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SOUTHERN CALIFORNIA
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900 Wilshire Blvd., Ste. 1700
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MEETING OF THE

EXECUTIVE/ADMINISTRATION COMMITTEE

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

Wednesday, December 2, 2026
3:00 p.m. – 4:00 p.m.

To Attend In-Person:
SCAG Main Office – Policy B Meeting Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

To Attend and Participate on Your Computer:
https://scag.zoom.us/j/85676324134

To Attend and Participate by Phone:
Call-in Number: 1-669-900-6833
Meeting ID: 856 7632 4134

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 Attending the Meeting

To Attend In-Person and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Policy B Meeting Room on the 17th floor starting at 3:00 p.m.

To Attend by Computer: Click the following link: https://scag.zoom.us/j/85676324134. If Zoom is not already installed on your computer, click "Download & Run Zoom" on the launch page and press "Run" when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select "Join Audio via Computer." The virtual conference room will open. If you receive a message reading, "Please wait for the host to start this meeting," simply remain in the room until the meeting begins.

To Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID:** 856 7632 4134, followed by **#**. Indicate that you are a participant by pressing **#** to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

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

In Writing: Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Tuesday, December 1, 2026** will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Tuesday, December 1, 2026, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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

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

General Information for Public Comments

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

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

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

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

Wendy Bucknum 1801 E Katella Avenue, Unit 1002 Anaheim, CA 92805	**Margaret Finlay** 2221 Rim Road Duarte, CA 91008	**Paul Granillo** 2151 E Convention Center Way Suite 210 Ontario, CA 91764
Patricia Lock Dawson City of Riverside - City Hall 3900 Main Street 7th Floor Conference Room Riverside, CA 92522	**Steven Ly** City of Rosemead - City Hall Council Chamber 8838 East Valley Boulevard Rosemead, CA 91770	**Jeff Wood** City of Lakewood - Lakwood Council Chambers 5000 Clark Avenue Lakewood, CA 90712

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

EAC - Executive/Administration Committee
Members – December 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. Rocky Rhodes**
   CEHD Chair, Simi Valley, RC District 46

6. **Hon. Jeff Wood**
   CEHD Vice Chair, Lakewood, RC District 24

7. **Hon. Rick Denison**
   EEC Chair, Yucca Valley, RC District 11

8. **Hon. Daniel Ramos**
   EEC Vice Chair, Adelanto, RC District 65

9. **Hon. Mike Judge**
   TC Chair, VCTC Representative

10. **Hon. Steven Ly**
    TC Vice Chair, Rosemead, RC District 32

11. **Hon. Margaret Finlay**
    LCMC Chair, Duarte, RC District 35

12. **Hon. Jan C. Harnik**
    LCMC Vice Chair, RCTC Representative

13. **Hon. Karen Bass**
    Member-At-Large, Pres. Appt.

14. **Hon. Wendy Bucknum**
    Mission Viejo, RC District 13, Pres. Appt.

15. **Hon. John Gabbard**
    Dana Point, RC District 12, Pres. Appt.

16. **Hon. Michael Goodsell**
    ICTC Representative, Pres. Appt.

17. **Hon. Andrew Masiel**
    Tribal Government Regional Planning Board Representative

18. **Mr. Paul Granillo**
    Business Representative - Non-Voting Member

EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017
Wednesday, December 2, 2026
3:00 PM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE
(The Honorable Ray Marquez, Chair)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

INFORMATION ITEMS

1. 2026-2027 Presidential Priorities Update PG. 8
(Sarah Jepson, Chief Planning Officer, SCAG)

2. Senate Bill 1087 (Cabaldon): Update and Next Steps PG. 23
(Philip Law, Deputy Director - Regional Planning Policy & Analysis, SCAG)

ACTION ITEMS

3. Strategic Investment Readiness Fund PG. 34
(Sarah Jepson, Chief Planning Officer, SCAG)

RECOMMENDED ACTION:
That the Executive/Administration Committee recommend the Regional Council adopt a policy and administrative framework to establish a Strategic Investment Readiness Fund as part of SCAG's Overall Work Program to provide local agencies with resources to advance Regional Strategic Initiatives that are critical to implementing Connect SoCal, and authorize staff, on an ongoing annual basis, subject to compliance with the RC approved program guidelines, to obligate up to 2.5% of the annual Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) apportioned to the SCAG region to programs established under the Strategic Investment Readiness Fund, and to amend the SCAG Overall Work Program budget to incorporate such allocations.

CONSENT ITEMS

Approval Items

4. Minutes of the Meeting – November 4, 2026 PG. 43

5. Contracts $500,000 or Greater: 27-027-C01, SCAG Transportation Safety Predictive Modeling & Analysis Platform PG. 50

6. SCAG Memberships and Sponsorships PG. 58

Receive and File

7. Purchase Orders, Contracts, and Contract Amendments below Regional Council Approval Threshold PG. 63

8. CFO Monthly Report PG. 66

CFO REPORT
(Cindy Giraldo, Chief Financial Officer)

PRESIDENT'S REPORT
(The Honorable Ray Marquez, Chair)

- Recognition of Outgoing Members

EXECUTIVE DIRECTOR'S REPORT
(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

AGENDA ITEM 1

REPORT

Southern California Association of Governments
December 2, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

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

Subject: 2026-2027 Presidential Priorities Update

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EAC AND RC:
Information Only - No Action Required

RECOMMENDED ACTION FOR RC:
Receive and File

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region. 3: Spur innovation and action through leadership in research, analysis and information sharing. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:
At the beginning of the 2026-2027 term, President Ray Marquez established four Presidential Priorities (Attachment A) to focus Board leadership on several of the region's most significant opportunities and challenges:

1. ***Clean Transportation Technology***
2. ***2028 Olympic and Paralympic Games***
3. ***Housing Production***
4. ***Infrastructure as a Driver of Housing and Economic Development***

The priorities were intended to complement SCAG's adopted work program while providing opportunities for the Regional Council to engage more deeply on issues requiring regional leadership, partnerships and action.

During the first half of the fiscal year, staff has made substantive progress integrating the Presidential Priorities into SCAG's work program and advancing them through Regional Council discussions and actions. Staff will provide an update on progress made on each of the Presidential

Priorities and review the updated Regional Council Agenda Outlook reflecting major policy discussions and business items anticipated for the remainder of the fiscal year.

BACKGROUND:
Each year, the Executive Administration Committee, under the guidance of the President, identifies Presidential Priorities to guide implementation of Connect SoCal and meet the agency's core responsibilities as defined by federal and state law. These priorities are implemented through the staff work program, Board policy discussions, and Board leadership throughout the year.

The following Presidential Priorities were discussed and confirmed by the Executive Administrative Committee during the 2026-2027 EAC retreat.

- Clean Transportation Technology: Advance regional deployment of zero- and near-zero-emission vehicles and the infrastructure needed to support them. This priority aims to position SCAG as a stronger implementation partner by aligning state and federal funding, advancing freight charging strategies, and reinforcing the region's clean air and competitiveness goals.

- LA28 Olympic & Paralympic Games: Use SCAG's regional role to coordinate mobility planning, funding, and intergovernmental action in advance of the Games. The President and EAC will prioritize keeping partner agencies aligned, accelerating approvals for critical mobility investments, and ensuring the Games leave a lasting transportation and access legacy for Southern California.

- Housing Production: Build on REAP and SCAG's "Beyond RHNA" work to keep housing production at the center of the regional agenda. The President and EAC will elevate results, support continued state advocacy, and work to build a shared understanding and alignment among the state, regions, and local jurisdictions on the technical underpinnings of the regional housing needs assessment to reduce tension and move toward productive solutions.

- Infrastructure as Driver of Housing & Economic Development: Expand the housing conversation to include the transportation, utility, and civic infrastructure that enables complete communities. The President and EAC will guide the development of a regional strategy on the heels of the successful REAP 2 program that links infrastructure investments and SCAG's role and capacity in transportation planning and funding to housing, resilience, and economic prosperity.

A more detailed description can found in the 2026-2027 Presidential Priorities (Attachment A) with progress on each item captured in the Presidential Priorities Progress Report (Attachment B). The

updated Regional Council Outlook (Attachment C) reflects major policy discussions and business items anticipated for the remainder of the fiscal year.

FISCAL IMPACT:
None.

ATTACHMENT(S):
1. 2026-2027 Presidential Priorities
2. 2026-2027 Presidential Priorities Progress Report
3. FY27 RC Agenda Outlook_December

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2026-2027 Presidential Priorities

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

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

Presidential Priorities

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

1. Clean Transportation Technology

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

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

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

2025-26 Accomplishments:

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

2026-2027 Leadership Priorities

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

2. LA 28 Olympic & Paralympic Games

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

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

2025-26 Accomplishments:

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

2026-2027 Leadership Priorities

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

3. Housing Production

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

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

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

2025-26 Accomplishments:

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

2026-2027 Leadership Priorities:

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

4. Infrastructure as Driver of Housing & Economic Development

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

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

2026-2027 Leadership Priorities:

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

2026-2027 PRESIDENTIAL PRIORITIES: PROGRESS REPORT

The Presidential Priorities provide a framework for focusing Board leadership on regional issues that cut across SCAG's planning, programming, convening and advocacy responsibilities. They are advanced through the agency's existing work program rather than as separate initiatives. However, to sharpen the focus within each priority the President and EAC also established specific leadership objectives within each priority area.

Below is a list of the specific leadership objectives for each priority alongside a brief update on activities completed to-date and those planned for the remainder of the presidential term in support of these objectives.

1. Clean Transportation Technology

Clean Transportation Technology focuses on accelerating deployment of technologies and infrastructure that support the region's transportation and air quality objectives.

2026-2027 Leadership Priorities

Objective 1: Through **SB 375 modernization** efforts, including SB 1087, SCAG is advocating for clean transportation technology strategies to count toward CARB-adopted greenhouse gas reduction targets. Board leadership is needed to ensure regions receive credit for accelerating fleet transition and that SCAG funding programs are recognized in meeting state goals.

- *Status Update:* On September 30, 2026, Governor Newsom signed SB 1087, which confirms GHG as the target. Leadership shown by the President and board working with key stakeholder groups was critical in advancing the bill through the final stages of negotiations. True to this objective, SCAG worked with stakeholders during the legislative process to preserve the original SB 375 language for GHG reduction instead of moving to more emphasis on VMT. In establishing and updating per-capita GHG targets, CARB must consider the combined effects of policies and actions by all levels of government that are expected to reduce GHG. This includes improved fleet efficiency, changes in transportation technologies, and more efficient land use and transportation patterns. CARB must publish its fleet assumptions as part of the target-setting process, which gives MPOs clarity on which regional actions can receive credit.

Objective 2*:* Federal policy shifts have disrupted the regulatory and funding landscape for clean transportation. **Better alignment among remaining federal, state, and regional programs**—and more streamlined administration—can help stabilize the market. The President and board will lead conversations with CARB and AQMD to leverage last-mile freight funding across all levels of government.

- *Status Update:* SCAG is working with SCAQMD to administer and deploy Phase 2 of the region’s Last Mile Freight Program (LMFP), which is backed by a $51.5M Climate

Pollution Reduction Grant (CPRG) subaward through SCAQMD's INVEST CLEAN, including $50M in rebates for Class 4–8 battery-electric last-mile freight trucks. Round 1 awarded $900K to 3 projects, and Round 2 ($49.1M) is open through January 11, 2027.

Staff also plans to extend invitations to CARB and SCAQMD leadership to an upcoming Regional Council meeting to discuss opportunities to better align and maximize funding for clean transportation investments in the region.

Objective 3: As part of the **Smart Cities Strategic Plan** launching this summer, SCAG will advance electric vehicle adoption alongside other technologies that improve efficiency, safety, and VMT/GHG reduction. The Regional Council will lead this work by promoting best practices and selecting demonstration projects through SCAG's Sustainable Communities Program that help advance the policy vision.

- *Status Update:* This objective is scheduled for discussion at the April 2027 Regional Council meeting and will include an update on the Smart Cities Strategic Plan, Call for Projects Guidelines, and a presentation from an invited speaker on the regulatory environment and policy considerations for connected autonomous vehicles.

2. LA 28 Olympic & Paralympic Games

LA 2028 Olympic and Paralympic Games focuses on regional readiness and utilizing the Games as a catalyst for lasting mobility and access improvements per the board adopted Games Program Development Framework.

2026-2027 Leadership Priorities

Objective 1: In partnership with LA28 and the Games Mobility Executive (GME), SCAG has been **advocating for state and federal resources** to support safe, efficient, and reliable Games-time transportation. Because SCAG programs and administers federal funds allocated to the region, timely Regional Council action will be pursued to deliver mobility strategies on schedule.

- *Status Update:* The Regional Council voted in July of 2026 to pass through federal funds to our GME agency partners and venue cities, following receipt of the first tranche of federal funding in support of the Games. GME partners are continuing to coordinate advocacy efforts for federal and state funding with legislative trips planned for the President and board members to Sacramento and Washington D.C. in the upcoming months.

Objective 2: **Metrolink** faces budget challenges that threaten both Games-time service and its ongoing role as the backbone of the regional transit network. Leadership to align stakeholders

around solutions will be critical to sustain service and position Metrolink for lasting ridership growth during and after LA28.

- *Status Update:* With SCAG support, Metrolink secured $49M in state awards: a $20M CalSTA State Rail Assistance award to sustain operations through June 2028 and a $29M Transit and Intercity Rail Capital Program (TIRCP) grant to expand open-loop (contactless) fare payment systemwide, building on SCAG's open-loop pilot with Metrolink. Recent state funding averts near-term Metrolink service cuts, but it is one-time relief through June 2028; without a sustainable operating funding source, further service reductions may need to be revisited.

  As part of the development of Connect SoCal 2050, staff will be working with our partners to explore the long-term sustainability of regional rail service and its operating funding, and bring forward related policy discussions to the Transportation Committee.

Objective 3: SCAG is developing a **Community Hubs** Toolkit for cities that want to host game-time celebrations and festivals. The toolkit will support 6–12 jurisdictions, and Board leadership will be important in promoting the opportunity.

- *Status Update:* SCAG procured the project consultant team that will develop the Community Hubs Toolkit and support the pilot jurisdictions. The Regional Council approved the Community Hubs Activation Program Guidelines at its November 2026 meeting. SCAG staff hosted the first workshop on Tuesday, November 17, 2026 and will host the second on December 1st. The Call for Interest is currently open and closes on January 8th.

Objective 4: SCAG also plays a key role in **intergovernmental coordination** as agencies across the region prepare for 2028. The President and EAC will provide leadership to ensure clear communication, timely resolution to concerns, and keep the region aligned around a successful Games.

- *Status Update:* SCAG continues to prepare the region for the Games. In September, the Regional Council heard from a panel on lessons learned from the FIFA World Cup, and staff continue to host quarterly regional Transportation Demand Management forums. In December, SCAG will convene a Joint Policy Committee meeting focused on the economic impacts of the World Cup and the lessons that can be applied to the Games.

3. Housing Production

The Housing Production priority builds on SCAG's housing planning and REAP investments while preparing for the next RHNA cycle and maintaining an emphasis on housing implementation.

2026-2027 Leadership Priorities:

Objective 1: Oversee the closeout of REAP 2, amplify success stories, and share lessons learned from REAP 1 and REAP 2 through outreach and best-practice promotion with the cities SCAG leaders represent and with partners, such as BIA.

- *Status Update:* SCAG staff is working with grantees to close out the $231.5M REAP 2.0 program and plans to bring forward a summary of the successes and project showcases to the Regional Council in January 2027. Additionally, staff will build out resources that showcase best practices that can magnify the impact of the REAP 2.0 Program more broadly across the SCAG region.

  SCAG is also showcasing REAP 2.0 results directly to the President and board members through its Mobile Workshops. On August 19, 2026, a delegation of Regional Council members toured the City of Upland's Affordable Housing Utilities Planning Project, which is funded through REAP 2.0 and is advancing the design and engineering plans for utility relocation and stormwater improvements needed before construction of the Euclid Villas and Magnolia Villas affordable housing developments, which will ultimately add more than 300 units near the Upland Metrolink Station. The tour was subsequently reported out at the September Executive/Administration Committee meeting.

Objective 2: Continue advocating in Sacramento for ongoing REAP funding.

- *Status Update:* Last session, the Regional Council voted to co-sponsor AB 2002 (Solache) with CALCOG to establish the REAP 1.0 grant program in state law, creating an ongoing vehicle for state funding to support local implementation of the Regional Housing Needs Assessment. The bill passed the Assembly Housing and Community Development Committee unanimously on April 8, 2026, with testimony from Past President Jan Harnik and SCAG staff, and passed the Assembly Floor 68-1 on May 21, 2026. While the bill ultimately did not move forward, SCAG will continue to advocate for AB 2002 in the upcoming session and identify a permanent funding source to support SCAG and jurisdictions plan for the Regional Housing Needs Assessment and Housing Element updates.

Objective 3: Engage the California Department of Housing and Community Development leadership to promote transparency in developing the Cycle 7 Regional Housing Needs Determination and build a shared understanding of the technical analysis that will shape SCAG's RHNA methodology.

- *Status Update:* In addition to working diligently with HCD staff during the Regional Housing Needs Determination (RHND) consultation, staff secured HCD leadership participation at the October Regional Council meeting to discuss the anticipated RHND and upcoming housing element updates. Additionally, President Marquez, Member Rocky Rhodes (Chair of CEHD Policy Committee and Chair of the RHNA Subcommittee) and Member John Gabbard (Vice Chair of the RHNA Subcommittee) travelled to Sacramento to meet with HCD leadership to discuss RHND and objection and explore future opportunities to collaborate. These early, collaborative conversations with HCD leadership are building a strong foundation of trust and shared understanding as SCAG moves into the Cycle 7 RHNA methodology development.

4. Infrastructure as Driver of Housing & Economic Development

This priority recognizes that infrastructure, financing and market conditions are central to translating adopted plans into housing, jobs and community investment and supports integrated planning for complete communities.

2026-2027 Leadership Priorities:

Objective 1: **Convene conversations with city managers through existing and new forums** (as needed) to understand barriers to development, promote SCAG tools and resources, and facilitate the sharing of best practices, including on tax-increment and other financing tools.

- *Status Update:* SCAG is in the preliminary phases of establishing partnership with UCLA Lewis Center to convene a Leadership Forum in late Spring 2027 that will bring together SCAG leadership, city managers, developers, state officials, and the academic community to explore how cities and counties can leverage housing element updates with infrastructure investment to realize economic growth and more complete communities.

Objective 2: **Facilitate conversations with private and non-profit developers** to understand barriers to housing element implementation and opportunities to better match site selection and zoning with market capacity to deliver.

- *Status Update: See above.*

Objective 3: Pursue **Peer Region Learning** focused on turning "liabilities to assets" including by rethinking "everyday infrastructure" –flood channels, streets, parking lots—as assets to strengthen local coordinated economies, civic life, and long-term resilience.

- *Status Update:* SCAG staff is coordinating a panel discussion with city managers and practitioner for the February Regional Council meeting and has begun to reach out to leading cities to explore best practices in the region.

Objective 4: **Advance policies that enable community transformation** through alignment of infrastructure, housing, and economic development strategies **in Connect SoCal 2050 and through the planning and program guidelines** that direct SCAG's planning, technical assistance, and transportation funding tools.

- *Status Update*: In November 2026, the Regional Council approved the FFY 29 & FFY 30 STBG/CMAQ Program Guidelines, which advance this priority by giving additional points to projects that align with comprehensive plans and leverage other investments to support complete communities, including housing and economic development. Staff has also prepared a framework, for EAC consideration and Regional Council approval in early 2027, to establish a Strategic Investment Readiness Fund of approximately $15 million annually. The Fund would support local planning, pilots, and project development to build a pipeline of projects that implement Connect SoCal, including complete communities concepts. This is an important step toward a stable funding source for local agencies as one-time funding programs come to an end.

  SCAG has also procured a consultant team to develop a Complete Communities Toolkit that will give cities resources and actionable strategies to better align land use with local transportation and sustainability goals. The local needs and best practices identified through this effort will inform a policy discussion at the CSC Subcommittee in early 2027.

  Complete communities will also be a focus of the next regional plan. In October 2026, the Regional Council approved the Connect SoCal 2050 Policy Development Framework, which adds Complete Communities as a new policy topic area. The Connect SoCal 2050 Subcommittee and CEHD Policy Committee will continue to discuss related policies, strategies, and regional initiatives ahead of Connect SoCal 2050 adoption.

Regional Council Agenda Outlook for FY2027

Date	Discussion	Business
July		• SB 79: Approach & Methodology • Split Letter for FY 26 Olympic & Paralympic Games Funding* • Last Mile Freight Program INVEST Clean* • 2027 Draft Federal Transportation Improvement Program/Connect SoCal 2024 Amend. 2 for Public Review • Toll Credit/Transportation Credit Policy
September	• Presidential Priority: LA 28 Olympic & Paralympic Games* o Games Mobility Executives Panel	• Clean Air Day Proclamation • 2027 Final Federal Transportation Improvement Program/Connect SoCal 2024 Amend. 2 • Quarterly Economic Roundtable report*
October	• Presidential Priority: Housing Production* o California Department of Housing & Community Development	• Connect SoCal 2050 Policy Development Framework
November	• Regional Housing Needs Determination Objection (Action)	• FY27 Budget Amendment 1 • Trade Corridor Enhancement Program Project Nominations • FFY29-FFY30 CMAQ/STBG Program Guidelines • Community Hub Approach*
December	• Invited Speaker: Port of Long Beach	• Quarterly Economic Roundtable report*

*Presidential Priority
Updated December 2026

Regional Council Agenda Outlook for FY2027

Date	Discussion	Business
January		• REAP 2 Update • Strategic Investment Readiness Fund (Action)
February	• Presidential Priority: Housing & Economic Development* o City Managers/Developers Panel	• Resilience Resolution Update • Regional Transportation Safety Targets for 2027
March	• Presidential Priority: Clean Transportation Technology* • Invited Speakers: California Air Resources Board, South Coast Air Quality Management District	• FY28 Draft Budget • Quarterly Economic Roundtable Report*
April	• Connected Autonomous Vehicle Regulatory Overview • Invited Speaker	• FY27 Budget Amendment 2 • Smart Cities Strategic Plan * • Smart Cities Call for Projects Guidelines* • Active Transportation Program Cycle 8 Regional Program of Projects

*Presidential Priority
Updated December 2026

AGENDA ITEM 2

REPORT

Southern California Association of Governments
December 2, 2026

To: EAC - Executive Administration Committee
JPC - Joint Policy Committees
RC - Regional Council

From: Sarah Dominguez, Department Manager (PS)
213-236-1918, dominguezs@scag.ca.gov

Subject: Senate Bill 1087 (Cabaldon): Update and Next Steps

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EAC:
Information Only – No Action Required

RECOMMENDED ACTION FOR JPC and RC:
Receive and File.

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

EXECUTIVE SUMMARY:
The state's four largest Metropolitan Planning Organizations (MPOs) co-sponsored legislation Senate Bill (SB) 1087 (Cabaldon) to reform SB 375 (Steinberg, 2008). In August, both the Assembly and the Senate passed the bill. Governor Gavin Newsom signed the bill on September 30. Previous staff reports on the bill sponsorship process have been taken to the SCAG Legislative/Communications and Membership Committee. This staff report provides an update for the Policy Committees and summarizes the near-term impacts to Connect SoCal 2050 and next steps.

BACKGROUND:
SB 1087 (Cabaldon) – SB 375 SCS Reform
Sponsored by the state's four largest Metropolitan Planning Organizations (MPOs), including the Metropolitan Transportation Commission (MTC), Sacramento Area Council of Governments (SACOG), San Diego Association of Governments (SANDAG), and SCAG, SB 1087 by Senator Christopher Cabaldon (D-West Sacramento) seeks to modernize the SB 375 (Steinberg, 2008) framework for regional climate, land use, and transportation planning by streamlining the sustainable communities strategy (SCS) planning process.

SB 375 History

Governor Arnold Schwarzenegger issued Executive Order (EO) S-3-05 in 2005 calling for greenhouse gas (GHG) emissions reductions to 1990 levels by 2020 and 80 percent below 1990 levels by 2050.

The 2020 goal was codified into law in 2006 with the passage of landmark climate legislation, Assembly Bill (AB) 32, the California Warming Solutions Act of 2006, by former Assembly Speaker Fabian Núñez and Senator Fran Pavley. The new law created the first-of-its-kind program in the country, requiring the reduction of GHG emissions and tasking the California Air Resources Board (CARB) with the authority to adopt regulations and oversee the reduction of GHGs.

Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act, by Senator Darrell Steinberg, followed in 2008. Recognizing that transportation produces nearly half of the state's GHG emissions, Governor Schwarzenegger signed SB 375 into law, requiring CARB to provide each region in the state with a GHG emission reduction target for the automobile and light truck sector and for each region to develop a sustainable communities strategy (SCS) to achieve that target as part of the region's transportation plan. Specifically, the bill required CARB to determine GHG emission-reduction targets for each metropolitan planning organization (MPO) in the state at two points: 2020 and 2035.

Each MPO must prepare a plan detailing how it will meet the GHG emission-reduction targets through its SCS, developed as part of its Regional Transportation Plan (RTP). SCAG's first target for the RTP/SCS in 2012 was to achieve an eight percent reduction in per capita GHG emissions from 2005 levels by 2020 and to reduce emissions by 13 percent from 2005 levels by 2035. In March of 2018, CARB updated its regional targets and assigned the SCAG region a 19 percent emissions reduction target for 2035, relative to 2005 levels.

SCAG's most recent RTP/SCS, Connect SoCal 2024 contains over 2,000 projects, including railroad grade separations, street safety improvements, active transportation projects, and managed lanes. These projects are evaluated cohesively as one system, considering how they work together, and not on a project-by-project basis.

SB 375 Challenges

In 2017, California's legislature passed SB 150 by Senator Benjamin Allen, requiring CARB to prepare a report every four years on the progress that each MPO has made in meeting its regional GHG emission reduction target. The most recent 2022 Progress Report suggests that California is not on track to reduce GHG emissions from personal vehicle travel as needed under SB 375, which risks California's ability to meet its overall climate goals. This report also highlighted that achieving SB 375 GHG reduction targets requires a stronger focus on implementation, which necessitates alignment across state, regional, and local actions.

The report outlined 56 local, regional, and state actions needed to support SCS implementation. Of the 56 actions needed, 52 required actions by a state agency or the Legislature. While regional agencies are responsible for developing the SCS, implementation requires support and action at all levels of government.

Meanwhile, the state has made progress toward a zero-emission transportation sector with the passage of the Advanced Clean Cars II (ACC II) regulation, which required that all new vehicles sold in the state starting in 2035 must be zero-emission vehicles (ZEVs). However, from an SB 375 perspective, this meant that regions could no longer fully account for any ZEV strategies as part of their GHG emission target achievement. So, despite the $1 billion investment in ZEV rebates documented in Connect SoCal 2024, and SCAG's past planning work for electric vehicle charging, SCAG was unable to fully account for the related GHG emission reductions in the 19 percent target achievement. In SCAG's previous RTP/SCS, Connect SoCal 2020, ZEV strategies, such as increased incentives and charging infrastructure, represented -1.76 percent of the 19 percent GHG emission reduction, making it the single most effective GHG emissions reduction strategy. Although ACC II is currently facing significant federal challenges, changes to the state's overall zero-emission vehicle goals are unlikely. As a result, these state policies will continue to affect the strategies and GHG reductions that can be accounted for in our plan.

SB 1087 (Cabaldon)

With the next target setting deadline of 2026 quickly approaching, the Big 4 MPOs, including the Metropolitan Transportation Commission-Association of Bay Area Governments (MTC/ABAG), the Sacramento Area Council of Governments (SACOG), the San Diego Association of Governments (SANDAG), and SCAG, engaged in a comprehensive, statewide stakeholder process, including housing, transportation, environmental, and business advocates, to reform and strengthen the policy framework governing SB 375. Former Senate President Pro Tem Darrell Steinberg was retained to convene these discussions.

These efforts culminated in the introduction of SB 1087 by Senator Chris Cabaldon (D-West Sacramento), which sought to modernize SB 375 by establishing a more cohesive planning framework aligned with current realities. Improvements sought by the Big 4 MPOs included focusing on implementation, ensuring the SCS reflects a balanced set of state goals, and increasing transparency around CARB's GHG emissions reduction target-setting process.

The bill underwent an extensive public participation process as Senator Cabaldon and his team, joined by the Big 4 MPOs, remained heavily engaged with stakeholders throughout the state to gather feedback and improve the bill. These discussions were guided by the original intent established by the Big 4 MPOs to make the SCS more transparent and implementable. On September 30, Governor Gavin Newsom signed the bill into law.

Major provisions of the bill include:

1. Move the process from a four-year to an eight-year cycle

An SCS takes about four years to complete. By the time it gets accepted by CARB, MPOs immediately begin work on the next plan. Moving the planning process from four years to eight years will allow MPOs to focus on plan implementation during the second half of the eight-year cycle. Per the statute, for SCAG the switch from a four-year to an eight-year cycle will occur with the 2032 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

2. Establish an SCS implementation progress report

Starting with the first non-SCS RTP cycle (2036 for SCAG) MPOs will be required to prepare a progress report. The report will summarize progress toward the applicable GHG reduction target, including regional trend indicators, and describe progress in implementing each major GHG-reducing strategy, policy, program, or project identified in the SCS. It must also assess legal, policy, and funding barriers that may be limiting further progress on the major GHG reduction strategies, including factors outside the MPO's control.

3. Add transparency and additional considerations for GHG reduction target setting

The bill requires CARB to establish and publicly disclose its target-setting methodology and assumptions, consult with MPOs, affected air districts, the Department of Transportation, California Transportation Commission, Department of Housing and Community Development, local governments, and other practitioners and technical experts, release draft targets for public comment, and hold regional workshops and public hearings before adopting final targets. It would also require targets to account for the combined effects of state, federal, and local policies and investments, including vehicle efficiency and technology, while considering existing conditions, financial constraints, and other factors affecting what is realistically achievable in each region.

4. Sets a 60-day timeline for CARB's review of a region's SCS

Currently, the California Air Resources Board (CARB) has 60 days to review and accept or reject a region's SCS. However, SCAG's 2024 SCS was not approved until 309 days after submission. To ensure the review process is completed within a reasonable timeframe, SB 1087 establishes statutory safeguards that encourage timely action by CARB. Under the bill, an SCS would be deemed approved for purposes of implementation and funding alignment if CARB does not act within the prescribed timeframe.

5. Add a 2045 GHG emissions-reduction target

Amended into the bill by the Senate Environmental Quality Committee, this provision builds upon the 2020 and 2035 greenhouse gas reduction targets established under SB 375 and sets the framework for CARB's next update of regional GHG reduction targets.

Other elements of the bill include state agency accountability for Caltrans to align with SCS planning and further linkages between the SCS and state housing law. The bill also reaffirms existing law that CARB and regional agencies cannot override local land use plans or housing elements.

NEXT STEPS

With the passage of SB 1087, there are limited impacts for SCAG's currently-in-development RTP/SCS, Connect SoCal 2050. SCAG's existing target of 19 percent GHG reduction from 2005 levels by 2035 remains in effect for this cycle, which will still be a four-year SCS.

The changes under SB 1087 that will have impacts to Connect SoCal 2050 mostly relate to process and do not conflict with the Connect SoCal 2050 Policy Development Framework approved by the Regional Council in October 2026. Two of the immediate changes relate to timing: SCAG will submit its draft Technical Methodology to CARB at least twelve months before plan adoption (formerly required in advance of outreach activities) and will hold the elected official briefings prior to, instead of after, the release of the draft Connect SoCal 2050. The bill also permits MPOs to hold virtual meetings to satisfy workshop and informational meeting requirements. This is a practice that SCAG used for Connect SoCal 2024 to provide access to stakeholders above and beyond the required workshops. SCAG will also need to take into account the housing needs of both the existing and projected population when identifying areas within the region sufficient to house the population, consistent with the federal requirement to use reasonable planning assumptions. Then, following adoption of Connect SoCal 2050 in spring 2028, SCAG will benefit from the increased certainty on the SCS review timeline provided by SB 1087.

The new targets for the eight-year SCSs must be set by CARB by December 31, 2028. SCAG staff anticipate engaging with CARB and other stakeholders in the new target setting and guidelines development process starting next year, but no specific dates or process beyond that established by SB 1087 have yet been communicated by CARB.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. Governor Newsom: SB 1087 Signing Letter
2. PowerPoint Presentation - SB 1087

OFFICE OF THE GOVERNOR

SEP 30 2026

To the Members of the California State Senate:

I am signing Senate Bill 1087, the most significant update to California's Sustainable Communities Strategy framework since SB 375 was enacted nearly two decades ago.

SB 375 established the first statewide framework for coordinating long-term transportation, infrastructure, and development planning with California's climate goals. It recognized that meeting our climate goals would require more than cleaner vehicles alone and, for the first time, called on regional planning agencies, working with the communities they represent, to take a comprehensive view of the policies and investments that help shape how their communities grow. That vision remains essential. But experience has shown that too much time and too many resources can be spent repeatedly developing plans instead of carrying them out.

SB 1087 shifts the focus toward implementation. It extends the Sustainable Communities Strategy planning cycle from four years to eight, better aligns state transportation investments with regional priorities, and strengthens accountability among state, regional, and local partners for carrying out the policies, investments, and projects needed to support sustainable development and economic growth.

SB 1087 preserves SB 375's longstanding approach to regional coordination while maintaining local land-use authority. The role of the California Air Resources Board (CARB) remains limited to establishing regional emissions-reduction targets. The bill does not authorize CARB to direct local land-use decisions or change local control over zoning, project entitlements, or permits for housing and other development projects. It does not alter state

housing law or create a new approval process for development projects. Importantly, SB 1087 establishes a more streamlined, durable framework for setting and reviewing regional emission-reduction targets without impeding the state's broader efforts to accelerate housing production.

How and where we grow shapes the long-term demands on infrastructure, natural resources, and public services. California's future depends on our ability to grow, build, and meet our climate goals together. SB 1087 provides a stronger framework to do exactly that.

Sincerely,

Gavin Newsom

SB 1087:
Update and Next Steps

December 2026

WWW.SCAG.CA.GOV

Sustainable Communities Strategy (SCS) Planning

Legislation setting statewide climate goals beginning in 2006 (Assembly Bill 32)



Senate Bill 375 (Steinberg, 2008)

- California Air Resources Board (CARB) sets per-capita GHG emission reduction targets
- Metropolitan Planning Organization (MPO) plans must demonstrate strategies to achieve targets

SB 375: Challenges after 15+ Years









- Implementation support and funding didn't fully materialize
- SCAG and other MPO's began meeting with CARB, Caltrans, CTC, HCD to discuss possible administrative solutions in Fall 2024

SB 1087: Legislative Reform to SB 375

Co-sponsors: SCAG, MTC, SACOG and SANDAG

Author: Senator Christopher Cabaldon

Bill intent: Focus on implementation instead of technical process

"California's future depends on our ability to grow, build and meet our climate goals together. SB 1087 provides a stronger framework to do exactly that."
- Governor Gavin Newsom

Next Steps: Impacts to Connect SoCal 2050

- No change:
  - Connect SoCal 2050 will be a 4-year cycle
  - Same GHG emission reduction target of 19% below 2005 levels by 2035
- Changes:
  - Technical Methodology: Submission 12 months before plan adoption
  - Elected Official Briefings: To be held in advance of draft plan release
  - Identification of areas to house the population: to include existing and projected population
  - SCS Review: More CARB accountability to meet review timelines

Next Steps: CARB Guidelines and Target Setting

- CARB must set new targets for 2035 and 2045 by **December 31, 2028**
- CARB must hold at least two technical workshops before **December 1, 2028**, inviting MPOs, air districts, Caltrans, CTC, HCD, local governments, and other practitioners and technical experts.
- CARB must publish its methodology and assumptions **60 days** before draft targets
- Other CARB requirements include exchanges of information, public workshops, public hearing on draft targets and adoption of final targets at a board meeting.

THANK YOU

For more information, contact:
ConnectSoCal@scag.ca.gov

AGENDA ITEM 3

REPORT

Southern California Association of Governments
December 2, 2026

To: EAC - Executive Administration Committee

EXECUTIVE DIRECTOR'S APPROVAL

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

Subject: Strategic Investment Readiness Fund

RECOMMENDED ACTION:
That the Executive/Administration Committee recommend the Regional Council adopt a policy and administrative framework to establish a Strategic Investment Readiness Fund as part of SCAG's Overall Work Program to provide local agencies with resources to advance Regional Strategic Initiatives that are critical to implementing Connect SoCal, and authorize staff, on an ongoing annual basis, subject to compliance with the RC approved program guidelines, to obligate up to 2.5% of the annual Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) apportioned to the SCAG region to programs established under the Strategic Investment Readiness Fund, and to amend the SCAG Overall Work Program budget to incorporate such allocations.

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

EXECUTIVE SUMMARY:
To sustain programs that support local agencies in implementing Connect SoCal, staff has prepared the attached policy and administrative framework to establish the Strategic Investment Readiness Fund as part of SCAG's Overall Work Program. The framework, Attachment A, defines the goals of the fund, directs the programming and schedule for administering investments, establishes baseline eligibility requirements, and allocates funding authorized for regional investments under the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) Guidelines to implement the programs subject to RC approval of program guidelines.

BACKGROUND:
The SCAG region faces increasing competition for federal and state discretionary programs, many of which reward projects that demonstrate clear purpose and need, measurable benefits, strong partnerships, community support, federal eligibility, realistic delivery schedules, and readiness for

programming or implementation. Promising projects often fail to advance because early-stage resources are limited, especially for smaller and under-resourced jurisdictions. As an example, the lack of resources for local planning and project development has contributed to the region under-performing compared to other regions on the Senate Bill 1 competitive programs, and struggling to deliver, and at times defaulting, on grants received due to lack of preparedness in development of project scopes and schedules.

Over the years, SCAG has sought to address this readiness gap by pursuing and assembling one-time state and federal grants to support local assistance programs, like the Sustainable Communities Program and Regional Pilot Initiatives. Most recently, SCAG administered a series of local assistance programs with one-time funding from the Regional Early Action Program (REAP) 1.0 and 2.0, including providing funding for subregional and local planning programs that advanced the integrated vision for housing, transportation, and climate action aligned with the regional plan, Connect SoCal.

SCAG's RC has recognized that one-time grants are insufficient to address local planning and project development needs and has expressed strong support for an ongoing revenue source for local assistance programs to sustain SCAG's programs. To date, these efforts have primarily focused on state legislative advocacy, including sponsorship of SB 375 modernization bill, SB 1087. However, the funding provisions of this bill did not advance through the state legislative committee process. Working in partnership with CALCOG and the Big 4 Metropolitan Planning Organizations (MPOs), SCAG staff anticipate pursuing renewed legislative activities with oversight from the Legislative Committee this session to secure additional resources to develop the region's project pipeline and support plan implementation.

Strategic Investment Readiness Fund

To address the immediate need and in anticipation of future funding, SCAG staff has developed a policy and administrative framework for creating an enduring Strategic Investment Readiness Fund as part of SCAG's Overall Work Program. The fund would be dedicated to programs that build the region's project pipeline, providing local agencies with resources to advance Regional Strategic Initiatives that are critical to implementing Connect SoCal. The Strategic Investment Readiness Fund will leverage existing federal sources that are allocated by formula to the SCAG region for regional transportation purposes. Over time, the goal will be to incorporate a new state funding source to expand the eligibility of the fund and its programs to also directly address housing and land-use planning needs.

Policy & Administrative Framework

The Strategic Investment Readiness Fund would provide local agencies with resources to develop projects that advance Regional Strategic Initiatives that are critical to implementing Connect SoCal. Resources would be directed to programs and projects that move priority concepts toward implementation by developing investment-ready local projects, programs, partnerships, and

strategies that can compete for future federal, state, and regional funding opportunities. As a modernization of SCAG's Sustainable Communities Program and to reflect lessons learned from REAP 2, the regional fund would support three complementary types of work to build out a robust project pipeline. This would include: local planning and project development, including project initiation documents and environmental studies; pilot programs and initiatives; and establishment of local funding and financing tools.

The policy and administrative framework, see Attachment A, further defines the purpose and need, investment goals, funding administration and schedule, and basic eligibility requirements for accessing resources reserved in the fund. Local agencies and eligible applicants would access resources through three unique programs geared toward increasing the region's overall competitiveness for implementation funding. The guidelines for these programs would be developed through a public process and approved by appropriate policy committees and Regional Council. The three programs and their initial funding cycles include:

- The **Sustainable Communities Program (SCP)** is a competitive implementation planning grant program offering eligible applicants' resources for local planning and project development focused on the implementation of Regional Strategic Initiatives. SCP Guidelines will be developed in Spring 2028, following the adoption of Connect SoCal 2050. The guidelines will include refined funding categories, within which eligible applicants may apply for transportation plans, feasibility analysis, community engagement, technical studies, lifecycle and operations planning, implementation roadmaps, and partnership agreements, including project initiation documents and environmental studies. Based on the approved guidelines, SCAG will solicit applications through a competitive call for project in Fall 2028, with final awards brought to the Regional Council for approval by December 31, 2028.

- The **Regional Pilot Initiatives (RPI)** program carries out demonstrations of next-generation technologies and models of regional significance to test strategies that can guide the region toward a brighter future. Selected projects will advance implementation of the Connect SoCal 2050 Regional Strategic Initiatives and rely on public and private partnerships for success. The project selection framework for RPI will be developed through public engagement process in Fall 2028, and brought forward for Regional Council approval by December 31, 2028.

- The **Project Development/Delivery Training and Technical Assistance Program** would launch in Spring 2028 to aid applicants in preparing competitive applications for the federal fiscal year (FFY) 2031 and 2032 CMAQ/STBG Program. Training and TA are anticipated to be provided through a combination of SCAG staff and on-call consultant services.

Available Funding

Per the framework, SCAG would allocate approximately $15 million or 2.5% of the annual funding authorized under the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) Guidelines to the Strategic Investment Readiness Fund. Allocation of funds across the three funding programs would be subject to the program guidelines, with no less than 80 percent of the funds supporting Sustainable Communities Program (SCP) and Regional Pilot Initiative (RPI). The SCP and RPI guidelines will define the duration of the funding cycles and total funding available to each program, as well as the process and timeline for soliciting projects. SCAG anticipates an initial two-year funding cycle to fully program the 2.5% of the FFY 2029 and 2030 STBG/CMAQ allocation that has been prioritized for regional initiatives.

Presidential Priorities

While project eligibility will be further defined in the SCP and RPI guidelines, staff anticipates that the fund will become an ongoing tool to advance the Presidential Priorities that are established each year to guide near-term readiness activities and advance progress on the Regional Strategic Investments. The current Presidential Priorities include, as an example, Clean Transportation Technologies and Housing & Economic Development. Through the development of the SCP and RPI guidelines, the SCAG RC could direct staff to issue a specific call for projects or establish evaluation criteria that favor projects that advance these priorities. As an example, eligible activities that advance clean transportation technology could include: zero-emission vehicle planning, charging and fueling infrastructure strategies, fleet transition plans, clean freight corridor planning, and implementation-ready project development, technology assessments, business case development, benefit-cost analysis, and grant readiness support. To advance the Housing and Economic Development priority, eligible activities could include comprehensive community plans, specific plans, corridor plans, downtown or main street plans, station-area plans, district plans, EIFD or infrastructure financing plans, and implementation strategies when the federally funded work produces transportation-related deliverables that support eligible purposes. Housing, economic development, resilience, and community design, infrastructure, and access strategies may be included as components of the community planning efforts, provided the scope clearly documents how those elements support or are coordinated with eligible transportation outcomes.

Next Steps

Based on the direction provided by the EAC and RC, staff will pursue necessary activities to establish the Strategic Investment Regional Fund as a project in the Overall Work Program, and come back to the board with regular updates and a more detailed schedule on program development milestones including the timeline for board approvals of program guidelines and project awards.

FISCAL IMPACT:
Subject to approval, once established the Strategic Investment Readiness Fund will be funded with approximately $15 million or 2.5% of the annual funding authorized under the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Program (CMAQ).

ATTACHMENT(S):
1. Strategic Investment Readiness Fund Framework

Strategic Investment Readiness Fund

A Framework for Local Assistance to Implement Connect SoCal

1. Purpose and Overview

Connect SoCal is developed through a performance-based planning process focused on aligning land-use and transportation policies and investments with federal, state, and regional priorities. The plan relies on performance metrics to assess progress toward regional priorities and identifies Regional Strategic Initiatives needed to achieve specific outcomes, including state greenhouse gas reduction targets. The Regional Strategic Initiatives go beyond existing plans and capacity of local agencies and require regional leadership and action to come to fruition.

The Strategic Investment Readiness Fund provides local agencies with resources to advance Regional Strategic Initiatives that are critical to implementing Connect SoCal. It moves priority concepts toward implementation by developing investment-ready local projects, programs, partnerships, and strategies that can compete for future federal, state, and regional funding opportunities.

As a modernization of SCAG's Sustainable Communities Program and to reflect lessons learned from REAP 2, the regional fund supports three complementary types of work: local planning and project development, including project initiation documents and environmental studies; pilot programs and initiatives; and establishment of local funding and financing tools.

The regional fund builds on SCAG's existing program administration experience by applying a structured approach to defining investment areas, eligible activities, funding-source alignment, and accountability.

SCAG will allocate 2.5% (approximately $15M) of the annual funding authorized under the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) Guidelines to the Strategic Investment Readiness Fund subject to applicable eligibility requirements. Future cycles may draw on other eligible funding sources as funding opportunities and regional implementation priorities evolve.

2. Regional Need and Readiness Gap

The SCAG region faces increasing competition for federal and state discretionary programs, many of which reward projects that demonstrate clear purpose and need, measurable benefits, strong partnerships, community support, federal eligibility, realistic delivery schedules, and readiness for programming or implementation. Promising projects often fail to advance because early-stage resources are limited, especially for smaller and under-resourced jurisdictions.

The regional fund addresses this readiness gap by funding targeted activities that move initiatives from concept toward implementation. These activities may include corridor or area planning, feasibility analysis, community engagement, technical studies, lifecycle and operations planning, implementation roadmaps, partnership agreements, procurement readiness, and federal-aid delivery support.

SCAG is well positioned to provide this support because of its role in regional planning and programming, including development of the Federal Transportation Improvement Program (FTIP), the STBG/CMAQ project selection process, and coordination with federal, state, county, Tribal, and local partners. Through the regional fund, SCAG can help translate Connect SoCal priorities into fundable and deliverable investments while expanding the pipeline of projects eligible for future CMAQ, STBG, or other federal and state funding opportunities.

3. Investment Goals

- Advance Regional Strategic Initiatives that are critical to implementing Connect SoCal by building local capacity and moving priority initiatives toward delivery.
- Create a stronger regional pipeline of investment-ready projects with documented benefits, delivery pathways, implementation partners, and clear funding-source alignment, including CMAQ and STBG eligibility where applicable.
- Support catalytic investments that improve mobility, safety, air quality, greenhouse gas reduction, access, resilience, and economic opportunity.
- Strengthen the technical and administrative capacity needed to satisfy federal-aid requirements and compete successfully for discretionary funding.
- Prioritize projects that are scalable, replicable, innovative, and capable of producing measurable regional benefits.
- Ensure accountability through transparent selection principles, performance measures, documentation, and reporting.

4. Funding Administration and Schedule

Technical assistance and funding for eligible activities will be administered through the following SCAG programs: Sustainable Communities Program, Regional Pilots Initiative, and Project Development/Delivery Training and Technical Assistance Program, as described below.

- The Sustainable Communities Program (SCP) is a competitive implementation planning grant program offering eligible applicants' resources for local planning and project development focused on the implementation of Regional Strategic Initiatives. SCP Guidelines will be developed in Spring 2028, following the adoption of Connect SoCal 2050. The guidelines will include refined funding categories, within which eligible applicants may apply for transportation plans, feasibility analysis, community engagement, technical studies, lifecycle and

operations planning, implementation roadmaps, and partnership agreements, including project initiation documents and environmental studies. Based on the approved guidelines, SCAG will solicit applications through a competitive call for projects in Fall 2028, with final awards brought to the Regional Council for approval by December 31, 2028.

- The Regional Pilot Initiatives (RPI) program carries out demonstrations of next-generation technologies and models of regional significance to test strategies that can guide the region toward a brighter future. Selected projects will advance implementation of the Connect SoCal 2050 Regional Strategic Initiatives and rely on public and private partnerships for success. The project selection framework for RPI will be developed through public engagement process in Fall 2028, and brought forward for Regional Council approval by December 31, 2028.

- The Project Development/Delivery Training and Technical Assistance (TA) Program will launch in Spring 2028 to aid applicants in preparing competitive applications for the federal fiscal year (FFY) 2031 and 2032 STBG/CMAQ Program. Training and TA are anticipated to be provided through a combination of SCAG staff and on-call consultant services.

SCAG will allocate approximately $15 million or 2.5% of the annual funding authorized under the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) Guidelines to the Regional Strategic Investment Readiness Fund. Allocation of funds across the three funding programs will be approved by the Regional Council as part of the Overall Work Program with no less than 80 percent of the funds awarded to support projects selected through the Sustainable Communities Program or as part of the Regional Pilot Initiative. Activities must advance Connect SoCal Regional Strategic Initiatives and include a defined scope, readiness outcome, and pathway to future funding, programming, delivery, implementation, or regional capacity building. Program guidelines will identify the appropriate funding source or combination of sources based on eligibility, timing, scope, and compliance requirements.

4.1 Baseline Eligibility Requirements

- The activity must be transportation-related and eligible under the proposed funding source or combination of sources, including CMAQ, STBG, or both where applicable.
- The activity must support regional planning, project development, technical analysis, implementation readiness, or federal-aid delivery preparation.
- The activity must advance Connect SoCal implementation.
- The activity must have a defined scope, deliverable, schedule, lead entity, partner role, and pathway to future funding, programming, or implementation.

4.2 CMAQ and STBG Eligibility Considerations

When CMAQ funds are used, the regional fund activities should clearly demonstrate a quantifiable nexus to congestion reduction, emissions reduction, air quality benefits, transportation demand management, and/or clean transportation. When STBG funds are used, the regional fund activities should demonstrate a clear nexus to surface transportation system performance, multimodal mobility, safety, asset condition, access, connectivity, regional transportation planning, or eligible project-development and implementation-readiness work.

Some regional fund activities may be funded entirely by one eligible source, while others may use blended or phased funding.

Southern California Association of Governments
December 2, 2026

MINUTES OF THE MEETING
EXECUTIVE/ADMINISTRATION COMMITTEE (EAC)
WEDNESDAY, NOVEMBER 4, 2026

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE EXECUTIVE/ADMINISTRATION COMMITTEE (EAC). AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: http://scag.iqm2.com/Citizens/.

The Executive/Administration Committee (EAC) 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	***Chino Hills***	**District 10**
Hon. Jenny Crosswhite, 1st Vice President	***Santa Paula***	**District 47**
Hon. Patricia Lock Dawson, 2nd Vice President	***Riverside***	**District 68**
Hon. Rocky Rhodes, Chair CEHD	*Simi Valley*	District 46
Hon. Jeff Wood, Vice Chair CEHD	*Lakewood*	District 24
Hon. Rick Denison, Chair EEC	*Yucca Valley*	District 11
Hon. Daniel Ramos, Vice Chair EEC	*Adelanto*	District 65
Hon. Mike Judge, Chair, TC		VCTC
Hon. Steven Ly, Vice Chair, TC	*Rosemead*	District 32
Hon. Margaret Finlay	*Duarte*	District 35
Hon. Jan Harnik, Vice Chair LCMC		RCTC
Hon. Wendy Bucknum, President's Appt.	*Mission Viejo*	District 13
Hon. Mike Goodsell, President's Appt.		ICTC
Hon. John Gabbard, President's Appt.	*Dana Point*	District 12
Hon. Andrew Masiel, Sr.	*Pechanga Dev. Corp*	TGRPB Representative

Members Not Present

Hon. Cindy Allen, Imm. Past President	***Long Beach***	**District 30**
Hon. Karen Bass, President's Appt.	*Los Angeles*	Member-At-Large
Hon. Paul Granillo		Business Representative

Staff Present

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer
Erika Bustamante, Deputy Director Finance
Sarah Jepson, Chief Planning Officer
Javiera Cartagena, Chief Government and Public Affairs Officer

Carmen Flores, Chief Human Resources Officer
Ruben Duran, Board Counsel
Jeffery Elder, Chief Counsel/Director of Legal Services
Maggie Aguilar, Clerk of the Board
Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Ray Marquez called the meeting to order at 3:02 p.m. and asked Hon. Jan Harnik, RCTC, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Marquez opened the Public Comment Period.

Board Counsel, Ruben Duran acknowledged there were no written public comments received.

Seeing no public comment speakers, President Marquez closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

ACTION ITEM

1. Resolution No. 26-686-1 Approving Amendment 1 to the FY 2026-27 Comprehensive Budget, including the Overall Work Program (OWP)

There were no public comments on Item 1.

Cindy Giraldo, Chief Financial Officer, presented Budget Amendment No. 1 to the FY 2026-27 Comprehensive Budget, which increased the budget by $101.5 million, from $269.2 million to $370.7 million. She explained this was primarily due to the carryover of previously awarded grant funds, along with new grant awards and updated funding obligations. She reported recurring funding increased by $8.8 million, including a $9.6 million increase in federal highway planning, FTA Section 5303, and SB1 funds, partially offset by a $3.1 million decrease in TDA funding. The amendment also included a $1.6 million increase in CMAQ/STBG funding and an $812,000 General Fund increase for the audio system upgrade project, RHNA-related staffing and legal services, and other administrative costs. She stated one-time and special grant funding increased by $92.5 million, largely due to the carryover of unspent grant funds, including $58.8 million in REAP 2, $18.9 million in Carbon Reduction Program funds, and $13.2 million in third-party match contributions, as well as five new grant awards totaling $2.8 million. She explained the amendment also included five position upgrades, one new position, and four position eliminations, reducing staffing from 240 to 237 positions and generating

$266,000 in annual labor savings, partially offset by extending four REAP-funded limited-term positions through the fiscal year. Lastly, Ms. Giraldo recommended that the EAC recommend Regional Council adoption of the resolution approving Budget Amendment No. 1.

A MOTION was made (Rhodes) that the Executive/Administration Committee (EAC) recommend that the Regional Council adopt Resolution No. 26-686-1 approving a first amendment (Budget Amendment 1) to the Fiscal Year 2026-27 Comprehensive Budget in the amount of $101,498,811, including:

1. An amendment to the Fiscal Year 2026-27 Overall Work Program (FY 2026-27 OWP) Budget in the amount of $100,710,009, increasing the FY 2026-27 OWP Budget from $263,517,043 to $364,227,052;
2. An amendment to the Indirect Cost Budget, in the amount of $206,898, increasing the Indirect Cost Budget from $40,296,618 to $40,503,516;
3. An amendment to the General Fund Budget in the amount of $811,993, increasing the General Fund Budget from $3,347,614 to $4,159,607;
4. An amendment to the Transportation Development Act (TDA) Budget (outside of the OWP), in the amount of $5,821, increasing the TDA Budget from $628,996 to $634,817; and
5. An amendment to the Federal Transit Administration Discretionary and Formula Grant Budget (FTA Budget) in the amount of ($205,970), reducing the FTA Budget from $205,970 to $0 and closing the project.

Motion was SECONDED (Bucknum) and passed by the following votes:

AYES: Bucknum, Crosswhite, Denison, Finlay, Gabbard, Goodsell, Harnik, Judge, Ly, Marquez, Masiel, Ramos, Rhodes, and Wood (14)

NOES: None (0)

ABSTAIN: Lock Dawson (1)

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

2. Minutes of the Meeting – September 30, 2026

3. City of Banning: Waiver of Membership Dues

4. Contracts $500,000 or Greater: 23-40-C01, SoCal Greenprint Implementation

Receive and File

5. Purchase Orders, Contracts, and Contract Amendments below Regional Council Approval Threshold

6. CFO Monthly Report

A MOTION was made (Finlay) to approve Consent Calendar Items 2 through 4 and Receive and File Items 5 through 6. Motion was SECONDED (Rhodes) and passed by the following votes:

AYES: Bucknum, Crosswhite, Denison, Finlay, Gabbard, Goodsell, Harnik, Judge, Lock Dawson, Ly, Marquez, Masiel, Ramos, Rhodes, and Wood (15)

NOES: None (0)

ABSTAIN: None (0)

CFO REPORT

Ms. Giraldo briefly highlighted a few items from the CFO Monthly Report. She pointed out that the first quarter CFO charts for the quarter ending September 30 were included within the report. She stated it provided an overview of SCAG's financial and contracting activities. She also highlighted three planning projects were completed during this first quarter. The first was the East Pico Quick Build Safety Project in Santa Monica, which included community engagement and the implementation of pedestrian and bike safety improvements. The second was the Go Human Strategies Project, which developed new multilingual safety campaign materials and conducted outreach activities reaching more than 11,000 individuals across 22 jurisdictions. The third was the Transportation Safety Predictive Modeling Platform, which provided SCAG and local jurisdictions with data and tools to identify traffic safety trends and support proactive safety improvements. Furthermore, she reported they were nearing completion of their annual comprehensive financial report, commonly known as the ACFR. She stated they anticipated receiving the sign-off mid-November and completing the report by the end of the month. She shared SCAG would have the Audit committee scheduled for December 9. Lastly, she provided an update on the ERP replacement project. She stated they had identified their preferred ERP system and implementation partner. She stated they were working to finalize the scope of services, and then move into contract negotiations. She shared they were hopeful they would be able to bring this contract for their consideration and approval within the first couple months of the new calendar year.

PRESIDENT'S REPORT

President Marquez reported the call for nomination was open for SCAG's Annual Sustainability Awards. He shared these awards recognized outstanding contributions to the regional plan

implementation. He shared SCAG had revamped award categories this year to recognize projects in all counties of the region. He stated awards would be presented at the 2027 Regional Conference and General Assembly next May in Palm Desert. He stated nominations were due November 18, and guidelines and instructions could be found on SCAG's website. Furthermore, he reported their meeting next month would have a special program. He stated that in place of the regular policy committees, they would meet as a Joint Policy Committee to hear the annual economic updates. He shared the meeting would include insight from SCAG's Economic Roundtable and an Economic Community Impact Assessment of the 2026 FIFA World Cup. He stated these presentations could help them with local decisions and maximize opportunities around future mega-events like the LA 2028 Summer Olympics and Paralympics. Lastly, he stated the next regular meeting of the EAC was Wednesday, December 2 at 3 p.m.

EXECUTIVE DIRECTOR'S REPORT

Kome Ajise, Executive Director, reported that SCAG had received the Regional Housing Needs Determination (RHND) for the seventh RHNA cycle, which assigned the region a housing need of 1,359,750 units. He explained that staff had reviewed the determination for consistency with state requirements and recommended filing an objection based on concerns that the California Department of Housing and Community Development's (HCD) use of cost-burden data did not reasonably apply the required methodology. He noted that the recommendation had been endorsed by the RHNA Subcommittee and would be considered by both the Community, Economic, and Human Development Committee and the Regional Council before the November 14 objection deadline. He also reported that SCAG had released updated SB 79 Transit-Oriented Development Stops, Zones, and Tiers maps based on revised LA Metro construction drawings and locally preferred transit project alternatives, and noted that additional updates would occur as other counties become subject to the legislation. He further reported that the Regional Council would consider approval of the FY 2029–30 STBG/CMAQ Guidelines, which were developed in coordination with the region's county transportation commissions and would support an upcoming call for approximately $1.3 billion in transportation project funding throughout the SCAG region.

President Marquez shared they had met with HCD on Friday, October 30, and asked member Rhodes and Gabbard to share their experience. Both members expressed their thoughts around the meeting they had with HCD stating it had been a cordial exchange and that they were receptive to SCAG's arguments. President Marquez also shared his perspective indicating they had brought people together, had some good comments and [HCD] listened to what they had to share. He stated they had been really engaged and thanked member Rhodes and Gabbard and Executive Director Ajise for setting this meeting up.

There were no public comments for the CFO report, President's report, or the Executive Director's report.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

Regional Council Member Daniel Ramos, Adelanto, District 65, thanked Elizabeth Caravajal, Deputy Director – Land Use, and the team for doing a fantastic job at representing SCAG up in Sacramento at the Resilient California Summit. Additionally, Regional Council Member Ramos shared that Policy Committee member Maggie Clark would be leaving [SCAG] in December. He shared they would be circulating a card for anyone who wanted to sign it for her and shared they had gotten her a cake. He stated her 35 years of service were incredible and highlighted some of the things happening in 1991 when member Clark began her service. He stated he thought it was very important they celebrate her.

Hon. Mike Goodsell, ICTC, invited members to Holtville to celebrate Veteran's Day. He shared the city hosted an annual Veterans Day parade, which was taking place Saturday, November 7th at 10:00 a.m.

ADJOURNMENT

There being no further business, President Marquez adjourned the Meeting of the Executive/Administration Committee at 3:28 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EAC]
//

Executive / Administration Committee Attendance Report

2026-27																		Total Mtgs Attended To Date
MEMBERS	CITY	Representing	3-Jun	11-Jun	12-Jun	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	
Hon. Ray Marquez, President	Chino Hills	District 10	1	1	1	1		1	1	1								7
Hon. Jenny Crosswhite, 1st Vice Chair	Santa Paula	District 47	1	1	1	1		1	1	1								7
Hon. Patricia Lock Dawson, 2nd Vice Chair	Riverside	District 68	1	1	1	1		1	1	1								7
Hon. Cindy Allen, Imm. Past President	Long Beach	District 30	1	1	1	1		1	1	0								6
Hon. Rocky Rhodes, Chair, CEHD	Simi Valley	District 46	1	1	1	1		1	1	1								7
Hon. Jeff Wood, Vice Chair, CEHD	Lakewood	District 24	1	1	1	1		1	1	1								7
Hon. Rick Denison, Chair, EEC	Yucca Valley	District 11	1	0	0	1		1	1	1								5
Hon. Daniel Ramos, Vice Chair, EEC	Adelanto	District 65	1	1	1	1		1	1	1								7
Hon. Mike T. Judge, Chair, TC		VCTC	1	1	1	1		1	1	1								7
Hon. Steven Ly, Vice Chair TC	Rosemead	District 32		1	1	1		0	1	1								5
Hon. Margaret Finlay, Chair, LCMC	Duarte	District 35	1	1	1	0		0	1	1								5
Hon. Jan C. Harnik, Vice Chair, LCMC		RCTC	0	1	1	1		0	1	1								5
Hon. Karen Bass, President's Appt.	Los Angeles	Member-At-Large	0	0	0	0		0	0	0								0
Hon. Wendy Bucknum, President's Appt.	Mission Viejo	District 13	0	0	0	1		1	0	1								3
Hon. John Gabbard, President's Appt.	Dana Point	District 12	1	1	1	1		1	1	1								7
Hon. Mike Goodsell, President's Appt.		ICTC	1	1	1	1		1	1	1								7
Hon. Andrew Masiel, Sr.	Pechanga Dev. Corporation	Tribal Government Regional Planning Board	1	1	1	1		1	0	1								6
Mr. Paul Garnillo, Ex-Officio Member	President & CEO Inland Empire Economic Partnership	Business Representative	1	1	0	1		1	1	0								5
			14	15	14	16	0	14	15	15	0	0	0	0	0	0		103

AGENDA ITEM 5

REPORT

Southern California Association of Governments
December 2, 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: 27-027-C01, SCAG Transportation Safety Predictive Modeling & Analysis Platform

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EAC:
That the Executive/Administration Committee recommend that the Regional Council approve Contract No. 27-027-C01 in an amount not to exceed $558,763 with Citian, Inc. to continue the development and refinement of a comprehensive safety data analysis and modeling platform that will provide both real-time and predictive data, along with cutting edge analytical and modeling resources, for use by regional and local transportation safety decision-makers. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

RECOMMENDED ACTION FOR RC:
Approve Contract No. 27-027-C01 in an amount not to exceed $558,763 with Citian, Inc. to continue development and refinement of a comprehensive safety data analysis and modeling platform that will provide both real-time and predictive data, along with cutting edge analytical and modeling resources, for us by regional and local transportation safety decision-makers. 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 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:
Consistent with the requirements of the Office of Traffic Safety grant that funds this project, Citian Inc. will provide essential services including software licensing, system maintenance, predictive model development and refinement, and technical assistance, to support the continued implementation of a comprehensive safety data analysis and modeling platform. These elements directly support the development and operationalization of a shared analytical foundation across jurisdictions for data-driven decision-making. The availability of reliable and accurate data, training, and cross-agency engagement ensures that SCAG is well equipped to effectively evaluate

transportation safety risks and prioritize mitigation strategies and investments in alignment with regional Vision Zero, Safe System, and Connect SoCal safety objectives.

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

Consultant/Contract #	Contract Purpose	Contract Amount
Citian, Inc. 27-027-C01	The project will advance SCAG's Transportation Safety Predictive Modeling and Analysis Platform by securing proprietary real-time safety data, integrating new datasets, including near-miss data, refining predictive modeling capabilities based on user needs, and providing ongoing training and technical support to ensure effective regional safety planning and analysis.	$558,763

FISCAL IMPACT:
Funding of $558,763 is available in the Fiscal Year (FY) 2026-27 Overall Work Program (OWP) Budget in Project Number 225-3564JF.25, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.

ATTACHMENT(S):
1. 27-027-C01 Contract Summary
2. 27-027-C01 Conflict of Interest Form

CONSULTANT CONTRACT NO. 27-027-C01

Recommended Consultant:	Citian, Inc
Background & Scope of Work:	Consistent with the requirements of the Office of Traffic Safety (OTS) grant that funds this project, the Consultant shall provide essential services including software licensing, system maintenance, predictive model development and refinement, and technical assistance, to support the continued implementation of a comprehensive safety data analysis and modeling platform. The Consultant shall refine SCAG's Transportation Safety Predictive Modeling and Analysis Platform by securing proprietary real-time safety data, integrating new datasets, including near-miss data, refining predictive modeling capabilities based on user needs, and providing ongoing training and technical support to ensure effective regional safety planning and analysis. These elements directly support the development and operationalization of a shared analytical foundation across jurisdictions for data driven decision-making. The availability of reliable and accurate data, training, and cross-agency engagement ensures that SCAG is well equipped to effectively evaluate transportation safety risks and prioritize mitigation strategies and investments in alignment with regional Vision Zero, Safe System, and Connect SoCal safety objectives.
Project's Benefits & Key Deliverables:	The project's benefits and key deliverables include, but are not limited to: • Citian "CRASH" Platform license that grants access to a fully operational data platform with updated collision and roadway datasets for SCAG and authorized partner users; and • Refined predictive modeling platform that integrates enhanced functionality and analysis; and • Technical support to ensure effective use of the predictive modeling platform.
Strategic Plan:	This item supports SCAG's Strategic Plan Goal 3: Spur innovation and action through leadership in research, analysis and information sharing.
Contract Amount:	**Total not to exceed** $558,763 Citian, Inc. (prime consultant) $558,763
Contract Period:	Notice to Proceed through September 30, 2027
Project Number(s):	225-3564JF.25 $558,763 Funding source(s): State of California Office of Traffic Safety (OTS) Grant Funding of $558,763 is available in the Fiscal Year (FY) 2026-27 Overall Work Program (OWP) Budget in Project Number 225-3564JF.25, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.

Request for Proposal (RFP):	The award is being made through SCAG's non-competitive procurement process as outlined in Section 021 of the Procurement Policy and Procedures Manual. Staff documented the basis for the non-competitive procurement, obtained the required approvals, and determined through cost analysis and negotiation that the proposed price is fair and reasonable.
Selection Process:	Non-Competitive (Sole Source) Procurement
Basis for Selection:	CRASH is a proprietary safety data and analysis and modeling platform produced and licensed by Citian developed for SCAG. To continue the effort, which began in Federal Fiscal Year (FFY) 24, FFY25, and FFY26, seamlessly into FFY27, SCAG will need to enter into a new licensing agreement with Citian to maintain access to the CRASH data platform. If SCAG does not renew the licensing agreement with Citian for continued access to their CRASH safety data and modeling platform, which was customized for SCAG, the work that had been completed over the previous two Federal Fiscal Years in support of this project would be lost. In addition, if SCAG is required to facilitate a competitive bid, this would lead to substantial delays when time is of the essence for a one-year OTS grant.

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

Approve Contract No. 27-027-C01 in an amount not to exceed $558,763 with Citian, Inc. to continue development and refinement of a comprehensive safety data analysis and modeling platform that will provide both real-time and predictive data, along with cutting edge analytical and modeling resources, for use by regional and local transportation safety decision-makers. 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)?
Citian, Inc. (prime consultant)	No - form attached

rml

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CONFLICT OF INTEREST FORM

RFP NO./CONTRACT NO.	27-027	DATE SUBMITTED	11/13/26
PROJECT TITLE	OTS Transportation Safety Predictive Modeling and Analysis Platform Sole Source		
NAME OF FIRM	Citian, Inc.		
NAME OF PREPARER	Ken Kamada, CFO		

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

CONFLICT OF INTEREST FORM

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:

Citian, Inc. currently provides SCAG with the Citian CRASH Subscription Software License under an existing software subscription agreement. The work proposed under RFP No. 27-027 involves the same product (CRASH) with added scope.

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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) Steven Houh, hereby declare that I am the (position or title) Chief Executive Officer of (Consultant name) Citian, 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

Signed by:
Steven Houh
155CA2030F4745B...

DATE

11/13/2026

PRINTED NAME

Steven Houh

TITLE

Chief Executive Officer

FIRM

Citian, Inc.

AJ1.27-111-LGL-0001.2026.07.07

AGENDA ITEM 6

REPORT

Southern California Association of Governments
December 2, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

EXECUTIVE DIRECTOR'S APPROVAL

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

Subject: SCAG Memberships and Sponsorships

RECOMMENDED ACTION:
Approve up to $37,500 for memberships with 1) The Intelligent Transportation Society of America ($10,000), 2) Coalition for America's Gateways and Trade Corridors ($7,500) and 3) Southern California Leadership Council ($20,000).

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

EXECUTIVE SUMMARY:
At its November 17, 2026, meeting, the Legislative/Communications and Membership Committee (LCMC) approved up to $37,500 for memberships with 1) The Intelligent Transportation Society of America ($10,000), 2) Coalition for America's Gateways and Tarde Corridors ($7,500) and 3) Southern California Leadership Council ($20,000).

BACKGROUND:

Item 1: The Intelligent Transportation Society of America
Type: Membership **Amount:** $10,000

The Intelligent Transportation Society of America (ITS America), a nonprofit established in 1991, advocates for deploying Intelligent Transportation Systems (ITS) in the United States. Its mission is to advance the research and deployment of intelligent transportation technologies to save lives, improve mobility, increase accessibility and equity, promote sustainability, and improve efficiency and productivity. ITS America seeks to do this by convening leaders from the public and private sectors, academia, and research organizations to foster innovation. ITS America advocates for policies that support investment in ITS. The organization also conducts research, educates stakeholders, and spreads awareness of innovations in smart transportation technologies. ITS America's membership brings together the most influential voices from its 240+ members throughout 45 sectors ranging from state departments of transportation (DOT), metropolitan planning organizations (MPOs), cities, transit, freight, start-ups, automakers, suppliers, academia, and more, including:

- American Association of State Highway and Transportation Officials
- American Automobile Association (AAA)
- California Department of Transportation (CalTrans)
- HDR, Inc.
- HNTB
- Los Angeles County Department of Public Works
- Los Angeles County MTA
- Metropolitan Transportation Commission
- National League of Cities

The FY 27 dues for MPOs are $10,000, which includes the following benefits:

- Join leaders that drive and shape the discussion on a wide range of emerging mobility issues through ITS America's Standing Advisory Committees;
- Receive weekly updates on federal, legislative, state, and local regulations in the Policy Rundown newsletter and participate in federal advocacy;
- Discounted executive forum attendance fees, exhibit and conference discounts, and forum and policy roundtable speaking opportunities;
- Promote SCAG's projects and accomplishments in the transportation ecosystem on ITS America's digital media platforms, ITSABlog, and in the Momentum newsletter; and Access to ITS America's global network of ITS Professionals.

Item 2: Coalition for America's Gateways and Tarde Corridors
Type: Membership **Amount:** $7,500

The Coalition for America's Gateways and Trade Corridors (CAGTC) is a national advocacy organization that brings attention to the importance of freight transportation infrastructure and the role that gateways, trade corridors, ports, rail facilities, and intermodal connectors play in supporting the national economy. CAGTC works with Congress, federal agencies, and transportation stakeholders to advance policies and funding that strengthen the nation's freight network and improve goods movement efficiency.

The SCAG region is home to the nation's largest port complex, significant freight rail infrastructure, major interstate corridors, and critical international trade gateways. As a result, Southern California experiences both the economic benefits and infrastructure impacts associated with moving a substantial share of the nation's freight. CAGTC provides SCAG with a national forum to advocate for federal freight policies and programs that recognize the region's unique role in domestic and international trade.

CAGTC's membership includes ports, metropolitan planning organizations, state departments of transportation, local governments, transportation authorities, and private-sector freight stakeholders from across the country. Through this coalition, SCAG collaborates with peer agencies and industry leaders to develop and advance federal freight policy priorities, particularly as Congress considers transportation authorization and appropriations legislation.

SCAG maintains a leadership role within the organization through its participation on the CAGTC Board of Directors, where Chief Operating Officer Darin Chidsey represents the agency. Board participation provides SCAG with a direct opportunity to influence the coalition's federal advocacy agenda, policy positions, and strategic priorities.

Membership provides several benefits that support SCAG's federal advocacy and goods movement objectives, including:

- Federal advocacy before Congress, the U.S. Department of Transportation, and the Administration on freight funding, freight policy, and freight infrastructure investment priorities;
- Representation during federal surface transportation reauthorization discussions and federal appropriations negotiations affecting freight and goods movement programs;
- Regular legislative and policy updates, analyses, member briefings, and coordination calls on federal transportation and freight issues;
- Access to a national network of ports, metropolitan planning organizations, state transportation agencies, and freight stakeholders that collaborate on federal policy development and advocacy strategies;
- Opportunities to shape and advance freight policy positions through participation in CAGTC committees, working groups, and board activities;
- Support for member projects through letters of support, advocacy materials, and increased visibility for nationally and regionally significant freight infrastructure investments;
- Access to research, policy papers, fact sheets, and educational materials that support federal advocacy efforts related to freight movement, supply chain resilience, and infrastructure investment;
- Participation in CAGTC's annual Washington, D.C. meeting and congressional outreach activities, providing direct engagement opportunities with Members of Congress, congressional staff, and federal agency leadership; and

Continued membership in CAGTC supports SCAG's federal advocacy efforts by ensuring the region maintains a strong voice in national freight policy discussions and remains informed of emerging opportunities that can benefit Southern California's goods movement network and economy.

Item 3: Southern California Leadership Council
Type: Membership **Amount:** $20,000

Established in 2005, the Southern California Leadership Council (SCLC) is a nonpartisan, nonprofit, business-led public policy partnership that brings together business and community leaders from across Southern California to address issues of regional significance. Founded with the support of former California Governors Jerry Brown, Gray Davis, George Deukmejian, and Pete Wilson, the organization was created to provide a unified regional voice on public policy issues that impact economic vitality, job growth, and quality of life throughout the seven-county Southern California region.

The Southern California region is one of the largest economic and population centers in the world, encompassing more than 21 million residents across hundreds of local governments, special districts, businesses, and community organizations. Given the region's size and complexity, SCLC serves as a forum where leaders from the public, private, and nonprofit sectors can collaborate on solutions to challenges that extend beyond individual jurisdictions and require regional coordination.

SCLC's work focuses on public policy issues that are aligned with many of SCAG's core priorities, including business vitality and economic competitiveness, transportation and goods movement, infrastructure investment, water and energy reliability, environmental sustainability, and climate policy. Through its policy development efforts, stakeholder engagement, and regional leadership activities, SCLC helps shape and advance solutions on issues critical to Southern California's long-term prosperity.

SCLC maintains strategic partnerships with many organizations throughout the SCAG region, including the Los Angeles County Business Federation (BizFed), Inland Empire Economic Partnership, Los Angeles Area Chamber of Commerce, Orange County Business Council, Ventura County Economic Development Association, and other regional business and civic organizations.

SCAG maintains an active leadership role within the organization. Executive Director Kome Ajise serves on the SCLC Board of Directors, while SCAG's Board officers and executive leadership regularly participate in SCLC meetings, events, and policy discussions.

Membership in SCLC provides several benefits that support SCAG's regional leadership and policy objectives, including:

- Access to a network of Southern California business, community, and civic leaders representing major employers, industry groups, educational institutions, and regional organizations;

- Opportunities to collaborate with regional stakeholders on transportation, goods movement, economic development, housing, water, energy, and environmental policy issues;
- Participation in the development of regional policy recommendations and strategies on issues critical to Southern California's economic competitiveness and quality of life;
- Access to policy briefings, forums, roundtables, and discussions involving business leaders, elected officials, and subject matter experts;
- Opportunities to help shape regional consensus positions on major public policy issues impacting the seven-county Southern California region;
- Increased coordination with regional business organizations and economic development partners on shared advocacy priorities;
- Participation in high-profile regional initiatives, conferences, and events focused on economic growth, infrastructure investment, transportation, workforce development, and sustainability;
- Access to thought leadership, policy analysis, and stakeholder perspectives on emerging regional issues and challenges; and
- A forum for advancing SCAG's regional priorities and strengthening relationships with key business, community, and policy leaders throughout Southern California.

Continued participation in SCLC supports SCAG's mission by strengthening collaboration among regional leaders, helping build consensus around critical public policy issues, and ensuring Southern California's interests remain well represented in discussions affecting the region's long-term economic vitality and quality of life.

PRIOR COMMITTEE ACTION:
Staff presented the agenda item for up to $37,500 to renew memberships with 1) The Intelligent Transportation Society of America ($10,000), 2) Coalition for America's Gateways and Tarde Corridors ($7,500) and 3) Southern California Leadership Council ($20,000) to the LCMC at its meeting on November 17, 2026. The LCMC approved this item unanimously as part of the consent calendar.

FISCAL IMPACT:
$10,000 cost for memberships in The Intelligent Transportation Society of America is included in the FY 27 Indirect Cost Budget. $20,000 cost for membership with Southern California Leadership Council is included in the FY 27 General Fund. The $7,500 membership cost for the Coalition for America's Gateways and Trade Corridors (CAGTC) is shared between the FY 27 Indirect Cost Budget and the FY 27 General Fund Budget, with 4% allocated to the General Fund to account for lobbying and advocacy activities by the organization.

AGENDA ITEM 7

REPORT

Southern California Association of Governments
December 2, 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 2: Be a cohesive and influential voice for the region.

BACKGROUND:
SCAG executed the following Purchase Orders (POs) for more than $5,000 but less than $500,000 in October 2026:

Vendor	Description	Amount
1-800-PACK-RAT LLC	FY27 KIT OF PARTS STORAGE & DELIVERY	$6,200
SOLID SURFACE CARE INC	FY27 CARPET CLEANING SERVICES	$7,500
LAW OFFICES OF JIM KAHNG	FY27 ANNUAL IMMIGRATION LAW SVC	$30,000
CITY FARE, INC.	FY27 REGIONAL COUNCIL CATERING	$55,000

SCAG executed the following contracts for more than $25,000 but less than $500,000:

Consultant/Contract No.	Description	Amount
Fruition Consulting, LLC 27-005-C01	The consultant will provide support to SCAG's Media & Public Affairs team in producing the annual Regional Conference & General Assembly.	$161,700

ATTACHMENT(S):
1. 27-005-C01 Contract Summary

CONSULTANT CONTRACT NO. 27-005-C01

Recommended Consultant:	Fruition Consulting, LLC
Background & Scope of Work:	Fruition Consulting, LLC will provide support to SCAG's Media & Public Affairs team in producing the annual Regional Conference & General Assembly. This large-scale event features a diverse slate of expert panels, keynote presentations, and, in some cases, guest accommodations and technical demonstrations which requires labor resources beyond those available in SCAG's in-house team and this contract provides services to expand the team's capacity in preparing for the event, as well as on-site coordination at the venue.
Project's Benefits & Key Deliverables:	The project's benefits and key deliverables include, but are not limited to: • Master event and production schedule; • Master event script; • Exhibitor hall site and special demonstration site plans; • Sponsor engagement support; • Pre-event walkthrough; • Logistical event preparations; • Stage management and on-site coordination; and • Post-event evaluation and recommendations report.
Strategic Plan:	This item supports SCAG's Strategic Priority #2: Be a cohesive and influential voice for the region.
Contract Amount:	**Total not to exceed** **$161,700** Fruition Consulting, LLC (prime consultant) $161,700 Fruition Consulting, LLC proposed $161,700 for Tasks 1-2 & Optional Task 3, of which was determined to be fair and reasonable for the services outlined in the scope of work.
Contract Period:	January 1, 2027 through June 30, 2029
Project Number(s):	800-0160.06 $161,700 Funding source: General Fund (GF) Funding of $51,400 is available in the Fiscal Year (FY) 2026-27 General Fund Budget in Project Number(s): 800-0160.06 and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.
Request for Proposal (RFP):	SCAG staff notified 5,155 firms of the release of RFP 27-005 via SCAG's PlanetBids website. A total of 87 firms downloaded the RFP. SCAG received the following 16 proposals in response to the solicitation: **Fruition Consulting, LLC (no subconsultants)** **$161,700**

	Utopia Worldwide (no subconsultants)	$63,822
	Adelska, LLC (no subconsultants)	$160,000
	Direct Marketing Productions (no subconsultants)	$133,500
	Barrios & Associates, LLC (no subconsultants)	$150,000
	Forums Meetings & Events (no subconsultants)	$152,000
	SNAP Productions, Inc. (no subconsultants)	$155,953
	The CrisCom Company (no subconsultants)	$157,300
	Meaningful Events (no subconsultants)	$157,450
	Verdical Group, Inc. (no subconsultants)	$157,569
	Intertwined Inc. (no subconsultants)	$158,886
	Ironman Digital, Inc. (no subconsultants)	$159,500
	Lana Collective (no subconsultants)	$159,900
	North Star Alliances (no subconsultants)	$160,000
	McCormick-Busse, Inc. (no subconsultants)	$161,498
	Roseland Concessions(no subconsultants)	$733,827
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: Ana Vallianatos, Department Manager, SCAG Perla Lopez, Special Events Producer, SCAG Margaret de Larios, Communications Supervisor, SCAG Edward Venegas, AV Tech, SCAG	
Basis for Selection:	The PRC recommended Fruition Consulting, LLC, for the contract award because the consultant demonstrated strong understanding of SOW, with examples from an event very similar to SCAG's Regional Conference and General Assembly, both in terms of audience, size, and complexity. This firm stood out from other proposers in their technical approach, showing a clear understanding of their role as support for SCAG's in-house capabilities as well as having compelling suggestions for how they could add value within this structure. The selected proposer also offered a competitive price within the overall cohort of proposers. Although, other firms proposed lower prices, the PRC did not recommend these firms for contract award. After significant consideration and evaluation of all responsive firms, the PRC interviewed the top three (3) scoring bidders. Two (2) of the three (3) interviewed did not compare with reference to the selected firm for the following reasons: One (1) of the firms did not demonstrate the same understanding within their technical approach, particularly in how tasks would be delegated. The other firm was able to demonstrate a general understanding of the scope of work however they did not provide compelling examples to demonstrate their expertise in the services necessary to make our event a success. Additionally, they did not provide adequate examples of where they could add value to the scoped tasks. Prices were all competitive, but the proposers not selected were also not the lowest price.	

AGENDA ITEM 8

REPORT

Southern California Association of Governments
December 2, 2026

To: Executive/Administration Committee (EAC)
Regional Council (RC)

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

Subject: CFO Monthly Report

RECOMMENDED ACTION:
Information Only - No Action Required

STRATEGIC PRIORITIES:
This item supports the following Strategic Plan Goal 5: Secure funding to support agency priorities to effectively and efficiently deliver work products.

ACCOUNTING:
Membership Dues
As of October 31, 2026, 200 cities, 6 counties, 7 commissions, and 7 tribal governments have paid their Fiscal Year (FY) 2026-2027 membership dues. SCAG has collected $2.86 million out of $2.93 million billed. This represents 97.51% of the membership assessment.

Investments & Interest Earnings
As required by SCAG's investment policy adopted by the Regional Council in July 2018, staff will provide a monthly report of investments and interest earnings. As of October 31, 2026, SCAG has invested $21.35 million in the LAIF account and has earned $197,051.50 in interest income (as of Q1). The interest earnings are distributed on a quarterly basis with an average interest rate of 3.97%. Additionally, SCAG has opened a Money Market Account to maximize interest income while monitoring the REAP's funding balance, interest earnings from this account are distributed monthly. As of October 31, 2026, SCAG has invested $47.75 million in the Money Market Account and has earned $876,059.61 (YTD), in interest income.

BUDGET & GRANTS (B&G):
The Executive/Administration Committee (EAC) and the Regional Council (RC) approved Budget Amendment 1 to the FY 2026-27 Comprehensive Budget in the amount of $101,498,811, increasing the FY 2026-27 Comprehensive Budget from $269.2 million to $370.7 million. The Amendment 1 to the FY27 OWP was submitted to Caltrans for approval.

In November, B&G staff continued to finalize the FY 2027-28 (FY28) Comprehensive Budget and OWP. A draft FY28 Comprehensive Budget and OWP will be presented to the EAC and RC in March 2027.

CONTRACTS ADMINISTRATION:
As of November 15, 2026, the Contracts Administration Department is supporting 17 formal procurements and managing 175 active contracts valued at approximately $74.08 million.

The following contracts started in October:

Agreement No.	Project Name	Vendor	Award Amount	Start Date	End Date
27-014-C01	Microsoft Enterprise Agreement	Insight Public Sector	$1,150,640	10/1/2026	9/30/2029
26-040-C01	Clean and Resilient Utility Infrastructure Study	The Rand Corp.	$673,655	10/8/2026	9/30/2028
27-026-C01	Security Camera System	Convergint Technologies LLC	$13,414	10/23/2026	10/22/2027