INNOVATING FOR A BETTER TOMORROW

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

REGIONAL COUNCIL OFFICERS

President
Ray Marquez, Chino Hills

First Vice President
Jenny Crosswhite, Santa Paula

Second Vice President
Patricia Lock Dawson, Riverside

Immediate Past President
Cindy Allen, Long Beach

COMMITTEE CHAIRS

Executive Administration
Ray Marquez, Chino Hills

Community, Economic, and Human Development
Rocky Rhodes, Simi Valley

Energy and Environment
Rick Denison, Yucca Valley

Transportation
Mike T. Judge, Ventura County Transportation Commission

MEETING NO. 687

REGIONAL COUNCIL

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

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

To Attend In-Person:
SCAG Main Office - Regional Council Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

To Attend and Participate on Your Computer:
https://scag.zoom.us/j/83115565458

To Attend and Participate by Phone:
Call-in Number: 1-669-900-6833
Meeting ID: 831 1556 5458

To Watch or View Only:
https://scag.ca.gov/scag-tv-livestream

PUBLIC ADVISORY

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

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

Instructions for Members of the Public Attending the Meeting

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

Attend by Computer: Click the following link: https://scag.zoom.us/j/83115565458. If Zoom is not already installed on your computer, click "Download & Run Zoom" on the launch page and press "Run" when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select "Join Audio via Computer." The virtual conference room will open. If you receive a message reading, "Please wait for the host to start this meeting," simply remain in the room until the meeting begins.

Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID:** 831 1556 5458, followed by **#**. Indicate that you are a participant by pressing **#** to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

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

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

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

General Information for Public Comments

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

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

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

RC - Regional Council
Members – 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. Valerie Amezcua**
   Santa Ana, RC District 16

6. **Hon. Debbie Baker**
   La Palma, RC District 18

7. **Hon. Ryan Balius**
   Anaheim, RC District 19

8. **Sup. Kathryn Barger**
   Los Angeles County

9. **Hon. Karen Bass**
   Member-At-Large

10. **Hon. Art Bishop**
    SBCTA Representative

11. **Hon. Austin Bishop**
    Palmdale, RC District 43

12. **Hon. Bob Blumenfield**
    Los Angeles, RC District 50

13. **Hon. Wendy Bucknum**
    Mission Viejo, RC District 13

14. **Hon. Chelsea Byers**
    West Hollywood, RC District 41

15. **Hon. Ulises Cabrera**
    Moreno Valley, RC District 69

16. **Hon. Martha Cardenas-Singh**
    Imperial County

17. **Hon. Rick Denison**
    Yucca Valley, RC District 11

18. **Hon. Tanya Doby**
    Los Alamitos, RC District 20

19. **Hon. Jon Dumitru**
    Orange, RC District 17

20. **Ms. Paul Granillo**
    Business Representative, Non-Voting Member

21. **Hon. J. John Dutrey**
    Montclair, RC District 9

22. **Hon. Shaunna Elias**
    Glendora, RC District 33

23. **Hon. Margaret Finlay**
    Duarte, RC District 35

24. **Hon. Claudia Frometa**
    Downey, RC District 25

25. **Hon. John Gabbard**
    Dana Point, RC District 12

26. **Hon. Gary Gardner**
    Desert Hot Springs, RC District 2

27. **Hon. William Go**
    Irvine, RC District 14

28. **Hon. Michael Goodsell**
    ICTC Representative

29. **Sup. Curt Hagman**
    San Bernardino County

30. **Hon. Jan C. Harnik**
    RCTC Representative

31. **Hon. Marqueece Harris-Dawson**
    Los Angeles, RC District 55

32. **Hon. Mark Henderson**
    Gardena, RC District 28

33. **Hon. Eunisses Hernandez**
    Los Angeles, RC District 48

34. **Hon. Laura Hernandez**
    Port Hueneme, RC District 45

35. **Hon. Heather Hutt**
    Los Angeles, RC District 57

36. **Hon. Mike Judge**
    VCTC Representative

37. **Hon. Fred Jung**
    Fullerton, RC District 21

38. **Hon. Ysabel Jurado**
    Los Angeles, RC District 61

39. **Hon. Ardy Kassakhian**
    Glendale, RC District 42

40. **Hon. Trish Kelley**
    TCA Representative

41. **Hon. Lauren Kleiman**
    Newport Beach, RC District 15

42. **Hon. Linda Krupa**
    Hemet, RC District 3

43. **Hon. Andrew Lara**
    Pico Rivera, RC District 31

44. **Hon. John Lee**
    Los Angeles, RC District 59

45. **Hon. Carlos Leon**
    OCTA Representative

46. **Hon. Jim Light**
    Redondo Beach, RC District 40

47. **Sup. Vianey Lopez**
    Ventura County

48. **Hon. Clint Lorimore**
    Eastvale, RC District 4

49. **Hon. Steven Ly**
    Rosemead, RC District 32

50. **Hon. Steve Manos**
    Lake Elsinore, RC District 63

51. **Hon. Andrew Masiel**
    Tribal Govt Regl Planning Board Representative

52. **Hon. Larry McCallon**
    Air District Representative

53. **Hon. Marsha McLean**
    Santa Clarita, RC District 67

54. **Hon. Tim McOsker**
    Los Angeles, RC District 62

55. **Hon. Frank Navarro**
    Colton, RC District 6

56. **Hon. Adrin Nazarian**
    Los Angeles, RC District 49

57. **Hon. Imelda Padilla**
    Los Angeles, RC District 53

58. **Hon. Traci Park**
    Los Angeles, RC District 58

59. **Hon. Curren Price**
    Los Angeles, RC District 56

60. **Hon. Nithya Raman**
    Los Angeles, RC District 51

61. **Hon. Daniel Ramos**
    Adelanto, RC District 65

62. **Hon. Gil Rebollar**
    Brawley, RC District 1

63. **Hon. Rocky Rhodes**
    Simi Valley, RC District 46

64. **Hon. Monica Rodriguez**
    Los Angeles, RC District 54

65. **Hon. Ali Saleh**
    Bell, RC District 27

66. **Hon. Steve Sanchez**
    La Quinta, RC District 66

67. **Hon. Tim Sandoval**
    Pomona, RC District 38

68. **Hon. Suely Saro**
    Long Beach, RC District 29

69. **Hon. Zak Schwank**
    Temecula, RC District 5

70. **Hon. David J. Shapiro**
    Calabasas, RC District 44

71. **Hon. Emma Sharif**
    Compton, RC District 26

72. **Hon. Marty Simonoff**
    Brea, RC District 22

73. **Sup. Hilda Solis**
    Los Angeles County

74. **Hon. Hugo Soto-Martinez**
    Los Angeles, RC District 60

75. **Sup. Karen Spiegel**
    Riverside County

76. **Hon. Helen Tran**
    San Bernardino, RC District 7

77. **Hon. Butch Twining**
    Huntington Beach, RC District 64

78. **Hon. Steve Tye**
    Diamond Bar, RC District 37

79. **Sup. Donald Wagner**
    Orange County

80. **Hon. Mark Waronek**
    Lomita, RC District 39

81. **Hon. Acquanetta Warren**
    Fontana, RC District 8

82. **Hon. Thomas Wong**
    Monterey Park, RC District 34

83. **Hon. Jeff Wood**
    Lakewood, RC District 24

84. **Hon. Katy Yaroslavsky**
    Los Angeles, RC District 52

85. **Hon. Frank A. Yokoyama**
    Cerritos, RC District 23

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

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

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

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CHAIR'S REPORT
- ***The Honorable Rocky Rhodes – Regional Housing Needs Assessment Subcommittee***

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – November 5, 2026 PG. 10
2. Contracts $500,000 or Greater: 27-027-C01, SCAG Transportation Safety Predictive Modeling & Analysis Platform PG. 26
3. Trade Corridor Enhancement Program (TCEP) Project Nominations PG. 34
4. SCAG Memberships and Sponsorships PG. 43

Receive and File

5. December 2026 State and Federal Legislative Update PG. 48
6. Senate Bill 1087 (Cabaldon): Update and Next Steps PG. 65
7. 2026-2027 Presidential Priorities Update PG. 76

8. Purchase Orders, Contracts, and Contract Amendments below Regional Council Approval Threshold PG. 91

9. CFO Monthly Report PG. 94

INFORMATION ITEM

10. Current State of the Port of Long Beach Amid Evolving Freight Trends PG. 96
(Kome Ajise, Executive Director, SCAG)

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

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

- Recognition of Outgoing Members

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

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

Southern California Association of Governments
December 3, 2026

NO. 686
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, NOVEMBER 5, 2026

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

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

Members Present

Hon. Ray Marquez, President	***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. Cindy Allen, Imm. Past President	***Long Beach***	**District 30**
Sup. Martha Cardenas-Singh		Imperial County
Sup. Don Wagner		Orange County
Sup. Karen Spiegel		Riverside County
Sup. Vianey Lopez		Ventura County
Hon. Michael Goodsell		ICTC
Hon. Jan Harnik		RCTC
Hon. Trish Kelley		TCA
Hon. Mike T. Judge		VCTC
Hon. Gary Gardner	*Desert Hot Springs*	District 2
Hon. Clint Lorimore	*Eastvale*	District 4
Hon. Frank Navarro	*Colton*	District 6
Hon. Helen Tran	*San Bernardino*	District 7
Hon. Acquanetta Warren	*Fontana*	District 8
Hon. John Dutrey	*Montclair*	District 9
Hon. Rick Denison	*Yucca Valley*	District 11
Hon. John Gabbard	*Dana Point*	District 12
Hon. Wendy Bucknum	*Mission Viejo*	District 13
Hon. William Go	*Irvine*	District 14
Hon. Lauren Kleiman	*Newport Beach*	District 15

Hon. Debbie Baker	*La Palma*	District 18
Hon. Ryan Balius	*Anaheim*	District 19
Hon. Tanya Doby	*Los Alamitos*	District 20
Hon. Marty Simonoff	*Brea*	District 22
Hon. Frank Yokoyama	*Cerritos*	District 23
Hon. Jeff Wood	*Lakewood*	District 24
Hon. Emma Sharif	*Compton*	District 26
Hon. Ali Saleh	*Bell*	District 27
Hon. Steven Ly	*Rosemead*	District 32
Hon. Shaunna Elias	*Glendora*	District 33
Hon. Thomas Wong	*Monterey Park*	District 34
Hon. Steve Tye	*Diamond Bar*	District 37
Hon. Mark Waronek	*Lomita*	District 39
Hon. Jim Light	*Redondo Beach*	District 40
Hon. Chelsea Byers	*West Hollywood*	District 41
Hon. Laura Hernandez	*Port Hueneme*	District 45
Hon. Rocky Rhodes	*Simi Valley*	District 46
Hon. Steve Manos	*Lake Elsinore*	District 63
Hon. Daniel Ramos	*Adelanto*	District 65
Hon. Steve Sanchez	*La Quinta*	District 66
Hon. Andrew Masiel, Sr.	*Pechanga Dev. Corp.*	Tribal Gov't Reg'l Planning Brd.
Hon. Larry McCallon		Air District Representative
Mr. Paul Granillo		Business Representative

Members Not Present	**Members Not Present**	**Members Not Present**
Sup. Kathryn Barger		Los Angeles County
Sup. Hilda Solis		Los Angeles County
Sup. Curt Hagman		San Bernardino County
Hon. Art Bishop		SBCTA
Hon. Carlos Leon		OCTA
Hon. Gil Rebollar	*Brawley*	District 1
Hon. Linda Krupa	*Hemet*	District 3
Hon. Zak Schwank	*Temecula*	District 5
Hon. Valerie Amezcua	*Santa Ana*	District 16
Hon. Jon Dumitru	*Orange*	District 17
Hon. Claudia Frometa	*Downey*	District 25
Hon. Fred Jung	*Fullerton*	District 21
Hon. Mark E. Henderson	*Gardena*	District 28
Hon. Suely Saro	*Long Beach*	District 29
Hon. Andrew Lara	*Pico Rivera*	District 31
Hon. Margaret E. Finlay	*Duarte*	District 35

Hon. Tim Sandoval	*Pomona*	District 38
Hon. Ardy Kassakhian	*Glendale*	District 42
Hon. Austin Bishop	*Palmdale*	District 43
Hon. David J. Shapiro	*Calabasas*	District 44
Hon. Eunisses Hernandez	*Los Angeles*	District 48
Hon. Adrin Nazarian	*Los Angeles*	District 49
Hon. Bob Blumenfield	*Los Angeles*	District 50
Hon. Nithya Raman	*Los Angeles*	District 51
Hon. Katy Young Yaroslavsky	*Los Angeles*	District 52
Hon. Imelda Padilla	*Los Angeles*	District 53
Hon. Monica Rodriguez	*Los Angeles*	District 54
Hon. Marqueece Harris-Dawson	*Los Angeles*	District 55
Hon. Curren D. Price, Jr.	*Los Angeles*	District 56
Hon. Heather Hutt	*Los Angeles*	District 57
Hon. Traci Park	*Los Angeles*	District 58
Hon. John Lee	*Los Angeles*	District 59
Hon. Hugo Soto-Martinez	*Los Angeles*	District 60
Hon. Ysabel Jurado	*Los Angeles*	District 61
Hon. Tim McOsker	*Los Angeles*	District 62
Hon. Butch Twining	*Huntington Beach*	District 64
Hon. Marsha McLean	*Santa Clarita*	District 67
Hon. Ulises Cabrera	*Moreno Valley*	District 69
Hon. Karen Bass	*Los Angeles*	Member-at-Large

Staff Present

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer
Cindy Giraldo, Chief Financial Officer
Sarah Jepson, Chief Planning Officer
Javiera Cartagena, Chief Government and Public Affairs Officer
Carmen Flores, Chief Human Resources Officer
Jonathan Holt, Chief Information Officer
Jeffery Elder, Chief Counsel
Ruben Duran, Board Counsel
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 11:47 a.m., acknowledged Veterans, thanked them for their service, and asked Regional Council Member John Dutrey, Montclair, District 9, lead

the pledge of allegiance.

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

Remote Participation
Art Bishop: A childcare or caregiving need

PUBLIC COMMENT PERIOD

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

Board Counsel Duran acknowledged there were 32 public comments received before the 5:00 p.m. deadline related to agenda Item No. 1, which were posted on the website and transmitted to members. He also reported that they received 26 public comments after the 5:00 p.m. deadline related to agenda Item No. 1, which would be posted on the website and transmitted to members.

There were no public comments for agendas items not listed on the agenda.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

Regional Council Member Steve Sanchez, La Quinta, District 66, requested to pull agenda Item No. 4 from the Consent Calendar for a separate vote.

CHAIR'S REPORT

Rocky Rhodes, Community, Economic, and Human Development Committee (CEHD) Chair, reported that the CEHD Committee received one informational item and approved one action item. He noted that the committee reviewed an informational item regarding the San Gabriel Valley Council of Governments REAP 2.0 Subregional Partnership Program Housing Incubator Project, which used grant funding to provide technical assistance supporting local housing planning and implementation efforts throughout the San Gabriel Valley. He also reported that the committee also approved a recommendation concerning the Regional Housing Needs Assessment Determination (RHND) for SCAG's 7th Cycle, following action previously taken by the RHNA Subcommittee to object to the California Department of Housing and Community Development's (HCD) determination of 1,359,750 regional housing units. The objection was based on concerns that the methodology used to apply

cost-burden data was not consistent with the assumptions and requirements outlined in the California Government Code. The approved recommendation was forwarded to the Regional Council for consideration.

There were no comments on the CEHD Chair report.

Rick Denison, Energy and Environment Committee (EEC) Chair, reported the EEC received three informational presentations. He shared that the committee was briefed on recent policy changes affecting data centers, including new legislation related to water and energy-use reporting requirements. He noted that members also received a presentation from Southern California Edison on ongoing efforts to meet the region's growing electricity demand as sectors such as housing and transportation continue to electrify. He reported that the final presentation provided an overview of SCAG's Green Region Resource Areas approach for Connect SoCal 2050, highlighting its role in developing the Forecast Regional Development Pattern, a key component of the regional plan.

There were no comments on the EEC Chair report.

Mike T. Judge, Transportation Committee (TC) Chair, reported that the committee had approved forwarding the Fiscal Year 2026 Trade Corridor Enhancement Program (TCEP) funding recommendations to the Regional Council, including 19 project nominations totaling approximately $747 million to support freight infrastructure improvements throughout the region. He noted that the committee also received four informational presentations, including an update from Oxford Economics on rising construction costs affecting transportation projects; a status report on the Connect SoCal 2050 Financial Plan development; an overview of SCAG's Regional Transit Target Setting and Transit Asset Management efforts required under federal regulations; and a presentation on transportation demand management planning for the LA28 Olympic and Paralympic Games, including coordination efforts with California State University, Dominguez Hills to support mobility and venue operations during the 2028 events.

There were no comments on the TC Chair report.

ACTION ITEM

1. Regional Housing Needs Determination for the SCAG Region

President Marquez stated that a substantial number of public comments were anticipated on the item and outlined the meeting procedure.

Kome Ajise, Executive Director, presented an overview of the RHNA determination process and reported that HCD had assigned SCAG a regional housing need of 1,359,750 units for the 7th Cycle. He explained that SCAG would develop a methodology to allocate this housing need among the

region's 197 jurisdictions and noted that the determination included both projected and existing housing needs divided across six income categories. Executive Director Ajise stated that SCAG generally concurred with HCD's methodology and data but expressed concerns regarding the calculation of housing cost burden as a measure of housing need. He explained that SCAG found the relationship between cost burden and the number of housing units needed to reduce it to be insufficiently objective and difficult to quantify. As a result, staff recommended objecting to HCD's determination and proposing that the cost-burden component be applied only to lower-income categories, which would reduce the regional housing need allocation to approximately one million units. He noted that both the RHNA Subcommittee and the CEHD Committee had previously approved forwarding the recommendation to the Regional Council for consideration.

Public comments were received from several speakers regarding SCAG's proposed objection to the HCD's RHND. Elizabeth Hansberg (People for Housing Orange County), Anderson Johnson (Abundant Housing USC), Jacob Pierce (Abundant Housing LA), Jinu Won (People for Housing Orange County), Alex Davis (Abundant Housing LA), and Jacob Wasserman (speaking as a private individual) urged the Regional Council to reject the proposed objection and accept HCD's determination. The speakers argued that housing cost burden affects households across all income levels, that HCD's methodology was consistent with state law, and that reducing the RHND would understate the region's housing needs and hinder efforts to address housing affordability, overcrowding, displacement, and housing supply shortages. Several speakers also emphasized that increasing housing production, including market-rate housing, was necessary to improve affordability and support long-term economic opportunity throughout the region.

David Chantarangsu, City of Murrieta, expressed support for SCAG staff's recommendation to file an objection with HCD. He raised concerns regarding HCD's methodology, particularly its treatment of overcrowding and household formation data, and questioned whether the determination adequately accounted for regional demographic characteristics and voluntary multigenerational living arrangements. He also cited concerns regarding the transparency of HCD's calculations and urged further review of the methodology before accepting the RHND.

Executive Director Ajise responded to public comments by emphasizing that SCAG was not opposed to housing production and remained supportive of increasing housing supply throughout the region. He stated that staff had worked closely with HCD and generally found its analysis credible but believed there was an opportunity to improve the methodology related to housing cost burden. He explained that the proposed objection was intended to ensure that the regional housing need determination was based on a clear and objective methodology and noted that other indicators, such as vacancy rates and overcrowding, could serve as measures of housing need. He reiterated that the RHND figure was a planning allocation used to distribute housing need among the region's 197 jurisdictions and that the Regional Council's action would determine whether SCAG would submit its objection to HCD by the established deadline.

President Marquez emphasized the Regional Council's commitment to the RHNA process and noted that the Regional Council had actively engaged with the HCD, including inviting HCD representatives to present at a previous meeting and participating in discussions regarding the determination. He also highlighted a recent trip to Sacramento by SCAG leadership and RHNA representatives to further engage on the issue. President Marquez thanked members of the public for their participation and comments.

Regional Council members discussed SCAG's proposed objection to the Regional Housing Needs Determination, with most speakers supporting the recommendation based on concerns regarding the methodology used to calculate housing cost burden. Regional Council Members, including Jim Light (Redondo Beach, District 40), Wendy Bucknum (Mission Viejo, District 13), Steve Manos (Lake Elsinore, District 63), Shauna Elias (Glendora, District 33), John Gabbard (Dana Point, District 12), Steve Sanchez (La Quinta, District 66), Gary Gardner (Desert Hot Spring, District 2), John Dutrey (Montclair, District 9), and Karen Spiegel (Riverside County), emphasized the importance of a data-driven and credible methodology, as well as the need to consider fiscal sustainability, infrastructure capacity, public services, and local government responsibilities when planning for future housing growth. Several members also noted that communities have varying capacities to accommodate housing and that even the reduced housing allocation remained an ambitious regional planning target.

Regional Council Member Chelsea Byers, West Hollywood, District 41, expressed opposition to the recommendation, stating that housing affordability challenges affect residents across all income levels and that housing cost burden should remain a factor in determining regional housing need. She supported maintaining ambitious housing planning goals and continued planning for housing across all income levels.

Regional Council Member Patricia Lock Dawson, Riverside, District 68, noted that recently approved statewide housing-related ballot measures would provide additional funding opportunities and tools to support housing production and homeownership.

Regional Council Member Dutrey moved approval of staff's recommendation, and Regional Council Member Daniel Ramos, Adelanto, District 65, seconded the motion.

A MOTION was made (Dutrey) to object to the Regional Housing Needs Determination issued for the SCAG region on October 15, 2026, by the California Department of Housing and Community Development on the basis that their use of cost-burden data is not a reasonable application of the methodology and assumptions determined pursuant to Government Code Section 65584.01(b). Propose an alternative Regional Housing Needs Determination of 1,081,926 units which replaces HCD's cost-burden adjustment (lines 11 + 12) with an otherwise equivalent cost-burden adjustment for lower-income households only. Motion was SECONDED (Ramos) and passed by the following votes:

AYES: Allen, Baker, Balius, Bucknum, Cardenas-Singh, Crosswhite, Denison, Doby, Dutrey*, Elias, Gardner, Gabbard, Go, Goodsell, Harnik, L. Hernandez, Judge, Kelley, Kleiman, Light, Lock Dawson, Lopez, Lorimore, Ly, Manos, Marquez, Masiel, McCallon, Navarro, Ramos, Rhodes, Saleh, Sanchez, Simonoff, Spiegel, Tran, Tye, Wagner, Waronek, Wood, and Yokoyama (41)

NOES: Byers (1)

ABSTAIN: Wong (1)

*Regional Council Member Dutrey informed the Clerk that his voting device was not working and that his vote was a yes for Item No. 1.

CONSENT CALENDAR

President Marquez announced a revision to Attachment 1 of Item No. 9, increasing the Trade Corridor Enhancement Program project nominations from 18 to 19 projects, and stated that the revised item would be included in the Consent Calendar. He also noted that Item No. 4 had been pulled from the Consent Calendar at the request of Regional Council Member Sanchez.

Darin Chidsey, Chief Operating Officer, presented Item No. 4, recommending approval of a one-year waiver of FY27 SCAG membership dues for the City of Banning. He explained that Banning had declared a fiscal emergency due to structural budget challenges and declining general fund balances, that the request was consistent with SCAG bylaws, and that the waiver would allow the city to remain actively engaged in SCAG while having no significant impact on SCAG's budget.

Regional Council Member Sanchez stated that he requested the item be pulled because he had concerns about Banning's financial condition and a similar dues waiver request made to Riverside County LAFCO. He argued that waiving the approximately $4,000 fee could set a precedent, questioned the city's long-term ability to meet its obligations, and moved to deny the waiver request.

President Marquez sought clarification regarding the motion, and Regional Council Member Sanchez confirmed that his motion was to deny the waiver.

Board Counsel Duran advised that the item should be considered separately from the Consent Calendar, clarified that the motion before the Council was to deny the waiver request, and noted that a second was required. Regional Council Member Donald Wagner, Orange County, seconded the motion.

Regional Council Member Jan Harnik, RCTC, inquired whether SCAG was providing assistance to help Banning address its financial challenges and emphasized the importance of supporting the city's recovery efforts. Mr. Chidsey responded that the recommended waiver would enable Banning to remain engaged with SCAG and continue accessing resources and support while working toward fiscal recovery.

Following this discussion, President Marquez temporarily set aside Item No. 4 and proceeded with the remainder of the Consent Calendar.

The Clerk of the Board confirmed the motion by Regional Council Member Gardner and second by Regional Council Member Helen Tran, San Bernardino, District 7, and conducted the vote on Consent Calendar Items 2 and 3, Items 5 through 9, and Receive and File Items 10 through 12, excluding Item 4.

Approval Items

2. Minutes of the Meeting – October 1, 2026

3. 2027 Meeting Schedule of the Executive Administration Committee, Policy Committees, and Regional Council

4. City of Banning: Waiver of Membership Dues

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

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

7. FFY 2029 and 2030 STBG/CMAQ Program Guidelines and Call for Project Nominations

8. Community Hubs Activation Program Guidelines and Request for Interest

9. Trade Corridor Enhancement Program (TCEP) Project Nominations

Receive and File

10. November 2026 State and Federal Legislative Update

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

12. CFO Monthly Report

A MOTION was made (Gardener) to approve Consent Calendar Items 2 and 3, 5 through 9; and Receive and File Items 10 through 12. Motion was SECONDED (Tran) and passed by the following votes:

AYES: Allen, Baker, Balius, Bucknum, Byers, Cardenas-Singh, Crosswhite, Doby, Dutrey, Elias, Gardner, Gabbard, Go, Goodsell, Harnik, L. Hernandez, Judge, Kelley, Kleiman, Light, Lock Dawson, Lopez, Lorimore, Ly, Manos, Marquez, Masiel, McCallon, Navarro, Ramos, Rhodes, Saleh, Sanchez, Sharif, Simonoff, Spiegel, Tran, Tye, Wagner, Waronek, Warren, Wong, Wood, and Yokoyama (44)

NOES: None (0)

ABSTAIN: None (0)

The Regional Council considered Item No. 4 regarding the City of Banning's request for a membership dues waiver. Regional Council Member Sanchez moved to deny the waiver request, and the motion was seconded by Regional Council Member Wagner. During discussion, several members expressed differing views, with some supporting the denial due to concerns about precedent and fiscal responsibility, while others supported granting a one-time waiver to assist Banning during its financial hardship and preserve the city's access to SCAG resources and regional collaboration opportunities.

Board Counsel Duran clarified procedural matters, including that a substitute motion to approve the waiver was not permissible because it conflicted with the main motion by Regional Council Member Sanchez, and confirmed that Banning was represented on the Regional Council and had participated in SCAG activities.

The Regional Council discussed alternative approaches, including a one-year deferral of dues, the importance of outreach and assistance to struggling member agencies, and the potential implications of granting or denying the request. Staff confirmed that the dues were due on July 1 and noted that only two SCAG-region cities, Rancho Santa Margarita and Palos Verdes Estates, were not dues-paying members by choice.

Before the vote, Regional Council Member Sanchez reiterated that denying the waiver would not remove Banning from SCAG and that the city would still have time to pay its dues and remain a member. Board Counsel Duran clarified that a "yes" vote would deny the waiver request and a "no" vote would return the matter to the floor for further consideration.

A MOTION was made (Sanchez) to deny the request for waiver for the City of Banning. Motion was SECONDED (Wagner) and failed by the following votes:

AYES: Balius, Elias, Go, Kelley, Kleiman, Manos, Saleh, Sanchez, Tye, Wagner, and Wood (11)

NOES: Allen, Baker, Bucknum, Byers, Cardenas-Singh, Crosswhite, Denison, Doby, Dutrey, Gardner, Gabbard, Goodsell, Harnik, L. Hernandez, Judge, Light, Lock Dawson, Lopez, Lorimore, Ly, Marquez, Navarro, Ramos, Rhodes, Sharif, Spiegel, Tran, Waronek, Warren, Wong, and Yokoyama (31)

ABSTAIN: None (0)

Following discussion on the motion to deny the waiver request, President Marquez paused proceedings to seek procedural clarification.

Board Counsel Duran advised that motions had been made and seconded to approve staff's recommendation and grant the City of Banning's dues waiver, identifying Regional Council Member Rocky Rhodes, Simi Valley, District 46, as the mover and Regional Council Member Ramos as the seconder.

Regional Council Member Jeff Wood, Lakewood, District 24, proposed a substitute motion to defer the dues payment for one year rather than grant a waiver, and Regional Council Member Manos seconded the motion.

Regional Council Member Ramos urged the Council to conclude debate and take action to support the City of Banning.

Board Counsel Duran explained that the substitute motion would defer, rather than waive, the dues obligation and recommended that the Council vote on the substitute motion before returning to the original motion, which was staff's recommendation. In response to a question from Regional Council Member Steven Ly, Rosemead, District 32, he clarified that substitute motions which modify, rather than directly reverse the original motion, may be considered under SCAG rules at the Chair's discretion. After confirming that the substitute motion had been properly seconded, he advised that a "yes" vote would approve the one-year deferral, while a "no" vote would return consideration to the original motion to approve the waiver.

The Clerk confirmed that the substitute motion had been made by Regional Council Member Wood and seconded by Regional Council Member Manos.

A SUBSTITUTE MOTION was made (Wood) to defer waiver for one year. Motion was SECONDED (Manos) and failed by the following votes:

AYES: Baker, Balius, Bucknum, Byers, Cardenas-Singh, Elias, Gardner, Gabbard, Go, Kelley, Lock Dawson, Lorimore, Manos, Navarro, Saleh, Sanchez, Wagner, Wong, and Wood (19)

NOES: Allen, Crosswhite, Denison, Doby, Dutrey, Goodsell, Harnik, L. Hernandez, Judge, Kleiman, Light, Lopez, Ly, Masiel, Ramos, Rhodes, Sharif, Spiegel, Tran, Tye, Waronek, Warren, and Yokoyama (23)

ABSTAIN: None (0)

Following the failure of the substitute motion to defer payment, Board Counsel Duran clarified that the Regional Council should return to consider the original motion as presented by staff, which was to approve the City of Banning's one-year membership dues waiver.

The Clerk of the Board confirmed that the motion to support staff's recommendation and approve the waiver had been made by Regional Council Member Rhodes and seconded by Regional Council Member Ramos.

A MOTION was made (Rhodes) to approve a one-year waiver of the City of Banning's Fiscal Year (FY) 2027 membership dues in an amount not to exceed $4,931. Motion was SECONDED (Ramos) and passed by the following votes:

AYES: Allen, Baker, Balius, Bucknum, Byers, Cardenas-Singh, Crosswhite, Denison, Doby, Dutrey, Gardner, Gabbard, Go, Goodsell, Harnik, L. Hernandez, Judge, Kelley, Light, Lock Dawson, Lopez, Lorimore, Ly, Marquez, Masiel, Navarro, Ramos, Rhodes, Sharif, Spiegel, Tran, Tye, Waronek, Warren, Wong, Wood, and Yokoyama (37)

NOES: Elias, Kleiman, Manos, Saleh, Sanchez, and Wagner (6)

ABSTAIN: None (0)

BUSINESS REPORT

Paul Granillo, Business Representative, noted that his report was at the end of the agenda packet.

PRESIDENT'S REPORT

President Marquez reported that he had welcomed a delegation from Chile, including the nation's Undersecretary of Transport, to engage in discussions on transportation, goods movement, and regional best practices. He noted the value of international collaboration and knowledge-sharing to

support economic development and improve mobility throughout the region. He also announced that the next Regional Council meeting would be held on December 3.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Ajise reported that SCAG had released updated SB 79 Transit-Oriented Development stop zone and tier maps, reflecting current transit station plans and locally preferred alternatives for projects with planned transit stations. He noted that the Regional Council had previously approved the SB 79 mapping methodology and that future updates would occur as additional transit counties become subject to the legislation. He also thanked the Regional Council for approving the 2029-2030 STBG/CMAQ Guidelines, which will support an upcoming call for projects expected to make approximately $1.3 billion available for eligible transportation projects throughout the SCAG region. Lastly, he recognized CEHD Chair Rocky Rhodes for his leadership and service, thanking him for his contributions and partnership with staff during his tenure as committee chair.

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

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

Regional Council Member Lock Dawson invited Regional Council members and attendees to attend the City of Riverside's Festival of Lights, noting that the event would begin on November 21 and serve as the annual kickoff to the holiday season in Riverside.

Regional Council Member Ly announced the retirement of Maggie Clark from the Rosemead City Council after 35 years of service to the city. He invited members and attendees to a retirement celebration honoring her long-standing contributions and dedication to the community.

Regional Council Member Mike Goodsell, ICTC, invited Regional Council members and attendees to the City of Holtville's Veterans Day Parade, highlighting the community's annual celebration honoring veterans.

Regional Council Member Harnik announced that the International Surfing Association World Surfing Championship would be held in Palm Desert on November 19–20. She noted that the event would be the first World Surfing Championship conducted in an artificial surf lagoon and would feature participants representing more than 20 countries.

President Marquez thanked SCAG staff for their work and support, noting their contributions to the success of the Regional Council and its activities. He also thanked Regional Council members and attendees for their participation

ADJOURNMENT

There being no further business, President Marquez adjourned the meeting of the Regional Council at 1:29 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]
//

Regional Council Attendance Report															
2026-2027															
MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Total Mtgs Attended To Date
Allen, Cindy	Long Beach, RC District 30	1	0		1	1	1							4
Amezcua, Valerie	Santa Ana, RC District 16	0	0		0	0	0							0
Baker, Debbie	La Palma, RC District 18	1	1		1	0	1							4
Balius, Ryan	Anaheim, RC District 19	1	1		0	1	1							4
Barger, Kathryn	Los Angeles County	0	0		0	0	0							0
Bass, Karen	Los Angeles, (Member at Large)	0	0		0	0	0							0
Bishop, Art	SBCTA Representative						0							0
Bishop, Austin	Palmdale, RC District 43	0	0		0	0	0							0
Blumenfield, Bob	Los Angeles, RC District 50	0	0		0	0	0							0
Bucknum, Wendy	Mission Viejo, RC District 13	0	1		1	0	1							3
Byers, Chelsea	West Hollywood, RC District 41	1	1		1	1	1							5
Cabrera, Ulises	Moreno Valley, RC District 69	0	1		0	0	0							1
Cardenas-Singh, Martha	Imperial County	0	1		1	1	1							4
Crosswhite, Jenny	Santa Paula, RC District 47	1	1		1	1	1							5
Denison, Rick	Yucca Valley, RC District 11	1	1		1	1	1							5
Doby, Tanya	Los Alamitos, RC Ditrict 20	1	1		1	0	1							4
Dumitru, Jon	Orange, RC District 17	0	0		0	0	0							0
Dutrey, John	Montclair, RC District 9	0	1		1	1	1							4
Elias, Shaunna	Glendora, RC District 33	1	1		1	1	1							5
Finlay, Margaret E.	Duarte, RC District 35	1	0		1	1	0							3
Frometa, Claudia M.	Downey, RC District 25	0	0		1	0	0							1
Gardner, Gary	Desert Hot Springs, RC District 2	1	1		1	1	1							5
Gabbard, John	Dana Point, RC District 12	1	1		1	1	1							5
Go, William	Irvine, RC District 14	1	1		1	1	1							5
Goodsell, Mike	ICTC Representative	1	1		1	1	1							5
Granillo, Paul	Business Representative	0	1		1	1	1							4
Hagman, Curt	San Bernardino County	0	1		1	1	0							3
Harnik, Jan C.	RCTC Rpresentative	1	1		1	1	1							5
Harris-Dawson, Marqueece	Los Angeles, RC District 55	0	0		0	0	0							0
Henderson, Mark E.	Gardena, RC District 28	1	1		1	1	0							4
Hernandez, Eunisses	Los Angeles, RC District 48	0	0		0	0	0							0
Hernandez, Laura	Port Hueneme, RC District 45	0	1		1	1	1							4
Hutt, Heather	Los Angeles, RC District 57	0	0		0	0	0							0
Judge, Mike T.	VCTC Representative	1	1		1	1	1							5
Jung, Fred	Fullerton, RC District 21	0	0		0	0	0							0
Jurado, Ysabel	Los Angeles, RC District 61	0	0		0	0	0							0
Kassakhian, Ardy	Glendale, RC District 42	1	1		1	0	0							3
Kelley, Trish	TCA Representative	1	1		1	1	1							5
Kleiman, Lauren	Newport Beach, RC District 15	0	0		1	1	1							3
Krupa, Linda	Hemet, RC District 3	1	1		1	1	0							4
Lara, Andrew	Pico Rivera, RC District 31	0	0		0	1	0							1
Lee, John	Los Angeles, RC District 59	0	0		0	0	0							0
Leon, Carlos A.	OCTA Representative	0	0		0	0	0							0
Light, Jim	Redondo Beach, RC District 40	1	1		1	0	1							4
Lock Dawson, Patricia	Riverside, RC District 68	0	1		1	1	1							4
Lopez, Vianey	Ventura County	1	0		1	0	1							3
Lorimore, Clint	Eastvale, RC District 4	1	1		0	0	1							3
Ly, Steven	Rosemead, RC District 32	1	1		1	1	1							5
Manos, Steve	Lake Elsinore, RC District 63	1	1		1	1	1							5
Marquez, Ray	Chino Hills, RC District 10	1	1		1	1	1							5
Masiel, Andrew	Pechanga Band of Luiseno IndiansTribal Gov. Reg. Plng. Brd.	0	1		0	0	1							2
McCallon, Larry	Air District Representative	1	1		1	0	1							4
McLean, Marsha	Santa Clarita, RC District 67	1	1		1	1	0							4
McOsker, Tim	Los Angeles, RC District 62	0	0		0	0	0							0
Navarro, Frank J.	Colton, RC District 6	1	1		1	1	1							5
Nazarian, Adrin	Los Angeles, RC District 49	0	0		0	0	0							0
Padilla, Imelda	Los Angeles, RC District 53	0	0		0	0	0							0
Park, Traci	Los Angeles, RC District 58	0	0		0	0	0							0
Price, Curren D.	Los Angeles, RCDistrict 56	0	0		0	0	0							0
Raman, Nithya	Los Angeles, RC District 51	0	0		0	0	0							0
Ramos, Daniel	Adelanto, RC District 65	1	1		1	1	1							5
Rebollar, Gil	Brawley, RC District 1	0	1		1	0	0							2
Rhodes, Rocky	Simi Valley, RC District 46	1	1		1	1	1							5
Rodriguez, Monica	Los Angeles, RC District 54	0	0		0	0	0							0
Saleh, Ali	Bell, RC District 27	0	0		1	1	1							3
Sanchez, Steve	La Quinta, RC District 66	0	1		1	0	1							3
Sandoval, Tim	Pomona, RC District 38	1	0		1	1	0							3
Saro, Suely	Long Beach, RC District 29	0	1		1	0	0							2

Schwank, Zak	Temecula, RC District 5	0	0		0	0	0							**0**
Shapiro, David J.	Calabasas, RC District 44	1	1		0	1	0							**3**
Sharif, Emma	Compton, RC District 26	1	0		1	0	1							**3**
Simonoff, Marty	Brea, RC District 22	1	1		1	1	1							**5**
Solis, Hilda	Los Angeles County	0	0		0	0	0							**0**
Soto-Martinez, Hugo	Los Angeles, RC District 60	0	0		0	0	0							**0**
Spiegel, Karen	Riverside County	1	1		0	1	1							**4**
Tran, Helen	San Bernardino, RC District 7	0	1		1	1	1							**4**
Twining, Butch	Huntington Beach, RC District 64	0	0		0	0	0							**0**
Tye, Steve	Diamond Bar, RC District 37	1	1		1	0	1							**4**
Wagner, Donald P.	Orange County	1	1		0	1	1							**4**
Waronek, Mark	Lomita, RC District 39	0	0		1	1	1							**3**
Warren, Acquanetta	Fontana, RC District 8	1	1		1	0	1							**4**
Wong, Thomas	Monterey Park, RC District 34	1	1		0	0	1							**3**
Wood, Jeff	Lakewood, RC District 24	1	1		1	1	1							**5**
Yaroslavsky, Katy	Los Angeles, RC District 52	0	0		0	0	0							**0**
Yokoyama, Frank A.	Cerritos, RC District 23	1	1		1	1	1							**5**
		41	49	0	50	0	46	0	0	0	0	0	0	

AGENDA ITEM 2

REPORT

Southern California Association of Governments
December 3, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

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

Subject: Contracts $500,000 or Greater: 27-027-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

Docusign Envelope ID: 1F435823-19A1-87F8-800A-4B2D0C33D1D2

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

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.

Docusign Envelope ID: 1F435823-19A1-87F8-800A-4B2D0C33D1D2

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.

33

AJ1.27-111-LGL-0001.2026.07.07

AGENDA ITEM 3

REPORT

Southern California Association of Governments
December 3, 2026

To: RC - Regional Council

EXECUTIVE DIRECTOR'S APPROVAL



From: Scott Strelecki, Planning Supervisor
213-236-1893, strelecki@scag.ca.gov

Subject: Trade Corridor Enhancement Program (TCEP) Project Nominations

RECOMMENDED ACTION:
Approve the SCAG region project nominations seeking Trade Corridor Enhancement Program (TCEP) funding.

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

EXECUTIVE SUMMARY:
The Trade Corridor Enhancement Program (TCEP) provides funding for freight infrastructure improvements on designated state and national freight corridors. The 2026 TCEP cycle represents the fifth funding cycle since the program's inception in 2018. As the region's Metropolitan Planning Organization (MPO), SCAG is responsible for coordinating and submitting eligible project nominations from agencies within the region to the California Transportation Commission. SCAG received 20 project nominations totaling $746,371,755 in requested TCEP funding. Of these, 10 nominations are led by or include Caltrans as a project partner and account for $205,305,600 in requested funding. Following the November 5, 2026, Transportation Committee recommendation and Regional Council approval, SCAG submitted the regional list of project nominations and required consistency documentation to the California Transportation Commission in accordance with the 2026 TCEP schedule. Following Regional Council action, staff became aware of an additional eligible project nomination. The project meets all the consistency requirements and is included in the updated SCAG region's project nominations. Staff seeks Regional Council approval of the updated SCAG region's project nominations for submission under the 2026 TCEP cycle.

BACKGROUND:
The objective of the Trade Corridor Enhancement Program (TCEP) is to fund freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined

by the California Transportation Commission (Commission), including Senate Bill 671 Corridors. Senate Bill 671 corridors are corridors that were identified by the Senate Bill 671 workgroup as freight corridors that are priority candidates for zero-emission freight. The Trade Corridor Enhancement Program also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. Per eligibility requirements,

SCAG's adopted final Connect SoCal 2024 plan serves as the region's adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) determined by the California State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets. Determination of the SCS by the state is expected to be completed by June 2028. The Road Repair and Accountability Act of 2017 or Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 (Chapter 95, Statutes of 2017) which directs the Commission to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement. The following schedule lists the 2026 TCEP Cycle major milestones:

MILESTONE	DATE
Draft Guidelines Presented to the Commission	June 25, 2026
Guidelines Adoption and Call for Projects	August 20, 2026
Project Nominations Due	**November 20, 2026**
Staff Recommendations Released	June 2027
Program Adoption	June 24-25, 2027

The 2026 TCEP will provide two years of programming in fiscal years 2027-28 and 2028-29 for an estimated total of $1,287,958,000. Any unused balance or savings generated will be added to the available funding in the following cycle. Over the two years in this programming cycle (2027-28 and 2028-29), it is estimated that $256,000,000 in National Highway Freight Program Funds will be available, and that $767,000,000 from the Trade Corridor Enhancement Account Fund will be available. An additional $264,958,000 will be available through programming adjustments from project savings and increases to prior cycle programming.

After consulting the California Freight Mobility Plan and conducting several workshops with interested parties, the Commission defined the following freight regions for the distribution of funding:

- Bay Area: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.

- Central Valley: El Dorado, Fresno, Kern, Kings, Madera, Merced, Placer, Sacramento, San Joaquin, Stanislaus, Sutter, Tulare, and Yolo counties.
- Central Coast: Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz counties.
- Los Angeles / Inland Empire: Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties.
- San Diego / Border: Imperial and San Diego counties.
- Other: Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, Glenn, Humboldt, Inyo, Lake, Lassen, Mariposa, Mendocino, Modoc, Mono, Nevada, Plumas, Shasta, Sierra, Siskiyou, Tahoe Basin Counties, Tehama, Trinity, Tuolumne, and Yuba counties.

Pursuant to Streets and Highways Code, Section 2192, 40 percent of identified program funding shall be available for projects nominated by the California Department of Transportation (Caltrans), in consultation with regional transportation agencies, and 60 percent of identified program funding shall be available for projects nominated by regional transportation agencies and other public agencies, including counties, cities, and port authorities, in consultation with Caltrans.

In considering geographic balance for the overall program, the Commission may program below the funding targets in a region or regions to account for projects programmed from the statewide funding target. The targets are neither minimums, maximums, nor guarantees. They do not constrain what any agency may propose or what the Commission may approve for programming and allocation within any particular corridor.

Programming Targets		
Statewide (40 percent of total funds)	Caltrans	$522,930,000*
Regional (60 percent of total funds)		$765,028,000**
Region	Percentage	Target
Bay Area / Central Valley	29 percent	$221,858,000
Central Coast	2.5 percent	$19,126,000
Los Angeles / Inland Empire	56 percent	$428,416,000
San Diego / Border	10 percent	$76,503,000
Other	2.5 percent	$19,126,000

**The Statewide share includes 40 percent of the appropriated funds from the Trade Corridor Enhancement Account and the National Highway Freight Program, totaling $409,200,000. Additionally, the Statewide share includes $113,730,000 in programming adjustments from prior cycles, comprised of project savings and pending commitments.*
***The Regional share includes 60 percent of the appropriated funds from the Trade Corridor Enhancement Account and the National Highway Freight Program, totaling $613,800,000. Additionally, the Regional share includes $151,228,000 in programming adjustments from prior cycles, comprised of project savings.*

SCAG ROLE AND COORDINATION:
SCAG has continued to play a central role in the TCEP through working directly with key member and partner agencies, and their project teams including county transportation commissions, counties, cities, the ports (Los Angeles, Long Beach, and Hueneme), Caltrans, and private companies. This has included convening and representing the region through the development of program guidelines, as well as direct program processes throughout application steps. As part of the application process and through all Program cycles, SCAG regularly provides collaboration, coordination, and support for the TCEP, including reviewing documents, eligibility, coordination, and final compilation. SCAG tracks the nominated projects for FTIP purposes to ensure the eligibility and consistency of information for a successful application. SCAG also supports member and partner agency project nominations by coordinating with the Commission on multiple items to ensure transparency across the region.

2026 TCEP NOMINATION PROCESS:
For the 2026 Cycle, SCAG staff coordinated directly with Caltrans on the state's project nomination process that included state partnerships within the SCAG region seeking state target funding. To align with the key deadlines from the Commission's TCEP schedule, SCAG staff developed the following process and schedule:

- September 30, 2026: Project applicants submit TCEP Project Summary to SCAG via the form and request for Letter of Consistency.
- October 6, 2026: SCAG creates project-specific cloud-based folders and shares links with project sponsors.
- October 30, 2026: Project applicants upload near-final applications to project-specific cloud-based folders.
- November 5, 2026: SCAG staff provides project nomination recommendations for the Transportation Committee and Regional Council to approve.
- November 20, 2026: Project applicants upload final applications to project-specific cloud-based folders. Project applicants submit project applications directly to the Commission while SCAG submits a letter to the Commission including the list of project nominations with consistency verification.
- June 2027: Program adoption.

As the region's MPO, SCAG is responsible as part of the TCEP to compile project nominations and confirm consistency of the project nominations with SCAG's RTP/SCS. The identified steps and schedule will be relied upon to allow for the Transportation Committee and Regional Council to recommend and approve the list of nominated TCEP project applications, while fulfilling the direct requirements of the TCEP, namely, to provide the consistency letters to applications, cover letter, listing of project nominations, and confirmation of consistency with the RTP/SCS.

PROJECT NOMINATIONS:

Within the region, agencies are nominating 20 total projects, which are listed in Attachment 1. All are included the adopted RTP/SCS, Connect SoCal 2024. They are crucial projects, contributing to a necessary robust multimodal freight system serving domestic consumption for Southern California, the state and nation, as well as critical export markets across the world. As part of the regional planning process, these projects are needed to enhance this multimodal freight system that sustains the State's single largest economic region. Nineteen (19) of 20 projects were approved by the November 5, 2026, Regional Council. Following Regional Council action, staff became aware of an additional eligible project nomination. The list now includes one more project nomination for approval.

- Vista Grade Separation and Mobility Project - FTIP ID 20150009 and RTP ID 4160069

Funding Summary

The following funding summary is tentative and subject to the final numbers prepared by the applicants:

- Total Project Costs: $3,042,371,175
- Regional TCEP Request: $541,066,155
- State TCEP Request: $205,305,600
- Total TCEP Request: $746,371,755

NEXT STEPS:
SCAG has submitted the updated regional list of project nominations and required consistency documentation to the California Transportation Commission in accordance with the 2026 TCEP schedule. The California Transportation Commission is expected to adopt the 2026 TCEP program in June 2027.

FISCAL IMPACT:
Work associated with this item is included in the FY 2024-25 Overall Work Program (OWP) Task 130.0162.18 - Goods Movement Planning.

ATTACHMENT(S):
1. Updated TCEP SCAG Project Nomination List

2026 Trade Corridor Enhancement Program - SCAG Region Nominations List

No.	Lead Agency Name	County	Project Title	Partner Agencies	RTP/SCS ID	Document
1.	Los Angeles County Metropolitan Transportation Authority	Los Angeles	I-605/SR-91 Interchange Improvement: Gateway Cities Crossroads Project	Caltrans	1163S012	Connect SoCal 2024 | Final Amendment 2
2.	Los Angeles County Metropolitan Transportation Authority	Los Angeles	SR-91 Improvement Project from Central Avenue to Acacia Court	Caltrans	1163S013	Connect SoCal 2024 | Final Amendment 2
3.	Los Angeles County Metropolitan Transportation Authority	Los Angeles	Link Union Station: Malabar Yard Improvements	Caltrans	S24A12T001	Connect SoCal 2024 | Amendment 1, Project List
4.	Port of Los Angeles	Los Angeles	Port of Los Angeles Rail System Efficiency/Emission Reduction Program – Trapac Intermodal Railyard Project	Caltrans	1O0705	Connect SoCal 2024 | Project List Technical Report
5.	Orange County Transportation Authority	Orange	State Route (SR)-91 Eastbound Corridor Operations Project (ECOP)		2M0737	Connect SoCal 2024 | Final Amendment 2
6.	Orange County Transportation Authority	Orange	Coastal Rail Infrastructure Resiliency Project – Phase 2		ORA233306	Final 2027 FTIP Technical Appendix
7.	City of Calimesa	Riverside	I-10/Cherry Valley Boulevard Interchange Project	Caltrans	RIV060116	Connect SoCal 2024 | Final Amendment 2
8.	Riverside County Transportation Commission	Riverside	I-15 Corridor Freight Improvement Project: Corona to Lake Elsinore Express Lanes and Interchange Redesign	City of Lake Elsinore	3160001, RIV060109	Connect SoCal 2024 | Final Amendment 2
9.	City of Moreno Valley	Riverside	SR-60 / World Logistics Parkway Interchange Replacement		3M0801	Connect SoCal 2024 | Final Amendment 2

No.	Lead Agency Name	County	Project Title	Partner Agencies	RTP/SCS ID	Document
10.	City of Beaumont	Riverside	Pennsylvania Avenue Grade Separation Project	Caltrans	RIV180129-RIV180129A	Connect SoCal 2024 | Final Amendment 2 | Project List Technical Report
11.	City of Murrieta	Riverside	I-215/Keller Road Interchange Project		3M10WT03, RIV100107	Connect SoCal 2024 | Project List Technical Report
12.	County of Riverside	Riverside	I-10 Bypass		RIV031202	Connect SoCal 2024 | Project List Technical Report
13.	San Bernardino County Transportation Authority	San Bernardino	Interstate 15 Northbound Truck Lane Extension	Caltrans	524A1S002	Connect SoCal 2024 | Amendment 1, Project List
14.	San Bernardino County Transportation Authority	San Bernardino	SR-18 Corridor Freight Safety and Zero Emission Project		4A01900, 7160003	Connect SoCal 2024 | Project List Technical Report
15.	Caltrans	San Bernardino	I-40 Desert Oasis Safety Roadside Rest Area		SBDLS03	Connect SoCal 2024 | Project List Technical Report
16.	City of Camarillo	Ventura	Bridge Replacement at Las Posas Road and Ventura Boulevard		VEN191206	Connect SoCal 2024 | Project List Technical Report
17.	Port of Hueneme	Ventura	Port Hueneme Road Modernization Project		VEN011202, VEN170109	Connect SoCal 2024 | Final Amendment 2
18.	Pivot Charging	Ventura	Ventura County Fleet Charging Project (ZEV)	Caltrans	7160003	Connect SoCal 2024 | Project List Technical Report
19	Ventura County Transportation Commission	Ventura	Hueneme Road Widening Phase 1		VEN011202	Connect SoCal 2024 | Project List Technical Report

No.	Lead Agency Name	County	Project Title	Partner Agencies	RTP/SCS ID	Document
20	San Bernardino County	San Bernardino	Vista Road Crossing Closure and Grade Separation Project		20150009, 4160069	Connect SoCal 2024 | Project List Technical Report

AGENDA ITEM 4

REPORT

Southern California Association of Governments
December 3, 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 5

REPORT

Southern California Association of Governments
December 3, 2026

To: RC - Regional Council

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

Subject: December 2026 State and Federal Legislative Update

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION:
Receive and File

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

STATE

California Legislature End of Session and November Election Update
During the 2025-2026 legislative cycle, SCAG took formal positions on 38 bills, including 23 bills in 2025 and 15 bills in 2026. Of these positions, SCAG supported 28 bills, opposed six, monitored two, and sponsored two. Excluding watch positions, SCAG achieved its advocacy objectives on 17 bills, resulting in an overall success rate of approximately 47 percent.

Several significant legislative outcomes aligned with SCAG's policy priorities. Notable successes included legislation extending CEQA streamlining provisions for transit projects, improving consultation requirements between the Department of Housing and Community Development and councils of governments during the RHNA process, modernizing Brown Act teleconferencing provisions, advancing Sustainable Communities Strategies through SCAG-sponsored SB 1087 (Cabaldon), streamlining administration of the Low Carbon Transit Operations Program, establishing the California Safe Homes Grant Program, and providing targeted relief from Vehicle Miles Traveled mitigation requirements for certain rural transportation projects.

The legislative session also included continued efforts to advance housing production and affordability, improve project delivery through CEQA reform, strengthen climate resilience programs, support transit operations and passenger rail investments, and modernize state planning requirements. Several SCAG-supported measures relating to affordable housing financing, passenger rail project delivery, housing element administration, condominium construction reforms, and High-Speed Rail funding flexibility were ultimately vetoed, held in committees, or failed to advance before the conclusion of the session.

Attached to this report is SCAG's Bill Position Tracker for the 2025-2026 legislative cycle, which provides a comprehensive summary of all legislation on which SCAG took a formal position, including bill status, final outcomes, and gubernatorial actions.

The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
November 3, 2026	General Election
December 7, 2026	Organizational Session for 2027-2028 Legislative Session
January 1, 2027	Bills signed into law in 2026 take effect

The November 2026 General Election resulted in significant turnover within the Legislature. Statewide, 27 new legislators were elected, with 19 of these representing all or some portion of the SCAG region. The election also brought notable partisan shifts, with two State Senate seats and seven Assembly seats shifting from Republican to Democratic representation.

At the statewide level, former U.S. Secretary of Health and Human Services and California Attorney General Xavier Becerra was elected Governor and will assume office on Monday, January 4, 2027.

The significant number of newly elected legislators creates both opportunities and challenges for regional advocacy. Many incoming members will have limited familiarity with SCAG's role as the region's Metropolitan Planning Organization, Connect SoCal, the Regional Housing Needs Assessment process, and the transportation, housing, goods movement, and economic development challenges facing Southern California.

The beginning of the 2027-2028 Legislative Session will present an important opportunity for SCAG to conduct outreach and educational briefings with newly elected officials and their staff. Particular emphasis will be placed on building relationships with members serving on key transportation, housing, local government, environmental quality, and budget committees, as well as educating policymakers on issues affecting the SCAG region, including transportation funding, housing production, goods movement, climate resiliency, and preparations for the 2028 Olympic and Paralympic Games.

As the Legislature begins the 2027-2028 Session, staff will continue monitoring legislative developments and advancing SCAG's advocacy priorities through direct engagement with legislators, committee staff, state agencies, and regional partners.

Metrolink Receives Almost $50M in State Grants

On November 16, 2026, Metrolink announced that it had secured nearly $49 million in state funding through two separate awards that will support both the preservation of existing passenger rail service and long-term improvements to the rider experience across Southern California.

The larger of the two awards, approximately $28.97 million through the 2026 Transit and Intercity Rail Capital Program (TIRCP) administered by the California State Transportation Agency (CalSTA), will advance integrated payment and journey-planning initiatives throughout Metrolink's six-county service area. The funding will support the expansion of contactless fare payment technology across the system, building on the pilot currently operating on the San Bernardino Line and Arrow service. Once implemented, riders will be able to pay fares with credit cards, debit cards, and mobile wallets without purchasing tickets in advance, creating a more seamless and user-friendly transit experience.

The TIRCP award will also fund enhancements to trip-planning tools, streamline enrollment and verification for discounted fare programs, and simplify fare payment and transfers between regional transit operators. These improvements are intended to reduce barriers to transit use, improve customer convenience, and encourage greater use of transit throughout the region. The project builds upon earlier collaboration between Metrolink, the California Integrated Travel Project (Cal-ITP), and the Southern California Association of Governments (SCAG), which supported the initial launch of contactless fare payments in June 2026. According to the announcement, the expanded system will help create a more integrated regional transit network and improve mobility for both residents and visitors.

Separately, Metrolink received up to $20 million in flexible State Rail Assistance (SRA) funding from CalSTA to address near-term operational funding challenges and maintain existing service levels through fiscal year 2028. The funding will allow Metrolink to avoid previously proposed service reductions of approximately 29 percent on weekdays and 40 percent on weekends, providing critical service stability as the agency continues its ridership recovery and works to address long-term funding challenges. According to state officials, the funding is intended to preserve regional rail service through the 2028 Olympic and Paralympic Games while supporting continued mobility throughout Southern California.

FEDERAL

FY 2027 Appropriations Update

As of November 18, 2026**,** Senate Appropriations Committee Chair Susan Collins (R-Maine) has released all 12 of the committee's proposed Fiscal Year (FY) 2027 appropriations bills. Included in the announcement of these appropriations bills was the FY27 Transportation, Housing and Urban Development (THUD) appropriations proposal. None of these appropriations bills, however, has been formally approved by the committee or passed by the full Senate. Notably, these bills seem to have

been drafted on a partisan basis without a final agreement between Chair Collins and Ranking Member Patty Murray (D-Washington).

The current short-term funding extension expires on December 11. With this deadline quickly approaching, the prospects of a full-year FY27 appropriations package seem unlikely. To avoid a government shutdown, Congress would need to pass an additional short-term extension — likely extending funding into the new year, and with that, leaving government funding responsibilities to the new Congress seated in January.

Below is a chart that summarizes the status of the pending FY 27 appropriations bills.

Item	House	Senate
Continuing Resolution through 12/11	Passed by a 370 to 48 vote on 9/1	Passed by a 90 -6 vote on 8/8 Signed by the President on 9/2
FY 2027 Budget Resolution	TBD	TBD
302(b) (Topline Spending Numbers)	Certain allocations approved by full committee 34-28 on 4/22.	TBD
Agriculture	Passed House floor 213-210 on 6/4.	Text released 11/10
Commerce-Justice-Science	Passed full committee markup 32-28 on 5/13.	Text released 11/12
Defense	Full committee markup scheduled for 6/24.	Text released 11/16
Energy-Water	Passed full committee markup 34-25 on 5/20.	Text released 11/12
Financial Services & General Government	Passed full committee markup 34-28 on 4/22.	Text released 11/16
Homeland Security	Passed full committee markup 34-27 on 6/11.	Text released 11/12
Interior-Environment	Passed full committee markup 35-27 on 6/3.	Text released 11/12
Labor-HHS-Education	Passed full committee markup 34-28 on 6/9.	Text released 11/16
Legislative Branch	Passed full committee markup 34-28 on 5/20.	Text released 11/12

Military Construction-VA	Passed House floor 400-15 on 5/15.	Text released 11/10
National Security-State	Passed House floor 217-209 on 7/15.	Text released 11/16
Transportation-HUD	Passed full committee markup 34-27 on 6/3	Text released 11/16

Surface Transportation Reauthorization Update

Federal surface transportation reauthorization discussions continue as Congress prepares to consider a long-term authorization bill in the 120th Congress. Representative Rick Larsen (D-Washington), the presumptive chair of the House Transportation and Infrastructure (T&I) Committee, recently indicated that the bipartisan BUILD America 250 Act will serve as the foundation for negotiations. Developed by bipartisan committee leadership earlier this year, the legislation would authorize approximately $580 billion over five years for highway, transit, rail, bridge, and transportation safety programs. The bill also addresses project delivery, freight movement, rail safety, autonomous vehicle deployment, and Highway Trust Fund solvency.

With insufficient time remaining in the 2026 lame-duck session to complete reauthorization, consideration of a comprehensive bill is expected to occur in the 120th Congress, which convenes in January 2027. Larsen intends to begin committee work early in 2027, including hearings and stakeholder engagement, with the goal of advancing legislation through the House by mid-year.

A short-term extension of existing surface transportation authority, potentially through late 2027, may be necessary to maintain program continuity while the House and Senate negotiate a final authorization package.

Opportunity Zones 2.0 Designations Announced

On November 17, 2026, the U.S. Department of the Treasury and Internal Revenue Service (IRS) announced the designation of 6,576 census tracts nationwide as Qualified Opportunity Zones (QOZs) under the Opportunity Zone program. The program, which was permanently renewed and modified through the Working Families Tax Cuts Act, also known as the “One Big Beautiful Bill,” is intended to encourage private investment and economic development in economically distressed communities. The newly designated Opportunity Zones will take effect on January 1, 2027, and remain in effect for 10 years.

Nationwide, Treasury identified 25,332 eligible census tracts for nomination, including 8,334 rural tracts eligible for enhanced incentives. Governors submitted nominations during the statutory nomination period, resulting in 6,576 designated Opportunity Zones, including 2,594 rural census tracts. Treasury reports that more than $110 billion in private investment has been leveraged through the Opportunity Zone program since its creation under the Tax Cuts and Jobs Act of 2017.

Within the SCAG region, a total of 291 census tracts received Qualified Opportunity Zone designation, including:

- Imperial County: 5 census tracts
- Los Angeles County: 201 census tracts
- Orange County: 13 census tracts
- Riverside County: 28 census tracts
- San Bernardino County: 34 census tracts
- Ventura County: 10 census tracts

The designations provide eligible communities with an additional economic development tool to attract private investment, support business growth, facilitate housing development, and encourage job creation.

Of note, one of the newly designated Opportunity Zones is located within the City of Needles (Census Tract 06071010700). At the request of the city, SCAG submitted a letter of support for the city's nomination. Following Treasury's announcement, Needles officials notified supporters that the designation was approved and specifically thanked SCAG and other partners for their advocacy and support throughout the nomination process. The designation is expected to strengthen the City's ability to leverage future economic development and revitalization efforts over the next decade.

Federal Funding Announcements: SS4A, RCE, and PIDP Awards

In late October, the U.S. Department of Transportation (USDOT) announced more than $2.7 billion in federal transportation funding through the Safe Streets and Roads for All (SS4A), Railroad Crossing Elimination (RCE), and Port Infrastructure Development Program (PIDP) grant programs. The awards support roadway safety improvements, rail crossing safety projects, and port infrastructure investments nationwide.

Safe Streets and Roads for All (SS4A) Awards

On October 29, U.S. Transportation Secretary Sean Duffy announced approximately $1.013 billion in funding for 297 projects through the Safe Streets and Roads for All (SS4A) program. The awards support roadway safety improvements intended to reduce fatalities and serious injuries, including intersection upgrades, railroad crossing safety improvements, truck parking expansion, and enhancements to emergency response and post-crash care systems.

Notably, approximately $335 million of the announced funding will support post-crash care and emergency response initiatives, including investments in pre-hospital blood transfusion capabilities and other life-saving interventions.

Within the SCAG region, six entities received SS4A awards:

- City of Huntington Beach
- City of Indian Wells
- City of Santa Ana
- City of Upland
- Orange County Fire Authority
- University of California, Riverside

Among the regional recipients, the City of Indian Wells received an Implementation Grant, while the remaining awards were Planning and Demonstration Grants. Additionally, the University of California, San Diego received a Demonstration Grant to deploy a digital roadside safety alert system in Imperial County.

The SS4A program remains one of the federal government's primary roadway safety initiatives and supports the development of Safety Action Plans, as well as implementation of projects designed to advance Vision Zero and Safe System Approach objectives.

Railroad Crossing Elimination (RCE) Awards

On October 30, USDOT announced approximately $1.24 billion in funding for 91 projects through the Railroad Crossing Elimination (RCE) grant program.

The RCE program funds projects that improve safety at highway-rail intersections through grade separations, crossing closures, signal improvements, and other treatments intended to reduce conflicts between roadway users and rail operations.

Within the SCAG region, the City of Riverside was awarded approximately $2.8 million for the Spruce Street Closure and Grade Separation Project. The project will improve rail crossing safety by eliminating an at-grade conflict point and enhancing overall mobility within the project area. The RCE awards continue the federal government's focus on reducing rail-related safety risks while improving system reliability and freight and passenger rail operations.

Port Infrastructure Development Program (PIDP) Awards

Also in late October, USDOT's Maritime Administration (MARAD) announced approximately $498 million in funding for 35 projects through the Port Infrastructure Development Program (PIDP).

The PIDP program supports modernization of the nation's ports and maritime freight infrastructure through investments in port capacity, resiliency, freight mobility, operational technologies, cargo handling equipment, and landside access improvements. Selected projects were located across 19 states and included investments at coastal, Great Lakes, and inland river ports.

While several major port and freight projects received funding nationwide, no applicants from the SCAG region were selected for award under this funding cycle.

Federal Notices of Funding Opportunities (NOFOs) Update
Below is a current list of open and upcoming NOFOs for transportation and sustainability-related competitive programs:

Program	Deadline	Agency
Fiscal Year 2026 Great American Digital Corridors (GADC) Program	December 28, 2026	U.S. Department of Transportation
FY 2027 Crash Causal Factors Program	December 28, 2026	National Highway Traffic Safety Administration
2026 Diesel Emissions Reduction Act (DERA) National Program	January 22, 2027	Environmental Protection Agency
FY27 Guidelines for Brownfield Cleanup Grants	January 21, 2027	Environmental Protection Agency
FY27 Guidelines for Brownfield Revolving Loan Fund Grants	January 27, 2027	Environmental Protection Agency
Fiscal Year 2026 Flood Mitigation Assistance	February 26, 2027	Federal Emergency Management Agency
Project Rental Assistance Program of Section 811 Supportive Housing for Persons with Disabilities FY 2027*	April 20, 2027	U.S. Department of Housing and Urban Development

FISCAL IMPACT:
Work associated with the December 2026 State and Federal Legislative Update is within the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):
1. 2026 SCAG Bill Position Tracker

Bill Number	Position/RC Action	Topic	Summary	Status
2025 LEGISLATIVE SESSION BILLS				
SB 71 (Wiener)	Support - 3/6/25	CEQA Exemptions for Environmental Leadership Transit Projects	This bill would extend the CEQA exemptions implemented by SB 922 until January 2040 and expand the exemptions to include microtransit, shuttles, ferries, and locomotives. It also extends the streamlined review process by one year, until January 2027, for Environmental Leadership Transit Projects.	Signed by Governor.
SB 233 (Seyarto)	Support - 3/6/25	RHNA Determination Consultation	This bill would require HCD to meet with COGs regarding the regional housing need methodology at least 38 months prior to the scheduled revision of the housing element.	Signed by Governor.
SB 239 (Arreguín)	Support - 3/6/25	Brown Act Modernization	This bill would allow a subsidiary body of a local agency to teleconference its meetings without having to notice and make each teleconference location publicly accessible or have at least a quorum participate from locations within the agency's boundaries until January 2030.	Signed by Governor through SB 707 (Durazo).
SB 360 (Rubio, S.)	Support – 5/1/25	Land Conservation: San Bernardino County	This bill would authorize San Bernardino County to use revenues from the sale or exchange of lands acquired with Proposition 70 (1988) funding for improvements to any lands within the Chino Agricultural Preserve that the County owns.	Died.

Bill Number	Position/RC Action	Topic	Summary	Status
SB 607 (Wiener)	Support - 6/05/25	CEQA Exemptions for Infill Projects	This bill previously made various CEQA reforms to narrow and standardize review scope, expand urban infill exemptions, and exempt rezonings consistent with a housing element. It was gut-and-amended to contain intent language that prohibits CEQA streamlining for the Delta Conveyance Project, in addition to supporting general CEQA reform.	Included in SB 131 (Housing Budget Trailer Bill II) and signed into law by Governor Newsom on 6/30/25.
SB 681 (Wahab)	Oppose - 6/05/25	Housing and COG revisions to RHNA	This bill requires COGs to develop a revised methodology in consultation with HCD, bypassing SCAG's comprehensive public outreach process used to develop the RHNA distribution methodology, among various other changes.	Included in AB 130 (Housing Budget Trailer Bill I) and signed into law by Governor Newsom on 6/30/25.
SB 752 (Richardson)	Support – 5/1/25	Tax Exemptions for ZEBs	This bill would extend the partial sales and use tax exemption for the purchase of ZEBs for public use until January 1, 2028.	Died.
AB 226 (Calderon & Alvarez)	Support - 3/6/25	FAIR Plan	This bill would authorize the California FAIR Plan Association to request the IBank issue catastrophe bonds to help finance insurance claims costs, increasing the FAIR Plan's claims-paying capacity.	Signed by Governor.
AB 239 (Harabedian)	Support – 5/1/25	LA County Disaster Housing Task Force	This bill would require HCD and OES jointly to convene a housing task force with FEMA to coordinate and streamline efforts with local governments to rebuild housing in communities impacted by the wildfires.	Vetoed by Governor.
AB 259 (Rubio, B.)	Support - 3/6/25	Brown Act Modernization.	This bill would extend the Brown Act exemptions provided by AB 2449 until January 2030. These exemptions allowed members of a local agency, with just cause, to use teleconferencing without identifying each teleconference location in the notice and agenda of the meeting and without	Signed by Governor through SB 707.

Bill Number	Position/RC Action	Topic	Summary	Status
			making each teleconference location accessible to the public.	
AB 334 (Petrie-Norris)	Support – 5/1/25	National Interoperability of Toll Facilities	This bill would support the national interoperability of toll facilities by authorizing toll agencies in California to share specified categories of customer data with out-of-state operators.	Died.
AB 609 (Wicks)	Support - 6/05/25	CEQA Exemptions: Housing Development	This bill would exempt infill housing projects from CEQA if they comply with local standards, are located on an infill site, or sensitive/hazardous sites.	Included in AB 130 (Housing Budget Trailer Bill I) and signed into law by Governor Newsom on 6/30/25.
AB 650 (Papan)	Support - 6/05/25	RHNA Reform	This bill would extend various RHNA and housing element timelines for HCD, COGs, and local jurisdictions. It would also require HCD to provide more precise feedback and justification for a Housing Element that HCD determines is not substantially compliant.	Vetoed by Governor.
AB 736 (Wicks)/SB 417 (Cabaldon)	Support - 6/05/25	Affordable Housing Bond Act	Will place a bond measure on the 06/26 ballot to provide $10 billion to CA's affordable housing programs. Funding affordable rental housing for lower-income families, homeownership opportunities, and supportive housing.	AB 736: Gutted and amended. (No SCAG position). SB 417: Signed by Governor.
AB 888 (Calderon)	Support – 5/1/25	California Safe Homes Grant Program	This bill would establish the California Safe Homes grant program, which would be funded by appropriation from the Legislature to provide grants for home hardening and communitywide mitigation for individuals and local governments.	Signed by Governor.
AB 891 (Zbur)	Support – 5/1/25	Quick-Build Project Pilot Program	This bill would establish the Quick-Build Project Pilot Program and require Caltrans to fund and	Died.

Bill Number	Position/RC Action	Topic	Summary	Status
			implement six improvements under it by December 2028.	
AB 1007 (Rubio, B.)	Support - 6/05/25	Permit Streamlining Act Reform	This bill would expedite housing project approvals by requiring responsible agencies to act within 45 days of lead agency approval or application completion for residential and mixed-use developments.	Signed by Governor.
AB 1131 (Ta)	Support – 5/1/25	Congregate Care Housing Units RHNA Credits	This bill would allow jurisdictions to include the number of approved congregate care housing units in their APRs to HCD and apply for credits for these units to be included in their RHNA to satisfy up to 15 percent of a jurisdiction's allocation for any income category.	Died: Reintroduced as AB 1567 (See 2026 Bills)
AB 1244 (Wicks)	Watch - 6/05/25	VMT Mitigation Fee	This bill would establish a statewide mitigation fund for transit-oriented housing, which will pool developer contributions to support infill projects through the existing TOD Implementation fund under HCD.	Included in AB 130 (Housing Budget Trailer Bill I) and signed into law by Governor Newsom on 6/30/25.
AB 1275 (Elhawary)	Watch - 6/05/25	Regional Housing and RTP	This bill would align RHNA and SCS timelines by requiring HCD to provide COGs with a final RHND one year early and COGs to delegate subregions to consider including SCS development patterns in the RHNA distribution methodology.	Signed by Governor.
AB 1276 (Carrillo)	Support - 6/05/25	Housing Developments: Ordinances, Policies, and Standards	This bill would extend existing requirements on cities and counties to state and regional agencies, helping ensure housing projects aren't subject to regulatory changes at the state and regional agency level after a preliminary application is submitted.	Died.

Bill Number	Position/RC Action	Topic	Summary	Status
AB 735 (Carrillo) & SB 415 (Gómez Reyes)	Oppose - 6/05/25	AB 98 Reform	This bill would clarify various aspects and amend AB 98 (Carrillo & Reyes, 2024). These changes include extending the Circulation Element update deadline, except for some SCAG jurisdictions and authorizes the AG to fine noncompliant jurisdictions not making a "good faith" effort to meet that requirement, among various other changes.	AB 735: Passed Asm. Floor 61-4. Ordered to inactive file by the author as SB 415 became the main bill. SB 415: Signed by Governor.
2026 LEGISLATIVE SESSION BILLS				
AB 2002 (Solache)	Sponsor – 3/5/26	Regional Early Action Planning (REAP 1.0)	AB 2002 would establish a new Regional Early Action Planning (REAP) Fund in the State Treasury to provide state funding for councils of governments, regional entities, and local jurisdictions to support housing planning and implementation associated with the 7th and future Regional Housing Needs Assessment (RHNA) cycles.	Died
SB 1087 (Cabaldon)	Sponsor - 3/5/26	Sustainable Communities Strategies Modernization	SB 1087 would modernize the Sustainable Communities Strategies framework established under SB 375 by updating regional planning requirements to better reflect current transportation, housing, and climate realities, including a greater focus on project implementation, improved alignment with evolving state goals, and increased transparency in the greenhouse gas target-setting process.	Signed by Governor.
AB 1855 (Jeff Gonzalez)	Support - 3/27/26	Passenger Rail CEQA Exemption	AB 1855 would expand an existing California Environmental Quality Act (CEQA) exemption for passenger rail projects by removing the requirement that projects be exclusively	Died.

Bill Number	Position/RC Action	Topic	Summary	Status
			operated by zero-emission or Tier 4 rolling stock and by narrowing the right-of-way condition to apply only to the mainline rail component. The bill also allows certain projects in nonattainment air basins to qualify for the exemption if they establish new passenger rail service along highway corridors, broadening eligibility to facilitate the expansion of rail service infrastructure.	
SB 1411 (Stern)	Support - 5/7/26	High-Speed Rail Cap Removal	SB 1411 would provide the California High-Speed Rail Authority with greater flexibility to use Greenhouse Gas Reduction Fund revenues by removing the current funding cap for activities outside of the Merced-to-Bakersfield segment, allowing investments in early works and partnership-based projects so long as they improve project efficiency and do not delay completion of the initial operating segment.	Died.
AB 2059 (Wilson)	Support - 5/7/26	VMT Mitigation: Rural Counties	AB 2059 would provide relief from California Environmental Quality Act (CEQA) vehicle miles traveled (VMT) mitigation requirements by establishing a presumption that certain transportation projects in non-metropolitan counties have a less-than-significant transportation impact, streamlining project delivery in rural areas.	Signed by Governor.
AB 1903 (Wicks)	Support - 5/7/26	Construction Defects: Condominium and Townhomes	AB 1903 would revise California's residential construction defect framework by establishing an optional certified building process and updating pre-litigation requirements, evidentiary standards, and homeowner association procedures to encourage earlier inspection and	Died.

Bill Number	Position/RC Action	Topic	Summary	Status
			repair, increase transparency, and reduce reliance on litigation in housing development.	
AB 1567 (Ta)	Support - 5/7/26	RHNA Credits: Senior Housing	AB 1567 would allow jurisdictions, beginning with the 7th housing element cycle, to count approved congregate housing and residential care facilities for the elderly toward up to 15 percent of their Regional Housing Needs Allocation across income categories, improving how these housing types are recognized in annual housing reporting.	Vetoed by Governor.
AB 2576 (Harabedian)	Support - 5/7/26	Historic Resource Designation	AB 2576 would refine California's transit-oriented development (TOD) framework by clarifying the treatment of certain pre-2025 historic resources, allowing eligible sites to be excluded from TOD density requirements while maintaining existing limits on overall exclusions within TOD zones.	Signed by Governor.
AB 1623 (Davies)	Support - 5/7/26	RHNA Credits: Student Housing	AB 1623 would require certain qualifying student housing units to be counted toward a jurisdiction's lower-income Regional Housing Needs Allocation and included in annual housing reports, improving how student housing is recognized in regional housing planning and tracking.	Died.
SB 1414 (Reyes)	Oppose - 7/2/26	County of San Bernardino: Citizens Redistricting Committee	SB 1414 would create a 14-member commission responsible for redrawing supervisorial district boundaries in the year following each federal decennial census and require the County Board of Supervisors to provide funding, staffing, and access to redistricting data and mapping software to support the commission's work.	Signed by Governor.
SB 866 (Blakespear)	Oppose - 7/2/26	Housing Element: Unhoused Population	SB 866 would require local governments that do not receive funding from the Homeless Housing, Assistance, and Prevention (HHAP) program to	Died.

Bill Number	Position/RC Action	Topic	Summary	Status
			expand the scope of data and analysis included in the homelessness program of their housing elements.	
AB 2296 (Papan)	Support – 7/2/26	housing element deadlines	This bill, except with respect to the 7th housing element cycle for councils of governments with a housing element revision due date during the calendar year 2027, 2028, or 2029, would instead require that the above-described methodology be developed at least 21/2 years before a scheduled revision of the housing element, and that the distribution of the draft allocation plan be made at least 2 years before a scheduled revision of the housing element, respectively.	Signed by Governor.
SB 675 (Padilla)	Oppose – 9/2/26	Imperial County Air Pollution Control District	This bill restructures the governing board of the Imperial County Air Pollution Control District (district) from the five-member county board of supervisors to an 11-member board consisting of one county, five city, and four public members.	Died.
SB 741 (Blakespear)	Support – 9/2/26	Low Carbon Transit Operations Program	This bill clarifies how transit agencies may spend funds received under the Low Carbon Transit Operations Program (LCTOP), repeals the requirement for transit agencies to demonstrate how funds reduce greenhouse gas (GHG) emissions, and generally streamlines the LCTOP program.	Signed by Governor.
SB 1167 (Blakespear)	Support – 9/2/26	Vehicles: electric bicycles	This bill revises the definitions of electric bicycles (e-bikes), motor-driven cycles, and mopeds, updates the labeling and disclosure requirements for manufacturers and sellers of these devices, and prohibits noncompliant vehicles from being advertised as e-bikes. This bill additionally establishes new operational and safety requirements and imposes additional reporting	Signed by Governor.

Bill Number	Position/RC Action	Topic	Summary	Status
			requirements on law enforcement, among other things.	

AGENDA ITEM 6

REPORT

Southern California Association of Governments
December 3, 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 7

REPORT

Southern California Association of Governments
December 3, 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

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

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 8

REPORT

Southern California Association of Governments
December 3, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

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

Subject: Purchase Orders, Contracts, and Contract Amendments below the Regional Council's Approval Threshold

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION:
Information Only - No Action Required

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 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 9

REPORT

Southern California Association of Governments
December 3, 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

AGENDA ITEM 10

REPORT

Southern California Association of Governments
December 3, 2026

To: RC - Regional Council

EXECUTIVE DIRECTOR'S APPROVAL



From: Scott Strelecki, Planning Supervisor
213-236-1893, strelecki@scag.ca.gov

Subject: Current State of the Port of Long Beach Amid Evolving Freight Trends

RECOMMENDED ACTION:
Information Item – No Action Required.

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

EXECUTIVE SUMMARY:
The San Pedro Bay Ports Complex is the nation's largest containerized seaport complex and ranks among the world's busiest ports, serving as a critical economic engine for Southern California and the broader U.S. supply chain. Since the adoption of Connect SoCal 2024, the region's goods movement system has continued to navigate evolving trade policies, geopolitical developments, economic uncertainty, shifting consumer demand, and rising transportation costs. As Southern California plans for long-term growth and prepares for the 2028 Olympic and Paralympic Games, priorities such as supply chain resilience, sustainability, strategic infrastructure investment, and regional competitiveness remain increasingly important. The December Regional Council meeting will feature a presentation from Dr. Noel Hacegaba, Chief Executive Officer of the Port of Long Beach, who will provide an update on emerging trends affecting goods movement and discuss the Port's efforts to strengthen regional economic competitiveness, sustainability, and supply chain resilience, and discuss how the Port is positioning the region to support major events such as the 2028 Olympic and Paralympic Games.

BACKGROUND:
The SCAG region is home to nearly 19 million residents, over 48 percent of the state's population and generating $1.6 trillion in regional gross domestic product (GDP) ranking as the 16th largest economy worldwide. The region represents the largest goods movement area in the U.S. when factoring for its combined seaports, railroads, air cargo, interstates and highways, local roadway access, trucking services, border crossings, and industrial footprint with greater than 2.5 billion square feet in inventory. Since the adoption of Connect SoCal 2024, the resiliency of the region's freight system infrastructure and facilities have been continually tested to extreme degrees due to increasing supply

chain complexities, rapid technology progression, and consumer trends expecting same-day and more frequent deliveries:

- Renewed geopolitical tensions including military conflicts and tariff-based trade relationships leading to disrupted trade flows and equipment positioning;
- Accelerated inflationary pressures impacting consumers and manufacturing;
- Increased state regulations towards clean technologies, industrial development, and truck operations;
- Continued growth in e-commerce and omnichannel purchase expectations and shipments equating to higher delivery frequencies; and
- Added focus for planning and preparations for the 2028 Olympic and Paralympic Games.

The San Pedro Bay Ports (SPBPs) Complex is the largest containerized seaport trade gateway in the nation and within the Western Hemisphere. This complex supplies and supports greater than $600 billion in international trade including 20 million annualized twenty-foot equivalent units (TEUs). The SPBPs connect goods through Southern California's extensive freight system of Class I and short-haul rail services including 1,400 weekly freight trains, commercial airport air cargo operations totaling greater than 3.4 million freight tons, industrial facilities totaling greater than 2.5 billion square feet supporting manufacturing and direct e-commerce fulfillment and retail and business storefronts; and a highway system comprised of 56,000 road miles and 1,625 miles of highways and Interstates.

Over the past decade, the SPBPs have witnessed annualized container growth of a little over 2% as of September 2026. The Port of Long Beach has been the key driver of this growth, averaging annualized performance of nearly 3.5% during this time, while the Port of Los Angeles has witnessed growth at nearly 1.3%. The SPBPs Complex serves as the largest trade gateway in Southern California supporting 1 in 9 jobs equating to about 1 million direct and induced jobs in the SCAG region and California, and, when combining total economic effects, nearly 3.5 million jobs across the United States.

The SPBPs Complex and the region's goods movement-related industry economies of scale support an ever-increasing Southern California market for many businesses and industries. The region's interconnected intermodal freight systems equally extend and support adjacent regional markets in California, Southern Nevada, Arizona, Mexico, and the rest of the United States.

GOODS MOVEMENT PLANNING AND PROGRAMS:

The SPBPs continue to invest in numerous capital improvement programs to sustain and enhance facilities and operations. Infrastructure investments include land and wharf expansion, draft navigation, digital operations, track realignment, on-dock rail facilities, and zero-emission technologies, among others. These investments are anticipated to modernize infrastructure, triple rail capacity and scale the transition to zero-emission operations.

These Port investments are reflected within Connect SoCal as part of the goods movement implementation strategies and initiatives and are combined with broader freight system investments supporting transportation connections from the SPBPs to the rest of the region. Beyond Connect SoCal, the Port of Long Beach and SCAG share a strong working partnership in building robust regional programs, studies and analysis, leveraging the Port's key planning and capital improvement programs. The Port is regularly involved in SCAG's work efforts. This includes further scaling zero emission technologies for goods movement by generating a regional planning roadmap and infrastructure assessment tools through SCAG's Southern California Zero Emission Truck Infrastructure Study (ZETI) and by leveraging federal, state, and local funding programs with the Last Mile Freight Program (LMFP) cultivating public-private partnerships.

The 2028 Olympic and Paralympic Games (Games) are another major example of SCAG's partnership with the Port of Long Beach. SCAG leads the Games Mobility Executive (GME) Transportation Demand Management (TDM) Subcommittee and is using the 2028 Games TDM Strategic Plan and the freight forums to coordinate closely with freight industry stakeholders. This work includes guidance on freight operational strategies, demonstrations, and communications plan development ahead of the Games. Given recent global freight challenges, it also offers the Port and the region's supply chain a valuable opportunity to collaborate on strategies that support Games operations and create legacy outcomes.

NEXT STEPS:
SCAG will continue to coordinate closely with the Port of Long Beach as the agency advances Connect SoCal 2050, supports regional preparations for the 2028 Olympic and Paralympic Games, and transitions to other comprehensive goods movement planning areas including emerging technologies, resiliency, and broader freight system operations.

FISCAL IMPACT:
None.