. Developer interest therefore is focused on market rate housing production.

In short, Housing Mandates are legally binding, yet remain extraordinarily difficult for many cities to achieve. While RHNA serves a key role as a planning tool, requiring cities to zone for additional housing and align local policies with statewide objectives, meeting the full scale of assigned housing targets, especially for lower-income households, is often unrealistic without sustained public funding, expanded infrastructure, and ongoing State support. In practice, the Housing Mandates alone do not produce homes. Achieving HCD/SCAG goals in Orange County ultimately depends on market-responsive policies, and complementary funding strategies. It is not simply higher numerical requirements or punitive measures.

In practice, Housing Mandates alone do not build homes.

One Size Does Not Fit All

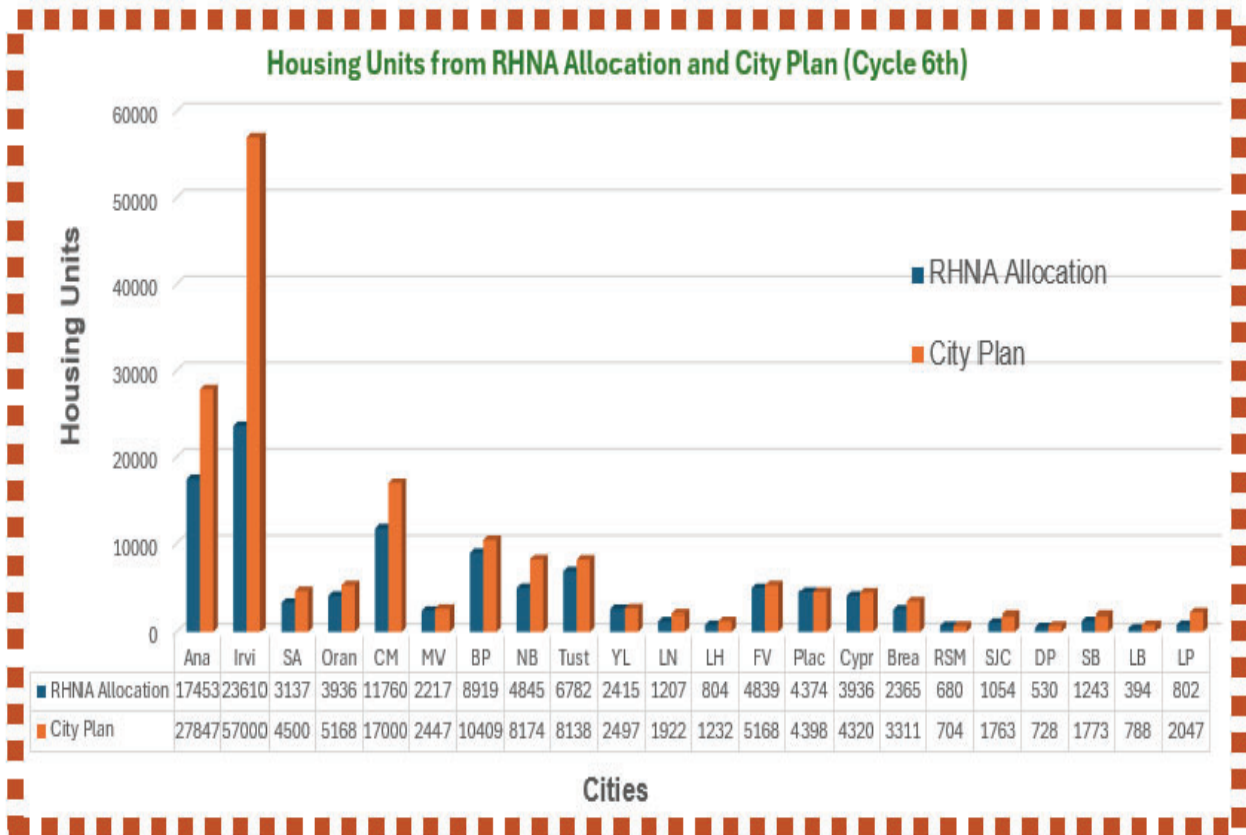
California's statewide Housing Mandates are intended to address a persistent and perceived shortage of housing.⁶² However, the OCGJ found that the uniform statutory framework governing the RHNA process can function as a blunt instrument when applied across jurisdictions with widely differing conditions. City leadership consistently noted that a one-size-fits-all approach may not fully account for the unique character, environmental, infrastructural, economic, demographic, and geographic circumstances facing individual communities.

Several stakeholders noted that the RHNA process does not adequately differentiate among jurisdictions with varying levels of infrastructure capacity, longstanding physical or environmental constraints, or distinct development patterns. In particular, it fails to account for older, largely built-out cities—such as Garden Grove, Westminster, La Habra, and Fountain Valley, where available land is minimal and new housing can occur primarily through infill development. In these contexts, construction is typically more complex and costly, further challenging feasibility. As a result, some local governments face disproportionate burdens in accommodating housing allocations that do not fully reflect on-the-ground constraints and local conditions.

The OCGJ notes that perspectives on this issue varied considerably. Interviewees from fast-growing or infrastructure-rich areas were more likely to support uniform standards, arguing that consistent requirements prevent jurisdictions from avoiding their fair share of housing obligations. Others expressed the view that Housing Mandates are necessary to overcome decades of underproduction and local resistance to growth.

⁶² [California Department of Housing and Community Development | California Department of Housing and Community Development](#)

Ultimately, comments on the adequacy and fairness of California's uniform approach depended heavily on local context and a jurisdiction's capacity to absorb additional housing.



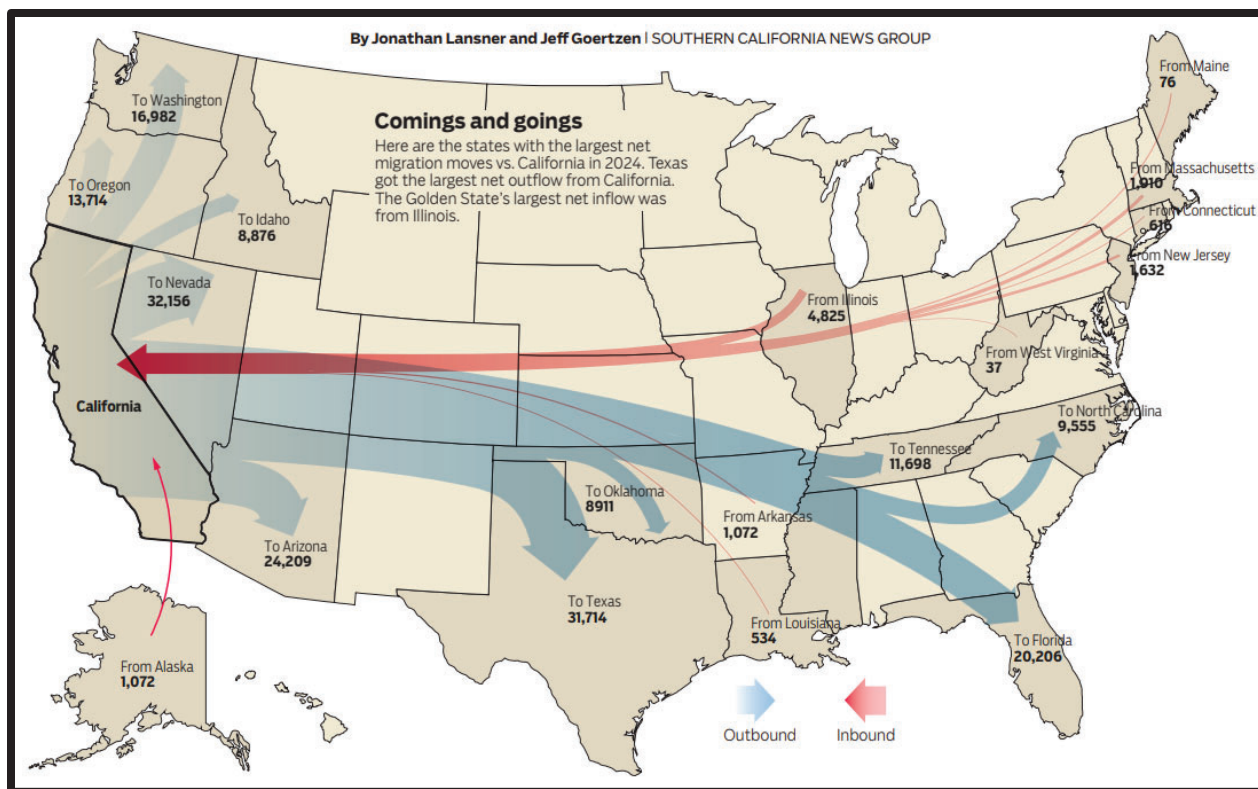
Data source: Cities' responses to the 2526 Grand Jury's survey

California and Orange County Population Trends

Over the past three decades, California has undergone a profound demographic shift. After more than a century of rapid population expansion (growing from under 20 million in 1970 to nearly 40 million by 2020) the State's growth has slowed dramatically, and in recent years has turned negative.⁶³ According to the Public Policy Institute of California, California lost 322,000 residents between July 2020 and July 2022 due largely to emigration, declining births, and reduced immigration.⁶⁴ And although modest growth resumed between 2022 and 2025, the overall trend remains flat and well below historical norms. As previously noted, this validates the California State Auditor's criticism of HCD, and its projections based on population.

⁶³ [CSUF - Center for Demographic Research](#)

⁶⁴ [California's Population - Public Policy Institute of California](#)



Source Orange County Register ⁶⁵

Historically, one of California's fastest-growing regions, Orange County, exhibits similar trajectories – population stagnation and decline. The U.S. Census Bureau has documented recent population decreases, noting that Orange County's long-standing growth pattern began to reverse in the early 2020's due in part, to an aging population, and reduced international migration and increased outmigration.⁶⁶ These trends challenge long-held assumptions about continuous growth in Orange County and suggest that future planning should incorporate demographic stabilization rather than expansion.

Despite these emerging realities, population projections used during the 6th Cycle (2021–2029) relied on pre-pandemic models that assumed continued growth.⁶⁷ HCD's 6th Cycle regional determination began with population forecasts from the Department of Finance and applied upward adjustments for overcrowding, cost burden, and vacancy—factors that significantly inflated the region's housing need calculation. However, by 2020–2025, many of these underlying drivers shifted in the opposite direction as

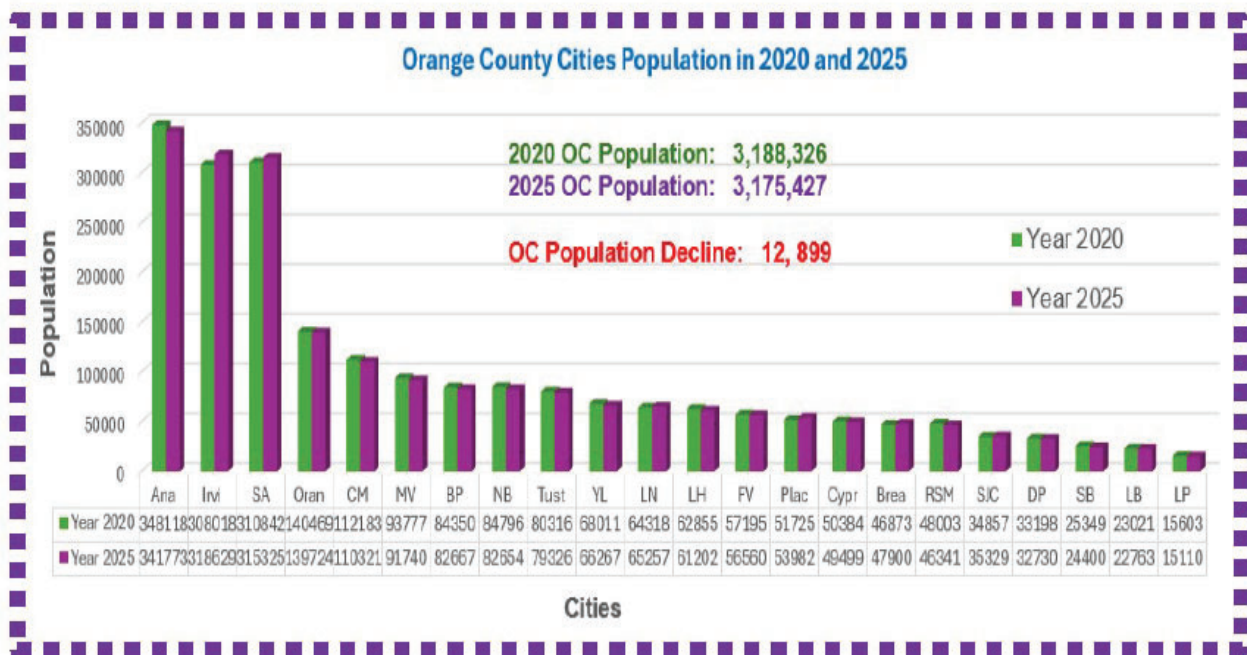
⁶⁵ [Infographic: Are people leaving California? Here's what the numbers show us – Orange County Register](#)

⁶⁶ [Infographic: Are people leaving California? Here's what the numbers show us – Orange County Register](#)

⁶⁷ [Presentation: Overview of Regional Growth Forecasting, Modeling Task Force May 25, 2022 Meeting](#)

California entered a period of population decline, raising questions about the accuracy of the assumptions embedded in the 6th Cycle projections. SCAG has acknowledged concerns from stakeholders regarding the appropriateness of the population and household growth assumptions used during the 6th Cycle and has initiated discussions with HCD to reform the methodology.⁶⁸

Looking ahead to the 7th Cycle, California’s demographic outlook is markedly different from the 6th Cycle. The Department of Finance’s newest long-range projections (2024 baseline) show significantly slower statewide and county-level growth through 2070, with some regions, including Orange County, projected to experience prolonged stagnation or decline.⁶⁹ These updated projections, combined with post-2020 population losses, underscore the necessity for HCD and SCAG to recalibrate their methodologies so that the next RHNA Cycle reflects a more accurate and data-driven assessment of true housing need. Without incorporating the State’s new demographic trajectory, RHNA risks overestimating future household growth and imposing planning obligations disconnected from both California’s and Orange County’s actual population realities.



Data source: Orange County Progress Report 2025

Notes: This chart includes only cities, who responded to the 2526 Grand Jury’s survey.

6th Cycle (2021–2029) Housing Allocations in OC

California’s Housing Element Law requires every city and county to plan for its share of regional housing need. For the 6th Cycle (October 2021–October 2029), SCAG

⁶⁸ [PowerPoint Template for SCAG Presentations](#)

⁶⁹ [Projections | California Department of Finance](#)

assigned the Orange County subregion a total of 183,861 housing units, allocated across four income categories: Very Low, Low, Moderate, and Above Moderate.⁷⁰

While RHNA establishes the minimum number of units each jurisdiction must plan for, this OCGJ finds that cities seeking to meaningfully expand affordable housing production must adopt local housing targets that exceed their RHNA assignment. This is largely because the cost of constructing deed-restricted affordable units—often approaching \$700,000 per unit—is rarely economically feasible without substantial public subsidy, layered financing, and other creative development strategies. As a result, cities increasingly rely on density bonus incentives, allowing developers to build additional market-rate units in exchange for providing affordable units, to help close funding gaps and meet lower-income housing obligations.

The RHNA process begins with the HCD determining the amount of housing needed for each region, including affordability levels, and continues with a regional agency (here, SCAG) dividing that need among counties and cities. SCAG’s final 6th Cycle plan assigns Orange County jurisdictions a combined 183,861 total units for 2021–2029.⁷¹

SCAG’s allocation plan further distributes Orange County’s total to each city (and to the County’s unincorporated area). The largest allocations go to major employment and population centers, with substantial totals assigned to, among others:

<u>City</u>	<u>Units</u>	<u>City</u>	<u>Units</u>
Irvine	23,610	Huntington Beach	13,368
Garden Grove	19,168	Costa Mesa	11,760
Anaheim	17,453	OC Unincorporated	10,340

These totals reflect the regional policy judgment—guided by state objectives—that jurisdictions must plan for additional housing capacity across income categories.

In summary, RHNA 6th Cycle allocations establish minimum planning obligations, but they do not, by themselves, overcome the structural feasibility barriers that constrain low-income housing delivery. This higher target is justified by (1) the anticipated attrition between zoning capacity and constructed projects, and (2) the necessity of leveraging private development to be incentivized to build affordable housing in a market where restricted rents cannot reliably support new construction without layered public assistance.

⁷⁰ [Regional Housing Needs Assessment | Southern California Association of Governments](#)

⁷¹ [Regional Housing Needs Assessment | Southern California Association of Governments](#)

City Challenges

California's increasingly prescriptive Housing Mandates have placed substantial pressure on local governments in Orange County, requiring cities to plan for significantly higher levels of housing capacity. The cumulative effect has been added local government costs, uncertainty in interpreting evolving state requirements, inequities among jurisdictions, and escalating tension between state directives and the longstanding expectation of local control over planning and zoning.

While the State has articulated policy goals and methodology behind its Housing Mandates, the top-down framework often overlooks the essential role of local communities in electing officials to ensure that planning and zoning decisions reflect the values and priorities of the electorate—the very reason most cities incorporated in the first place. This disconnect has contributed to considerable tension, community frustration, and political instability in many Orange County cities, not to mention the constituents' lack of confidence that their elected officials are representing their interests.

To successfully meet the requirement of the Housing Mandates cities must file a Housing Element with HCD every eight years to meet the aggressive targets being mandated. Many local cities lack the internal expertise and staff time to draft such housing submissions and thus must hire costly external consultants to prepare appropriate legal documents. As previously noted, the costs to cities have been between \$100,000 and over \$1,000,000 for some of the larger cities. With 34 cities in Orange County and the County also required to provide a housing plan, the administrative costs are in the millions of dollars just to comply. With many local cities having budgetary challenges, this administrative burden is just another unfunded liability. These taxpayer dollars are spent to comply with the law and have no commensurate direct beneficial outcome for the community.

In Orange County, the Housing Mandates have substantially narrowed local land use discretion while increasing administrative, legal, and compliance risks for cities. Although framed as a planning requirement, the Housing Mandates have expanded residential density and embedded enforceable state oversight into what were traditionally local planning functions. As a result, compliance and enforcement mechanisms have begun to reshape municipal governance and materially influenced developmental patterns across the county. The result of these impacts in Orange County includes but are not limited to the following:

- Reduced local land-use authority
- Administrative and staffing burdens
- Financial expense
- Infrastructure limitations

- Increased legal exposure
- Political and community conflict
- Unfair RHNA housing allocations across the cities

Each city in Orange County has had a variety of challenges based upon differences in geography, fiscal capacity, land availability, funding availability, development interest and conditions, local policy decisions and community responses. The impact of the Housing Mandates has had dramatic impacts and cannot be ignored.

For example:

Anaheim: As the largest (population) city in Orange County, Anaheim has a strong fiscal base, including significant tourist-based revenue, and has already permitted and constructed a large number of housing units especially in light of their massive OC Vibe residential, retail and entertainment district. This is not to say, however, that they do not have their challenges with developers pushing to increase density within Anaheim Hills and the City's concern of density and building into a designated high-fire risk area. Due to its population of over 300,000, unlike most Orange County cities, Anaheim does have access to state and federal dollars, to assist in meeting the affordable housing requirements.

Costa Mesa: Costa Mesa is one of only three Orange County cities still without a compliant Housing Element. Its continued effort to defend local regulations on sober living homes—rules that HCD does not formally recognize—has already cost the city access to certain state low-income housing funding. The situation worsened when one of the City's largest developers withdrew all of his properties from Costa Mesa's Housing Element inventory, slashing projected housing capacity from roughly 17,000 units to the bare minimum of about 11,750 units needed to meet state requirements.⁷² This leaves the City with virtually no buffer to achieve compliance.

Fountain Valley: Fountain Valley is largely built out, with approximately 90% of its land already utilized. Limited available land and constrained financing capacity present major hurdles in Fountain Valley ever being able to meet the state requirements.

Huntington Beach: Huntington Beach has adopted a totally different strategy to address the Housing Mandates. They have aggressively pursued litigation in an effort as a "charter city" to preserve local land-use authority. This approach has resulted in substantial legal costs and financial exposure for the City for noncompliance. The City's

⁷² [Planning Commission Bombshell: Housing Element Update Crisis in Costa Mesa](#)

legal challenges have all been denied including a final appeal to the US Supreme Court.⁷³ Consequences for non-compliance are pending.

Irvine: Irvine's response to the Housing Mandates differs from other Orange County cities. Being very progressive with available land currently under development, and two major developers active, the master planned community of Irvine has substantial flexibility. They have submitted to the State committing to build 56,000 additional units even though their allocation is approximately 26,000 units, the highest in Orange County. The original vision of Irvine being a residential community with commercial and residential balance runs the risk of being seriously eroded with high density apartments being vigorously constructed. This suggests Irvine might ultimately be more of an urban versus suburban community in the future. Residents are starting to be concerned as to the impact on traffic, parks, and schools. Furthermore, the current City council's recent move to rezone past open space commitments has created voter activism and resistance.

Newport Beach: Newport Beach has faced difficulty implementing the Housing Mandates due the concerns regarding community character, coastal constraints, and local values, contributing to resistance to higher density residential development. While elected officials worked hard at engaging and educating the community on the Housing Mandates, as development projects started to come on-line, major public resistance ensued. A recent ballot initiative was just approved to push back on the City's approved Housing Element.⁷⁴

Mission Viejo: In March 2026, hundreds of Mission Viejo residents rallied in opposition to a proposed expansion of the Vista Del Lago apartment complex off Marguerite Parkway. The developer's plan called for demolishing 68 existing units and replacing them with 418 new units, resulting in a net increase of 350 units, as well as constructing a new parking structure. The expansion would bring the total number of units on the 33-acre property to 958 units, dramatically increasing density in an area surrounded primarily by single-family homes.

After hours of heated public testimony and debate, the City Council voted 3–2 to advance the project. A majority of councilmembers stated they felt they had no choice but to approve the development due to the Housing Mandates, which require cities to zone and plan for significantly higher housing densities regardless of local neighborhood opposition.⁷⁵

⁷³ [Attorney General Bonta Celebrates U.S. Supreme Court's Denial of Huntington Beach's Challenge to State Housing Laws | State of California - Department of Justice - Office of the Attorney General](#)

⁷⁴ [Newport Beach may dump state mandate as residents prep to vote on plan for far fewer housing units | LAist](#)

⁷⁵ [Editorial: Mission Viejo's needless angst over apartments – Orange County Register](#)

San Juan Capistrano: Due to its historical significance and geographic characteristics, the City has been challenged to meet the Housing Mandates. It is a tale of two communities – residents of great wealth and a large lower socioeconomic population requiring the need for more affordable housing. To date, City leadership appear to have built partnerships with low-income developers to build projects that maintain the community's heritage and meet the needs of the City. As high-end development takes place, a "fee in lieu" is assessed that generates funds for affordable housing. Superb planning and design have led to across-the-board community support for well designed, low-income redevelopment projects completed or underway.

Santa Ana: Santa Ana is already considered by HCDs' RHNA process to be a densely populated, lower socioeconomic community, and it has the lowest housing target in Orange County with only 3,137 units. Like Anaheim due to its population size, it has access to more federal and state housing dollars to meet its low-income housing compliance obligations.

The County of Orange: The County also has a RHNA requirement for its unincorporated areas. The County struggled to obtain certification of its Housing Element in 2025; it required multiple revisions due to the nature of small pockets of unincorporated areas it serves. Its largest development area in South Orange County, Rancho Mission Viejo of over 6,000 acres was entitled by the County before the Housing Mandates became law – few were affordable units. In addition, the largest track of undeveloped land is owned by the Federal Government (Cleveland National Forest) and not available for development.

The impacts of the Housing Mandates have disrupted governance and local control. In some communities it has created fierce resistance. The loss of local control impacts the traditions and norms within many Orange County cities. Community heritage, rightly or wrongly, is being seriously eroded.

The one-size-fits-all Housing Mandates has serious repercussions economically and politically only now coming into focus for the voters of Orange County as the implementation goes forward.

Community political activism has increased as housing projects move from approval to construction, but this engagement is often narrowly focused on individual developments rather than broader policy impacts. Cities should take a more proactive role in engaging residents in a comprehensive discussion about how RHNA implementation is affecting neighborhood character, infrastructure, and social cohesion. In addition, local elected officials have a responsibility to clearly communicate how state-directed housing policies, originating in Sacramento, shape local land-use decisions and limit municipal discretion.

7th Cycle (2029-2037) Concerns

The 7th Cycle of the RHNA planning process has already started, addressing the period from 2029-2037. The OCGJ identified significant concerns related to transparency, data integrity, governance, and Orange County’s ability to competitively represent itself within the broader SCAG region. These concerns stem from documented issues in the 6th Cycle, particularly the lack of clarity of the allocation methodology, the complexity of the decision-making structure, and inadequate procedural safeguards to ensure that Orange County’s unique conditions are fully acknowledged.

The 6th Cycle methodology relied on numerous questionable inputs—including projected population, transit accessibility, job growth, vacancy adjustments, cost burden, and subjective social equity factors—derived from HCD and SCAG’s adopted methodology.⁷⁶ These inputs were published but remained difficult for local jurisdictions to interpret due to their subjectivity, complexity and technical nature and the failure of HCD to clearly identify their methodology.⁷⁷

Given these findings, Orange County cities face a recurring risk, because the statewide RHNA determination feeds directly into SCAG allocations, any methodological deficiencies at the state level immediately cascade into subregional planning and ultimately influence the allocations assigned to Orange County jurisdictions.

Experiences from the 6th Cycle highlight several issues that continue to shape Orange County’s concerns heading into the 7th Cycle. The previous allocation process was marked by complexity, questionable data, late-stage modifications, and an overall lack of transparency. For example, SCAG’s 6th Cycle allocation was adopted in March 2021 and then modified only a few months later⁷⁸, fueling confusion about how final numbers were determined. The process felt unfair to many local jurisdictions because the appeals window was extremely compressed, the methodology was difficult to replicate, and the relationship between data inputs—such as overcrowding, cost burden, or future transit accessibility—and final allocations was not easily understood. The appeals process was also futile and was not open to cities concerns.

Governance also played a role. SCAG and OCCOG rely on a large network of committees, working groups, and advisory bodies, which ensures broad participation but diffuses responsibility. With so many entities involved, accountability for data accuracy, timely inputs, and interpretation of the methodology becomes fragmented, making it difficult for any single entity to ensure the process is both rigorous and transparent.

⁷⁶ [SCAG Final RHNA Methodology, March 5, 2020](#)

⁷⁷ [Best Practices for Allocating & Evaluating RHNA](#)

⁷⁸ [Regional Housing Needs Assessment | Southern California Association of Governments](#)

The upcoming 7th Cycle is expected to be even more data-intensive.⁷⁹ New state guidance calls for clearer and more prescriptive methodology factors, improved appeals procedures, new income categories, and stronger alignment with greenhouse-gas and transportation planning.⁸⁰ Transit definitions are also being standardized statewide, meaning all Orange County Transportation Authority (OCTA) transit routes, frequencies, and hub locations must be fully validated and published early in the process. Without early coordination, the County risks being disadvantaged compared with regions that already have well-organized transit datasets.

Transparency remains a central concern. Orange County jurisdictions need access to all datasets used to calculate their allocations, ranging from growth projections to transit accessibility metrics, and must be able to replicate the calculations that lead to their assigned numbers. The California State Auditor has previously flagged gaps in how HCD documented its factors, reinforcing the need for a system that jurisdictions can audit and verify.

CONCLUSION

“We shape our buildings; thereafter they shape us.” (Winston Churchill)

Housing Mandates and the RHNA allocation process are highly consequential for Orange County jurisdictions, particularly because the construction of low-income housing is rarely feasible without substantial subsidy. Interviewees consistently reported that funding streams to support deed-restricted housing remain limited, leaving cities responsible for planning large numbers of units that may never be financially viable without additional state or federal assistance. This gap between planning obligations and realistic development capacity has heightened local concern about the fairness and practicality of the current RHNA framework not to mention wasted tax dollars.

Against this backdrop, a recurring theme in interviews was the need for stronger regional coordination. Per the Joint Powers Agreement, OCCOG members pay dues to support operations, based on a 2009 adopted formula tied partly to each city’s share of the county population. However, dues have not been adjusted in many years, leading several stakeholders to question whether current funding levels adequately support OCCOG’s ability to coordinate subregional planning, respond to SCAG, and represent Orange County interests on matters as significant as RHNA. SCAG likewise uses population factors in its own dues structure, meaning jurisdictions with growing populations carry greater financial responsibility. Stakeholders noted that the overall

⁷⁹ [California’s Housing Future 2040: The Next Regional Housing Needs Allocation | California Department of Housing and Community Development](#)

⁸⁰ [California’s Housing Future 2040: The Next Regional Housing Needs Allocation | California Department of Housing and Community Development](#)

resource base may still be insufficient for the level of technical engagement required. Many jurisdictions expressed that increased support for OCCOG, both financial and participatory, would improve transparency around RHNA inputs and allow for more robust review of the assumptions that drive housing allocations.

The OCGJ believes that OCCOG is an underutilized regional asset that could play a significantly larger role in promoting equity, transparency, and public understanding of the RHNA process. Interviewees emphasized that consistent, proactive participation by city and county representatives in OCCOG and SCAG meetings is critical, especially early in the methodology-setting phase, when data inputs, assumptions, and distribution formulas are still in development. Without regular engagement, jurisdictions risk losing opportunities to influence decisions that later become binding obligations. Several interviewees suggested that cities consider enhancing their financial contributions so OCCOG can expand its analytical capacity, conduct independent research, and engage more effectively in SCAG's technical and policy committees and at the state level.

As work begins on the 7th Cycle, the need for collaboration is more urgent than ever. Cities cannot afford to be passive observers. Even if cities cannot directly change the final numbers issued by HCD or SCAG, their active involvement is essential to ensuring that Orange County's unique circumstances are understood and represented. Meaningful engagement can also help jurisdictions align their local planning strategies, clarify shared concerns, and coordinate responses to proposed methodological changes before they become final. A more empowered and better-resourced OCCOG would strengthen Orange County's collective voice, improve regional planning outcomes, and ensure local governments are not navigating the California's housing requirements in isolation.

Finally, the OCGJ notes that collaboration must extend beyond government agencies to the residents they serve. As Sacramento lawmakers continue to enact significant housing legislation, much of it with direct consequences for zoning, density, local control and neighborhood character development standards, the public must be informed and involved. Cities, working through OCCOG and SCAG, have an important role in educating residents about new laws, explaining their local impacts, and encouraging constituents to register their views with State Representatives. Improving public awareness not only strengthens transparency and trust but also ensures that community perspectives are included in shaping future housing policy.

By working together, jurisdictions, regional agencies, and the public, Orange County can more effectively navigate the challenges of Housing Mandates and advocate for a clearer, more equitable, and more locally responsive RHNA process.

FINDINGS

In accordance with California Penal Code §933 and §933.05, the 2025-2026 Orange County Grand Jury requires (or, as noted, requests) responses from each agency and city affected by the “Findings” presented in this section. Responses are to be submitted to the Presiding Judge of the Superior Court.

Based on its investigation “California Housing Mandates” the 2025-2026 Orange County Grand Jury has arrived at 22 findings as follows:

- F1** In recent years, the California Legislature has enacted an unusually large and burdensome volume of housing-related laws intended to strengthen compliance with State Housing Mandates.
- F2** Housing Mandates are implemented through a RHNA process that often lacks transparency and relies on complex methodologies that are difficult for local officials and the public to understand or meaningfully challenge.
- F3** OCCOG coordinates RHNA regional planning in partnership with the SCAG for Orange County. OCCOG lacks adequate influence with SCAG.
- F4** Meaningful participation by Orange County cities in both OCCOG and SCAG meetings is critical to ensuring that local perspectives are represented during the development and implementation of Housing Mandates policies.
- F5** SCAG’s 6th Cycle RHNA assigned Orange County a questionable total of 183,861 housing units for the 2021–2029 planning period, with higher allocations concentrated in cities with major population and employment centers.
- F6** RHNA allocations are unrealistic and not attainable within the current planning cycle due to limited available land, built-out urban conditions, infrastructure constraints, environmental factors, and public health and safety requirements.
- F7** Residents in Orange County consistently express a desire for local planning decisions to reflect community priorities, including but not limited to neighborhood character, safety considerations, the environment and open-space preservation.
- F8** California’s regulatory construction costs (i.e. permitting fees) present substantial challenges for private housing developers—particularly those delivering affordable units.

- F9** The cost of constructing a single affordable housing unit in California typically ranges from approximately \$500,000 to \$800,000 per unit when fully complying with current state regulations. New low-income housing is generally not financially feasible without public subsidy.
- F10** Prior to their dissolution in 2012, redevelopment agencies served as a primary mechanism for cities and counties to finance affordable housing and related infrastructure. The loss of redevelopment has reduced cities' ability to support construction of affordable units.
- F11** Because public subsidy is limited and highly competitive, cities seeking to produce meaningful quantities of low-income housing must rely in part on private development incentives, often resulting in higher overall development densities and unit counts than the RHNA allocation.
- F12** The 6th Cycle RHNA methodology included numerous technical inputs published by SCAG and HCD; however, these inputs were highly complex and difficult for cities to interpret or independently verify.
- F13** The California State Auditor's 2022 review found significant deficiencies in HCD's regional determination process—including inadequate documentation, data-entry errors, and insufficient justification for key assumptions—raising concerns that similar issues may affect the 7th Cycle process.
- F14** OCCOG's current resources and organizational structure are insufficient to fully advocate for Orange County jurisdictions during RHNA methodology development, especially when compared with larger or more heavily resourced regional councils of governments that also influence SCAG.
- F15** Demands on HCD are anticipated to materially alter methodology for the 7th Cycle, but Orange County jurisdictions have not yet received clear guidance on how these allocations will be translated into SCAG policy or local impacts.
- F16** The reliance on transit accessibility as a major RHNA consideration requires high-quality, early-released datasets from OCTA; however, these datasets are not currently consolidated or formally adopted for use in the 7th Cycle methodology.
- F17** The large number of committees, subcommittees, and advisory groups involved in SCAG and OCCOG's RHNA processes promotes broad participation but diffuses accountability, making it difficult to determine who is responsible for specific analytic inputs or process decisions.

- F18** The City of Huntington Beach has been unsuccessful in its attempts to contest Housing Mandates. To date, Huntington Beach lacks an approved General Plan Housing Element related to RHNA Allocation.
- F19** The City of Irvine has been progressive in submitting a housing plan that calls for twice the number of units mandated (56,000). However, this threatens the historical nature of a master plan community with substantial infrastructure challenges.
- F20** Cities and other stakeholders encounter difficulty explaining RHNA outcomes to elected officials and the public due to a lack of clear, consolidated documentation describing how allocation decisions are derived from the underlying data.
- F21** The absence of a clearly articulated and easily understandable description of the RHNA allocation algorithm contributes to perceptions that discretionary or political considerations may influence outcomes, even when allocations are made in compliance with state housing laws.
- F22** Improved transparency and communication regarding RHNA methodology would enhance public confidence in the process and reduce misunderstandings among member jurisdictions.

RECOMMENDATIONS

In accordance with California Penal Code §933 and §933.05, the 2025-2026 Orange County Grand Jury requires (or, as noted, requests) responses from each agency and city affected by the “Recommendations” presented in this section. Responses are to be submitted to the Presiding Judge of the Superior Court.

Based on its investigation described herein, the 2025-2026 Orange County Grand Jury makes the following 20 recommendations:

- R1** OCCOG should expand its technical-assistance and training programs, by September 30, 2026, to ensure that all Orange County jurisdictions understand RHNA methodology, statutory obligations, and the implications of noncompliance. (F1, F2, F3, F4)
- R2** OCCOG should coordinate a countywide review of sites identified in local Housing Elements, by December 31, 2026, to evaluate whether each site meets state requirements for realistic capacity and development feasibility, supported by a standardized, version-controlled change log. (F3, F4)

- R3** OCCOG should develop and publish a comprehensive RHNA Inputs Catalog, by April 30, 2027, prior to drafting the 7th Cycle methodology, documenting all datasets used, their sources, methodological assumptions, and a version-controlled record of changes. (F3, F4)
- R4** OCCOG should create a public-facing RHNA Accountability Dashboard, by April 30, 2027, displaying deadlines, responsible agencies, dataset readiness, and upcoming SCAG decision points, to ensure transparency and timely action by jurisdictions. (F16)
- R5** OCCOG should request that SCAG and HCD, by December 31, 2026, provide written guidance explaining how HCD’s recommendations will be applied in shaping the 7th Cycle RHNA methodology so that jurisdictions can prepare proactively. (F16)
- R6** OCCOG should convene a 7th Cycle Technical Working Group, by December 31, 2026, composed of planners, data analysts, and transit experts to pre-evaluate methodology scenarios and deliver unified, countywide recommendations to SCAG. (F3, F6, F15)
- R7** OCCOG, all Orange County cities and the County of Orange should reassess the current dues structure, by September 30, 2026, to ensure that OCCOG has the resources necessary to effectively represent Orange County jurisdictions in SCAG processes, including RHNA methodology development and appeals. (F3, F15)
- R8** By December 31, 2026, the Orange County Board of Supervisors should partner with cities to evaluate countywide infrastructure capacity—including water, wastewater, flood control, transportation, and public-safety systems—and develop a coordinated regional plan capable of supporting the level of housing growth required under state law. (F6)
- R9** By September 30, 2026, the Orange County Board of Supervisors should strengthen its engagement with OCCOG and increase staff support to develop a shared, countywide database of potential housing sites and key development-feasibility factors. (F15)
- R10** By June 30, 2027, the Orange County Board of Supervisors should evaluate whether the County should pursue its own independent Metropolitan Planning Organization (MPO) designation for purposes of regional housing planning. (F5, F6, F7, F15)

- R11** The County of Orange and each city should ensure consistent participation in SCAG and OCCOG committees by September 30, 2026, including the Technical Advisory Committee (TAC), to strengthen regional representation during RHNA-methodology development. (F3, F4, F15)
- R12** The County of Orange and each city should designate a single technical representative, by September 30, 2026, along with an alternate, for all RHNA-related SCAG and OCCOG committees to ensure continuity of participation and eliminate gaps in representation across multiple decision-making bodies. (F4)
- R13** OCTA should provide an official, data-frozen countywide transit dataset (GTFS + GIS), by September 30, 2026, to meet OCCOG’s analytical needs for 7th Cycle RHNA planning. (F17)
- R14** By April 30, 2027, the County of Orange and each city should publish annual monitoring dashboards showing (a) entitlement pipeline conditions, (b) realistic site yield, (c) assembled funding sources for affordable units, and (d) conversion rates from planned capacity to issued permits and completed units, ensuring that County and city-determined capacity assumptions remain aligned with actual production. (F13)
- R15** By September 30, 2026, and ongoing, the County Board of Supervisors and all city councils should make a coordinated and sustained effort to educate their constituents about the RHNA process—its requirements, its impact on local planning and community character, and the role residents can play in shaping outcomes. Public education efforts should also include guidance on how community members can effectively engage with the California Legislature and advocate for more realistic, data-driven housing policies. (F1, F7)
- R16** By December 31, 2026, all cities should look to enhance their relationships with not-for-profit affordable housing developers to increase the opportunity to develop more affordable housing. (F8, F10, F12)
- R17** By September 1, 2026, the City of Huntington Beach should evaluate submitting an appropriate Housing Element to reduce potential exposure to HCD penalties. (F18)
- R18** By September 1, 2026, the City of Irvine should ascertain the level of community support for its housing element submission and its impact on the character of its master plan. (F19)

- R19** By September 1, 2026, SCAG should conduct a formal review of its RHNA allocation methodology and clearly document, in understandable language, the inputs, assumptions, weighting, and decision points used in the allocation algorithm. This documentation should be publicly released and designed to improve transparency, reduce perceptions of political influence, and enhance public understanding of how allocations are determined. (F21)
- R20** By September 1, 2026, SCAG should revise its RHNA appeals process to improve procedural transparency and responsiveness by clearly defining appeal criteria, documenting staff analyses and recommendations, providing written explanations for appeal decisions, and ensuring jurisdictions have meaningful opportunities to present and respond to staff findings. (F22)

RESPONSES CODE

The following excerpts from California Penal Code provide the requirements for public agencies to respond to the Findings and Recommendations of this Grand Jury's report:

Penal Code §933

(c) No later than 90 days after the grand jury submits a final report on the operations of any public agency subject to its reviewing authority, the governing body of the public agency shall comment to the presiding judge of the superior court on the findings and recommendations pertaining to matters under the control of the governing body, and every elected county officer or agency head for which the grand jury has responsibility pursuant to Section 914.1 shall comment within 60 days to the presiding judge of the superior court, with an information copy sent to the board of supervisors, on the findings and recommendations pertaining to matters under the control of that county officer or agency head and any agency or agencies which that officer or agency head supervises or controls. In any city and county, the mayor shall also comment on the findings and recommendations. All these comments and reports shall forthwith be submitted to the presiding judge of the superior court who impaneled the grand jury. A copy of all responses to grand jury reports shall be placed on file with the clerk of the public agency and the office of the county clerk, or the mayor when applicable, and shall remain on file in those offices. One copy shall be placed on file with the applicable grand jury final report by, and in the control of the currently impaneled grand jury, where it shall be maintained for a minimum of five years.

Penal Code §933.05.

(a) For purposes of subdivision (b) of Section 933, as to each grand jury finding, the responding person or entity shall indicate one of the following:

- (1) The respondent agrees with the finding.*
- (2) The respondent disagrees wholly or partially with the finding; in which case the response shall specify the portion of the finding that is disputed and shall include an explanation of the reasons therefor.*

(b) For purposes of subdivision (b) of Section 933, as to each grand jury recommendation, the responding person or entity shall report one of the following actions:

- (1) The recommendation has been implemented, with a summary regarding the implemented action.*
- (2) The recommendation has not yet been implemented, but will be implemented in the future, with a timeframe for implementation.*
- (3) The recommendation requires further analysis, with an explanation and the scope and parameters of an analysis or study, and a timeframe for the matter to be prepared for discussion by the officer or head of the agency or department being investigated or reviewed, including the governing body of*

the public agency when applicable. This timeframe shall not exceed six months from the date of publication of the grand jury report.

(4) The recommendation will not be implemented because it is not warranted or is not reasonable, with an explanation therefor.

(c) However, if a finding or recommendation of the grand jury addresses budgetary or personnel matters of a county agency or department headed by an elected officer, both the agency or department head and the board of supervisors shall respond if requested by the grand jury, but the response of the board of supervisors shall address only those budgetary or personnel matters over which it has some decision-making authority. The response of the elected agency or department head shall address all aspects of the findings or recommendations affecting his or her agency or department.

RESPONSES

The Orange County Grand Jury requires (or, as noted, requests) the following responses:

OCCOG Findings Recommendations	90 Day Response Required F3, F4, F5, F12, F13, F14, F15, F17 R1, R2, R3, R4, R5, R6, R7, R9, R11, R13
County of Orange, Board of Supervisors Findings Recommendations	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R10, R11, R12, R14, R15, R16
OCTA Findings Recommendations	90 Day Response Required F16 R13
SCAG Findings Recommendations	90 Day Response Required F3, F4, F5, F12, F13, F14, F15, F17, F20, F21, F22 R5, R11, R19, R20
City of Aliso Viejo Findings: Recommendations:	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Anaheim Findings: Recommendations:	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Brea	90 Day Response Required

Findings:	F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12
Recommendations:	R7, R8, R9, R11, R12, R14, R15, R16
City of Buena Park	90 Day Response Required
Findings:	F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12
Recommendations:	R7, R8, R9, R11, R12, R14, R15, R16
City of Costa Mesa	90 Day Response Requested
Findings:	F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12
Recommendations:	R7, R8, R9, R11, R12, R14, R15, R16
City of Cypress	90 Day Response Requested
Findings:	F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12
Recommendations:	R7, R8, R9, R11, R12, R14, R15, R16
City of Dana Point	90 Day Response Requested
Findings:	F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12
Recommendations:	R7, R8, R9, R11, R12, R14, R15, R16
City of Fountain Valley	90 Day Response Requested
Findings:	F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12
Recommendations:	R7, R8, R9, R11, R12, R14, R15, R16
City of Fullerton	90 Day Response Requested
Findings:	F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12
Recommendations:	R7, R8, R9, R11, R12, R14, R15, R16
City of Garden Grove	90 Day Response Requested
Findings:	F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12
Recommendations:	R7, R8, R9, R11, R12, R14, R15, R16
City of Huntington Beach	90 Day Response Requested
Findings:	F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12, F18
Recommendations:	R7, R8, R9, R11, R12, R14, R15, R16, R17
City of Irvine	90 Day Response Required
Findings:	F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12, F19
Recommendations:	R7, R8, R9, R11, R12, R14, R15, R16, R18
City of La Habra	90 Day Response Required
Findings:	F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12
Recommendations:	R7, R8, R9, R11, R12, R14, R15, R16
City of La Palma	90 Day Response Requested
Findings:	F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12
Recommendations:	R7, R8, R9, R11, R12, R14, R15, R16

City of Laguna Beach Findings: Recommendations:	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Laguna Hills Findings: Recommendations:	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Laguna Niguel Findings: Recommendations:	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Laguna Woods Findings: Recommendations:	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Lake Forest Findings: Recommendations:	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Los Alamitos Findings: Recommendations:	90 Day Response Requested F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Mission Viejo Findings: Recommendations:	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Newport Beach Findings: Recommendations:	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Orange Findings: Recommendations:	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Placentia Findings: Recommendations:	90 Day Response Requested F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Rancho Santa Margarita Findings: Recommendations:	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16

City of San Clemente Findings: Recommendations:	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of San Juan Capistrano Findings: Recommendations:	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Santa Ana Findings: Recommendations:	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Seal Beach Findings: Recommendations:	90 Day Response Requested F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Stanton Findings: Recommendations:	90 Day Response Requested F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Tustin Findings: Recommendations:	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Villa Park Findings: Recommendations:	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Westminster Findings: Recommendations:	90 Day Response Requested F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16
City of Yorba Linda Findings: Recommendations:	90 Day Response Required F1, F2, F4, F5, F6, F7, F8, F9, F10, F11, F12 R7, R8, R9, R11, R12, R14, R15, R16

GLOSSARY AND ACRONYMS

ADU	Accessory Dwelling Unit (ADU) is a secondary, independent housing unit located on the same lot as a primary residence. ADUs are sometimes called granny flats, in-law units, casitas, or backyard homes.
Builder's Remedy	Builder's Remedy is a provision in California's Housing Accountability Act (HAA) that limits a city or county's ability to deny certain housing projects when the jurisdiction does not have a State-compliant Housing Element.
Charter City	Charter City is a city governed by its own locally adopted charter rather than solely by California general law. Under the California Constitution, charter cities have greater authority over municipal affairs, including land use and zoning. However, this authority may be limited when the State determines that a matter, such as housing, is of statewide concern and subject to state law.
COG	Council of Governments (COG) is a regional planning body made up of elected officials from cities and counties within a defined geographic area.
Deed-Restricted	Deed-Restricted refers to a property that is subject to legally recorded limitations or conditions placed on its use, occupancy, or resale. In the housing context, deed restrictions are commonly used to ensure long-term affordability by limiting resale prices, rental rates, or eligible occupants based on income thresholds for a specified period, often several decades or longer.
Deed-in-Lieu	Deed-in-Lieu (of foreclosure) is a voluntary transaction in which a property owner transfers ownership of a property to a lender to satisfy a mortgage debt and avoid foreclosure. While commonly used in the private lending context, the term may appear in discussions of property disposition, distressed assets, or redevelopment-related transactions.
Density Bonus Incentives	Density Bonus Incentives are benefitting that California law (primarily Government Code § 65915) provides to housing developers in exchange for including affordable housing units within a residential or mixed-use project. These incentives make it easier and financially feasible to build affordable housing by allowing developers flexibility beyond local zoning limits.
Equity Component	Equity Component is the requirement that housing need to be allocated in a way that promotes socioeconomic equity, reduces

	segregation, and balances disproportionate household income distributions across jurisdictions.
Fee-in-Lieu	Fee-in-Lieu refers to a payment made as an alternative to fulfilling a low income housing requirements.
Federal Clean Air Act	Federal Clean Air Act (CAA) is the primary U.S. federal law that regulates air pollution to protect public health and the environment. It authorizes the federal government, principally the U.S. Environmental Protection Agency (EPA), to set and enforce standards that limit harmful air pollutants from industrial facilities, power plants, and motor vehicles.
GIS	Geographic Information System (GIS) is a type of software and data system used to map, analyze, and visualize geographic information. Examples: ArcGIS, QGIS which integrates layers of spatial information such as: Parcels, Zoning maps, Transit lines (often imported from GTFS), Flood zones, Environmental constraints, Income and demographic data, RHNA site inventories.
Grand Jury	Grand Jury (GJ) is a legal body empowered to conduct official proceedings to investigate potential criminal conduct and determine whether criminal charges should be brought.
Green State	Green State generally refers to a government or jurisdiction, often a U.S. state, that prioritizes environmental protection, sustainability policies, and climate-focused governance. The term is descriptive, not legal.
GTFS	General Transit Feed Specification (GTFS) is a standardized, machine-readable data format used to describe public transit systems, including Bus routes, Rail lines, Station and stop locations, Service schedules.
General Plan	In California, a city General Plan is a comprehensive, long-term policy document that serves as the legal and policy foundation for all local land-use and development decisions within a city. Adopted by the city council pursuant to California Government Code § 65300 et seq., the General Plan expresses the community's vision for physical development and conservation over time and guides zoning, public investment, and regulatory actions.
HAU	Housing Accountability Unit (HAU) is a specialized enforcement and oversight unit within the California Department of Housing and Community Development created to ensure local governments comply with state housing and homelessness laws and to hold

	jurisdictions accountable for meeting their Housing Element commitments.
HCD	Housing and Community Development (HCD) is California state agency responsible for housing policy, building standards, and the administration of affordable housing and community development programs. It operates under the California Business, Consumer Services and Housing Agency (BCSH).
Housing Element Law (65580-65589.11)	Housing Element Law is California's foundational land-use law requiring every city and county to plan for the housing needs of all economic segments of the community. It is part of each jurisdiction's General Plan and must be regularly updated on a state-mandated cycle.
Joint Powers Authority	A Joint Powers Authority (JPA) is a legal structure used in California (and some other states) that allows two or more public agencies to jointly exercise their powers through a separate, shared entity.
Layered Financing	Layered Financing (sometimes called capital stacking) is a funding approach in which a project—most commonly a real estate or affordable housing development—is financed through multiple sources of capital, each with different requirements, risk levels, repayment terms, and priorities.
Ministerial approval	Ministerial approvals are a type of land-use or development approval in which a government agency must issue the permit automatically once an application meets all the objective, pre-established standards. Because the approval is non-discretionary, officials do not exercise judgment or interpretation, hold public hearings, or evaluate subjective criteria such as neighborhood character or compatibility.
MPO	Metropolitan Planning Organization (MPO) is a regional transportation-planning agency required by federal law in every urbanized area with 50,000 or more people.
OCGJ	Orange County Grand Jury (OCGJ) refers 2025-2026 Orange County Grand Jury.
OCTA	Orange County Transportation Authority (OCTA) is the county transportation planning commission, responsible for funding and implementing transit and capital projects for a balanced and sustainable transportation system.
RHNA	Regional Housing Needs Allocations (RHNA) works with the California Department of Housing & Community Development (HCD) to allocate each jurisdiction's share of required housing across income levels.

RTP	Regional Transportation Plans (RTP) are utilized to coordinate regional transportation, land-use planning, and climate-related planning (e.g., reducing vehicle miles traveled). Data, forecasts, and long-range planning. They provide demographic forecasts, economic analyses, and collaborative regional policies.
State Housing Mandates	State Housing Mandates (Housing Mandates) are legal requirements specifically the Housing Element Law in California, obligating local governments (cities/counties) to adopt plans facilitating the construction of housing across all income levels. These mandates require compliance with Regional Housing Needs Allocation (RHNA) targets forcing localities to zone for rather than necessarily build.
SCS	In California, a Sustainable Communities Strategy (SCS) is a regional land-use, housing, and transportation planning framework prepared by a Metropolitan Planning Organization as part of its Regional Transportation Plan. Required by Senate Bill 375 (2008), the SCS is designed to integrate transportation investments, housing patterns, and land-use policies in a way that reduces greenhouse gas emissions from passenger vehicles while supporting economic development and public health.
Vacancy Factor Rates	Vacancy Factor Rates refer to the percentage of housing units within a defined geographic area that are assumed to be vacant at any given time. In state housing planning, vacancy rates are used as an analytical adjustment to account for normal turnover in the housing market and to ensure availability for new households. Assumed vacancy rates directly affect housing need calculations and can influence required housing production targets.
5th Cycle, 6th Cycle, 7th Cycle	The 5th, 6th, and 7th Cycles refer to sequential eight-year planning periods of the Regional Housing Needs Allocation (RHNA) process mandated by California housing law. • The 5th Cycle generally covered the period from 2013 to 2021 (with timing varying by region). • The 6th Cycle generally covers the period from 2021 to 2029 and includes significantly higher housing allocations statewide. • The 7th Cycle will be the next allocation period following the 6th Cycle and is expected to further shape long-term housing planning requirements for cities and counties. Each cycle establishes projected housing needs that jurisdictions must plan for through their Housing Elements.

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APPENDIX

APPENDIX A: Major Housing Laws & What They Tried to Do⁸¹

Surplus Land Act (1968; strengthened by AB 1486 in 2019)

Problem addressed: Local agencies often disposed of valuable public land without prioritizing affordable housing.

Solution: The Surplus Land Act requires local agencies to offer surplus sites to affordable housing developers first; AB 1486 (2019) expanded who must comply, added reporting, and created enforceable penalties. HCD now issues binding guidelines and may impose fines.

Role: A siting tool that converts public land near jobs/transit into affordable housing at scale (HCD reports thousands of units proposed/approved under SLA).

Housing Element Law & RHNA (1969; RHNA made mandatory by 1980 AB 2853; repeatedly strengthened)

Problem addressed: Cities historically under-planned for growth or zoned exclusionary, constraining supply across income levels.

Solution: Every city/county must adopt an 8-year Housing Element showing adequate, zoned sites to meet its RHNA allocation by income tier; HCD issues regional need determinations and certifies elements. Enforcement has tightened (HCD's Housing Accountability Unit; fines; referrals to the AG).

Role: The spine of California housing policy—other laws (HAA, SB 35, SB 330, AFFH) enforce or operationalize these plans.

Density Bonus Law (1979; expanded often, incl. AB 1287 in 2023)

Problem addressed: Mixed-income projects often do not pencil without zoning flexibility.

Solution: Grants extra units, incentives/waivers, and reduced parking in exchange for deed-restricted affordable homes; AB 1287 (2023) added a “stackable” bonus on top of the 50% base, enabling up to ~100% bonus with additional very-low/moderate units.

Role: A ubiquitous feasibility lever to deliver affordability in market-rate projects.

Housing Accountability Act (HAA) (1982; strengthened 2017–2019)

Problem addressed: Cities used subjective discretion (e.g., “neighborhood character”) to deny otherwise compliant housing.

Solution: Limits denial, density reduction, or infeasible conditions for projects meeting objective standards, unless the city makes specific, evidence-based health/safety findings. 2017–2019 updates raised the burden of proof, added fees/attorney's fees, and clarified “objective standards.”

Role: A litigation-backed guardrail ensuring code-compliant housing moves forward—the State's classic “anti-NIMBY” tool.

Redevelopment Agencies (RDAs): Termination and Loss of Local Affordable Housing Funds (2011–2012)

Problem addressed (pre-2012): RDAs used tax-increment financing with a 20% housing set-aside to fund affordable housing; the State later sought budget relief.

Solution: The Legislature passed ABx1 26 (2011); the California Supreme Court affirmed dissolution

⁸¹ Housing Statutes were summarized Microsoft Co-Pilot May 2025 version

effective Feb 1, 2012, shifting property-tax increment, and creating successor agencies to wind down obligations.

Role: Ended a major local funding stream, increasing reliance on density bonus, public land, tax credits, and state programs.

SB 375 (2008) & SB 743 (2013; statewide VMT implementation 2020)

Problem addressed: Sprawl drove VMT and GHGs; CEQA's **Level of Service (LOS)** metric discouraged infill.

Solution: **SB 375** requires Sustainable Communities Strategies (SCS) aligning land use and transportation to cut GHGs; **SB 743** replaced LOS with VMT in CEQA, favoring infill and multimodal access, with statewide implementation by 2020.

Role: Climate + housing siting framework; housing near jobs/transit faces fewer CEQA hurdles than sprawl.

ADUs (2016–2025 waves): Legalizing “Gentle Density”

Problem addressed: Single-family-only rules and local barriers (parking, minimums) impeded backyard cottages/garage conversions near jobs.

Solution: Successive bills created 60-day ministerial approval, broad parking relief, and standardized rules; HCD's 2025 ADU Handbook consolidates guidance and updates.

Role: A distributed, lower-cost production engine—large, scalable homeowner-led supply statewide.

HCD Law §16884.01 (2017): Establishes Housing Element Compliance Consequences and State Enforcement Authority

Problem addressed: For decades, many cities and counties failed to adopt or maintain HCD-compliant Housing Elements, resulting in chronic under-production of housing, exclusionary zoning practices, and resistance to RHNA obligations. Prior housing law lacked clear, enforceable consequences for noncompliance, allowing jurisdictions to delay, obstruct, or ignore housing planning requirements with minimal risk. This undermined statewide housing policy, fair housing objectives, and public accountability.

Solution: HCD Law §16884.01 clarifies and operationalizes the legal consequences of Housing Element non-compliance, explicitly linking failure to adopt or implement a compliant Housing Element to loss of local land-use discretion and enhanced state oversight. The law affirms HCD's authority to make formal findings of noncompliance and triggers statutory remedies under related housing laws, including limits on down-zoning, exposure to the Housing Accountability Act, and eligibility for “builder's remedy” projects when required conditions are met. It strengthens the enforceability of Housing Element Law by making compliance legally consequential rather than aspirational.

Role: A state enforcement backbone for California's housing planning system, §16884.01 functions as a compliance-triggering provision that gives real effect to RHNA and Housing Element Law. It shifts housing policy from a negotiation-based model to a rule-of-law framework, ensuring that local governments that refuse to plan for housing face predictable, uniform consequences while compliant jurisdictions retain local control. The statute is central to California's modern “Yes In My Backyard” enforcement regime.

SB 35 (2017): Streamlined Ministerial Approval

Problem addressed: Lengthy discretionary review and CEQA litigation stalled production, especially where jurisdictions lagged RHNA.

Solution: Creates a ministerial (CEQA-exempt) pathway in cities not meeting RHNA progress for qualifying infill projects that meet objective standards, affordability, and labor provisions; HCD issued binding guidelines.

Role: A fast lane that translates zoning into approvals within 90–180 days; HCD publishes which jurisdictions are subject.

AB 686 (2018): Affirmatively Furthering Fair Housing (AFFH)

Problem addressed: Persistent segregation and unequal access to opportunity despite fair-housing statutes.

Solution: Requires all public agencies to affirmatively further fair housing and adds new Housing Element duties (analysis of segregation, access to opportunity, displacement risk, equitable siting).

Role: Embeds civil-rights obligations into RHNA/Housing Elements, pushing lower-income housing into high-opportunity areas.

SB 330 (2019; extended by SB 8 to 2030): Housing Crisis Act

Problem addressed: Moving goalposts (new subjective standards), downzoning, unlimited hearings, and loss of protected units increased entitlement risk.

Solution: Freezes new subjective design rules, caps hearings, creates preliminary application vesting, and requires replacement/relocation when protected units are impacted.

Role: Stabilizes entitlements, preserves capacity, and protects renters.

SB 9 (2021): Duplexes & Urban Lot Splits

Problem addressed: Large single-family parcels constrained capacity; owners lacked simple legal paths to add units.

Solution: Requires ministerial approval of up to two units on most single-family lots and allows urban lot splits (with guardrails). Implementation and litigation have been mixed, but SB 9 continues to operate statewide.

Role: Incremental densification in high-opportunity areas (uptake has been modest vs. ADUs).

SB 10 (2021): Local Rezoning for “Missing Middle” Housing

Problem addressed: CEQA-exposed rezonings and voter-approved limits made modest upzoning slow and risky.

Solution: Voluntary tool letting cities zone up to 10 units/parcel on transit-rich or urban infill sites with the rezoning action itself exempt from CEQA; may override local initiative restrictions with a 2/3 council vote.

Role: A local-option upzoning mechanism; note it does not streamline the project approvals that follow.

AB 2011 (2022): Affordable Housing and High Road Jobs Act

Problem addressed: Vast commercially-zoned land sat underused while housing faced discretionary review and CEQA.

Solution: Creates ministerial, CEQA-exempt approvals for qualifying multifamily on commercial corridors via two paths: 100% affordable or mixed-income meeting corridor, site, and labor standards. Effective July 1, 2023.

Role: A production-focused pathway converting retail/office/parking sites into housing statewide.

SB 6 (2022): Middle Class Housing Act (Companion to AB 2011)

Problem addressed: Housing often not allowed on commercial parcels absent a rezoning.

Solution: Allows residential use in many commercial zones (by right as a permitted use) with labor standards; not ministerial/CEQA-exempt on its own (but can combine with other tools). Effective July 1, 2023.

Role: Opens more sites to housing when AB 2011 is not available.

AB 2097 (2022): Eliminating Parking Minimums Near Transit

Problem addressed: Mandatory parking minimums near transit raised costs and reduced housing feasibility.

Solution: Prohibits minimum parking requirements for most projects within ½ mile of a major transit stop (with narrow exceptions); HCD issued a 2025 Technical Advisory for implementation.

Role: Lowers costs and removes a common barrier to infill housing.

SB 423 (2023): Extends & Expands SB 35 Through 2036

Problem addressed: SB 35's 2026 sunset and exclusions (e.g., much of the Coastal Zone) limited reach; many cities still failed RHNA or lacked certified elements.

Solution: Extends SB 35 to 2036, applies streamlining to more jurisdictions and sites (incl. parts of the Coastal Zone), ties eligibility to Housing-Element compliance, and updates affordability/labor standards; allows DGS to administer on State-owned land.

Role: A statewide production accelerator, making the SB 35 fast lane broader and longer-lived.

SB 131 + AB 130 (2025): CEQA & Housing Streamlining (Budget Trailer Bills)

Problem addressed: Infill housing still faced CEQA delays, litigation risk, and inconsistent timelines.

Solution: Establishes new CEQA exemptions for qualifying infill housing (e.g., up to 20 acres, or 5 acres for builder's-remedy sites), streamlined review, and—via the broader package—a temporary freeze on code updates to improve predictability. Effective June 30, 2025.

Role: A modernized CEQA framework that complements HAA/SB 330/SB 35 to speed compliant housing.

Builder's Remedy under HAA (codified/updated 2024–2025)

Problem addressed: Some cities delayed or adopted **non-compliant Housing Elements** to preserve restrictive zoning.

Solution: AB 1893 (2024) and AB 1886 (2024) formalize and clarify the Builder's Remedy: where a jurisdiction lacks a certified element, qualifying projects with required affordability may proceed (with new standards and protections effective Jan 1, 2025).

Role: A blunt enforcement backstop—if a city does not plan properly, it loses discretion to reject compliant affordable projects.

SB 79 (2025): Overrides Local Zoning to Enable Higher-Density Housing Near Transit

Problem addressed: Local zoning caps on height and density near transit stops prevented production of transit-oriented housing even in regions with extensive rail and bus networks.

Solution: Preempts local zoning within ½ mile of qualifying transit stops to legalize multi-story multifamily housing, allowing substantially greater height and density. Creates a statewide TOD framework that can be combined with SB 35, SB 330, the Housing Accountability Act, and the State Density Bonus Law to streamline approvals at lower affordability thresholds.

Role: A land-use preemption tool establishing “as-of-right” higher density near transit so state streamlining laws (e.g., SB 35) can actually deliver buildable transit-oriented projects. It operationalizes California's TOD objectives and supports pro-housing production goals.

AB 507 (2025): Establishes Adaptive Reuse as Use-by-Right With Streamlined Approval

Problem addressed: High commercial vacancy rates and slow, discretionary local approval processes made it difficult to convert underutilized office/retail buildings into housing—despite acute statewide housing shortages.

Solution: Declares adaptive reuse a use-by-right in all zones except non-residential industrial areas and provides ministerial, streamlined approval for eligible projects in existing buildings (generally <50 years old or meeting historic-preservation requirements). Requires income-restricted units (e.g., 8% very low + 5% extremely low, or 15% lower-income for rentals) and allows mixed-use conversions if ≥50% of floor area is residential. Waives parking for portions of buildings without existing on-site parking.

Role: A conversion-focused production tool enabling rapid, CEQA-bypassed adaptive reuse of commercial buildings into housing. Pairs with local incentive programs (e.g., tax-increment-funded Adaptive Reuse Investment Funds starting FY 26-27) to subsidize affordability and unlock large-scale urban reuse.

AB 648 (2025): Exempts Community College Housing from Local Zoning

Problem addressed: Community college districts (CCDs) face severe barriers building student, faculty, and staff housing because local zoning ordinances—unlike UC/CSU—block or delay projects, worsening housing insecurity for the 2M+ community college students, over half of whom experience housing instability.

Solution: Exempts CCD-built student, faculty/staff, and university housing projects on CCD-owned or leased property from local city/county zoning regulations. Requires certain projects with faculty/staff units to include extremely low- and lower-income affordable units. Declares the exemption a matter of statewide concern applying to all cities, including charter cities.

Role: A state-level preemption tool enabling rapid production of student and workforce housing on community college land, eliminating local zoning barriers and aligning CCD authority with UC/CSU to address student homelessness and workforce affordability.

AB 1021 (2025): Expands and Streamlines Workforce Housing on School District Property

Problem addressed: High housing costs prevent school districts from recruiting and retaining teachers and staff; thousands of acres of school-owned land remain underutilized due to zoning barriers, procedural hurdles, and limits on allowable uses.

Solution: Revises and expands the law deeming workforce housing an allowable use on any property owned by a local educational agency (LEA). Requires qualifying projects (≥10 units) to prioritize renting to school employees and the public under a set hierarchy, with a majority of units deed-restricted for lower- or moderate-income households. Applies Housing Accountability Act protections, enables density bonuses, and extends the program to 2036.

Role: A major workforce-housing production tool that cuts red tape, activates school district land for affordable educator housing, and strengthens school staffing stability—particularly in high-need communities where housing costs drive turnover.

AB 253 (2025): Creates a Private Pathway to Speed Up Residential Permit Plan-Checking

Problem addressed: Local building departments often take more than 30 days to complete residential plan checks, creating permitting backlogs that slow housing production, increase project costs, and leave small-scale infill projects stalled.

Solution: Establishes the *California Residential Private Permitting Review Act*, requiring cities/counties to publish residential permit fee schedules and provide applicants with estimated plan-check timelines. If the estimated timeframe exceeds 30 business days (or if no determination is provided within 30 days), applicants may hire a licensed private professional (“private professional provider”) to perform the plan check. Applies to 1–10 unit projects ≤40 ft tall and allows private reviewers to certify compliance via affidavit.

Role: A post-entitlement acceleration tool that cuts through municipal bottlenecks by letting homeowners and builders use certified private reviewers, moving small-scale housing through permitting faster while maintaining local agency oversight.

AB 1308 (2025): Imposes an Inspection “Shot Clock” and Allows Private Inspectors

Problem addressed: Unpredictable and months-long delays in final inspections—framing, electrical, plumbing, final occupancy sign-off—prevent newly built or renovated homes from being occupied, increasing holding costs and slowing the delivery of small-scale housing.

Solution: Requires local building departments to conduct inspections for 1–10-unit projects (≤40 ft) within 10 business days after receiving notice of completion. If the estimated inspection window exceeds 30 days—or no inspection occurs within 30 days—applicants may hire a licensed private professional inspector to complete the inspection and submit an affidavit attesting to code compliance. Also requires cities/counties to post residential permit fee schedules.

Role: A post-entitlement enforcement and delivery tool that ensures housing is not delayed at the final inspection stage. Speeds up occupancy, adds accountability to local inspection offices, and allows builders to default to vetted third-party inspectors when jurisdictions are too slow.

AB 712 (2025): Strengthens Enforcement of State Housing Laws Against Noncompliant Cities

Problem addressed: Local agencies routinely delay, obstruct, or illegally deny housing projects despite state housing reform laws; enforcement is weak, costly for applicants, and slow, enabling jurisdictions to continue violating State Mandates without consequence.

Solution: Creates a robust enforcement framework requiring courts to award attorney’s fees and costs to prevailing housing applicants and to impose mandatory fines on violating local agencies. Extends statutes of limitation by 60 days when applicants issue a notice of intent to sue, and bars agencies from requiring applicants to indemnify them for litigation arising from the agency’s own violations. Defines “housing reform law” broadly to cover laws protecting housing applicants or limiting local discretion.

Role: A statewide compliance tool that finally gives housing applicants meaningful remedies—and gives local governments financial and legal consequences for ignoring state housing law, thereby enabling real enforcement of the State’s pro-housing framework.

SB 808 (2025): Fast-Tracks Judicial Review of Housing Permit Denials

Problem addressed: Cities continue denying compliant housing projects, forcing applicants into a slow judicial review process where litigation delays—often lasting years—kill projects, escalate costs, or allow permits to expire.

Solution: Establishes an expedited writ-of-mandate process for housing permit denials. Requires:

- Local agencies to compile and certify the administrative record within 15 days.
 - Courts to set hearings within 45 days and issue decisions within 30 days of submission (or 75 days from filing, whichever comes first).
 - Priority scheduling for appeals.
- Allows the applicant, Attorney General, or HCD to file the petition; authorizes temporary judicial assignments to meet deadlines.

Role: A litigation-acceleration tool that prevents local agencies from using procedural delay to kill housing projects, ensuring that California housing laws have immediate, enforceable consequences. Complements AB 712 by enforcing housing rights on the judicial side.

SB 786 (2025): Clarifies Housing Element Law and Strengthens Court Remedies Against Noncompliant Cities

Problem addressed: Conflicts between General Plan elements, vague housing-element rules, and slow litigation processes create uncertainty for cities, courts, and developers—leading to delays, stalled rezoning, and litigation bottlenecks that block housing production.

Solution: Establishes clear hierarchy rules: when General Plan elements conflict—including quantified development standards—the most recently adopted, HCD-certified Housing Element controls. Tightens judicial timelines in Housing-Element challenges:

- Limits continuances to 60 days,
 - Requires temporary relief whenever continuances occur,
 - Requires HCD to conduct substantial-compliance reviews when local jurisdictions miss required Housing-Element deadlines,
 - Extends rezoning compliance timelines to 120 days and mandates sanctions if jurisdictions fail to comply.
- Applies general-plan challenge rules to charter cities.

Role: A statewide governance-and-compliance tool ensuring that Housing Elements actually function as the controlling document, reducing litigation gamesmanship, and compelling jurisdictions to implement rezoning and Housing-Element obligations on enforceable timelines. Complements AB 712 and SB 808 as part of the Attorney General’s statewide enforcement strategy.

SB 340 (2025): Expands Emergency Shelter Requirements in Housing Elements

Problem addressed: Emergency shelter planning requirements were outdated and limited, failing to reflect modern shelter models (e.g., navigation centers, recuperative care) and the full range of onsite supportive services needed for effective homelessness response.

Solution: Updates the definition of “emergency shelter” to require housing *with supportive services* (not minimal services) and requires Housing Elements to account for all onsite services consistent with written, objective standards. Imposes new obligations on cities/counties in shelter planning and broadens the Emergency Housing and Assistance Program definition.

Role: A homelessness-response modernization tool ensuring jurisdictions plan realistically for service-rich shelter models within their Housing Elements and zoning designations.

AB 610 (2025): Requires Disclosure of New Local Governmental Constraints in Housing Elements

Problem addressed: Cities and counties were adopting new land-use constraints (fees, ordinances, zoning rules) during Housing-Element cycles without disclosure, undermining RHNA compliance and increasing barriers to housing production.

Solution: Requires a governmental constraints disclosure statement in each Housing Element (7th Cycle onward), identifying all new or amended constraints adopted since the last Housing Element. Prohibits adoption of new constraints unless they were disclosed and the jurisdiction has completed all required programs to remove past constraints (except when mandated by state/federal law). Applies to charter cities.

Role: A transparency and anti-backsliding tool ensuring local governments cannot quietly increase barriers to housing once RHNA obligations are set.

AB 670 (2025): Allows Converted Affordable Units to Count Toward RHNA Reporting

Problem addressed: Cities lacked credit in their Annual Progress Reports (APRs) for preserving or converting multifamily buildings into long-term deed-restricted affordable housing, despite this being a major preservation strategy.

Solution: Expands APR reporting starting in 2027 to allow units converted to affordable housing—with 55-year covenants for low, very low, extremely low, or acutely low income households—to count toward a jurisdiction's RHNA-creditable progress, if they meet specified criteria. Includes detailed new reporting requirements for demolitions, replacement units, and affordable conversions.

Role: A preservation-credit tool aligning RHNA reporting with long-term affordable housing conversion strategies, encouraging cities to preserve expiring-affordability stock.

AB 726 (2025): Allows Cities to Count Substantial Rehabilitation of Affordable Units in APRs

Problem addressed: Deeply affordable older units (often 15+ years old) need major rehabilitation but cities receive *zero RHNA/APR credit* for investing in repairs—causing cities to prioritize new construction instead of preserving aging stock.

Solution: Allows jurisdictions to include substantially rehabilitated deed-restricted affordable units (≥15 years old, ≤45% AMI average affordability, ≥\$60k local investment per unit) in APRs. These units cannot be counted toward eligibility for streamlining under SB 35. Updates references to the Office of Land Use and Climate Innovation.

Role: A preservation-incentive tool enabling cities to earn APR credit for rehabilitating deeply affordable units, helping maintain long-term housing quality and prevent affordable-stock losses.

AB 1275 (2025): Extends RHNA Timelines and Aligns Housing Needs with Transportation Plans

Problem addressed: Regional Housing Needs Determinations (RHND) were rushed due to tight timelines (2-year lead time), leading to disputes, insufficient data review, and disconnects between transportation planning and housing allocations.

Solution: Extends RHND timeline from 2 to 3 years before a Housing-Element update (with special rules for 2027–2029 cycles), requires earlier consultation between HCD and councils of governments (COGs), and mandates that RHNA methodology be informed by Sustainable Communities Strategy (SCS) patterns in regional transportation plans. Strengthens integration of job-housing balance, mobility patterns, and fair housing objectives.

Role: A regional-planning alignment tool ensuring RHNA allocations better reflect transportation, climate, and job-housing realities, improving the planning accuracy of future housing cycles.

SB 233 (2025): Requires Earlier State–Regional Consultation for RHNA Determinations

Problem addressed: During prior RHNA cycles, HCD provided regional housing need numbers too late (26-month timeline), leaving councils of governments (COGs) and cities with insufficient time to plan, contributing to widespread late Housing-Element adoption.

Solution: Requires HCD to meet and consult with each COG at least 38 months before a Housing-Element revision (one year earlier than prior law), with special rules for the 7th Cycle. Ensures earlier agreement on RHNA assumptions, methodologies, and data inputs.

Role: A regional-planning coordination tool that expands the planning window for local governments, reducing delays, improving RHNA accuracy, and increasing likelihood of timely Housing-Element compliance.

AB 920 (2025): Requires Centralized Online Portals for Housing Permit Applications

Problem addressed: Local permitting processes were opaque, slow, and inconsistent across cities; applicants could not easily track housing development permits, resulting in delays, confusion, and high administrative burdens.

Solution: Requires cities/counties with populations ≥150,000 to create a centralized online application portal for housing development projects, allowing electronic submissions and real-time status tracking.

Jurisdictions may delay implementation until 2030 only if they begin procurement by 2028. Applies to charter cities.

Role: A statewide digital-permit modernization tool that increases transparency, reduces processing delays, and standardizes how applicants navigate housing approvals.

SB 358 (2025): Reduces Traffic Impact Fees for Transit-Oriented Housing

Problem addressed: Traffic impact fees—often 20% of project cost—were applied using outdated auto-trip assumptions, inflating costs for infill and transit-oriented housing that generates fewer vehicle trips.

Solution: Reforms the Mitigation Fee Act to:

- Require at least 50% fee reductions for qualifying transit-oriented housing,
- Update eligibility criteria (parking maximums, proximity to ≥3 amenities, transit-priority locations),
- Require fee-denial findings to be supported by substantial evidence,
- Remove outdated convenience-retail requirements and proportional-fee provisions.

Role: A cost-reduction and TOD-incentive tool that aligns traffic fees with actual impacts, supporting infill and climate-oriented housing production.

AB 752 (2025): Makes Child Daycare Centers in Multifamily Housing a Use-by-Right

Problem addressed: Cities treated daycare centers co-located with multifamily housing as commercial uses—triggering zoning barriers, business license fees, CEQA review, and inconsistent local requirements, reducing childcare capacity near where families live.

Solution: Makes daycare centers co-located with multifamily housing or community amenities a residential use by right; prohibits business license fees; exempts such centers from CEQA; bars stricter standards on them than those applied to the co-located housing or amenity. Maintains all California licensing and safety requirements.

Role: A childcare-access and land-use integration tool that reduces barriers to collocated daycare centers, supporting housing-adjacent amenities and family-serving communities.

SB 415 (2025): Refines Statewide Warehouse & Logistics Development Standards

(Not a housing production bill but affects land-use and zoning environments related to freight-adjacent communities.)

Problem addressed: AB 98 (2024) established statewide warehouse standards but included ambiguous definitions and inconsistent requirements, creating confusion for local governments, developers, and environmental-justice communities in logistics-heavy regions.

Solution: SB 415 clarifies key definitions (“logistics use development,” “sensitive receptor”), narrows exemptions, updates siting and truck-route standards, refines buffer requirements, and ensures 21st-century warehouses meet applicable sustainable-design standards at permit issuance. Also clarifies where warehouse concentration regions apply.

Role: A land-use-governance and environmental-mitigation tool improving clarity and enforceability of statewide logistics-facility regulations—reducing conflicts between freight operations, housing, and community health.

AB 98 (2024–2025): Establishes Statewide Design, Siting & Environmental Standards for Logistics Facilities

Problem addressed: Warehouse and logistics developments—especially in the Inland Empire—were producing severe air-quality, noise, traffic, and public-health impacts on nearby residential areas, schools, and other sensitive receptors, while local regulations were inconsistent or ineffective.

Solution: Creates California's first statewide design, siting, and operational standards for logistics facilities, including:

- Mandatory buffers (500–900 feet) from sensitive receptors,
 - Truck-route and loading-bay orientation requirements,
 - Anti-idling measures and cold-storage plug-ins,
 - Title 24–level building efficiency standards (solar, EV-readiness),
 - 2:1 replacement requirement for recently occupied affordable units demolished,
 - Applicability to large new facilities and expansions ≥20% of floor area.
- Compliance required for applications submitted after Sept. 30, 2024, with most standards fully effective Jan. 1, 2026.

Role: A statewide environmental-mitigation and freight-land-use tool aimed at protecting communities while aligning logistics growth with sustainability and public-health goals. AB 98 is foundational to later cleanup legislation (SB 415).

AB 1007 (2025): Cuts Responsible-Agency Permit Deadlines in Half

Problem addressed: Even after cities approved housing projects, state and regional “responsible agencies” (e.g., air districts, water boards) could take months to issue secondary permits, causing ballooning timelines and costs. Shot-clocks for these agencies (90 days) were much longer than those for lead agencies.

Solution: Amends the Permit Streamlining Act to require responsible agencies to approve/disapprove residential, mixed-use, supportive, or farmworker housing permits within 45 days of project approval or application completeness—cutting the prior 90-day deadline in half. Applies statewide, including charter cities.

Role: A permitting-acceleration tool ensuring faster post-entitlement approvals and reducing interagency delays that frequently stall housing construction.

AB 1050 (2025): Allows Removal of Private Covenants Blocking Housing on Commercial Properties

Problem addressed: Commercial parcels often have old CC&Rs and reciprocal easement agreements (REAs) that prohibit residential uses or limit density, preventing commercial-to-housing adaptive-reuse projects—even when allowed under State housing laws like AB 2011.

Solution: Expands existing restrictive-covenant-modification law (previously limited to affordable housing) to **all** qualifying housing developments located on commercial sites, allowing developers to:

- Invalidate covenants that restrict residential use, density, unit count, or occupancy,
- Apply the process to REAs as well as CC&Rs,
- Record a Restrictive Covenant Modification Document after county counsel review.

Does not authorize projects inconsistent with state housing laws.

Role: A statewide barrier-removal tool enabling adaptive reuse of commercial corridors and shopping centers into housing by preempting private land-use restrictions.

SB 92 (2025): Closes Loopholes in the Density Bonus Law for Mixed-Use Projects

Problem addressed: Developers exploited the Density Bonus Law to exceed commercial FAR and build oversized hotel-heavy or visitor-serving mixed-use projects with minimal housing (e.g., San Diego “Project Vela”).

Solution: Reforms Density Bonus Law by:

- Limiting commercial FAR increases under DBL to **≤2.5×** base zoning,
- Prohibiting incentives/waivers for transient lodging (hotels, motels, B&Bs) except residential hotels,

- Requiring $\geq 2/3$ of mixed-use square footage to be residential to qualify,
- Maintaining full affordability thresholds for bonus eligibility.

Effective Jan. 1, 2026 (with grandfathering for pre-application projects).

Role: A guardrail tool ensuring Density Bonus Law is used to build actual housing—not oversized hotel or commercial space leveraged through affordable-unit “tokenism.”

AB 87 (2025): Prevents Density Bonus Incentives for Hotel Components of Mixed-Use Projects

Problem addressed: Developers were using DBL concessions (height, FAR, parking waivers) to benefit hotel components of mixed-use projects, diluting the State’s housing incentives and enabling visitor-serving developments that undermined local zoning.

Solution: Clarifies that DBL incentives may not be applied to hotel/motel/visitor-serving portions of a mixed-use project. Makes parallel conforming amendments to align with SB 92 if both bills are enacted. Applies statewide, including charter cities.

Role: A housing-priority tool reinforcing that density bonuses are for residential production—not for hospitality or tourism development.

APPENDIX B: Orange County Housing Mandate Survey Questions

- Q1** What is your city’s 6th-cycle RHNA allocation, and does your Housing Element plan exceed that number? If so, by how much, and what factors influenced the decision to exceed the allocation?
- Q2** If the RHNA mandate were not in place, how would your housing plan differ? Would it still meet the demand for low-income housing?
- Q3** What strategies has your city used to inform and engage residents about the state housing mandate? How do you measure the effectiveness of these outreach efforts?
- Q4** What are the implications of recent state legislation on R-1 single-family zoning for your city’s land-use policies and community character?
- Q5** What are the most significant challenges your city faces in meeting RHNA requirements? In what ways has OCCOG supported your efforts to overcome these challenges?
- Q6** Do you anticipate achieving your approved Housing Element goals by the end of the 6th cycle in 2030? What factors will most influence your success or shortfall?
- Q7** What additional information would you like to provide us regarding this topic?

APPENDIX C: Responsibilities

Responsibilities of OCCOG

Mission Statement:

The Orange County Council of Governments (OCCOG) convenes jurisdictions throughout Orange County to collaboratively address land use, housing, mobility, energy, air quality, and water issues, and to ensure that Orange County is effectively represented in regional and state decision-making. Through sound governance, impartial analysis, and regional coordination, OCCOG delivers value to its member agencies and the residents of Orange County.

Core Responsibilities:

1. Sub-Regional Planning and Coordination
 - a. Serves as Orange County’s official sub-regional planning organization within the six-county SCAG region.

- b. Leads the preparation of required regional and sub-regional planning documents that allow Orange County jurisdictions to compete for state and federal funding. [occog.com], [occog.com]
- 2. Regional Representation and Advocacy
 - a. Ensures Orange County's interests are represented in regional policy development by coordinating the county's representation on the SCAG Regional Council and committees.
 - b. Works to align countywide perspectives on policy issues affecting transportation, housing, sustainability, and infrastructure.
- 3. Housing, Transportation, and Sustainable Communities Planning
 - a. Supports housing and transportation planning coordination, including RHNA-related activities and implementation discussions.
 - b. May serve as the lead agency for a sub-regional Sustainable Communities Strategy if Orange County elects to pursue one under SB 375, consistent with SCAG's Regional Transportation Plan.
- 4. Technical Analysis, Studies, and Data Support
 - a. Conducts countywide and sub-regional studies, prepares technical reports, and provides data-driven analysis to support policymaking by member agencies.
 - b. Develops best-practice guidance (e.g., Complete Streets, mobility and infrastructure tools) for voluntary adoption by cities and the County.
- 5. Intergovernmental Collaboration and Consensus-Building
 - a. Functions as a forum for cooperation among cities, the County, and special districts on issues of shared concern.
 - b. Facilitates coordination on funding strategies, infrastructure planning, and policy alignment without supplanting local land-use authority.⁸²

Responsibilities of SCAG

Mission Statement

The Southern California Association of Governments (SCAG) serves as the regional planning agency for Southern California, coordinating among local, regional, state, and federal partners to advance transportation, housing, land-use, and environmental planning that supports sustainable growth, economic vitality, social equity, and improved quality of life for the region's diverse communities.

SCAG's mission is to lead collaborative regional planning by developing and implementing integrated transportation, housing, and sustainability strategies; allocating regional housing needs; ensuring compliance with state and federal planning requirements; and providing data, technical assistance, and policy guidance to its member jurisdictions to address Southern California's long-term growth challenges.⁸³

Responsibilities of HCD

Mission Statement (Primary)

The California Department of Housing and Community Development (HCD) works to ensure safe, affordable, and sustainable housing opportunities for Californians by administering housing programs,

⁸² [Orange County Council of Governments](#)

⁸³ [Home | Southern California Association of Governments](#)

shaping statewide housing policy, and enforcing housing laws to promote equity, environmental quality, and community stability across the state.

HCD's mission is to lead and implement California's housing policy by determining regional housing needs, reviewing and enforcing Housing Element compliance, administering state and federal housing funds, and holding local jurisdictions accountable for fulfilling their obligations under state housing law.⁸⁴

⁸⁴ [California Department of Housing and Community Development](#)



SCAG Response to 2025–2026 Orange County Grand Jury Report

California Housing Mandates: The Unintended Reshaping of Orange County Neighborhoods

September 3, 2026

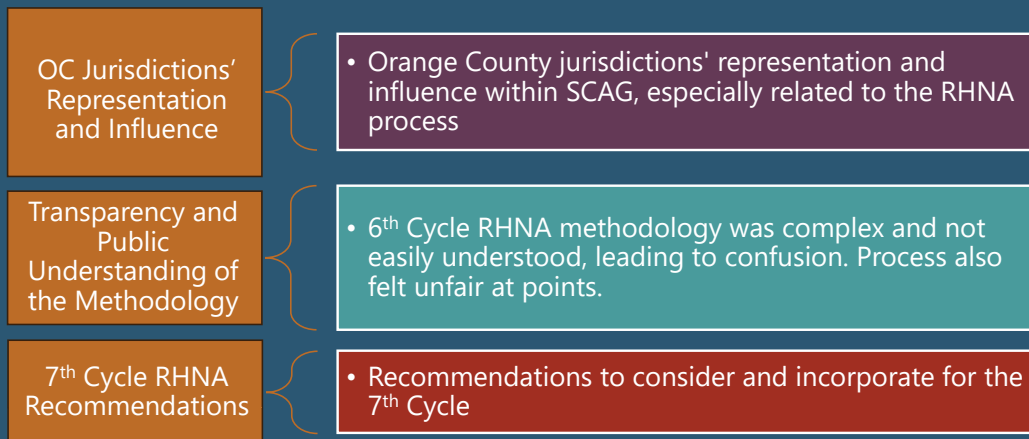
WWW.SCAG.CA.GOV

Background Information

- Report released by Orange County Grand Jury on May 27th
- Reviews implementation of state housing laws, particularly RHNA, with relation to OC jurisdictions
- Findings and recommendations were directed to several agencies, including SCAG
 - SCAG required to submit a response within 90 days
- SCAG submitted a formal response on August 20, 2026

What Did The Report Focus On?

- Findings and Recommendations assigned to SCAG generally focused on three areas:



SCAG Response

- SCAG's response focused on three overarching themes:



OC jurisdictions have meaningful opportunities to participate in both SCAG's governance structure and the RHNA process



RHNA process is highly technical and complex, but not opaque



Many concerns identified relate to requirements stemming from state statute or HCD practice

Looking Forward to the 7th Cycle

- SCAG will continue to do the following:

Ensure compliance
with state housing
requirements

Seek opportunities
to boost
transparency and
understandability

Foster stakeholder
engagement

Support regional
collaboration



THANK YOU!

For more information, please visit:

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

To subscribe for updates, please visit:

<https://scag.ca.gov/subscribe-updates-0>



AGENDA ITEM 16

REPORT

Southern California Association of Governments

September 3, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

From: Erika Bustamante, Deputy Director (Finance)
213-236-1892, bustamante@scag.ca.gov

Subject: Purchase Orders, Contracts, and Contract Amendments below the
Regional Council's Approval Threshold

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

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

BACKGROUND:

SCAG executed the following Purchase Orders (POs) for more than \$5,000 but less than \$500,000 in June 2026:

Vendor	Description	Amount
DELTA DENTAL OF CALIFORNIA	FY27 DELTA DENTAL PPO ANNUAL R	\$310,000
STANDARD INSURANCE COMPANY	FY27 STANDARD LIFE INSURANCE/A	\$211,509
COUNTY OF RIVERSIDE	FY27 RIVERSIDE OFFICE RENT	\$115,400
VISION SERVICE PLAN (VSP)	FY27 VSP VISION SERVICE PLAN A	\$88,061
PUBLIC AGENCY RETIREMENT SERVICES	FY27 PARS RETIREMENT PLAN QTRL	\$86,259
BB2 TECHNOLOGY GROUP INC	FY27 MICROSOFT DATA CENTER CORE	\$81,648
KONICA MINOLTA BUSINESS SOLUTIONS	FY27 COPIER MFP LEASE	\$70,452
CARAHSOFT TECHNOLOGY CORP	FY27 DOCUSIGN LICENSES	\$65,873
CALCOG	FY27 BIG 4 MOA AND MPO/STA	\$56,440
EMPLOYMENT DEVELOPMENT DEPT.	FY27 UNEMPLOYMENT INSURANCE CH	\$35,000
VCCF NON-PROFIT CENTER LLC	FY27 VENTURA OFFICE RENT	\$35,000

STANDARD INSURANCE COMPANY	FY27 STANDARD SUPPLEMENTAL INS	\$27,000
Staples Contract & Commercial, Inc.	FY27 COFFEE & BEVERAGE SUPPLIE	\$20,000
GOVERNMENTJOBS.COM, INC.	FY27 NEOGOV RENEWAL	\$17,988
OFFICE DEPOT BUSINESS SERVICES DIV.	FY27 OFFICE SUPPLIES	\$15,000
IMPERIAL COUNTY TRANSPORTATION COMMISSION	FY27 IMPERIAL OFFICE RENT	\$12,000
STAPES CONTRACT & COMMERCIAL	FY27 OFFICE SUPPLIES	\$10,000
ACCUSOURCEHR, INC.	BACKGROUND INVESTIGATION SERV	\$10,000
CPRIME, INC.	FY27 ASANA RENEWAL	\$9,180
DELTA DENTAL INSURANCE CO	FY27 DELTA CARE - HMO RENEWAL	\$7,706
SEI INC DBA SERVICE EXPRESS INC	FY26 SERVICE EXPRESS RENEWAL	\$7,644
FEDEX	FY27 DELIVERY SERVICES	\$7,000
QUADIENT LEASING USA INC	FY27 MAIL MACHINE LEASE	\$7,000
CARAHSOFT TECHNOLOGY CORP	FY27 LINKEDIN JOB SLOTS FOR AD	\$6,525
L.A. PLANT CO.	FY27 PLANT MAINTENANCE	\$6,000

SCAG executed the following Purchase Orders (POs) for more than \$5,000 but less than \$500,000 in July 2026:

Vendor	Description	Amount
CALPERS FISCAL SERVICES DIVISION	FY27 CALPERS CERBT EMPLOYER CONTRIBUTION	\$110,000
GREAT WEST TRUST CO LLC	FY27 EMPOWER QUARTERLY ADMIN FEE	\$42,000
SAS INSTITUTE, INC.	FY27 SAS SW ANALYTICS RENEWAL	\$33,342
METROPOLITAN TRANSP COMM	FY26 SCAG/MTC LEG RECEPTION	\$26,668
CA JOINT POWERS INSURANCE AUTHORITY	FY27 PROPERTY PREMIUM	\$13,932
CALCOG	FY27 POLITICO PRO SUBSCRIPTION	\$10,800
THE ADVANTAGE GROUP	FY27 TAG FSA ADMINISTRATIVE FEE	\$8,300
MOBILITY 21	FY27 MOBILITY 21 SUMMIT SPONSOR	\$6,500
AMERICAN PUBLIC TRANSP ASSOCIATION	FY27 APTA MEMBERSHIP DUES	\$5,772
CARAHSOFT TECHNOLOGY CORP	FY26 LINKEDIN LEARNING RENEWAL	\$5,190



SCAG executed the following contracts for more than \$25,000 but less than \$500,000:

Consultant/Contract No.	Description	Amount
Cornerstone OnDemand, Inc. 27-011-C01	SCAG is transitioning from SABA TalentSpace, its performance management system since 2009, to Cornerstone due to SABA's planned sunset in December 2027. Cornerstone was selected to ensure continuity and minimize disruption, leveraging SCAG's existing LMS, dedicated support, and integration between learning and performance management.	\$341,240
CSU Fullerton Auxiliary Services Corporation 27-006-C01	SCAG is renewing its agreement with the Center for Demographic Research (CDR) at Cal State Fullerton, which SCAG has sponsored since 2011, to continue providing reliable demographic, housing, employment, and socioeconomic data. The partnership will support growth forecasting for the 2028 RTP/SCS and future planning cycles and other regional planning activities.	\$486,472

To date, SCAG has awarded four task orders under the procurement program approved by the Regional Council in February 2026 to accelerate delivery of twelve (12) quick-build transportation safety projects in preparation for the 2028 Summer Olympic and Paralympic Games. The program delegates contracting authority to the Executive Director, up to a total of \$5 million, to streamline procurement and expedite project implementation, with procurement activities reported to the Regional Council for informational purposes. Below is a list of the task orders awarded under this procurement as of August 2026.

Task Order No.	Project	Awarded to (Consultant)	Amount of Award
26-026-MRFP 01	Covina Town Center Bicycle/Pedestrian Safety and Connectivity Quick Build Roadway Project	Fehr & Peers	\$239,806
26-026-MRFP 02	Norwalk Boulevard Vision Zero Quick-Build Pedestrian Safety Project	Egis	\$229,790
26-026-MRFP 03	Santa Monica Neighborhood Greenways Project	Fehr & Peers	\$434,902
26-026-MRFP 04	Safer Downtown Burbank Mobility Network Improvement Project	Fehr & Peers	\$249,872
26-026-MRFP 05	Monrovia Active Community Travel Vinculum Phase II	Alta Planning + Design	\$336,881
26-026-MRFP 06	Montebello CycleSafe Bridge Project	Egis	\$134,662
		Total:	\$1,625,913

ATTACHMENT(S):

1. 27-011-C01 Contract Summary
2. 27-006-C01 Contract Summary
3. 26-026-C01 to C04 Contract Summary

CONSULTANT CONTRACT NO. 27-011-C01

Recommended Consultant:	Cornerstone OnDemand, Inc.				
Background & Scope of Work:	SCAG has utilized SABA TalentSpace as its performance management system since 2009 to support core HR processes including annual performance evaluations and objective setting. In 2021, SCAG contracted with Cornerstone for its Learning Management System (LMS) since Cornerstone acquired all SABA products. The LMS serves as the agency's platform for employee training and development. Cornerstone announced that SABA will be sunset, effective December 2027. To ensure continuity of performance management operations and avoid disruption to staff and supervisors, SCAG must transition to a replacement platform. Given the familiarity with Cornerstone, existing dedicated support, and integration between the LMS and performance module, staff awarded a sole source contract to Cornerstone.				
Project's Benefits & Key Deliverables:	The project's benefits and key deliverables include, but are not limited to: • Uninterrupted continuity of performance management operations through the transition from SABA prior to its sunset date December 2027; • Integration between the Cornerstone Performance Management and LMS modules, enabling supervisors and staff to directly link learning and development opportunities to performance and individual development goals; • Concurrent access to both SABA and Cornerstone Performance during the transition period, allowing staff uninterrupted use of existing systems and processes during new system configuration; and • An improved performance management experience for staff and supervisors through a modern, unified platform that supports a more streamlined and effective annual evaluation process.				
Strategic Plan:	This item supports SCAG's Strategic Priority # 4: Build a unified culture anchored in the pursuit of organizational excellence.				
Contract Amount:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Total not to exceed</td><td style="text-align: right;">\$341,240</td></tr> <tr> <td>Cornerstone OnDemand, Inc. (prime consultant)</td><td style="text-align: right;">\$341,240</td></tr> </table>	Total not to exceed	\$341,240	Cornerstone OnDemand, Inc. (prime consultant)	\$341,240
Total not to exceed	\$341,240				
Cornerstone OnDemand, Inc. (prime consultant)	\$341,240				
Contract Period:	July 1, 2026 through June 30, 2029				
Project Number(s):	810-0120.04 \$341,240 Funding source(s): Indirect Cost (IC) Program Funding of \$108,779 is available in the Fiscal Year (FY) 2026-27 Indirect Cost Program Budget in Project Number: 810-0120.04, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.				

Basis for Selection:	This contract was awarded pursuant to Section 021 Non-Competitive Procurements (Sole Source) of the SCAG Procurement Policy and Procedures Manual. Staff selected Cornerstone OnDemand, Inc. for contract award because the consultant: • Offers a Performance Management module that operates within the same platform as the Cornerstone LMS already utilized by SCAG, enabling direct integration between performance and learning functions that would not be available through a separate third-party system; • Minimizes disruption to agency operations and staff by leveraging SCAG's existing relationship with Cornerstone as the current SABA TalentSpace vendor, ensuring a seamless transition prior to the platform's sunset December 2027; and • Has an established relationship with SCAG and demonstrated familiarity with the agency's technical environment through its current role as SCAG's LMS provider.
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CONSULTANT CONTRACT NO. 27-006-C01

Recommended Consultant:	CSU Fullerton Auxiliary Services Corporation				
Background & Scope of Work:	The Center for Demographic Research (CDR), situated at California State University, Fullerton (CSUF), was established to effectively coordinate the development of demographic and socioeconomic data for Orange County and provide valuable insights to data users. SCAG, along with other public agencies, has sponsored CDR since 2011. CDR, being a non-profit research center, is committed to its mission of providing precise and timely information concerning population, housing, and employment characteristics in a cost-effective manner. This dedication aligns perfectly with SCAG's objective of ensuring accurate demographic and economic growth forecasting for long-range planning, as mandated by Federal and state regulations. Their successful partnership in the past has resulted in the development of highly reliable socioeconomic growth forecasts, making CDR an indispensable data source for SCAG's diverse planning activities. The primary objectives and deliverables include facilitating and assessing SCAG's growth forecasting practices for the 2028 RTP/SCS planning cycle and beyond, supporting the development of the Regional Data Platform, and providing critical data for the RTP/SCS process.				
Project's Benefits & Key Deliverables:	The project's benefits and key deliverables include, but are not limited to: • Facilitate SCAG's collaborative activities and tasks with the Orange County peer agencies and local jurisdictions to enhance SCAG's mission; • Provide the Housing Inventory and other pertinent housing and employment data files; • Produce comprehensive sets of city/TAZ level socioeconomic data files specifically tailored for the growth forecast, a crucial requirement in SCAG's long-range planning, mandated by Federal and state regulations. CDR's data structure aligns with SCAG's forecasting framework, leading to cost savings and ensuring consistency.				
Strategic Plan:	This contract aligns with SCAG's Strategic Plan Priority: (3) Spur innovation and action through leadership in research, analysis and information sharing.				
Contract Amount:	<table border="0" style="width: 100%;"> <tr> <td>Total not to exceed</td><td style="text-align: right;">\$486,472</td></tr> <tr> <td>CSUF-ASC (prime consultant)</td><td style="text-align: right;">\$486,472</td></tr> </table>	Total not to exceed	\$486,472	CSUF-ASC (prime consultant)	\$486,472
Total not to exceed	\$486,472				
CSUF-ASC (prime consultant)	\$486,472				
Contract Period:	July 1, 2026, through June 30, 2029				
Project Number(s):	055.0704.02				

	Funding source(s): Funding of \$154,544 is available in the Fiscal Year (FY) 2026-27 Overall Work Program (OWP) Budget in Project Number(s) 055.0704.02, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.
Basis for Selection:	This contract was awarded pursuant to Section 021 Non-Competitive Procurements (Sole Source) of the SCAG Procurement Policy and Procedures Manual.

CONSULTANT CONTRACT NOS. 26-026-C01 through 26-026-C04

Background & Scope of Work:	In February 2026, the Regional Council approved a procurement program to accelerate delivery of twelve (12) quick-build transportation safety projects in preparation for the 2028 Summer Olympic and Paralympic Games. The goal of the program is to streamline the procurement process and direct time savings towards quick-build project implementation. This report is to inform the Regional Council of procurement activities related to the approved program. In summary, the procurement program accelerates implementation of the quick-build projects as follows: (1) Delegate contract and contract amendment authority to the Executive Director to accelerate delivery of quick-build transportation safety projects in support of the 2028 Summer Olympic and Paralympic Games in an amount up to, and not to exceed, a total value of \$5,000,000; (2) Authorize the Executive Director to execute contracts above the thresholds noted in the Regional Council Policy Manual Article IX without first obtaining Regional Council approval; and (3) Directing staff to make informational reports to the Regional Council of procurement activities, contracts and amendments related to quick-build transportation projects made pursuant to this action.
Selected Consultants:	1. Alta Planning + Design, Inc. (Contract 26-026-C01) 2. Fehr & Peers, Inc. (Contract 26-026-C02) 3. Egis USA, Inc. (formerly H.W. Lochner, Inc.) (Contract 26-026-C03) 4. Street Plans Collaborative, Inc. (Contract 26-026-C04)
Project's Benefits & Key Deliverables:	The project's benefits and key deliverables include, but are not limited to: • Improve mobility across the region, especially for children, older adults, and people walking, biking, riding public transit, and using other forms of active transportation. • Strategically invest in communities most harmed by traffic injuries and fatalities, including historically underserved communities comprising the majority of the SCAG Regional High Injury Network. • Support a more resilient transportation network, especially in anticipation of forthcoming large-scale events hosted by the region. • Support local efforts to increase competitiveness for state and federal funding.
Strategic Plan:	This item supports SCAG's Strategic Plan Priorities: (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.
Contract Amount:	Total not to exceed \$5,000,000

	Note: This is for on-call, or as needed services with consultants to be paid upon a Task Order award. As such, there is no specific award amount to each consultant, nor does SCAG guarantee any specific amount of work to a consultant.
Contract Period:	May 2026 through June 30, 2029
Project Number(s):	225-4955.01 - 2023 Safe Streets and Roads for All 225-4955.02 - 2024 Safe Streets and Roads for All 305-4926.01 - REAP 2.0 Transportation Partnership Program Funding sources: California Active Transportation Program (ATP); REAP 2.0; 2023 Safe Streets and Roads for All; 2024 Safe Streets and Roads for All
Status	Below is a table showing task orders awarded under this on-call procurement as of August 2026.

Project	RFP Released	Awarded to (Consultant)	Amount of Award
Covina Town Center Bicycle/Pedestrian Safety and Connectivity (Gap-Closure) Quick Build Roadway Project	06/09/26	Fehr & Peers	\$239,806.09
Norwalk Boulevard Vision Zero Quick-Build Pedestrian Safety Project	06/09/26	Egis	\$229,790.42
Safer Downtown Burbank Mobility Network Improvement Project	06/10/26	Fehr & Peers	\$249,872.20
Santa Monica Neighborhood Greenways Project	06/10/26	Fehr & Peers	\$434,902.24
Montebello CycleSafe Bridge Project	06/11/26	Egis	\$134,661.72
Monrovia Active Community Travel Vinculum Phase II	06/10/26	Alta Planning + Design	\$336,880.51
Total:			\$1,625,913.18



AGENDA ITEM 17

REPORT

Southern California Association of Governments
September 3, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: CFO Monthly Report

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

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

ACCOUNTING:

Membership Dues

As of July 31, 2026, 105 cities, 3 counties, 4 commissions, and 3 tribal governments have paid their Fiscal Year (FY) 2026-2027 membership dues. SCAG has collected \$1.11 million out of \$2.93 million billed. This represents 37.91% of the membership assessment.

Investments & Interest Earnings

Pursuant to SCAG's Investment Policy adopted by the Regional Council in July 2018, staff provides monthly reporting on investments and interest earnings.

As of July 31, 2026, SCAG had \$9.65 million invested in the Local Agency Investment Fund (LAIF). Interest earnings are distributed quarterly, with an average interest rate of 3.92%.

In addition, SCAG has established a Money Market Account to maximize interest earnings while maintaining liquidity and monitoring REAP funding balances. Interest earnings from this account are distributed monthly. As of July 31, 2026, SCAG had \$99.54 million invested in the Money Market Account and had earned \$227,338.70 in year-to-date interest income.

BUDGET & GRANTS (B&G):

On July 30, 2026, SCAG submitted the FY 2025-26 Preliminary Overall Work Program (OWP) 4th Quarter Progress Report to Caltrans.

In August, staff submitted the FY 2025-26 OWP Year-End Package to Caltrans, which included the certification of final expenditures, the final FY 2025-26 OWP Quarterly Progress reports, and the final FY 2025-26 OWP work products for projects completed in the fiscal year.

Also in August, staff initiated the process for FY 2026-27 Comprehensive Budget Amendment 01, including FY 2026-27 Overall Work Program (OWP) Formal Budget Amendment 01 and collected the proposed change requests. Staff will analyze the proposed changes, and the FY 2026-27 Comprehensive Budget Amendment 01 will be presented to the Executive/Administration Committee (EAC) and the Regional Council (RC) for approval in November.

CONTRACTS ADMINISTRATION:

As of August 25, 2026, the Contracts Administration Department supported an average of 20 formal procurements and managed 195 active contracts valued at approximately \$75.42 million.

The following contracts started in June-July:

Agreement No.	Project Name	Vendor	Award Amount	Start Date	End Date
26-036-C01	Complete Communities Framework & Toolkit	Raimi + Associates, an Alta Company	\$498,940	6/4/2026	11/30/2027
27-007-C01	Parking Inventory Data Purchase	INRIX, Inc.	\$43,500	6/30/2026	6/30/2027
27-004-C01	Connect SoCal 2050 PEIR Legal Service	PC Law Group	\$270,000	6/30/2026	6/30/2027
26-048-C01	2050 Outreach & Partnerships Intake	City Fabrick	\$854,941	7/1/2026	12/31/2027
26-064-C01	SCAG Quarterly Economic Roundtable	David Wells Roland Holst DBA Bear	\$54,440	7/1/2026	6/30/2029
26-064-C02	SCAG Quarterly Economic Roundtable	Boules Consulting	\$21,321	7/1/2026	6/30/2029

	(Boules Consulting)				
26-064-C03	SCAG Quarterly Economic Roundtable (CEF)	California Economic Forecast	\$30,360	7/1/2026	6/30/2029
26-064-C04	SCAG Quarterly Economic Roundtable (IEEP)	Inland Empire Economic Partnership	\$37,950	7/1/2026	6/30/2029
26-064-C05	SCAG Quarterly Economic Roundtable (LAEDC)	LAEDC	\$17,773	7/1/2026	6/30/2029
26-064-C06	SCAG Quarterly Economic Roundtable (London Group)	London Moeder Advisors	\$55,275	7/1/2026	6/30/2029
26-064-C07	SCAG Quarterly Economic Roundtable (TCCG)	Tech Coast Consulting Grp LLC	\$37,950	7/1/2026	6/30/2029
26-064-C08	SCAG Quarterly Economic Roundtable (Zenith)	Zenith Economics LLC	\$24,150	7/1/2026	6/30/2029
27-006-C01	Center for Demographic Research – MOU CSUF	Cal State University Fullerton ASC	\$486,472	7/1/2026	6/30/2029
27-009-C01	Palo Alto Renewal	Pinnacle Business Solutions Inc.	\$479,698	7/1/2026	6/30/2028

27-010-C01	Microsoft Datacenter Licenses	BB2 Technology Group Inc.	\$81,648	7/1/2026	6/30/2027
27-011-C01	Learning Management System	Cornerstone OnDemand Inc.	\$341,240	7/1/2026	6/30/2029
26-027-C01	TAM Transit Asset Management	Cambridge Systematics Inc.	\$405,207	7/2/2026	6/30/2028



AGENDA ITEM 18

REPORT

Southern California Association of Governments
September 3, 2026

To: RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

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

Kome Ajise

Subject: Legacy in Action - From 2026 FIFA World Cup to LA28

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. 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

The 2026 FIFA World Cup provided Southern California with an opportunity to welcome visitors from around the world while testing transportation strategies that can help inform planning for future major events, including the 2028 Olympic and Paralympic Games (2028 Games). Eight World Cup matches were held at Los Angeles Stadium in Inglewood between June 12 and July 10, drawing tens of thousands of spectators to the venue on each match day, while fan festivals, fan zones, watch parties, and other community events generated activity throughout the region. The World Cup also demonstrated the importance of regional partnerships, with transportation providers across Southern California contributing services and resources to support the movement of spectators. The Regional Council meeting will feature a panel discussion with representatives from Los Angeles County Metropolitan Transportation Authority (Metro) Chief Executive Officer, Stephanie Wiggins, Orange County Transportation Authority (OCTA) Chief Executive Officer, Darrell Johnson, and Los Angeles-based journalist, Alissa Walker, to discuss World Cup lessons learned and opportunities to carry those lessons forward as the region prepares for the 2028 Games.

BACKGROUND

The FIFA World Cup is one of the world's largest sporting events. The 2026 tournament was the largest World Cup to date, featuring 48 teams and 104 matches across 16 host cities in the United States, Canada, and Mexico. Southern California played a prominent role in the tournament, with eight matches held at Los Angeles Stadium in Inglewood between June 12 and July 10, including the U.S. Men's National Team's opening match and three knockout-round matches. In total, the eight matches attracted more than a half million spectators.

In addition to match attendance, the World Cup generated activity throughout Southern California as residents and visitors participated in fan festivals, fan zones, watch parties, and other community events. These activities expanded the footprint of the tournament beyond Los Angeles Stadium and created additional travel demand at destinations throughout the region.

Metro served as the official public transit provider for the Los Angeles World Cup 2026 and led implementation of the transportation strategy for spectators traveling to and from Los Angeles Stadium. Implementation of the strategy was a regional effort. Metro worked with transit agencies and transportation partners throughout Southern California to connect existing regional transit services with enhanced World Cup service and expand access to the stadium from across Los Angeles and Orange counties.

The World Cup provided an important opportunity for Southern California's transportation agencies and local partners to implement major-event mobility strategies at scale ahead of the 2028 Olympic and Paralympic Games. While the 2028 Games will be significantly larger and more geographically dispersed, the World Cup demonstrated how regional coordination, expanded transit service, park-and-ride facilities, advance trip planning, customer communications, and an enhanced transit experience can work together to support major-event travel.

WORLD CUP MOBILITY STRATEGY AND OUTCOMES

Metro's World Cup mobility strategy focused on providing spectators with a convenient and seamless alternative to driving directly to Los Angeles Stadium. The strategy paired the region's existing transit network with the World Cup Games Enhanced Transit Service (GETS), which provided direct shuttle connections to the stadium from 15 transit and park-and-ride hubs across Los Angeles and Orange counties. Spectators could connect to GETS using Metro and other regional transit services or drive to designated park-and-ride locations, where parking could be reserved in advance. Regional transit agencies played a significant role in delivering the enhanced service. Metro coordinated with Big Blue Bus, Culver City Transit, Foothill Transit, Long Beach Transit, Montebello Bus Lines, Norwalk Transit System, Omnitrans, OCTA, Riverside Transit Agency, Torrance Transit, GTrans, Metrolink, Amtrak/Pacific Surfliner, and other mobility partners. The collaboration allowed the region to draw upon existing transit networks, facilities, vehicles, and expertise rather than relying on a single agency to meet World Cup transportation needs.

Metro also introduced open loop payment, allowing riders to pay fares by tapping a contactless credit or debit card, smartphone, or smartwatch. This helped create a more seamless travel experience, particularly for visitors and infrequent transit riders, by eliminating the need to purchase or load a separate fare card.

Across the eight World Cup matches held at Los Angeles Stadium, the World Cup GETS provided 212,865 rides. Metro's regular system also experienced increased use during the tournament; in June, Metro provided approximately 26.3 million rides, two million more than June 2025, representing a nine percent year-over-year increase. The success of the service demonstrated the value of combining expanded transit service, strategically located park-and-ride facilities, advance trip planning, simplified fare payment, and regional coordination to support major-event travel.

ORANGE COUNTY CONNECTIONS

OCTA coordinated closely with Metro to extend the World Cup transportation strategy into Orange County. World Cup service included connections from the Anaheim Regional Transportation Intermodal Center (ARTIC) and Newport Transportation Center, allowing Orange County residents and visitors to park locally or connect by transit before taking direct service to Los Angeles Stadium. At both Orange County locations, spectators could reserve parking in advance, with the parking fee including round-trip Metro enhanced service for all passengers in the vehicle. ARTIC also provided connections with Metrolink, Amtrak, and OCTA bus service, while the Newport Transportation Center was served by multiple OCTA bus routes. The service provided an opportunity for OCTA and Metro to test regional coordination strategies that can inform planning for the 2028 Games. These partnerships will become increasingly important as the region prepares for Olympic and Paralympic events across Southern California, including events in and near Orange County.

FAN ZONES AND THE REGIONAL WORLD CUP EXPERIENCE

Fan festivals, fan zones, and community watch parties were an important part of the World Cup's regional impact. These events allowed residents and visitors who did not have match tickets to participate in the tournament and created gathering places where fans could experience the World Cup collectively. Fan activations were held throughout the region, including the official FIFA Fan Festival, World Cup fan zones, Metro's Union Station Fan Zone, and City of Los Angeles's Kick It in the Park events. Union Station, in particular, served both as a major transportation hub for spectators traveling to Los Angeles Stadium and as a destination where fans could watch matches and participate in World Cup activities. The popularity of these events illustrates an important consideration for future major-event planning: travel demand and the visitor experience extend well beyond competition venues. Fan zones and community events can distribute activity across the region, provide opportunities for residents to participate without attending ticketed events, and create additional opportunities to encourage transit use by locating activities at or near major transportation hubs.

LOOKING AHEAD TO 2028

The World Cup provided an important opportunity to implement major-event transportation strategies at scale ahead of the 2028 Olympic and Paralympic Games. While the scale, duration, and geographic footprint of the 2028 Games will be significantly greater, several World Cup successes provide a foundation for continued planning.

SCAG will conduct a World Cup economic and community impact assessment to better understand the broader benefits and impacts of hosting a mega-event in Southern California. Findings will be presented as part of SCAG's Annual Economic Summit at the December Regional Council meeting.

The September Regional Council panel will provide an opportunity to hear directly from Metro, OCTA, and a Los Angeles-based journalist about these experiences, lessons learned, and how successful approaches from the World Cup can be expanded and adapted as Southern California prepares for the 2028 Games.

FISCAL IMPACT:

None



AGENDA ITEM 19

REPORT

Southern California Association of Governments
September 3, 2026

To: TC - Transportation Committee
RC - Regional Council

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

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

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR TC:

Receive and File

RECOMMENDED ACTION FOR RC:

Information Only – No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

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

BACKGROUND:

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

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

GAMES TDM CATEGORIES AND HIGH-IMPACT STRATEGIES

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

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

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

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

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

Communications and Outreach Implementation

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

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

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

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

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

CURRENT PRIORITIES

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

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

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

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

NEXT STEPS

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

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

FISCAL IMPACT:

None

ATTACHMENT(S):

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

2028 Games Regional

AUGUST 26, 2026

TDM Strategic Plan

Executive Summary





| EXECUTIVE SUMMARY

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

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



HOSTING THE WORLD. KEEPING SOUTHERN CALIFORNIA MOVING.

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

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

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

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



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

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

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

Games Route Network

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

Games Enhanced Transit Service

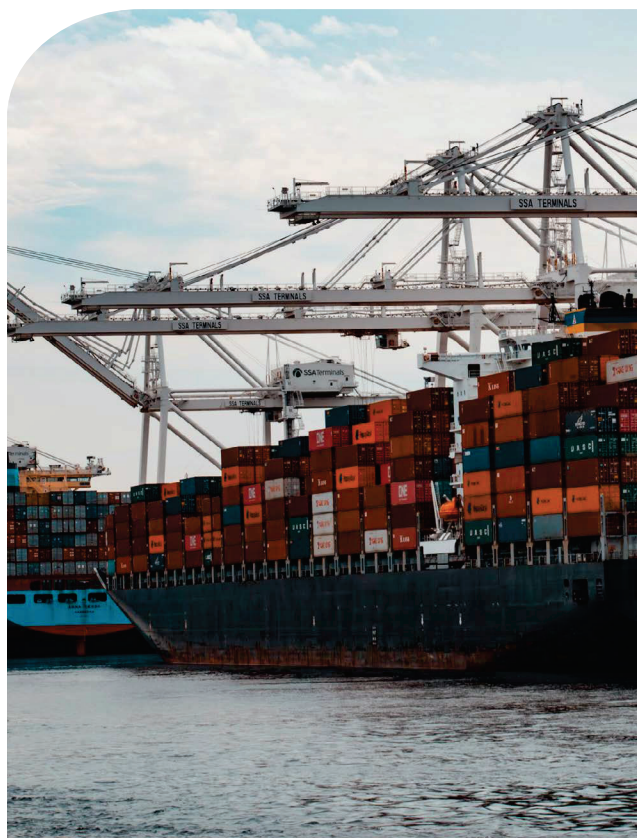
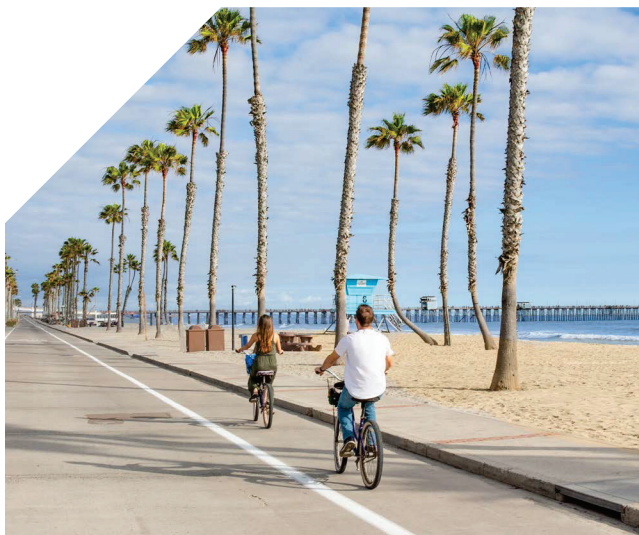
The temporary supplementary transit service created to augment the existing public transit system to ensure spectators and the workforce have efficient and reliable transit for travel to and from venues during the 2028 Olympic and Paralympic Games.

WHY TDM IS ESSENTIAL

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

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

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





A REGIONAL PLAN FOR A REGIONAL CHALLENGE

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

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

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

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



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

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



FREIGHT, BUSINESS CONTINUITY, AND THE REGIONAL ECONOMY

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

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

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

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

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

VISION AND GOALS

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

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

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

Core Goals



TRAVEL WITH PURPOSE

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

REGION MOVES SAFELY AND RELIABLY

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

COLLABORATE, COORDINATE, AND CARRY IT FORWARD

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

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

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



I TDM IN ACTION

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

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



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

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



Reduce

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



Remode

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



Retime

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



Reroute

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



Relocate

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

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

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

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



REGIONAL COMMUNICATIONS AND OUTREACH

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



REGIONAL WAYFINDING

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



MOBILITY AND ACCESS PROGRAMS

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



REGULATORY AND OPERATIONAL POLICIES

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

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



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



Lead

SCAG leads project development and implementation of select regionwide initiatives.



Support

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



Partner

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



Amplify

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

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

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

Role: ★ Lead ⚙️ Support 🤝 Partner 🔊 Amplify



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

Role: ★ Lead ⚙️ Support 🤝 Partner 🔊 Amplify

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

Role: ★ Lead ⚙️ Support 🤝 Partner 🔊 Amplify

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

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

Role: ★ Lead ⚙️ Support 🤝 Partner 🔊 Amplify

REGIONAL AND VENUE AREA IMPLEMENTATION

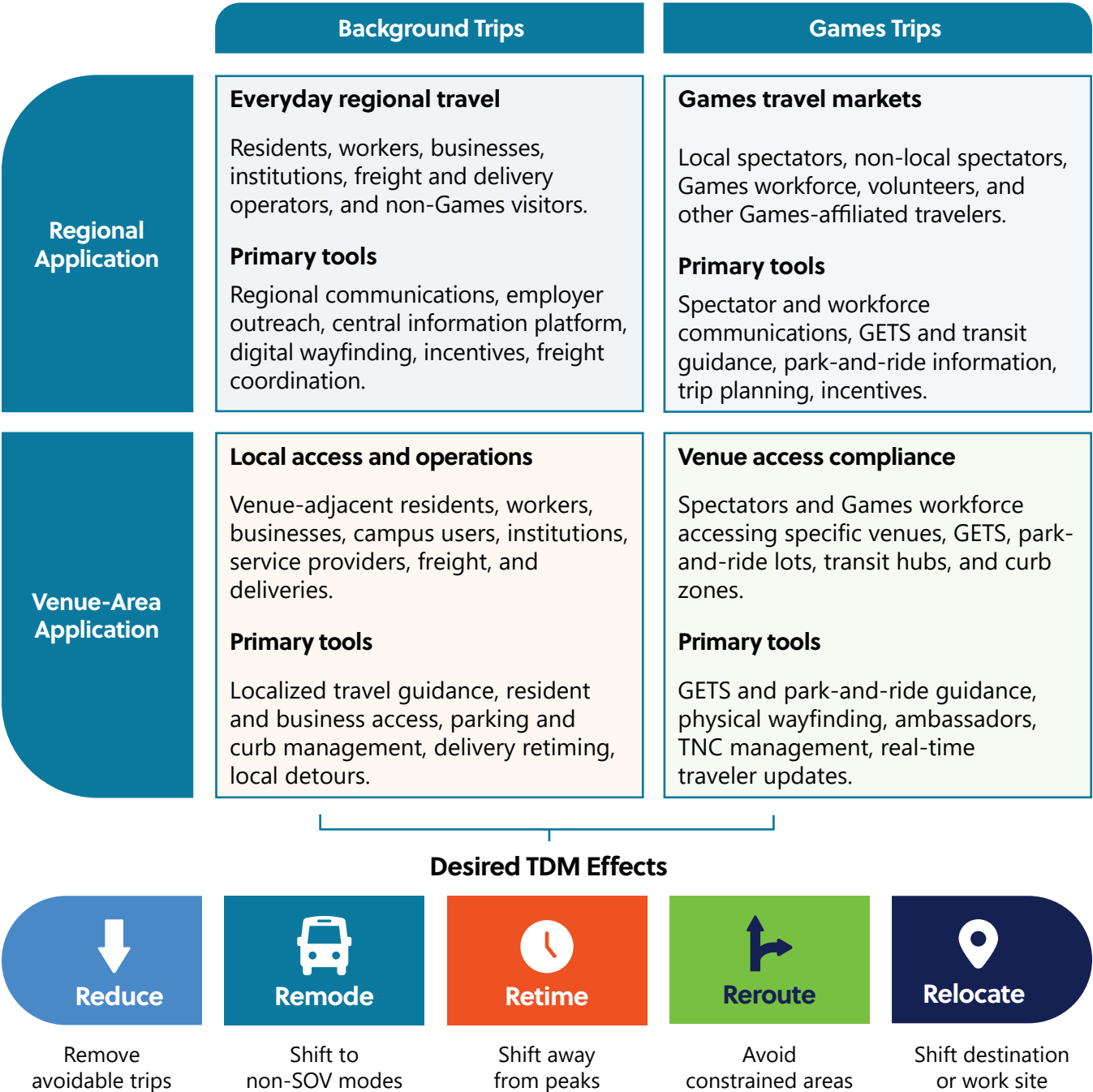
The plan will be implemented on two connected scales: regional and venue area.

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

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

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

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



I DELIVERY AND ACCOUNTABILITY

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

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

Strategic Plan and Implementation Timeline

2026: Planning

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

2027: Readiness

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

2028: Operations

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

2029+: Legacy

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

KEY OUTCOMES

Successful implementation of the TDM Strategic Plan will support:

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





I A LASTING MOBILITY LEGACY

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

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

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

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

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





The Road to LA28: TDM Strategic Plan

September 3, 2026

WWW.SCAG.CA.GOV

From Strategic Planning to Implementation

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



Strategic Direction

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



Data & Analysis

Use best practices and analytical tools to prioritize action.



Regional Coordination

Align SCAG and partner roles, outreach, and delivery.



Implementation Roadmap

Define priorities, responsibilities, and the path to launch.

PLANNING

ALIGN • PRIORITIZE • DELIVER

IMPLEMENTATION

LEGACY



Coordinated Games TDM Strategic Plan

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



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Vision and Goals

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



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Target Audiences



Residents



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



**Games
workforce and
volunteers**



**Freight industry
stakeholders**



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



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



**Tourism and
hospitality
stakeholders**

5

Four Programmatic Categories Guide Implementation



REGIONAL COMMUNICATIONS & OUTREACH

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



REGIONAL WAYFINDING

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



MOBILITY & ACCESS PROGRAMS

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



REGULATORY & OPERATIONAL POLICIES

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

6

Communications Priorities: Reach the Region

REGIONAL CAMPAIGN



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

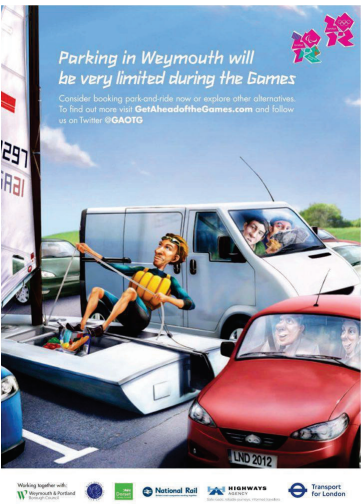
“KNOW BEFORE YOU GO” WEBPAGE



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

7

Regional Campaigns from Prior Games



LONDON 2012 Parking and local travel messaging



LONDON 2012 Plan ahead and avoid disruption

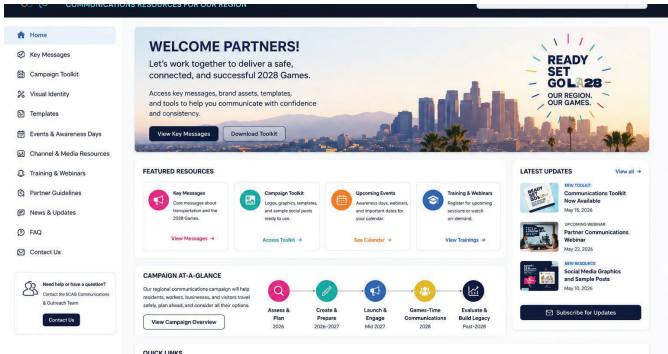


PARIS 2024 Telework campaign poster

8

Communications Priorities: Equip Partners for Action

PARTNER INFORMATION HUB



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

DIRECT OUTREACH SUPPORT



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

Games TDM Toolbox

TDM TOOLBOX

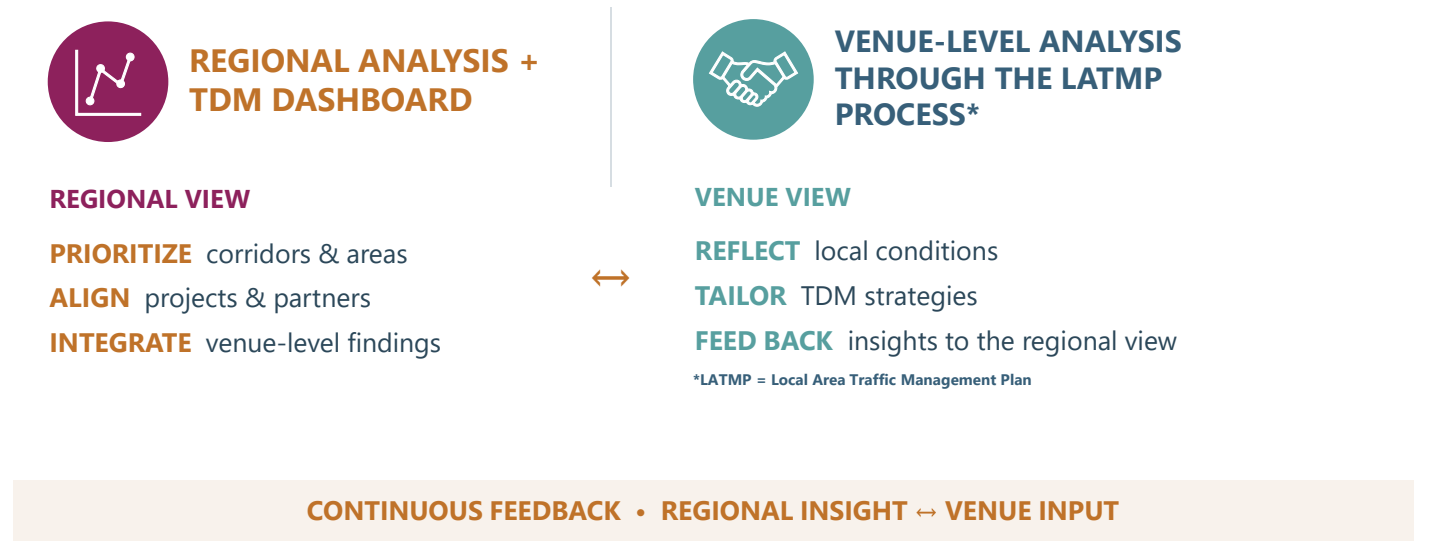
Strategy → action

FROM STRATEGY TO DELIVERY

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

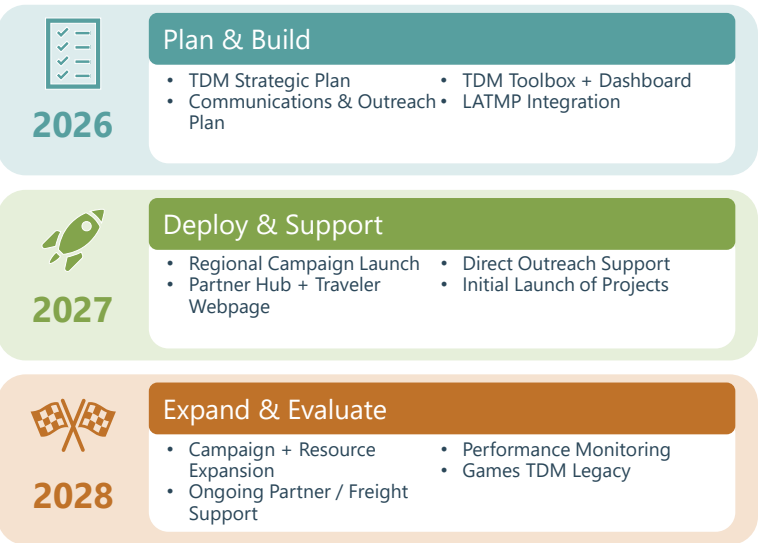
Education & Marketing	
Marketing Campaigns	
Marketing campaigns can promote other TDM programs, as well as non-SOV travel itself. They often include the dispersion of printed material and web promotion through email and social media.	
Implementors	Benefits →
Employers / Property Managers / TMAs - Large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

Regional and Venue-level Analysis



11

From Planning to Implementation: 2026–2028





THANK YOU!

For more information, please visit:

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





AGENDA ITEM 20

REPORT

Southern California Association of Governments

September 3, 2026

To: RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

From: Echo Zheng, Senior Regional Planner
213-630-1505, zheng@scag.ca.gov

Kome Ajise

Subject: Economic Roundtable Third Quarter Update

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The SCAG Economic Roundtable met for its quarterly discussion on Aug. 20, 2026. Dr. Manfred Keil, Chief Economist of the Inland Empire and Economic Partnership and Associate Professor of Economics at Claremont McKenna College, will present highlights of the Roundtable discussion at the September Regional Council meeting. The theme of the discussion was, "Is slow, narrow, and jobless growth still considered growth?" The economists' recap covers:

- *What's happening in the US and California economies*
 - *While gross domestic product (GDP) is growing and unemployment isn't rising, fewer people are employed and only three sectors continue to see meaningful job gains.*
 - *Many roundtable economists suspected that job declines—despite fairly low reported layoffs—were the result of retiring baby boomers being "replaced" by AI instead of younger (or unavailable) workers.*
 - *Established and emerging industries remain strong in parts of the region including aerospace, defense, and tourism.*
 - *Through June 2026, nearly 27,000 housing units were permitted across the SCAG region, 5,000 more than in the first half of 2025. Despite losing population, increases were driven by Los Angeles County.*
 - *Additional county highlights include lithium development in Imperial County, concentrated job growth and labor force contraction in the Inland Empire, strong business sentiment in Orange County, and declining activity through the Port of Hueneme.*
-

BACKGROUND:

SCAG's Economic Roundtable consists of a select group of economists from across the region who meet quarterly to discuss trends, data, and current events impacting the region's economy. Regular analysis and discussion of the regional economic trends and events inform the multi-year development and implementation of Connect SoCal, SCAG's Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), and support ongoing communication with SCAG stakeholders through various outreach efforts.

Roundtables are timed to occur in advance of March, June, September, and December Regional Council meetings. A quarterly report summarizing the Roundtable discussion will be released in advance of the subsequent Regional Council meeting. A Roundtable economist will present key findings and provide an update on the regional economy at the meeting.

SCAG's Economic Roundtable members collectively cover geographic expertise across each of the six SCAG counties, as well as six economic topic specialties including access to economic opportunity and mobility, labor economics, workforce development, industry competitiveness and agglomeration, economic impacts of housing development and policies, and emerging technologies and trends. The Roundtable members are:

- David Roland-Holst, Berkeley Economic Advising & Research and University of California, Berkeley
- Gary London, London Moeder Advisors
- Manfred Keil, Inland Empire Economic Partnership and Claremont McKenna College
- Marianne Boules, Boules Consulting
- Mark Schniepp, California Economic Forecast
- Shannon Sedgwick, Los Angeles County Economic Development Corporation
- Samuel Maury-Holmes, Zenith Economics, LLC
- Wallace Walrod, Tech Coast Consulting Group

The Roundtable met for its quarterly discussion on August 20, 2026. The theme of the discussion was, *"Is slow, narrow, and jobless growth still considered growth?"* Dr. Manfred Keil, Chief Economist of the Inland Empire and Economic Partnership and Associate Professor of Economics at Claremont McKenna College, will present highlights of the Roundtable discussion at the September Regional Council meeting.

The SCAG Economic Roundtable Quarterly Report will be released on the afternoon of September 2, 2026, and can be accessed on SCAG's website at: <https://scag.ca.gov/news/scag-economic-roundtable-update-Sept-2026-Q3>. Supporting data are available on the SCAG Economic Trends Tool.

FISCAL IMPACT:

None