

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:

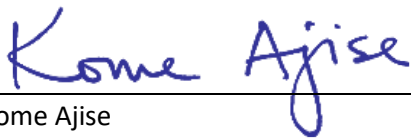
1. The Regional Council approves Amendment 2 to Connect SoCal 2024 for the purpose of complying with the requirements of the IJA, FAST Act, MAP-21, and all other applicable laws and regulations as referenced in the above recitals. In adopting this Amendment, the Regional Council finds as follows:
 - a. Amendment 2 to Connect SoCal 2024 complies with all applicable federal and state requirements, including the IJA, 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