



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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MEETING NO. 683

REGIONAL COUNCIL

Thursday, July 2, 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

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

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

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

General Information for Public Comments

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

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

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



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REGIONAL COUNCIL AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, July 2, 2026
11:45 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Ray Marquez, President)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CHAIR'S REPORT

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

ACTION ITEMS

1. SB 79 Approach and Methodology
(Elizabeth Carvajal, Deputy Director-Land Use, SCAG)

PG. 11

RECOMMENDED ACTION:

Recommend that the Regional Council approves the Senate Bill 79 Approach and Methodology.

2. FY26 FTA Olympic & Paralympic Formula Funding
(Kome Ajise, Executive Director, SCAG)

PG. 28

RECOMMENDED ACTION:

Approve staff's recommendation to submit a split letter to the Federal Transit Administration (FTA) allocating the Los Angeles – Long Beach – Anaheim Urbanized Area FY 2026 Olympic and Paralympic Formula Funding Apportionment of \$89,466,188 to the Los Angeles County Metropolitan Transportation Authority (Metro).



CONSENT CALENDAR

Approval Items

3. Minutes of the Meeting – June 4, 2026 PG. 36
4. Adoption of FY 2026-27 Salary Schedule and Performance Criteria Scale PG. 49
5. Contracts \$500,000 or Greater: 26-052-C01, SCAG Tax Increment Finance Program PG. 54
6. Contracts \$500,000 or Greater: 26-062-C01, SCAG Regional Safety Action Plan PG. 65
7. Release of Draft Transportation Conformity Analyses of Draft 2027 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 Amendment 2 PG. 77
8. Draft 2027 FTIP and Draft Connect SoCal 2024 Amendment 2 - Release for Public Review and Comment PG. 80
9. SCAG Toll Credit/Transportation Development Credit (TC/TDC) Policy PG. 89
10. Last Mile Freight Program (LMFP) Rebate Program Reopening and Application Selection Process PG. 106
11. AB 2296 (Papan) – Support if Amended PG. 123
12. Mid-Cycle Legislative Update Bills - Oppose PG. 128
13. SCAG Memberships and Sponsorships PG. 136

Receive and File

14. July 2026 State and Federal Legislative Update PG. 138
15. 2026-2027 Presidential Priorities PG. 146
16. Purchase Orders, Contracts and Contract Amendments below Regional Council Approval Threshold PG. 158
17. CFO Monthly Report PG. 169

BUSINESS REPORT

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



PRESIDENT'S REPORT

(The Honorable Ray Marquez, President)

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1
REPORT

Southern California Association of Governments
July 2, 2026

To: RC - Regional Council
From: Elizabeth Carvajal, Deputy Director (Land Use)
213-236-1801, carvajal@scag.ca.gov
Subject: SB 79 Approach and Methodology

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Recommend that the Regional Council approves the Senate Bill 79 Approach and Methodology.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Senate Bill 79 (SB 79), the Abundant and Affordable Homes Near Transit Act, was approved in October 2025 and establishes new statutory requirements intended to increase housing production and affordability near high-quality transit. Among its provisions, SB 79 requires each Metropolitan Planning Organization (MPO) in California to develop and maintain a map identifying qualifying transit-oriented development stops and zones around eligible transit stations.

SB 79 assigns the California Department of Housing and Community Development (HCD) a central oversight and guidance role in implementation. The legislation directs HCD to consult with MPOs, provide technical guidance, and support consistency in how MPOs interpret statutory definitions, eligibility criteria, and mapping methodologies. HCD released the SB 79 Advisory Clarifications on Definitions (HCD Clarifications) on March 20, 2026 which SCAG utilized, along with the statute, to develop the SB 79 Approach and Methodology (Methodology) and the SCAG region's SB 79 Map.

SCAG released the SB 79 Approach and Methodology on May 22, 2026, and the draft SB 79 map on June 1st and requested that stakeholders provide corrections, with documentation, by June 12th. The SB 79 Approach and Methodology was recommended for approval by the Community, Economic, and Human Development (CEHD) Policy Committee at their June 4th meeting. This report includes a summary of the major feedback themes with a summary of the revisions to Methodology and the map.

BACKGROUND:

On October 10, 2025, Governor Newsom signed [Senate Bill 79 \(SB 79\)](#), the Abundant and Affordable Homes Near Transit Act, into law. Authored by Senator Scott Wiener (D–San Francisco), the bill establishes statewide standards to streamline housing development near transit by defining and mapping Transit Oriented Development (TOD) zones and stops. SB 79 aims to accelerate transit-oriented housing production by making qualifying projects an allowed use on sites zoned for residential, mixed-use, or commercial development if the project meets applicable requirements.

The law becomes operative July 1, 2026, unless a local agency adopts a compliant TOD ordinance, alternative plan approved by the Department of Housing and Community Development (HCD) before that date or secures deferred effectuation. For unincorporated areas, the provisions apply beginning with the planning of the 7th Regional Housing Needs Allocation (RHNA) cycle.

The legislation requires that Metropolitan Planning Organizations (MPOs), like SCAG, develop and maintain a map identifying and classifying Tier 1 and Tier 2 TOD zones around major transit stops. The statute provides that the MPO map should be prepared in accordance with the guidance prepared by the California Department of Housing and Community Development (HCD). The statute also states that the map carries a rebuttable presumption of validity for use by project applicants and local governments.

SCAG engaged with other affected MPOs and the HCD regarding interpretation of key statutory terms relevant to the MPO mapping assignment. The HCD provided the [SB 79 Advisory Clarifications on Definitions](#) (HCD Clarifications) on March 20, 2026.

State Agency Coordination

Since passage of SB 79, SCAG has worked collaboratively with HCD and impacted MPOs statewide to interpret legislative requirements, clarify statutory terminology, and establish a consistent statewide implementation framework. The legislation includes several provisions and definitions that require additional clarification, including eligibility thresholds, station classification criteria, and mapping methodology requirements.

Initial interagency coordination efforts began in November 2025, when SCAG engaged the HCD and peer MPOs to support early implementation planning for SB 79. During this period, SCAG submitted formal correspondence to HCD requesting statutory guidance, to inform development of the TOD mapping methodology. Following receipt of SCAG’s correspondence, HCD conducted outreach to SCAG and other MPOs requesting submission of implementation related questions and availability for coordination meetings intended to support development of consistent statewide guidance. SCAG subsequently compiled and transmitted a series of technical and policy clarification questions to HCD addressing statutory interpretation, eligibility criteria, and methodological considerations associated with map development.

HCD presented draft advisory clarifications on the legislation’s definitions and preliminary implementation concepts for review and MPOs feedback. MPOs, including SCAG, provided detailed input regarding technical feasibility, data availability, and consistency with existing regional planning frameworks and mapping practices. During this phase, SCAG submitted formal written comments addressing HCD’s draft advisory clarifications and proposed implementation approach. In March 2026, the HCD issued SB 79 Advisory Clarifications on Definitions to MPOs to support compliance with SB 79. SB 79 Advisory Clarifications on Definitions provided clarification regarding statutory definitions, eligibility criteria, and mapping expectations necessary to support consistent statewide implementation.

Approach and Methodology

SCAG’s approach to map development focused on providing clear and transparent assumptions and processes that meet SCAG’s mapping obligation in the statute and provide affected jurisdictions with the necessary information to inform local land use decisions. SCAG’s mapping approach was informed by:

- SB 79 statute
- HCD Clarifications
- Technical implementation steps necessary to apply the statute and HCD Clarifications

SCAG’s SB 79 Approach and Methodology (Methodology) (Attachment 1) outlines the key terms that informed map development and how SCAG staff arrived at a recommended approach to produce the map, which include:

- Urban transit county (Passenger Rail Station)
- TOD stops and TOD zones (including planned transit projects)
- Commuter rail service frequency
- Heavy and light rail transit
- Bus service
- Pedestrian access point

The above terms do not include all the terms included in the statute, but are instead those that required greater clarity to inform map development.

The Methodology outlines each of the terms that required further clarification by starting with the language included in the statute, moving on to the HCD Clarifications, and summarizing SCAG’s applicability, meaning the approach that SCAG took in defining the term and informing map development.

As an initial step in implementing SB 79, SCAG conducted a regional assessment to determine which counties within the SCAG region met the statutory definition of an “urban transit county.” The legislation establishes minimum eligibility thresholds based on the number of qualifying passenger rail stations located within a county and the HCD clarifications further defined that the stations needed to be operational. By the statutory implementation date of July 1, 2026, Los Angeles County is expected to be the only county within the SCAG region to meet the SB 79 eligibility threshold of at least 15 qualifying passenger rail stations. Based on this determination, SCAG focused initial mapping efforts within Los Angeles County. Orange County is expected to become an urban transit county when the OC Streetcar opens.

As previously noted, the methodology was developed to inform the map development—it is the technical basis for the map and will be applied to all urban transit counties in the SCAG region. Based on the methodology, SCAG staff engaged affected Los Angeles County transit operators to collect data that was critical to map development and responded to inquiries from affected jurisdictions. Following completion of the station validation process, SCAG developed the SB 79 TOD Map for Los Angeles County. Within Los Angeles County, SCAG identified approximately over 200 qualifying transit stations across over 40 jurisdictions that met SB 79 eligibility criteria.

Major Themes and Corrections

SCAG reviewed all comments received during the review period. Not all requested changes resulted in revisions to the Methodology or map; where a requested change was not supported by the statute, HCD Clarifications, or available documentation, SCAG did not incorporate the requested change. Corrections in the SB 79 map and the Methodology include the following:

1) Specific stop corrections (additions/deletions)

SCAG received several corrections with documentation highlighting several stops for inclusion or removal from the draft SB 79 map. Each request was evaluated and when found eligible based on the statute and HCD clarifications, the correction was made in the map. These corrections are listed in Attachment 2.

2) Pedestrian Access Points

Comments on Pedestrian Access Points generally focused on planned projects and a greater level of accuracy in where the Pedestrian Access Point was sited.

As detailed in Attachment 1, SCAG utilized General Transit Feed Specification (GTFS) data, when available, to map the pedestrian access points. For light and heavy rail stations, GTFS data points are typically represented by a ‘0’ which represents the station location/the platform and a ‘2’ which represents access points to a station including but not limited to elevators, escalators, and stairs.

When both a '0' (station/platform) and '2' (access points) are available, SCAG will utilize the '2' point and remove the '0' and will not modify any of the '2' points included in the GTFS data. However, when a '0' is the only point available for planned projects, SCAG will utilize this information except for circumstances when a project is operational or when a planned project has construction drawings with sufficient level of detail identified by transit operator. The methodology has been updated to reflect this exception. In these circumstances, SCAG will work with the transit operator to identify and map the pedestrian access points and provide the corresponding latitude and longitudinal coordinates for inclusion in future GTFS publications.

Given adjusted direction from HCD on planned projects with a Locally Preferred Alternative (LPA), see item 5 below, the pedestrian access points for these projects will be developed in close coordination with transit operator and will include either the center point of platform or the nearest street intersection, based on data availability, with the goal of siting them as close to the future station as possible. While an updated map will be posted on July 1, given the complexity and time needed to manually map projects with construction drawings or those with a locally preferred alternative but no available GTFS data, these points will be added in a future map update after July 1.

3) Disclaimer Language

The SB 79 map includes disclaimer language. Comments on the disclaimer language focused on requests that verification of transit service, transit project plans, and current transit service levels not be referred to local agencies and remain a SCAG function. Additionally, comments raised concerns that the disclaimer language shifted responsibility of parcel level to determinations to local jurisdictions.

SCAG has updated the Disclaimer Language to further clarify roles and responsibilities. Given that SCAG is not the originator of the data points and the data is a reflection of what was provided to SCAG at the time of map development/update, questions about transit level of service will need to be referred to transit agencies and land use determinations lie with local jurisdictions.

4) Timing of Map Updates

SCAG has committed to annual updates. Comments requested more clarification on when these updates will occur and information on process and related engagement. Given that SCAG is not the originator of the SB 79 mapping data, annual updates will require collaboration from applicable jurisdictions and transit operators to collect data on transit corridor project status, bus service, commuter rail frequency, and information on dedicated lanes, and similar. SCAG will develop a process for annual updates and share with stakeholders.

5) Projects with Environmental Clearance versus a Locally Preferred Alternative or construction funding in the FTIP

Most of the comments received focused on planned projects and SCAG's proposed approach to only mapping a project once the environmental clearance has been secured or when the project has construction funding in the Federal Transportation Improvement Program (FTIP). Comments were divided between stakeholders noting agreement with greater station certainty that comes with a fully environmentally cleared project and those who raised concerns that SCAG's approach strayed from the statute and HCD Clarifications.

SCAG engaged with HCD and other MPOs during development of the HCD Clarifications and understood the Clarifications to allow MPOs to only map planned projects with full environmental clearance or construction funding in the FTIP. Following additional review, HCD provided further direction to SCAG on June 22, 2026, indicating that SB 79 maps should include planned projects with a locally preferred alternative and should not be limited to projects that have completed environmental clearance.

Accordingly, the methodology has been revised to reflect this additional HCD direction. SCAG will incorporate this adjustment into the SB 79 map after receiving official clarification from HCD.

6) Commuter Rail Frequency

Comments were received requesting that SCAG align mapping with HCD Clarifications which focus on mapping stations based on cumulative service, regardless of commuter rail operator, at a stop. The SCAG SB 79 map does in fact align with the HCD Clarifications and maps stations based on cumulative service. Additional Metrolink stations (Covina and Cal State LA) will be added to the map as corrections.

7) Jurisdictions with population under 35,000

The SB 79 statute includes provisions that radius beyond the ¼ mile does not apply to cities with less than 35,000 people. The draft map uniformly included the 200 foot, ¼ mile and ½ mile radius across the board. The map and methodology have been revised to reflect this correction and for applicable cities will only include the 200 foot buffer and the ¼ mile buffer.

8) CEQA and Environmental Review

SCAG received a comment that preparation or approval of the SB 79 map requires environmental review under the California Environmental Quality Act (CEQA). SCAG does not agree that the SB 79 map requires CEQA review. SCAG's action is limited to carrying out the statutory mapping function required by SB 79 by applying the statutory criteria and HCD guidance to identify TOD stops, zones, and tiers. The map is not a zoning amendment, land use approval, project approval, funding approval, or authorization for construction, and it does not make parcel-specific or project-level eligibility determinations. Therefore, no action was taken in response to the comment.

Outreach

Following development of the draft map, SCAG initiated a stakeholder outreach process to share the methodology, mapping assumptions, and overall map usability and availability. The goal of this engagement was to work with impacted Los Angeles County jurisdictions and transit operators to identify any errors or corrections that need to be addressed in the map. SCAG staff coordinated with transit operators and Los Angeles County jurisdictions on data collection and corrections.

A Los Angeles County information session was held on June 9, 2026 for impacted jurisdictions and transit operators, and targeted one-on-one meetings were available the weeks of June 15th and June 22nd.

SCAG also reviewed written comments submitted by members of the public, advocacy organizations, local jurisdictions, and other stakeholders.

NEXT STEPS:

In accordance with SB 79 requirements, SCAG will update the SB 79 map when a county becomes an urban transit county and on an annual basis.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. SB 79 Approach and Methodology
2. SB 79 List of Map Corrections

SB 79 MAPPING APPROACH AND METHODOLOGY

BACKGROUND

On October 10, 2025, Governor Newsom signed [Senate Bill 79 \(SB 79\)](#), the Abundant and Affordable Homes Near Transit Act, into law. Authored by Senator Scott Wiener (D–San Francisco), the bill establishes statewide standards to streamline housing development near transit by defining and mapping Transit Oriented Development (TOD) zones and stops. SB 79 aims to accelerate transit-oriented housing production by making qualifying projects an allowed use on sites zoned for residential, mixed-use, or commercial development if the project meets applicable requirements.

The law becomes operative July 1, 2026, unless a local agency adopts a TOD ordinance or a TOD alternative plan deemed compliant by the Department of Housing and Community Development (HCD) before that date or secures deferred effectuation. For unincorporated areas, the provisions apply beginning with the planning of the 7th Regional Housing Needs Allocation (RHNA) cycle.

The legislation requires that Metropolitan Planning Organizations (MPOs), like SCAG, develop and maintain a map identifying and classifying Tier 1 and Tier 2 TOD zones around major transit stops. The statute provides that the MPO map should be prepared in accordance with the guidance prepared by the California Department of Housing and Community Development (HCD). The statute also states that the map carries a rebuttable presumption of validity for use by project applicants and local governments.

SCAG engaged with other affected MPOs and the HCD regarding interpretation of key statutory terms relevant to the MPO mapping assignment. The HCD provided the [SB 79 Advisory Clarifications on Definitions](#) (HCD Clarifications) on March 20, 2026.

APPROACH

SCAG's approach to map development is focused on providing clear and transparent assumptions and processes that meet SCAG's mapping obligation in the statute and provide affected jurisdictions and other stakeholders with the necessary information to inform local land use decisions. SCAG's mapping approach was informed by:

- SB 79 statute
- HCD Clarifications
- SCAG's technical interpretation of statute where HCD guidance was broad or lacked clarity

The following outlines the key terms that informed map development and how SCAG staff arrived at a recommended approach to produce the map.

SB 79 MAPPING TERMS

Urban Transit County

The first step in assessing SB 79 eligibility is to identify eligible urban transit counties. The statute defines urban transit counties as counties with more than 15 passenger rail stations. SB 79 does not indicate whether those passenger rail stations are required to be operational or whether planned stations count towards the 15 stations.

The HCD Clarifications state that:

a passenger rail station includes all forms of public heavy rail, light rail, or commuter rail stations that are in active operation and provide regular service. A passenger rail station does not include planned rail stations that are not yet in service. A passenger rail station occupying one physical location counts as a single station, even if multiple rail services utilize the station.

SCAG applicability: As of June 2026, Los Angeles County is the only urban transit county in the SCAG region. Orange County is anticipated to qualify as an urban transit county when the OC Streetcar opens for revenue service, subject to confirmation that the county then has more than 15 qualifying passenger rail stations under SB 79 and HCD's Clarifications. Future transit extensions and projects throughout the SCAG region will continue to be evaluated to determine whether additional counties may qualify as urban transit counties in the future.

Once an urban transit county is identified, **major transit stops** need to be evaluated to assess whether they qualify as TOD stops under the SB 79 statute.

TOD Stops (Tier 1 and Tier 2) and TOD Zones

SB 79 applicability is determined by the transit service type and level of frequency within an urban transit county.

TOD stops are major transit stops as defined by [Section 21064.3 of the Public Resources Code](#), and also include stops on a route for which a preferred alternative has been selected or which are identified in a regional transportation improvement program, that is served by heavy rail transit, very high frequency commuter rail, high frequency commuter rail, light rail transit, or bus service within an urban transit county meeting the standards of paragraph (1) of subdivision (a) of [Section 21060.2 of the Public Resources Code](#).

The statute includes two different tiers of TOD stops, each with distinct transit service characteristics and corresponding allowable development intensities.

To qualify as a Tier 1 TOD stop, a major transit stop must be served by heavy rail or by very high-frequency commuter rail (72 daily trains across both directions).

To qualify as a Tier 2 TOD stop, a major transit stop must be served by light rail, high frequency commuter rail (48 daily trains across both directions), or bus service meeting

the standards of paragraph (1) of subdivision (a) of Section 21060.2 of the Public Resources Code.

Planned Transit Projects

As noted in the TOD stop definition above, the statute encompasses planned projects (meaning transit projects that are not yet constructed or operational). This is inclusive of projects for which a locally preferred alternative has been selected or those identified in a regional transportation improvement program.

On environmental clearance, the HCD Clarifications [published on March 22, 2026](#) note:

- *Selected preferred alternative route stops from an adopted CEQA/NEPA document, an adopted locally preferred alternative (LPA), or other local implementing document as determined by the MPO, regardless of their status in a federally or state mandated TIP.*

For projects with funding in the transportation improvement program, the HCD Clarifications note:

- *An existing or planned transit station or stop identified in a region's federally or state-mandated transportation improvement program (TIP) that is served by any of the following: light rail or heavy rail, high-frequency or very high-frequency commuter rail, or eligible bus service (see also "Bus Service"). Planned TOD stops in a region's TIP may be limited to include only those with any amount of committed construction funding.*

HCD provided additional initial direction to SCAG on June 22, 2026, indicating that, upon further review, the SB 79 map should include projects with a locally preferred alternative and should not be limited to those projects with full environmental clearance. SCAG has revised this methodology to reflect this direction.

SCAG applicability: Based on discussions with HCD and the HCD Clarifications published on March 22, 2026, SCAG's approach to planned projects ~~is~~ was to map planned TOD stops where the station or stop location has sufficient certainty for regional mapping purposes. For purposes of the SB 79 map, SCAG's approach was to ~~will~~ treat a planned project as having sufficient certainty where the project has completed full environmental clearance under the California Environmental Quality Act (CEQA) and, when required, the National Environmental Policy Act (NEPA). ~~This approach will result in mapping planned projects that have more certainty in station location siting. This does not eliminate the possibility of a station location moving at a later date, but does create more certainty about where the station might be located. However, based on the additional initial direction received from HCD, SCAG's approach to planned projects will be to map planned TOD stops where a locally preferred alternative has been selected, and will not require full environmental clearance. This adjustment will be implemented on the SB 79 map once official clarification has been received from HCD.~~

Additionally, SCAG will map projects identified in the Federal Transportation Improvement Program (FTIP) only when they include committed construction funding. This approach ensures that there is a greater degree of certainty that the project will be constructed.

~~Where a project is multi-phased and one phase has clearance but is not operationally feasible until another phase has clearance, SCAG will not map the phase until the related phase or phases necessary for operational feasibility have also achieved the required level of project certainty.~~

TOD Zones

Although SB 79 specifies a one-half-mile radius for defining TOD zones, SCAG will enhance this approach by mapping around each qualifying TOD stop three distinct buffer areas as identified in SB 79: a 200-foot buffer, a quarter-mile buffer, and a half-mile buffer. Multiple buffers allow for a more nuanced understanding of the built environment and potential development intensity surrounding each stop. By displaying multiple buffers, SCAG's TOD map will provide planners, jurisdictions, and stakeholders with a clearer spatial framework for assessing housing and land use opportunities consistent with SB 79 objectives. Furthermore, if a zone buffer intersects a parcel, the entire parcel shall be considered within the zone for development under SB 79.

The SB 79 statute includes provisions that radius beyond the ¼ mile does not apply to cities with less than 35,000 people. As such, the SCAG region SB 79 map will only include the 200 foot buffer and the ¼ mile buffer for cities that have a population under 35,000.

Commuter Rail

Under SB 79 and HCD's Clarifications, Metrolink and Amtrak Pacific Surfliner are recognized as commuter rail systems, and stations within their service network will be included in the SB 79 map when they meet the required weekday service frequency threshold for qualifying Tier 1 or Tier 2 transit stops. SCAG understands that SB 79's exemption of long-distance routes applies only to services such as the Amtrak Southwest Chief or Amtrak Sunset Limited, which traverse multiple states.

Commuter Rail Service Frequency

To determine which stations qualify under SB 79, a "day" is defined as a typical weekday service day. Overall frequency of commuter rail service is calculated at the station level, rather than at the line or system-wide level, to more accurately reflect the actual level of service available to each station area.

When defining high frequency or very high frequency commuter rail, the statute defines this as **a commuter rail service** and specifies how many trains must be operated at the station to meet the definition of high or very high commuter rail service.

The HCD Clarifications state, *"In assessing whether a station meets this threshold, frequency is based on the total number of trains serving the station, including trains operated by multiple commuter rail services where applicable. This approach reflects the overall level of transit access and frequency experienced by riders at a given stop."*

SCAG applicability: SCAG's evaluation of commuter rail service frequency when calculating whether a station qualifies as a Tier 1 or Tier 2 station is that the statute is focused on counting a commuter rail service at a station, whereas the HCD Clarification expands the analysis to account for every train serving a station. This increases the train frequency that can be counted and increases the number of Tier 1 and Tier 2 stations that qualify under SB 79.

SCAG's interpretation of how to account for frequency is in line with the statute as written and is that frequency is calculated at the station level for a single service or line, not aggregated across multiple services at the station level.

However, given HCD Clarifications that expand this, the SCAG map [complies with the HCD Clarifications and](#) identifies stations that are affected by the HCD Clarification and includes a note explaining the difference between the statute and HCD Clarifications. Given that land use decisions are local determinations, impacted jurisdictions in the SCAG region will need to evaluate this distinction and make the final determination as to whether they will account for cumulative service at a station or if they will only account for one line at the station level. This approach is intended to preserve transparency for affected jurisdictions, project applicants, and the HCD while maintaining the map's function as the regional SB 79 mapping resource with a rebuttable presumption of validity.

Heavy and Light Rail Transit

SB 79 defines heavy rail transit as a public electric railway line with the capacity for a heavy volume of traffic using high-speed and rapid acceleration passenger rail cars operating singly or in multicar trains on fixed rails, separate rights-of-way from which all other vehicular and foot traffic are excluded, and high platform loading. Heavy rail transit does not include California High-Speed Rail. Light rail transit includes streetcar, trolley, and tramway service. Light rail transit does not include airport people movers.

SCAG applicability: For the purposes of SB 79 implementation, LA Metro's B and D Lines are heavy rail transit, consistent with their grade-separated operation and service characteristics. All other Metro rail lines are light rail transit, including the C Line, which—despite operating primarily within its own right-of-way—does not meet the criteria for heavy rail classification. Additionally, the OC Streetcar will be recognized as a qualifying light rail transit service, given its fixed-guideway operation and alignment with light rail service standards; however, its inclusion is contingent upon the system opening for revenue service.

Bus Service

SB79 considers two types of bus stops: a Bus Rapid Transit (BRT) station and the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods (Section 21064.3 of the Public Resources Code). In either case, to be eligible as a TOD stop, SB 79 requires full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during

the morning and afternoon peak commute periods (paragraph (1) of subdivision (a) of Section 21060.2 of the Public Resources Code).

BRT is defined in Section 21060.2 of the Public Resources Code:

(a) “Bus rapid transit” means a public mass transit service provided by a public agency or by a public-private partnership that includes all of the following features:

- (1) Full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
- (2) Transit signal priority.
- (3) All-door boarding.
- (4) Fare collection system that promotes efficiency.
- (5) Defined stations.

(b) “Bus rapid transit station” means a clearly defined bus station served by a bus rapid transit.

The HCD Clarifications note that *a qualifying bus service TOD stop is a location where the bus stop is adjacent to a full-time dedicated transit lane and the average bus service intervals across the combined morning and afternoon peak periods is 15 minutes or less.*

SCAG applicability: For BRT services, such as the Metro G Line, that meet the definition in Section 21060.2 of the Public Resources Code, all associated BRT stops adjacent to a full-time dedicated bus lane are included.

For bus service not meeting the full definition of BRT, full-time dedicated bus lane segments were identified in coordination with transit agencies and local jurisdictions for consideration in this analysis. [The dedicated lane segments must be adjacent to the stop but are not required to be continuous between stops.](#) Bus service eligibility and stop inclusion were further evaluated by determining bus frequencies, which were calculated by route and direction to identify major transit stops on these segments. Each major transit stop was checked against the major transit stops identified by [Cal-ITP](#). The major transit stops adjacent to a full-time dedicated bus lane and with service frequencies of 15 minutes or less during the morning and afternoon peak commute periods are included in the SB 79 map, provided they also met the Major Transit Stop criteria through an intersecting major bus route operating at headways of 20 minutes or less.

When defining the ‘adjacency’ of a dedicated lane, SCAG includes dedicated lanes that are directly at the bus stop and those located across the intersection. However, in instances where a dedicated lane is not at a bus stop and starts or ends a block or more away, the stop will not be counted as a TOD stop under SB 79. Additionally, dedicated bus lanes that allow bicycles and/or right-turn vehicular lanes are still considered dedicated lanes.

Pedestrian Access Point

While SB 79 does not define a pedestrian access point, it requires that the distance of a transit-oriented housing development project from a TOD stop shall be measured in a

straight line from the nearest edge of the parcel containing the proposed project to a pedestrian access point for the TOD stop.

The HCD Clarifications state that *a pedestrian access point is any applicable station entrance, boarding platform access point, or location of a transit stop as defined and depicted on the applicable MPO SB 79 map. MPOs may rely on General Transit Feed Specification (GTFS) data, if provided by individual transit providers within each region, and may add additional pedestrian access points for TOD stops with multiple entrances.*

SCAG Applicability: For the purposes of SB 79 implementation, a pedestrian access point is the primary location where pedestrians enter a transit station or boarding platform and is used to determine the 200-foot, quarter-mile, and half-mile zones.

In general, the pedestrian access point corresponds to the official stop or station location contained in transit agency-provided geospatial datasets, including GTFS data for existing stops and validated shapefiles for planned stops. Because these datasets are vetted and validated by the transit operators, SCAG utilizes the geocoded points contained in the shapefile or GTFS data to represent the official, agency-approved station locations and access points.

Note the following resources for [GTFS](#) data:

- [LA Metro GTFS](#)
- [LADOT GTFS](#)
- [Metrolink GTFS](#)
- [Santa Monica Big Blue Bus GTFS](#)

[GTFS data points are typically represented by a '0' which represents the station location/the platform and a '2' which represents access points to a station including but not limited to elevators, escalators, and stairs.](#)

[When both a '0' \(station/platform\) and '2' \(access points\) are available, SCAG will utilize the '2' point and remove the '0' and will not modify and any of the '2' points included in the GTFS data. However, when a '0' is the only point available for planned projects, SCAG will utilize this information except for circumstances when a project is operational or when a planned project has construction drawings with sufficient level of detailed identified by transit operator. In these circumstances, SCAG will work with the transit operator to map the access points and pass the latitude and longitudinal points for future GTFS utilization.](#)

[For planned projects that do not have detailed drawings, Where GTFS or shapefile point data are not yet available for a planned project, SCAG will identify a point at the center of the platform or bus stop identified by the transit agency.](#)

[Given adjusted direction from HCD on planned projects with an LPA, the pedestrian access points for these projects will be developed in close coordination with transit operator and will include either the center point of platform or the nearest street](#)

intersection, based on data availability, with the goal of siting them as close to the future station as possible.

MAP UPDATES

SCAG will update the SB 79 map on an annual basis and when a county becomes an urban transit county. The annual updates will account for updated GTFS data, when an eligible transit project secures an LPA environmental clearance, and when an eligible transit project secures committed construction funding in the FTIP.

Given that SCAG is not the originator of the SB 79 mapping data, annual updates will require collaboration from applicable jurisdictions and transit operators to collect data on transit corridor project status, bus service and commuter rail frequency, and information on dedicated lanes, and similar.

SB 79 provides that when a new transit route or extension is planned that was not identified in the applicable regional transportation plan on or before January 1, 2026, those stops shall not be eligible as TOD stops unless they would be eligible as Tier 1 TOD stops. Further, if a county becomes an urban transit county subsequent to July 1, 2026, then bus service in that county shall remain ineligible for designation of a TOD stop.

DRAFT

Attachment 2: SCAG Region SB 79 map corrections

#	Location	Correction
1	City of Los Angeles	Add bus stop at Sepulveda Bl/Saticoy St (Stop ID 6160 and 14541)
2	City of Santa Monica	Add bus stop at Santa Monica Blvd / 4th Street (Stop ID 227 & 14360)
3	City of Santa Monica	Remove Lincoln Blvd/Pico Blvd (Lincoln is peak hour only)
4	City of Santa Monica	Add Santa Monica Blvd / 3rd Street - (Stop ID 3104)
5	City of Santa Monica	Add Broadway / Ocean Avenue (Stop ID 14361)
6	County of Los Angeles	Add Cal State LA Metrolink Station
7	City of Covina	Add Covina Metrolink Station
8	City of Artesia	Add Southeast Gateway Line (Artesia Station)
9	City of Long Beach	Add bus stop at 1st & Shelter E S (stop ID 4009)
10	City of Long Beach	Add bus stop at 1st & Shelter F S (Stop ID 4008)
11	City of Long Beach	Add bus stop at 1st & Shelter G S (Stop ID 4011)
12	City of Long Beach	Add bus stop at 1st & Shelter H S (Stop ID 4012)
13	City of Long Beach	Add bus stop at 1st & Shelter C N (Stop ID 4003)
14	City of Los Angeles	Add bus stop at VENICE EB & OVERLAND FS (Stop ID 1541)
15	City of Los Angeles	Remove bus stop at Figueroa & 11th St (Crypto.com Arena) (Stop ID 5278238)
16	City of Los Angeles	Remove bus stop at Figueroa / 12th (Stop ID 4991)
17	City of Los Angeles	Remove bus stop at Figueroa St & 12th St (Stop ID 5765892)
18	City of Los Angeles	Remove bus stop at Sepulveda / G Line (Stop ID 23401)
19	City of Los Angeles	Remove bus stop at Sepulveda / G Line (Stop ID 23402)

Attachment 2: SCAG Region SB 79 map corrections

#	Location	Correction
20	City of Los Angeles	Remove bus stop at Sepulveda / Oxnard (Stop ID 6152)
21	City of Los Angeles	Remove bus stop at Sepulveda / Oxnard (Stop ID 20126)
22	City of Los Angeles	Remove bus stop at Venice / Motor (Stop ID 6935)
23	City of Los Angeles	Remove bus stop at Venice / Motor (Stop ID 15289)
24	City of Los Angeles	Remove bus stop at Aliso / Los Angeles (Stop ID 12415)
25	Multiple	Add K Line Northern Extension (LPA Project)
26	Multiple	Add Sepulveda Transit Corridor (LPA Project)
27	Multiple	Add Eastside Phase 2A and 2B
28	Multiple	Adjustments to half mile buffer for jurisdictions with population less than 35,000.
29	Multiple	Pedestrian access point adjustments for existing and planned stations



Southern California Association of Governments
July 2, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: FY26 FTA Olympic & Paralympic Formula Funding

RECOMMENDED ACTION FOR EAC:

Recommend that the Regional Council (RC) approve staff's recommendation to submit a split letter to the Federal Transit Administration (FTA) allocating the Los Angeles – Long Beach – Anaheim Urbanized Area FY 2026 Olympic and Paralympic Formula Funding Apportionment of \$89,466,188 to the Los Angeles County Metropolitan Transportation Authority (Metro).

RECOMMENDED ACTION FOR RC:

Approve staff's recommendation to submit a split letter to the Federal Transit Administration (FTA) allocating the Los Angeles – Long Beach – Anaheim Urbanized Area FY 2026 Olympic and Paralympic Formula Funding Apportionment of \$89,466,188 to the Los Angeles County Metropolitan Transportation Authority (Metro).

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

On April 10, 2026, the FTA released the FY 2026 Section 165 2028 Olympic and Paralympic Formula Funding apportionment to support transportation services, operations, and capital improvements associated with the 2028 Olympic and Paralympic Games ("LA28 Games" or "Games"). The Los Angeles – Long Beach – Anaheim Urbanized Area (UZA) received \$89,466,188. SCAG as the designated recipient must submit a split letter identifying how the funds will be allocated within the region.

Metro, together with SCAG and the Games Mobility Executive (GME) partners, have developed a comprehensive transportation program consisting of projects and initiatives intended to support a safe, efficient, and transit-first LA28 Games. The overall program includes transit service enhancements, station accessibility improvements, transportation management systems, venue access improvements, regional rail improvements, and other mobility investments that collectively

exceed \$2 billion in identified needs. The FY 2026 Olympic and Paralympic Formula Funding apportionment represents the first tranche of federal funding available to advance this broader transportation program.

SCAG staff recommends that the split letter allocate federal funding to Metro. Metro intends to work with GME agency partners to implement a broader regional program through a combination of federal and local funding. Under the proposed funding strategy, the FY 2026 federal apportionment will be applied to eligible Metro sponsored projects, while Metro's local funding will be used to support partner projects that require greater implementation flexibility, including Metrolink's Rail Safety Enhancements project.

This funding strategy maximizes the use of available federal funding while maintaining Metro's commitment to the broader regional transportation program. Approval of the SCAG staff recommended split letter will allow Metro to proceed with grant development in accordance with FTA guidance and program requirements.

BACKGROUND:

On April 10, 2026, FTA released the FY 2026 Section 165 2028 Olympic and Paralympic Formula Funding Apportionment to support associated transportation improvements. The following provides additional information on federal guidance for these funds and proposed uses.

Federal Guidance

Following the apportionment announcement, FTA released the 2028 Olympic and Paralympic Grant Making Toolkit, which outlines eligible activities, grant requirements, and program deadlines. Unlike the FIFA World Cup Formula Funding Program, the Olympic and Paralympic program includes additional requirements related to project programming, local match, and grant administration.

Key program elements include:

- All projects funded through the program must be programmed in the Federal Transportation Improvement Program (FTIP) and Federal Statewide Transportation Improvement Program (FSTIP) prior to grant award.
- The distribution of funds within each UZA is a regional/local decision.
- Allocations must be documented through a split letter submitted to FTA.
- Eligible activities include planning, operating assistance, and capital projects. Capital funding is available to all eligible UZAs regardless of population size.
- The federal share is limited to 80 percent, requiring a minimum of 20 percent local match. Additional bus service provided beyond normal operations may be funded at up to a 90 percent federal share.

FTA has also established the following milestones:

- Split letters due to FTA: June 1, 2028.
- Draft grant applications recommended by: January 31, 2030.
- Grant obligation deadline: August 27, 2030.
- Funds lapse: August 28, 2030.

Planned Transit Improvements

Metro, in partnership with the Games Mobility Executive (GME), has led regional transportation planning for the LA28 Games. The GME is a multi-agency partnership responsible for developing strategies to move athletes, officials, workforce personnel, volunteers, spectators, and residents during the Games. Through this collaboration, Metro and GME partners identified a comprehensive transportation program designed to support safe and efficient travel during the Games while delivering long-term mobility, safety, accessibility, and operational benefits across the region. The region’s identified transportation needs exceed \$2 billion. The FY 2026 Olympic and Paralympic Formula Funding is the first tranche of federal funding available to advance priority projects and long-lead implementation activities. The following table lists the regional transportation program elements proposed for funding through this first tranche.

Regional LA28 Games Transportation Program Activity	Lead Agency	FY 2026 Estimated Share (\$ Millions)
<p>Games Route Network (GRN). Final design for the GRN. The GRN is a temporary network of roads for LA28 Games vehicles traveling to venues. Temporary lane conversions: in the city of LA, adjacent to the Sepulveda Basin, Universal Studios, DTLA, USC/Expo Park, Dodger Stadium, UCLA, Riviera Country Club, Venice Beach, POLA; in the city of Pasadena, adjacent to the Rose Bowl; in the city of Arcadia, adjacent to the Santa Anita Racetrack; in the city of Pomona, adjacent to the Pomona Fairplex; in the cities of West Covina and Industry, along Azusa Ave; in the cities of Rosemead and South El Monte, along Rosemead Blvd; in the city of Inglewood, adjacent to SoFi Stadium and Intuit Dome; in the cities of Gardena and Carson, adjacent to Dignity Health Sports Park; in the City of Long Beach, adjacent to Long Beach Arena, Alamitos Beach, Belmont Pier, Marine Stadium; in the city of Anaheim, adjacent to the Honda Center; in the city of San Clemente, adjacent to Trestles Beach.</p>	<p>Venue Cities</p>	<p>\$9.20</p>

Regional LA28 Games Transportation Program Activity	Lead Agency	FY 2026 Estimated Share (\$ Millions)
<p>Games Enhanced Transit Service (GETS). Advance service planning and modeling, as well as engineering and design for long-lead temporary infrastructure (i.e., bus depots, park & ride lots, mobility hubs, lanes, etc.) for GETS. The GETS includes 1,748 buses from across the United States to enhance transit service to venues and complement the existing transit network. The GETS includes vehicles that are temporarily procured or borrowed, bus malls at venues and park & ride lots to serve spectators and workforce, bus depots, and labor support for the operation of the GETS. Temporary service and enhancements only for the LA28 Games.</p>	Metro	\$29.22
<p>Light Rail Safety for Venue Support & Accessibility. Final design for four projects adding crossover capacity on the A and E Lines and adding a siding track east of the Expo/Crenshaw station along the E Line. A line: new double crossover track between the 5th St and Anaheim St Stations and a new double crossover track between the Lincoln/Cypress and Heritage Square Stations. E Line: new crossover track between 26th Street/Bergamot Station and Expo/Bundy Station and a new siding track between Degnan Blvd and 7th Ave.</p>	Metro	\$4.74
<p>Games-Integrated Transportation Management. Design and implementation of transit Signal Priority and Automated Traffic Signal Performance Measures Project that will enhance regional transportation system management and operations. Automated traffic signal performance measures (ATSPM) leverage data collection and analysis at over 4,000 intersections to proactively manage traffic signal systems, ensuring efficient and responsive traffic control.</p>	Metro, Caltrans, and Venue Cities	\$9.01
<p>Rail Safety Enhancements to Support Paralympic/Olympics. Completion of the Rancho Cucamonga and Marengo siding extension projects, which will support increased frequency and reliability on Metrolink’s San Bernardino line during the LA28 Games. State-of-good-repair investments to ensure track, signal and equipment reliability. Minor station and wayfinding improvements. Operating support for temporary Metrolink service enhancements during the LA28 Games, including increased frequency on key lines and expanded service hours, particularly to venue-adjacent stations and mobility hubs that will connect with the GETS service.</p>	Metrolink	\$17.74

Regional LA28 Games Transportation Program Activity	Lead Agency	FY 2026 Estimated Share (\$ Millions)
Olympic and Paralympic Venue Approach Enhancements. Final Design for venue area pedestrian walkways, temporary intersection, safety improvement, increased shade, improved signage/wayfinding, temporary bike lanes, potential locations for these improvements include stations near LA28 Games venues such as Long Beach, Pasadena, Downtown Los Angeles, Sepulveda Basin, Inglewood, Carson, and Anaheim.	Venue Cities	\$3.80
Key Venue Supplemental Stations Safety & Accessibility Enhancements. Final design for Improvements at Union Station (LAUS) and 7th St/Metro Center rail stations including improvements in pedestrian accessibility (high-visibility crosswalks, curb ramps, in-roadway warning lights, and detectable warning surfaces), adding a second elevator at 7th/Metro. Lighting, wayfinding signage, and the addition of a 600 ft Class IV off-street bike path from North Alameda St. to the existing Metro Bike Hub in the LAUS (Metro owned) parking lot. Additionally, final design and initial construction expenditures for improvements at Memorial Park Station (A Line), Norwalk Station on the (C Line), and Harbor Gateway Transit Center (J Line). Improvements at and near stations and located within Metro or city-owned right of way. Project elements generally include: ~280 ft Class I bike path on Caltrans ROW, ~860 ft Class III bike route on Adoree St. btw Halcourt Ave. and Studebaker Rd., pedestrian improvements, wayfinding, shade structures, landscaping.	Metro	\$15.75
Total		\$89.47

Proposed FY 2026 Federal Funding Allocation

After developing the regional transportation program, SCAG, Metro and the GME partner agencies evaluated project eligibility and implementation requirements under the FY 2026 Olympic and Paralympic Formula Funding Program. Based on that review, Metro identified eligible projects that can fully use the FY 2026 federal apportionment. Approximately \$38.76 million in non-Metro expenses listed in the table above would be funded through Metro-provided local sources. In exchange, Metro would receive the full amount of federal funding available for its eligible expenses, as shown in the table below.

Eligible Metro Program Activities	FY 2026 Olympic and Paralympic Formula Funding (\$ Millions)	
	Original Share	Revised Share
Games Enhanced Transit Service (GETS)	\$29.22	\$29.22
Light Rail Safety for Venue Support & Accessibility	\$4.74	\$5.40
Games-Integrated Transportation Management (Metro-portion only; Caltrans and Venue Cities portion funded by local sources from Metro)	\$0.99	\$1.15
Key Venue Supplemental Stations Safety & Accessibility Enhancements	\$15.75	\$53.70
Total	\$50.71	\$89.47

Accordingly, SCAG staff recommends allocating the full FY 2026 federal apportionment to Metro through the required FTA split letter. Metro would serve as the designated recipient and grant administrator for federal funding.

While the FY 2026 federal funding would be administered by Metro, the broader regional transportation program remains unchanged. Metro intends to implement the regional program through a combination of federal and local funding, utilizing the FY 2026 federal apportionment for eligible Metro sponsored projects while supporting certain regional partner projects with Metro’s local funding.

For example, Metro proposes using its local funding for Metrolink’s Rail Safety Enhancements project, allowing FY 2026 federal funds to support eligible Metro-sponsored projects while maintaining support for the broader regional transportation program. This strategy maximizes available federal funding, preserves flexibility for regional partner projects, and positions the region to implement future federal funding tranches as they become available.

Regional Coordination

Regional mobility planning for the LA28 Games is coordinated through the GME, a multi-agency partnership that includes LA28, Metro, Metrolink, Caltrans, LADOT, the City of Los Angeles Mayor’s Office, OCTA, and SCAG. Through the GME framework, lead agencies have established technical subcommittees focused on key mobility initiatives, including the GRN, GETS, mobility hubs, regional rail, wayfinding, first/last mile connectivity, accessibility, communications and outreach, and transportation demand management. These efforts are designed to move athletes, officials, workforce personnel, volunteers, spectators, and residents safely and efficiently throughout the region during the Games.

As the GME lead for the Transportation Demand Management (TDM) Subcommittee, SCAG has supported regional coordination through the GME TDM Subcommittee, quarterly regional passenger and freight TDM forums, targeted stakeholder engagement, and ongoing coordination with transit operators, local jurisdictions, county transportation commissions (CTCs), airports, employers, and other partners. These efforts have helped align regional planning activities, identify implementation needs, and support a cohesive, regionwide approach to Games mobility.

SCAG and Metro have also coordinated on the FY 2026 Olympic and Paralympic Formula Funding Program. Under the proposed allocation framework, Metro would receive the full FY 2026 apportionment and administer the funding in coordination with participating agencies. Metro is developing MOUs with regional partners to define project implementation responsibilities, funding commitments, and reporting requirements. The split letter submitted to the Federal Transit Administration (FTA) will reflect this regional funding structure.

Next Steps

Upon Regional Council approval, SCAG staff will prepare and submit the required split letter to FTA allocating the FY 2026 Olympic and Paralympic Formula Funding apportionment to Metro. SCAG staff will continue coordinating with Metro, GME partners, and FTA on grant development, project programming, and implementation activities associated with the LA28 Games.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. FTA Olympic-Paralympic Funding Apportionment Table

FEDERAL TRANSIT ADMINISTRATION

FY 2026 Section 165 FTA 2028 Olympic and Paralympic Formula Funding Apportionment

The amount apportioned in this notice includes repurposed funding authorized by Public Law 109–59 and Public Law 105–178 and is based on funding made available under the Consolidated Appropriations Act, 2026 (Pub. L. 119-75, February 3, 2026).

Date: 4.09.2026

2028 Olympic and Paralympic Sport Venues

UZA	APPORTIONMENT
Los Angeles-Long Beach-Anaheim, CA	\$89,466,188
Mission Viejo-Lake Forest-Laguna Niguel, CA	\$1,257,559
Oklahoma City, OK	\$2,515,113
New York-Jersey City-Newark, NY-NJ	\$179,651
Columbus, OH	\$179,651
Nashville-Davidson, TN	\$179,651
St. Louis, MO-IL	\$179,651
San Jose, CA	\$179,651
San Diego, CA	\$179,651
TOTAL	\$94,316,766



NO. 682
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, JUNE 4, 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. Cindy Allen, Imm. Past President | Long Beach | District 30 |
| 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. Linda Krupa | Hemet | District 3 |
| Hon. Clint Lorimore | Eastvale | District 4 |
| Hon. Frank Navarro | Colton | District 6 |
| Hon. Acquanetta Warren | Fontana | District 8 |
| Hon. Rick Denison | Yucca Valley | District 11 |
| Hon. John Gabbard | Dana Point | District 12 |
| Hon. William Go | Irvine | District 14 |
| Hon. Debbie Baker | La Palma | District 18 |
| Hon. Ryan Balius | Anaheim | District 19 |
| Hon. Tanya Doby | Seal Beach | District 20 |
| Hon. Marty Simonoff | Brea | District 22 |
| Hon. Frank Yokoyama | Cerritos | District 23 |



Hon. Jeff Wood	<i>Lakewood</i>	District 24
Hon. Emma Sharif	<i>Compton</i>	District 26
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Steven Ly	<i>Rosemead</i>	District 32
Hon. Shaunna Elias	<i>Glendora</i>	District 33
Hon. Thomas Wong	<i>Monterey Park</i>	District 34
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Jim Light	<i>Redondo Beach</i>	District 40
Hon. Chelsea Byers	<i>West Hollywood</i>	District 41
Hon. Ardy Kassakhian	<i>Glendale</i>	District 42
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Rocky Rhodes	<i>Simi Valley</i>	District 46
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Daniel Ramos	<i>Adelanto</i>	District 65
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Larry McCallon		Air District Representative

Members Not Present

Hon. Patricia Lock Dawson, 2nd Vice President

- Sup. Martha Cardenas-Singh
- Sup. Kathryn Barger
- Sup. Hilda Solis
- Sup. Curt Hagman
- Hon. Carlos Leon
- Hon. Alan Wapner
- Hon. Gil Rebolgar
- Hon. Zak Schwank
- Hon. Helen Tran
- Hon. John Dutrey
- Hon. Wendy Bucknum
- Hon. Lauren Kleiman
- Hon. Valerie Amezcua
- Hon. Jon Dumitru
- Hon. Fred Jung
- Hon. Claudia Frometa
- Hon. Ali Saleh
- Hon. Suely Saro
- Hon. Andrew Lara
- Hon. Keith Eich

Members Not Present

Riverside

- Brawley*
- Temecula*
- San Bernardino*
- Montclair*
- Mission Viejo*
- Newport Beach*
- Santa Ana*
- Orange*
- Fullerton*
- Downey*
- Bell*
- Long Beach*
- Pico Rivera*
- La Cañada Flintridge*

Members Not Present

District 68

- Imperial County
- Los Angeles County
- Los Angeles County
- San Bernardino County
- OCTA
- SBCTA
- District 1
- District 5
- District 7
- District 9
- District 13
- District 15
- District 16
- District 17
- District 21
- District 25
- District 27
- District 29
- District 31
- District 36



Hon. Mark Waronek	<i>Lomita</i>	District 39
Hon. Austin Bishop	<i>Palmdale</i>	District 43
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Eunisses Hernandez	<i>Los Angeles</i>	District 48
Hon. Adrin Nazarian	<i>Los Angeles</i>	District 49
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Katy Young Yaroslavsky	<i>Los Angeles</i>	District 52
Hon. Imelda Padilla	<i>Los Angeles</i>	District 53
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Traci Park	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Hugo Soto-Martinez	<i>Los Angeles</i>	District 60
Hon. Ysabel Jurado	<i>Los Angeles</i>	District 61
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Butch Twining	<i>Huntington Beach</i>	District 64
Hon. Steve Sanchez	<i>La Quinta</i>	District 66
Hon. Ulises Cabrera	<i>Moreno Valley</i>	District 69
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.
Mr. Paul Granillo		Business Representative

Staff Present

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

First Vice President Jenny Crosswhite called the meeting to order at 11:47 a.m. and asked Immediate

Past President Cindy Allen, Long Beach, RC District 30, to lead the pledge of allegiance.

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

Remote Participation

Ray Marquez: A physical or family medical emergency

David J. Shapiro: A physical or family medical emergency

PUBLIC COMMENT PERIOD

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

Ruben Duran, Board Counsel, acknowledged there was one written public comment related to RHNA Item 2 on the Consent Calendar.

The Clerk also acknowledged they had not received any Public Comment speakers cards from members of the public wishing to speak.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

CHAIR'S REPORT

Rocky Rhodes, Community, Economic, and Human Development Committee (CEHD) Chair, reported that the Committee was hard at work approving two action items and hearing one informational item on Connect SoCal 2024 Implementation Strategies. He noted that the first action item approved a recommendation to this body on the composition and approach for SCAG's forthcoming RHNA Subcommittee. He shared that Ma'Ayn Johnson, SCAG's Housing Department Manager, provided a presentation on the subcommittee process that informed the recommendation before them. He also reported that the CEHD heard an action item on SCAG's approach and methodology as it relates to Senate Bill 79. He explained that the bill was signed by Governor Newsom in 2025 and established new development and mapping requirements near transit-oriented development stops and zones. He noted that SCAG released its SB 79 methodology on May 22nd and the draft SB 79 map on June 1. He indicated that SCAG asked for corrections to be sent to staff by June 12, 2026.

There were no comments on the CEHD Chair report.

Rick Denison, Energy and Environment Committee (EEC) Chair, reported that there were four information items at the EEC. He stated the first update was on the progress implementing the Connect SoCal 2024 implementation strategies. He shared the second item focused on current and anticipated transportation conformity challenges in our region. He reported the third item was an update on the Innovative Clean Transit Regional Assessment study. He noted that the final item was a two-person panel that provided an overview on the evolving policy, water, and energy implications of AI data centers.

There were no comments on the EEC Chair report.

Mike T. Judge, Transportation Committee (TC) Chair, reported that the Transportation Committee took action to appoint a new Vice Chairman to the Committee. He noted that Regional Council Member Steven Ly, Rosemead, District 32, was appointed to serve out the term vacated by Regional Council Member Thomas Wong. He thanked Regional Council Member Wong and congratulated Regional Council Member Ly. He also reported that the Committee heard three informational items. He noted the first item was an update to the committee from LaDonna DeCamillo, Interim Director of Planning and Sustainability at the High-Speed Rail Authority, on the California High-Speed Rail Authority's ongoing work and release of the Authority's Draft 2026 Business Plan. He stated the second item was an update from SCAG staff on the Connect SoCal 2024: Implementation Strategies and indicated that the strategies include ways in which SCAG continues to lead, partner, and support members and stakeholders as they implement the vision and goals of Connect SoCal as they work towards Connect SoCal 2028. He stated the last update was provided on the SCAG Southern California Airport Access and Mobility Study. He indicated that SCAG was supporting a regional airport access analysis in advance of the future "Mega Events" coming to Southern California. He explained that the study was designed to support improved planning and management of surface transportation systems connecting airports to the regional multimodal network.

There were no comments on the TC Chair report.

ACTION ITEM

1. Approval of Amendment No. 5 to Executive Director's Employment Agreement

Mr. Duran, Board Counsel, reported that on page 10 of the agenda packet, they were recommending Regional Council approval of an amendment to the Executive Director's Employment Agreement following a positive performance review conducted by the Executive Administration Committee in April. He stated that the proposed amendment includes extending the contract term from April 2027 to May 31, 2029, and a 5% salary increase in recognition of the Executive Director's strong

performance. He noted that all other terms of the agreement remain unchanged. He also noted that, if approved, the Executive Director's base annual salary would increase to \$433,784.

There were no public comments on Item No. 1.

A MOTION was made (Ramos) to approve the attached Amendment No. 5 to the Employment Agreement between SCAG and Kome Ajise to adjust the Executive Director's Salary in response to a positive performance review, approve the Annual Work Plan for 2026-27, and extend the term of the Employment Agreement to May 31, 2029. Motion was SECONDED (Yokoyama) and passed by the following votes:

AYES: Allen, Baker, Balius, Byers, Crosswhite, Denison, Doby, Elias, Finlay, Gardner, Gabbard, Go, Goodsell, Harnik, Henderson, Judge, Kassakhian, Kelley, Krupa, Light, Lopez, Lorimore, Ly, Manos, Marquez, McCallon, McLean, Navarro, Ramos, Rhodes, Sandoval, Shapiro, Sharif, Simonoff, Spiegel, Tye, Wagner, Warren, Wong, Wood, and Yokoyama (41)

NOES: None (0)

ABSTAIN: None (0)

2. 7th Regional Housing Needs Assessment Process and Subcommittee

Ma'Ayn Johnson, Housing Department Manager, presented an overview of the 7th Regional Housing Needs Allocation (RHNA) cycle and a recommended approach for forming a RHNA Subcommittee. She explained that RHNA was a state-mandated, eight-year planning process that determines and distributes regional housing needs across all jurisdictions by income category, requiring local governments to plan for housing through their housing elements. She outlined key statutory objectives, including increasing housing supply and diversity, promoting infill development and socioeconomic equity, protecting environmental resources, improving the jobs-housing balance, and affirmatively furthering fair housing. She described the roles of HCD and SCAG, recent legislative changes accelerating the timeline, and anticipated next steps, including receipt of the regional housing determination, development and approval of the methodology, and completion of allocations and appeals by October 2028. She also noted that the proposed subcommittee structure expands membership to improve regional representation, with appointments made by the SCAG President and primarily drawn from CEHD and Regional Council members. She asked the Regional Council to authorize the creation of a RHNA Subcommittee to support development of the methodology and allocation plan, provide recommendations to the CEHD Committee and Regional Council, and serve as the final hearing body for RHNA appeals, with membership composition, quorum, and voting procedures as described in the staff report.

Regional Council Members raised questions and concerns regarding the RHNA process, methodology, and proposed subcommittee structure. Comments included inquiries about the transparency of the State’s housing determination process and the extent of local and regional input, with staff emphasizing ongoing efforts to share information publicly and engage with HCD. Several members expressed concerns about the proposed subcommittee composition, particularly the need for broader and more balanced representation within larger and more diverse counties such as Los Angeles. Additional discussion focused on the likelihood of increased housing allocations in the 7th cycle, with members questioning the assumptions driving projected growth, including the consideration of homelessness, migration trends, and economic factors. Concerns were also raised about infrastructure capacity, job-housing balance, and the impact of large allocations on quality of life and regional planning. Members highlighted the importance of reviewing historical RHNA outcomes, ensuring equitable distribution across regions, and examining how state policies and constraints affect local implementation. Interest was expressed in participating on the subcommittee and in conducting deeper analysis of methodology development, timelines, and the broader implications of RHNA decisions for future regional planning.

There were no public comments on Item No. 2.

A MOTION was made (Doby) that the Regional Council authorize the formation of the 7th Cycle RHNA Subcommittee to support the development of the RHNA methodology and allocation plan, provide recommendations to the CEHD Committee and Regional Council, and serve as the final hearing body for RHNA appeals, with membership composition, quorum, and voting procedures as described in the staff report. Motion was SECONDED (Gardner) and passed by the following votes:

AYES: Allen, Baker, Balius, Byers, Crosswhite, Denison, Doby, Elias, Finlay, Gardner, Gabbard, Go, Goodsell, Harnik, Henderson, Judge, Kassakhian, Kelley, Krupa, Light, Lopez, Lorimore, Ly, Manos, Marquez, McCallon, McLean, Navarro, Ramos, Sandoval, Shapiro, Simonoff, Spiegel, Tye, Wagner, Warren, Wong, Wood, and Yokoyama (39)

NOES: None (0)

ABSTAIN: None (0)

CONSENT CALENDAR

Approval Items

3. Minutes of the Meeting – May 7, 2026
4. Contracts \$500,000 or Greater: 26-048-C01, Connect SoCal 2050 Outreach

5. Contracts \$500,000 or Greater: 27-003-C01, Board Counsel Services & As-Needed Legal Services
6. SCAG Memberships and Sponsorships

Receive and File

7. June 2026 State and Federal Legislative Update
8. Transfer of Regional Housing Needs Assessment (RHNA) Units from County of Los Angeles to City of Whittier
9. Purchase Orders, Contracts and Contract Amendments below Regional Council Approval Threshold
10. CFO Monthly Report

There were no public Comments on the Consent Calendar.

A MOTION was made (Navarro) to approve Consent Calendar Items 3 through 6 and Receive and File Items 7 through 10. Motion was SECONDED (Wood) and passed by the following votes:

AYES: Allen, Baker, Balius, Byers, Crosswhite, Denison, Doby, Elias, Finlay, Gardner, Gabbard, Go, Goodsell, Harnik, Henderson, Judge, Kassakhian, Kelley, Krupa, Light, Lopez, Lorimore, Ly, Manos, Marquez, McCallon, McLean, Navarro, Ramos, Rhodes, Sandoval, Shapiro, Sharif, Simonoff, Tye, Warren, Wong, Wood, and Yokoyama (39)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEM

11. Quarterly Economic Update

Kevin Kane, Planning Supervisor of the Demographics and Growth Vision Program, provided introductory remarks, noting that SCAG typically delivers quarterly economic updates through its Economic Roundtable, but this was currently between reporting cycles due to a three-year re-procurement process. In lieu of the standard update, Dr. Kane introduced Dr. Gigi Moreno, former SCAG economist, who departed in 2024 and now served as an independent economist and Chief Economist for the California Energy Commission's Department of Petroleum Market Oversight, to present a special economic update for the region.

Dr. Moreno presented the SCAG Regional Quarterly Economic Update, covering employment, housing, and the broader economic outlook. She reported that the region's unemployment rate remains stable at 5 percent; however, this stability reflects simultaneous declines in both employment and labor force participation, indicating potential underlying weakness driven by workforce exits and out-migration. She reported that total payroll employment decreased modestly by approximately 20,000 jobs year-over-year, with losses concentrated in Orange and Los Angeles Counties, while the Inland Empire and Imperial County experienced slight gains. She noted that structural factors such as shrinking labor force participation and the impact of AI on hiring, particularly in professional and technical sectors, were contributing to slower job growth, though healthcare and social assistance remain key growth sectors. She shared that in contrast, housing production showed strong momentum, with over 19,000 units permitted through April 2026, a 43 percent increase from the prior year, led by significant activity in Los Angeles County and the City of Los Angeles, suggesting policy-driven progress. She shared that looking ahead, economic headwinds including immigration policy, global conflict, and tariffs were expected to constrain employment growth through 2026, with stronger growth projected in 2027–2028. She stated inflation remained a concern, with regional prices up 3.4 percent year-over-year and fuel costs rising sharply, increasing household expenses despite relatively greater resilience compared to other states. Overall, she stated the region faced stable but stagnant employment conditions, improving housing production, and ongoing cost pressures affecting residents.

Member Warren inquired about which housing policies were contributing to the recent increase in housing production. Dr. Moreno deferred to Kevin Kane, who explained that the notable rise in permitting was largely driven by a significant surge in the City of Los Angeles' housing permit activity, particularly in the first quarter of the year. He explained that further review and discussions with City staff indicated that this increase was not fully attributable to factors such as wildfire recovery but was more likely associated with the full implementation of the Citywide Housing Element Implementation Program (CHIP) throughout 2025, which had seen strong uptake. Mr. Kane noted that while this conclusion was based on a primary data source, the magnitude of the increase was substantial and suggests that the policy was meaningfully contributing to regional housing trends.

BUSINESS REPORT

First Vice President Crosswhite reported that Lucy Dunn had ended her tenure as the business representative and wished her well. She noted that the new business representative was going to be Paul Granillo, who could not be at the meeting, but they would do a proper introduction at the July meeting.

There was no business report.

PRESIDENT'S REPORT

President Marquez welcomed new Regional Council members Tanya Doby (Los Alamitos, District 20), Ardy Kassakhian (Glendale, District 42), Jim Light (Redondo Beach, District 40), Steve Ly (Rosemead, District 32), and Paul Granillo (Business Representative). He expressed appreciation to all who attended the 2026 Regional Conference and General Assembly, which brought together over 900 regional leaders in Palm Desert and featured panel discussions and keynote speakers. He also highlighted that the city of Riverside received top honors in the 2026 Sustainability Awards. He also reported leading a delegation of Regional Council members and SCAG staff to Washington, D.C., where they held 21 meetings advocating for federal priorities including surface transportation reauthorization, funding for the 2028 Summer Olympic and Paralympic Games, and housing, and concluded with the annual California Congressional Transportation Reception co-hosted with the Metropolitan Transportation Commission. He reported the next Regional Council meeting was scheduled for July 2, 2026, and expressed appreciation of First Vice President Jenny Crosswhite for chairing the meeting.

EXECUTIVE DIRECTOR'S REPORT

Kome Ajise, Executive Director, thanked the Regional Council for approving his contract extension and expressed appreciation for the opportunity to continue serving the region and leading SCAG staff. He reported that the CEHD Committee approved the proposed methodology and approach for implementing SB 79, which requires SCAG to develop and maintain transit-oriented development maps. Jeff Elder, Chief Legal Counsel, clarified that the map would be live by the deadline of July 1 and that the methodology would be presented to the Regional Council for approval on July 2. He emphasized they would be in compliance with the requirement to have the map by July 1. Mr. Ajise noted that the public correction period would be open through mid-June. He explained that Los Angeles County was currently the only county in the region subject to SB 79 requirements, though additional counties may qualify in the future. He also provided an update on Connect SoCal implementation strategies. He highlighted the advancement on 84 of 93 strategies since adoption in April 2024, including regional coordination to prepare for increased travel demand tied to the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games; Regional Council approval of Surface Transportation Block Grant and Congestion Mitigation and Air Quality funding recommendations; publication of the 2026 State of the Region Report and Regional Resilience Toolkit; and the launch of the Smart Cities Strategic Plan effort. He also reported that he participated in the ribbon cutting of the Calexico Intermodal Transportation Center, a project supported by SCAG through \$1 million in REAP 2.0 funding, which brings mobility, safety, and sustainability benefits to Imperial County. He indicated that SCAG had been a partner on this project for more than a decade, including funding a 2014 feasibility study with Caltrans, Imperial County Transportation Commission, and the city of Calexico to identify and evaluate the project site. He also reported that on June 8, SCAG would release the SoCal Greenprint tool. He indicated SoCal Greenprint was an optional, flexible, and open conservation-focused data mapping tool that supports regional advanced mitigation planning

initiatives. He explained this tool was a response to their planning efforts to make sure that they provide enough information for folks to make decisions as they get into project development. He shared that the Energy and Environment Committee would receive a presentation on SoCal Greenprint at their July meeting. Finally, he reminded members that SCAG's federally required certification review process was underway, with a public comment period open through June 15, and encouraged broad participation to help inform and improve agency processes.

Regional Council Member Mike Goodsell, ICTC, thanked Mr. Ajise for attending the Calexico ribbon cutting event.

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

There were no announcements.

ADJOURNMENT

There being no further business, First Vice President Crosswhite adjourned the meeting of the Regional Council at 12:46 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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



AGENDA ITEM 4
REPORT

Southern California Association of Governments
July 2, 2026

To: EAC - Executive Administration Committee
RC – Regional Council

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Carmen Flores, Chief Human Resources Officer
213-236-1917, flores@scag.ca.gov

Subject: Adoption of FY 2026-27 Salary Schedule and Performance Criteria Scale

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee (EAC) recommend that the Regional Council adopt the attached FY 2026-27 Salary Schedule including job grade adjustments for the Audio/Visual Services unit and Chief Information Officer position, the addition of Controller and Senior Deputy Clerk of the Board classifications, the expansion of five existing classification series as flexibly staffed classifications, and adopt the agency's current performance criteria scale in accordance with CalPERS compliance requirements.

RECOMMENDED ACTION FOR RC:

That the Regional Council (RC) adopt the attached FY 2026-27 Salary Schedule including job grade adjustments for the Audio/Visual Services unit, the addition of Controller and Senior Deputy Clerk of the Board classifications, the expansion of five existing classification series as flexibly staffed classifications, and adopt the agency's current performance criteria scale in accordance with CalPERS compliance requirements

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Staff recommends adoption of the FY27 Salary Schedule and Performance Criteria Scale to maintain compliance with CalPERS requirements. The proposed Salary Schedule incorporates classification changes, including Audio/Visual Services Unit and Chief Information Officer position job grade adjustments, addition of Controller and Senior Deputy Clerk of the Board classifications, and expansion of five existing classification series as flexibly staffed classifications to support employee retention and career development.

BACKGROUND:

Maintaining a classification and compensation structure that attracts and retains qualified staff is essential to advancing the agency's mission. The agency continually evaluates its classification structure and staffing needs to ensure alignment with organizational priorities, market competitiveness, and the evolving scope of work across departments. As part of this ongoing effort, staff recommends adoption of the FY 2026-27 Salary Schedule and Performance Criteria Scale. The proposed Salary Schedule reflects job grade adjustments in the Audio/Visual (A/V) Services unit and Chief Information Officer position, the addition of Controller and Senior Deputy Clerk of the Board classifications, and the expansion of five existing classification series as flexibly staffed classifications. Adoption of the Salary Schedule and Performance Criteria Scale supports compliance with CalPERS requirements and ensures agency records accurately reflect current classifications, salary ranges, and performance rating criteria.

Job Grade Adjustments: Classification studies of the A/V Services unit and Chief Information Officer role were conducted to evaluate whether current job grades accurately reflect the expanding scope of work and technical skills required for each role. Benchmarking against comparable positions in the labor market indicated that both classifications warranted re-leveling to the appropriate grade, resulting in the following recommended adjustments:

- Senior Audio/Visual Technician: Job Grade 103 to Job Grade 106
- Audio/Visual Supervisor: Job Grade 110 to Job Grade 111
- Chief Information Officer: Job Grade L5 to L4

Any employees whose current salaries fall below the new range minimum will be adjusted accordingly. No other immediate pay impacts are anticipated as a result of these changes.

New Classification: Controller (Job Grade L3): Staff recommends adding Controller as a new classification at Job Grade L3. This addition aligns the agency's classification structure with prevailing practice among comparable agencies for the scope of financial reporting and oversight and management functions at this level and reflects market-recognized titling for roles of this responsibility. No immediate pay impacts are anticipated as a result of this change.

New Classification: Senior Deputy Clerk of the Board (Job Grade 110): Staff recommends adding Senior Deputy Clerk of the Board as a new classification at Job Grade 110. This classification establishes a senior level role within the Clerk of the Board series to reflect the advanced scope of responsibilities within the unit and provide a defined career path for staff growth. No immediate pay impacts are anticipated as a result of this change.

Flexibly Staffed Classifications: Staff recommends adding classification levels within five existing job series: Accountant, Budget & Grants Analyst, Contracts Administrator, Creative Designer, and Public

Affairs Specialist as flexibly staffed classifications. These additions create structured advancement opportunities within existing career ladders to support employee retention and workforce development. No immediate pay impacts are anticipated as a result of these changes.

Performance Criteria Scale Adoption: Staff recommends formal adoption of the agency's performance criteria scale, Table 1, to satisfy CalPERS requirements that a board-adopted performance rating scale be maintained on file.

Table 1: SCAG Performance Rating Criteria and Scale

Overall Evaluation Rating	Performance Rating
4.00 and above	Exceeding Expectations
3.00 – 3.99	Meeting Expectations
2.99 and below	Needing Improvement

FISCAL IMPACT:

There is no fiscal impact for the adoption of the Performance Rating Criteria and Scale. The proposed salary schedule job grade adjustments and the addition of flexibly staffed positions are not expected to have an immediate fiscal impact. Employees will continue to progress through established salary ranges in accordance with personnel rules and the annual performance review process.

ATTACHMENT(S):

1. FY 2026-27 Salary Schedule

Classification	Job Grade	Minimum	Minimum	Midpoint	Midpoint	Maximum	Maximum	Time Base
		Hourly	Hourly	Hourly	Hourly	Hourly	Hourly	
Accountant I	105	\$79,393.60	\$38.17	\$93,288.00	\$44.85	\$107,182.40	\$51.53	Annually
Accountant II	107	\$94,681.60	\$45.52	\$111,259.20	\$53.49	\$127,836.80	\$61.46	Annually
Administrative Assistant	103	\$66,580.80	\$32.01	\$78,228.80	\$37.61	\$89,876.80	\$43.21	Hourly
Application Developer	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Applications Administration Supervisor	112	\$147,035.20	\$70.69	\$172,764.80	\$83.06	\$198,494.40	\$95.43	Annually
Applications Administrator	108	\$103,396.80	\$49.71	\$121,492.80	\$58.41	\$139,588.80	\$67.11	Annually
Applications Analyst Supervisor	112	\$147,035.20	\$70.69	\$172,764.80	\$83.06	\$198,494.40	\$95.43	Annually
Assistant Modeler	105	\$79,393.60	\$38.17	\$93,288.00	\$44.85	\$107,182.40	\$51.53	Annually
Assistant Regional Planner	105	\$79,393.60	\$38.17	\$93,288.00	\$44.85	\$107,182.40	\$51.53	Annually
Associate Modeler	107	\$94,681.60	\$45.52	\$111,259.20	\$53.49	\$127,836.80	\$61.46	Annually
Associate Regional Planner	107	\$94,681.60	\$45.52	\$111,259.20	\$53.49	\$127,836.80	\$61.46	Annually
Audio/Video Supervisor	111	\$134,638.40	\$64.73	\$158,204.80	\$76.06	\$181,771.20	\$87.39	Annually
Audio/Video Technician	101	\$55,827.20	\$26.84	\$65,603.20	\$31.54	\$75,379.20	\$36.24	Hourly
Benefits Administrator	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Budget and Grants Analyst I	105	\$79,393.60	\$38.17	\$93,288.00	\$44.85	\$107,182.40	\$51.53	Annually
Budget and Grants Analyst II	107	\$94,681.60	\$45.52	\$111,259.20	\$53.49	\$127,836.80	\$61.46	Annually
Chief Counsel	L5	\$244,129.60	\$117.37	\$297,835.20	\$143.19	\$351,540.80	\$169.01	Annually
Chief Financial Officer	L5	\$244,129.60	\$117.37	\$297,835.20	\$143.19	\$351,540.80	\$169.01	Annually
Chief Government and Public Affairs Officer	L4	\$212,284.80	\$102.06	\$258,980.80	\$124.51	\$305,676.80	\$146.96	Annually
Chief Human Resources Officer	L4	\$212,284.80	\$102.06	\$258,980.80	\$124.51	\$305,676.80	\$146.96	Annually
Chief Information Officer	L4	\$212,284.80	\$102.06	\$258,980.80	\$124.51	\$305,676.80	\$146.96	Annually
Chief Operating Officer	L6	\$280,758.40	\$134.98	\$342,513.60	\$164.67	\$404,268.80	\$194.36	Annually
Chief Planning Officer	L6	\$280,758.40	\$134.98	\$342,513.60	\$164.67	\$404,268.80	\$194.36	Annually
Chief Strategy Officer	L5	\$244,129.60	\$117.37	\$297,835.20	\$143.19	\$351,540.80	\$169.01	Annually
Clerk of the Board	L2	\$160,513.60	\$77.17	\$195,832.00	\$94.15	\$231,150.40	\$111.13	Annually
Communications Supervisor	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Community Engagement Specialist	105	\$79,393.60	\$38.17	\$93,288.00	\$44.85	\$107,182.40	\$51.53	Annually
Contracts Administrator I	105	\$79,393.60	\$38.17	\$93,288.00	\$44.85	\$107,182.40	\$51.53	Annually
Contracts Administrator II	107	\$94,681.60	\$45.52	\$111,259.20	\$53.49	\$127,836.80	\$61.46	Annually
Controller	L3	\$184,600.00	\$88.75	\$225,201.60	\$108.27	\$265,803.20	\$127.79	Annually
Creative Designer I	105	\$79,393.60	\$38.17	\$93,288.00	\$44.85	\$107,182.40	\$51.53	Annually
Creative Designer II	107	\$94,681.60	\$45.52	\$111,259.20	\$53.49	\$127,836.80	\$61.46	Annually
Database Administrator	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Department Manager	L2	\$160,513.60	\$77.17	\$195,832.00	\$94.15	\$231,150.40	\$111.13	Annually
Deputy Clerk of the Board	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Deputy Director (Division)	L3	\$184,600.00	\$88.75	\$225,201.60	\$108.27	\$265,803.20	\$127.79	Annually
Deputy Legal Counsel	111	\$134,638.40	\$64.73	\$158,204.80	\$76.06	\$181,771.20	\$87.39	Annually
Executive Assistant	107	\$94,681.60	\$45.52	\$111,259.20	\$53.49	\$127,836.80	\$61.46	Annually
Executive Director		flat	---	flat	---	\$433,784.00	---	Annually
Facilities Supervisor	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Finance Associate	103	\$66,580.80	\$32.01	\$78,228.80	\$37.61	\$89,876.80	\$43.21	Hourly
GIS Application Developer	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
GIS Applications Supervisor	112	\$147,035.20	\$70.69	\$172,764.80	\$83.06	\$198,494.40	\$95.43	Annually
GIS Database Administrator	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Government Affairs Officer	106	\$86,715.20	\$41.69	\$101,878.40	\$48.98	\$117,041.60	\$56.27	Annually
Human Resources Analyst I	105	\$79,393.60	\$38.17	\$93,288.00	\$44.85	\$107,182.40	\$51.53	Annually
Human Resources Analyst II	107	\$94,681.60	\$45.52	\$111,259.20	\$53.49	\$127,836.80	\$61.46	Annually
Internal Auditor	L2	\$160,513.60	\$77.17	\$195,832.00	\$94.15	\$231,150.40	\$111.13	Annually
IT PMO Supervisor	112	\$147,035.20	\$70.69	\$172,764.80	\$83.06	\$198,494.40	\$95.43	Annually
IT Project Manager	108	\$103,396.80	\$49.71	\$121,492.80	\$58.41	\$139,588.80	\$67.11	Annually
IT Projects Assistant	105	\$79,393.60	\$38.17	\$93,288.00	\$44.85	\$107,182.40	\$51.53	Hourly
Junior Planner	103	\$66,580.80	\$32.01	\$78,228.80	\$37.61	\$89,876.80	\$43.21	Hourly
Lead IT Help Desk	108	\$103,396.80	\$49.71	\$121,492.80	\$58.41	\$139,588.80	\$67.11	Annually
Lead Projects Manager	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Lead Systems Analyst	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Legislative Affairs Analyst	106	\$86,715.20	\$41.69	\$101,878.40	\$48.98	\$117,041.60	\$56.27	Annually
Legislative Affairs Supervisor	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Management Analyst	108	\$103,396.80	\$49.71	\$121,492.80	\$58.41	\$139,588.80	\$67.11	Annually
Modeling Supervisor	112	\$147,035.20	\$70.69	\$172,764.80	\$83.06	\$198,494.40	\$95.43	Annually

Office Assistant	101	\$55,827.20	\$26.84	\$65,603.20	\$31.54	\$75,379.20	\$36.24	Hourly
Office Services Specialist	101	\$55,827.20	\$26.84	\$65,603.20	\$31.54	\$75,379.20	\$36.24	Hourly
Payroll Administrator	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Planning Administration Officer	L2	\$160,513.60	\$77.17	\$195,832.00	\$94.15	\$231,150.40	\$111.13	Annually
Planning Supervisor	111	\$134,638.40	\$64.73	\$158,204.80	\$76.06	\$181,771.20	\$87.39	Annually
Principal Accountant	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Principal Budget and Grants Analyst	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Principal Contracts Administrator	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Principal Human Resources Analyst	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Principal Management Analyst	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Principal Modeler	111	\$134,638.40	\$64.73	\$158,204.80	\$76.06	\$181,771.20	\$87.39	Annually
Principal Planner	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Public Affairs Specialist I	105	\$79,393.60	\$38.17	\$93,288.00	\$44.85	\$107,182.40	\$51.53	Annually
Public Affairs Specialist II	107	\$94,681.60	\$45.52	\$111,259.20	\$53.49	\$127,836.80	\$61.46	Annually
Senior Accountant	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Senior Administrative Assistant	104	\$72,696.00	\$34.95	\$85,425.60	\$41.07	\$98,155.20	\$47.19	Hourly
Senior Application Developer	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Senior Applications Administrator	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Senior Audio/Visual Technician	106	\$94,681.60	\$45.52	\$111,259.20	\$53.49	\$127,836.80	\$61.46	Hourly
Senior Budget & Grants Analyst	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Senior Contracts Administrator	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Senior Creative Designer	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Senior Database Administrator	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Senior Deputy Clerk of the Board	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Senior Deputy Legal Counsel	L3	\$184,600.00	\$88.75	\$225,201.60	\$108.27	\$265,803.20	\$127.79	Annually
Senior Economist	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Senior GIS Application Developer	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Senior GIS Database Administrator	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Senior Government Affairs Officer	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Senior Human Resources Analyst	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Senior IT Quality Assurance Analyst	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Senior Legislative Affairs Analyst	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Senior Management Analyst	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Senior Modeler	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Senior Network Engineer	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Senior Office Services Specialist	103	\$66,580.80	\$32.01	\$78,228.80	\$37.61	\$89,876.80	\$43.21	Hourly
Senior Public Affairs Specialist	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Senior Regional Planner	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Senior Systems Engineer	110	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02	Annually
Solutions Architect	112	\$147,035.20	\$70.69	\$172,764.80	\$83.06	\$198,494.40	\$95.43	Annually
Special Events Producer	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually
Web/Content Administrator	109	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28	Annually



AGENDA ITEM 5

REPORT

Southern California Association of Governments

July 2, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Contracts \$500,000 or Greater: 26-052-C01, SCAG Tax Increment Finance Program

RECOMMENDED ACTION:

Approve Contract No. 26-052-C01 in an amount not to exceed \$729,737 with HR&A Advisors to develop a Tax Increment Financing (TIF) program for SCAG. The contract will support the creation of community resources and enhance SCAG's organizational capacity to deliver direct technical assistance and guidance to jurisdictions. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

SCAG seeks to develop a Tax Increment Financing (TIF) program to support implementation of Connect SoCal by expanding access to locally driven funding tools for transportation, housing, climate resilience, and community development. The program will provide resources for local jurisdictions and strengthen SCAG's capacity to deliver technical assistance and guidance.

In the aftermath of the recent Los Angeles wildfires, jurisdictions across the region are seeking strategies to support long-term recovery and prepare for future disasters. Consistent with the Resilience Action Resolution adopted by the SCAG Regional Council in June 2025, SCAG seeks to advance Climate Resilience Districts (CRDs) as a tool to support resilience planning and investment. As part of this effort, SCAG will support CRD pilot activities in up to six jurisdictions to assess feasibility and identify scalable approaches to climate-risk reduction. HR&A Advisors will lead the CRD pilot work in coordination with California Forward.

BACKGROUND:

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



<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
HR&A Advisors, Inc. 26-052-C01	The project will establish a Tax Increment Financing (TIF) program for SCAG to support implementation of Connect SoCal by expanding access to locally driven funding tools for transportation, housing, climate resilience, and community development. The program will provide resources for local jurisdictions and strengthen SCAG’s capacity to deliver technical assistance and guidance	\$729,737

FISCAL IMPACT:

Funding of \$500,000 is available in the Fiscal Year (FY) 2026-2027 Overall Work Program (OWP) Budget Project Number(s) 275-4966UE.01 and 275-4966E.01, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

ATTACHMENT(S):

1. S. 26-052-C01 Contract Summary (Approval Item)
2. 26-052 Conflict of Interest Forms

CONSULTANT CONTRACT NO. 26-052-C01

Recommended Consultant:	HR&A Advisors, Inc.						
Background & Scope of Work:	SCAG seeks to explore how tax increment financing can support Connect SoCal implementation by providing locally driven, consistent funding streams to support sustainable transportation, housing production, climate resilience, and community development, aligning funding with the long-term vision for more connected, prosperous, and resilient communities. SCAG seeks to develop a Tax Increment Financing (TIF) program, including resources for communities and increased organizational capacity to provide direct technical assistance and guidance to jurisdictions. SCAG seeks to launch Climate Resilient Districts (CRD) pilots for up to six (6) SCAG jurisdictions and to support CRD pilot efforts that can demonstrate scalable approaches to climate-risk reduction. Participating jurisdictions may be in recovery from climate-related events or engaged in preparedness, planning, and prevention activities. This initiative will focus on exploratory and feasibility studies rather than the formal formation of CRDs.						
Project’s Benefits & Key Deliverables:	The project’s benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"> • Technical Assistance Guides (Exploration, Feasibility, and Implementation). • List of six SCAG Pilot Jurisdictions with summary profiles. • CRD Technical Assistance Memorandum (one draft, one final) for each pilot. • Memo describing the general feasibility of establishing a CRD and recommended mechanism(s) for Tax Increment Financing for the pilot jurisdictions. 						
Strategic Plan:	This item supports SCAG’s Strategic Plan Priority 1: Establish and implement a regional vision for a sustainable future and Strategic Plan Priority 2: Be a cohesive and influential voice for the region.						
Contract Amount:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">HR&A Advisors, Inc.</td> <td align="right">\$729,737</td> </tr> <tr> <td>HR&A Advisors, Inc. (prime consultant)</td> <td align="right">\$629,192</td> </tr> <tr> <td>Sperry Capital, Inc. (subconsultant)</td> <td align="right">\$100,545</td> </tr> </table>	HR&A Advisors, Inc.	\$729,737	HR&A Advisors, Inc. (prime consultant)	\$629,192	Sperry Capital, Inc. (subconsultant)	\$100,545
HR&A Advisors, Inc.	\$729,737						
HR&A Advisors, Inc. (prime consultant)	\$629,192						
Sperry Capital, Inc. (subconsultant)	\$100,545						
Contract Period:	Notice to Proceed through August 31, 2027						
Project Number(s):	275-4966UE.01 \$442,650 275-4966E.01 \$57,350 Funding source(s): FY26 Sustainable Communities (SC), and Transportation Development Act (TDA). Funding of \$500,000 is available in the Fiscal Year (FY) 2026-2027 Overall Work Program (OWP) Budget in Project Number(s) 275-4966UE.01 and 275-4966E.01, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.						

Request for Proposal (RFP):	<p>SCAG staff notified 3,821 firms of the release of RFP 26-052-C01 via SCAG’s Solicitation Management System website. A total of 38 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:</p> <table data-bbox="451 247 1487 394"> <tr> <td data-bbox="451 247 1015 283"> HR&A Advisors, Inc. (1 subconsultant) </td> <td data-bbox="1015 247 1487 283"> \$729,737 </td> </tr> <tr> <td data-bbox="451 321 1015 357"> Tech Brand Staffing – (no subconsultants) </td> <td data-bbox="1015 321 1487 357"> \$768,600 </td> </tr> <tr> <td data-bbox="451 357 1015 394"> Kosmont Companies – (no subconsultants) </td> <td data-bbox="1015 357 1487 394"> \$734,775 </td> </tr> </table>	HR&A Advisors, Inc. (1 subconsultant)	\$729,737	Tech Brand Staffing – (no subconsultants)	\$768,600	Kosmont Companies – (no subconsultants)	\$734,775
HR&A Advisors, Inc. (1 subconsultant)	\$729,737						
Tech Brand Staffing – (no subconsultants)	\$768,600						
Kosmont Companies – (no subconsultants)	\$734,775						
Selection Process:	<p>The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.</p> <p>The PRC consisted of the following individuals:</p> <p>Elizabeth Carvajal, Deputy Director of Land Use, SCAG Victor Negrete, Department Manager, SCAG David Kyobe, Principal Regional Planner, SCAG</p>						
Basis for Selection:	<p>The PRC recommended HR&A Advisors, Inc. for the contract award because the consultant:</p> <ul data-bbox="500 961 1487 1675" style="list-style-type: none"> • HR&A is an established leader in the field of TIF/municipal strategic planning. The firm has worked directly with SCAG on EIFD projects, and with cities in the SCAG region. The firm demonstrated a clear understanding of SCAG’s project objective In particular, the firm presented a comprehensive and well-developed strategy to support SCAG in building out a TIF program, including development of: • TIF 101 Explainer (format: text for webpage), including an overview of TIF and brief descriptions, opportunities and constraints of specific tools; • TIF Decision Tree (format: text and graphics for webpage) guiding jurisdictions through an initial tool evaluation; and • One – two Brief Case Studies (format: text, images, and graphics for webpage) drawing on California and national precedents. • The firm has highly qualified and experienced consultant team. Senior staff are devoting considerable time to the effort, and the Project Manager appears to be qualified and knowledgeable of SCAG and regional landscape. Importantly, the team includes a dedicated climate specialist, ensuring that climate resilience and sustainability are embedded throughout the project his expertise is directly aligned with SCAG’s regional priorities and policy framework, including regional resilience and the Connect SoCal Plan. 						

**Conflict of Interest (COI) Form - Attachment
For July 2, 2026 Regional Council Approval**

Approve Contract No. 26-052-C01 in an amount not to exceed \$729,737 with HR&A Advisors to develop a Tax Increment Financing (TIF) program for SCAG. The contract will support the creation of community resources and enhance SCAG’s organizational capacity to deliver direct technical assistance and guidance to jurisdictions. 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)?
HR&A Advisors, Inc. (prime consultant)	No - form attached
Sperry Capital, Inc. (subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 26-052

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: HR&A Advisors, Inc.
Name of Preparer: Amitabh Barthakur
Project Title: SCAG Tax Increment Finance Program
RFP Number: 26-052 **Date Submitted:** May 4, 2026

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Position	Dates of Service
Miles Kim Parr	Intern	6/24-6/25
_____	_____	_____
_____	_____	_____
_____	_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Amitabh Barthakur, **hereby declare that I am the (position or title)** Partner **of (firm name)** HR&A Advisors, Inc., **and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 5/4/2026 **is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.****



May 4, 2026

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 26-052

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Sperry Capital Inc.
Name of Preparer: HR&A Advisors, Inc.
Project Title: SCAG Tax Increment Finance Program
RFP Number: 26-052 **Date Submitted:** 5/4/2026

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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


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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Gareth Lee, hereby declare that I am the (position or title) Managing Principal of (firm name) Sperry Capital Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 4/28/2026 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ 4/28/2026
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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



AGENDA ITEM 6

REPORT

Southern California Association of Governments
July 2, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

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

RECOMMENDED ACTION:

Approve Contract No. 26-062-C01 in an amount not to exceed \$569,917 with Alta Planning + Design, Inc. to develop a Regional Safety Action Plan. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

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

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Alta Planning+ Design, Inc. 26-062-C01	The Regional Safety Action Plan will serve as a roadmap for new and ongoing strategies that improve roadway safety across the SCAG region using a Safe System Approach. In preparation for the 2028 Olympic and Paralympic Games, the Plan will also	\$569,917

address safety considerations for mega-events, including roadway improvements appropriate for periods of high traffic volumes. Additionally, the Plan will support local jurisdictions leading supplemental planning and demonstration activities that can enhance SCAG's planning efforts.

FISCAL IMPACT:

Funding of \$569,917 is available in the Fiscal Year (FY) 2026-27 Overall Work Program (OWP) Budget in Project Number 225.4955.01, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.

ATTACHMENT(S):

1. S. 26-062-C01 Contract Summary (Approval Item)
2. 26-062 Conflict of Interest Forms

CONSULTANT CONTRACT NO. 26-062-C01

Recommended Consultant:	Alta Planning + Design, Inc.	
Background & Scope of Work:	<p>In 2021, SCAG adopted a Regional Safety Policy, committing to work with partner agencies to encourage and support actions towards the elimination of transportation-related fatalities and serious injuries by 2050, if not sooner, in Southern California. As part of efforts to achieve “Toward Zero Deaths,” SCAG was awarded a FY23 Safe Streets and Roads for All (SS4A) grant that will fund the development of a Regional Safety Action Plan (Plan).</p> <p>Consistent with the requirements of the FY23 SS4A Grant, the consultant will develop SCAG’s first Regional Safety Action Plan, which will include existing conditions analysis, stakeholder engagement, project recommendations, and evaluation. The Plan will serve as a roadmap for new and ongoing strategies that improve roadway safety across the SCAG region using a Safe System Approach. The Plan will build upon existing transportation safety efforts, such as the Transportation Safety Regional Existing Conditions, Regional High Injury Network, Regional Planning Working Group, and local jurisdiction safety plans. In preparation for the 2028 Olympic and Paralympic Games, the Plan will also address safety considerations for mega-events, including roadway improvements appropriate for periods of high traffic volumes. Additionally, the Plan will support local jurisdictions leading supplemental planning and demonstration activities that can enhance SCAG’s planning efforts. The Plan will include close collaboration with local jurisdictions and the six county transportation commissions of the region on safety initiatives aligned with the SS4A grant.</p>	
Project’s Benefits & Key Deliverables:	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Help implement the Regional Safety Policy, which aims to eliminate transportation-related fatalities and serious injuries by 2050, if not sooner; • Serve as a roadmap for new and ongoing strategies that improve roadway safety across the SCAG region using best practices, such as the Safe System Approach, and proven countermeasures; • Prepare the region to address safety considerations for mega-events, including roadway improvements appropriate for periods of high traffic volumes; and • Provide resources and recommendations for local jurisdictions across the SCAG region to incorporate safety into local jurisdiction goals, policies, workplans, and capital improvement programs. 	
Strategic Plan:	This item supports SCAG’s Strategic Plan Priority 1: Establish and implement a regional vision for a sustainable future.	
Contract Amount:	Total not to exceed	\$569,917
	Alta Planning + Design, Inc. (prime consultant)	\$469,991
	DKS Associates (subconsultant)	\$99,926
Contract Period:	Notice to Proceed through June 30, 2028	

Project Number(s):	225.4955.01 \$569,917 Funding source: 2023 SS4A grant Funding of \$569,917 is available in the Fiscal Year (FY) 2026-27 Overall Work Program (OWP) Budget in Project Number 225.4955.01, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.														
Request for Proposal (RFP):	SCAG staff notified 3,577 firms of the release of RFP 26-062 via SCAG’s Solicitation Management System website. A total of 76 firms downloaded the RFP. SCAG received the following seven (7) proposals in response to the solicitation: <table data-bbox="451 625 1485 926"> <tr> <td>Alta Planning + Design, Inc. (1 subconsultant)</td> <td style="text-align: right;">\$569,917</td> </tr> <tr> <td>eNoLux LLC – list lowest to highest (no subconsultants)</td> <td style="text-align: right;">\$570,000</td> </tr> <tr> <td>Nelson\Nygaard Consulting Associates, Inc. (1 subconsultant)</td> <td style="text-align: right;">\$568,175</td> </tr> <tr> <td>WSP USA (1 subconsultant)</td> <td style="text-align: right;">\$562,655</td> </tr> <tr> <td>Kimley-Horn and Associates, Inc. (2 subconsultants)</td> <td style="text-align: right;">\$562,092</td> </tr> <tr> <td>Association of Metropolitan Planning Organizations (1 subconsultant)</td> <td style="text-align: right;">\$560,369</td> </tr> <tr> <td>Iteris, Inc. (2 subconsultants)</td> <td style="text-align: right;">\$545,190</td> </tr> </table>	Alta Planning + Design, Inc. (1 subconsultant)	\$569,917	eNoLux LLC – list lowest to highest (no subconsultants)	\$570,000	Nelson\Nygaard Consulting Associates, Inc. (1 subconsultant)	\$568,175	WSP USA (1 subconsultant)	\$562,655	Kimley-Horn and Associates, Inc. (2 subconsultants)	\$562,092	Association of Metropolitan Planning Organizations (1 subconsultant)	\$560,369	Iteris, Inc. (2 subconsultants)	\$545,190
Alta Planning + Design, Inc. (1 subconsultant)	\$569,917														
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Kimley-Horn and Associates, Inc. (2 subconsultants)	\$562,092														
Association of Metropolitan Planning Organizations (1 subconsultant)	\$560,369														
Iteris, Inc. (2 subconsultants)	\$545,190														
Selection Process:	The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors. The PRC consisted of the following individuals: Rachel Om, Senior Regional Planner, SCAG Michael Gainor, Senior Regional Planner, SCAG Andres Carasquillo, Principal Planner, SCAG														
Basis for Selection:	The PRC recommended Alta Planning + Design, Inc. for the contract award because the consultant: <ul style="list-style-type: none"> • Demonstrated the best understanding of SCAG's vision for the Regional Safety Action Plan and SCAG's limited role in implementation by proposing a project approach that focuses on early stakeholder engagement (including a value-add of 6 agency interviews) to establish a strong foundation for ongoing engagement throughout plan and includes considerations for various risks with associated mitigation strategies; • Proposed the best technical approach by forming a prime and sub-consultant team with experience and expertise working together on multi-jurisdictional safety plans (in the SCAG region and across the United States) that have a proven track record for securing millions of dollars of grant funding for implementation. In particular, the team helped the Capital Area MPO secure the only SS4A implementation grant in Texas; 														

- Prepared a thoughtful and comprehensive analysis, engagement, and evaluation strategy that clearly showed how the engagement and technical components (clearly organized in an Implementation Table) inform each other and responded to all aspects of the Regional Safety Action Plan requested scope of work, such as considerations for local implementation and mega event safety planning; and
- Demonstrated the team is well-positioned to develop and deliver a comprehensive plan as the team has extensive experience working with SCAG and SCAG jurisdictions, such as the Palm Desert Vision Zero Strategy and Los Angeles County Pedestrian Plans. In addition, the team is familiar with existing SCAG tools, such as the Transportation Safety Modeling and Predictive Analysis Tool and Community Safety Modeling Tool.

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

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

**Conflict of Interest (COI) Form - Attachment
For July 2, 2026 Regional Council Approval**

Approve Contract No. 26-062-C01 in an amount not to exceed \$569,917 with Alta Planning + Design, Inc. to develop a Regional Safety Action Plan. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
Alta Planning + Design, Inc. (prime consultant)	No - form attached
DKS Associates (subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 26-062

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Alta Planning + Design, Inc.

Name of Preparer: Steven Frieson, PE, LCI | Vice President, as duly authorized

Project Title: SCAG Regional Safety Action Plan

RFP Number: No. 26-062 Date Submitted: 5/6/2026

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
<u>Not Applicable</u>	

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

YES NO

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

Name	Position	Dates of Service
Not Applicable		

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

YES NO

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

Name	Relationship
Not Applicable	

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

YES NO

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

Name	Relationship
Not Applicable	

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

YES NO

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

Name	Date	Dollar Value
Not Applicable		

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Steven Frieson, PE, LCI, hereby declare that I am the (position or title) Vice President of (firm name) Alta Planning + Design, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 5/6/2026 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ 5/6/2026 _____
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 26-062

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: DKS Associates

Name of Preparer: Brian Chandler

Project Title: SCAG Regional Safety Action Plan.

RFP Number: No. 26-062 **Date Submitted:** 5/6/2026

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES NO

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

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

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Brian Chandler, hereby declare that I am the (position or title) Principal of (firm name) DKS Associates, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 5/6/2026 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

Brian Chandler

 Signature of Person Certifying for Proposer (original signature required) 5/6/2026 _____
 Date

NOTICE

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



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

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

Subject: Release of Draft Transportation Conformity Analyses of Draft 2027
Federal Transportation Improvement Program (FTIP) and Draft Connect
SoCal 2024 Amendment 2

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council (RC) authorize the Executive Director to release the draft transportation conformity analyses as part of the draft 2027 FTIP and the draft Connect SoCal 2024 (2024 RTP/SCS) Amendment 2 for public review and comment.

RECOMMENDED ACTION FOR CEHD AND TC:

Receive and File

RECOMMENDED ACTION FOR RC:

Authorize the Executive Director to release the draft transportation conformity analyses as part of the draft 2027 FTIP and the draft Connect SoCal 2024 (2024 RTP/SCS) Amendment 2 for public review and comment.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Over the past several months, SCAG staff has developed the transportation conformity analyses for the draft 2027 FTIP and draft Connect SoCal 2024 Amendment 2. The draft transportation conformity analyses demonstrate that the draft 2027 FTIP and Connect SoCal 2024 Amendment 2 meet all federal transportation conformity requirements. At their respective meetings on July 2, 2026, staff is seeking the EEC's recommendation to the RC, and then RC authorization to release the draft transportation conformity analyses as part of the draft 2027 FTIP and draft Connect SoCal 2024 Amendment 2 documents for a 30-day public review and comment period beginning July 6, 2026. Following the conclusion of the public review period, the EEC will be asked to consider

recommending the proposed final transportation conformity analyses to the RC, and then the RC will be asked to consider adoption of the proposed final 2027 FTIP and the proposed final Connect SoCal Amendment 2, including the associated proposed final transportation conformity analyses on the same day in September 2026.

BACKGROUND:

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

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

At the June 4, 2026 EEC meeting, staff provided an overview of transportation conformity, including the five federally required transportation conformity tests that RTP, FTIP, and their amendments must pass: (1) consistency with the adopted Connect SoCal 2024, as amended; (2) regional emissions analysis; (3) timely implementation of transportation control measures (TCMs); (4) financial constraint; and (5) interagency consultation and public involvement. In addition, the anticipated transportation conformity lockdown due to SCAG's inability to meet the Coachella Valley ozone motor vehicle emissions budget included in the South Coast Air Quality Management District's 2026 updated Air Quality Management Plan has no impact on the 2027 FTIP or Connect SoCal 2024 Amendment 2. For more information, please visit: [Energy and Environment Committee June 4, 2026 Full Agenda Packet](#) (Agenda Item 4).

SCAG staff has prepared the draft 2027 FTIP and draft Connect SoCal 2024 Amendment 2 in consultation and continuous communication with the CTCs throughout the region. The draft 2027 FTIP is a programming document containing new transportation projects and modifications to existing transportation projects covering a six-year period. Concurrent with the draft 2027 FTIP, the draft Connect SoCal 2024 Amendment 2 serves as a consistency amendment to the 2027 FTIP, allowing for changes to long-range RTP/SCS projects in addition to changes to state and local highway and transit projects currently in the FTIP that will be carried forward as part of the 2027 FTIP.

SCAG staff has also prepared the federally required draft transportation conformity analyses for the draft 2027 FTIP and draft Connect SoCal 2024 Amendment 2. The draft transportation conformity analyses demonstrate positive transportation conformity by meeting all five federally required transportation conformity tests. In addition, these draft analyses update the prior final transportation conformity analyses for the 2025 FTIP and Connect SoCal 2024 Amendment 1, which were adopted by the RC on September 5, 2024 and received final federal approval from the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA), in consultation with U.S. EPA, on December 16, 2024.

At its meeting on July 2, 2026, the TC is considering recommending that the RC authorize the Executive Director to release the draft 2027 FTIP and draft Connect SoCal 2024 Amendment 2 for a 30-day public review and comment period beginning on July 6, 2026. On a separate but parallel track, staff is seeking EEC's recommendation that the RC authorize the Executive Director to release the associated draft transportation conformity analyses as part of the draft 2027 FTIP and draft Connect SoCal 2024 Amendment 2 documents for the same 30-day public review and comment period beginning on July 6, 2026.

Upon completion of the public review and comment period, SCAG staff will prepare the proposed final 2027 FTIP and the proposed final Connect SoCal 2024 Amendment 2, including the associated proposed final transportation conformity analyses for the TC and the EEC to recommend RC adoption, respectively and then RC's adoption on the same day in September 2026. Final federal approval of the 2027 FTIP and Connect SoCal 2024 Amendment 2 is expected to occur in December 2026. Once approved by the federal agencies, the 2027 FTIP and Connect SoCal 2024 Amendment 2 would allow transportation projects to receive the necessary federal approvals to move forward toward implementation.

FISCAL IMPACT:

None.



To: TC – Transportation Committee
RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

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

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

RECOMMENDED ACTION FOR TC:

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

RECOMMENDED ACTION FOR RC:

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

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

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

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

BACKGROUND:

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

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

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

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

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

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

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

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

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

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

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

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

The Draft 2027 FTIP is accessible at:

www.scag.ca.gov/2027-ftip

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

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

FISCAL IMPACT:

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

ATTACHMENT(S):

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







Draft 2027 FTIP and Connect SoCal 2024 Draft Amendment 2

July 2, 2026

WWW.SCAG.CA.GOV

Draft 2027 FTIP and Connect SoCal 2024 Draft Amendment 2

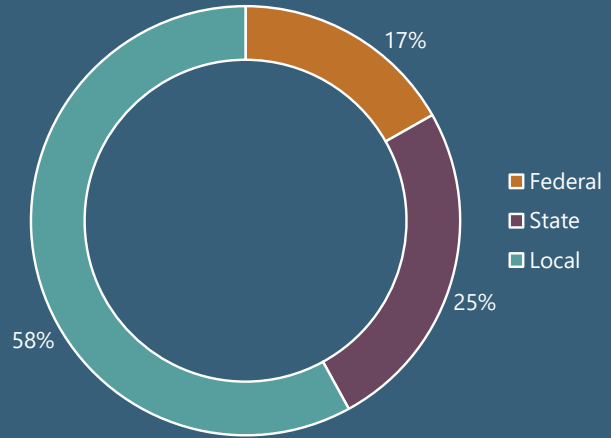
What is the FTIP?

-  A federally mandated list of transportation projects in the SCAG region that will receive federal funding or are subject to a federally required action
-  Includes multimodal investments programmed with federal, state, and local funds
-  Prepared by SCAG in collaboration with county transportation commissions
-  A key means of implementing Connect SoCal (RTP/SCS) and regional priorities

2027 FTIP Funding Sources

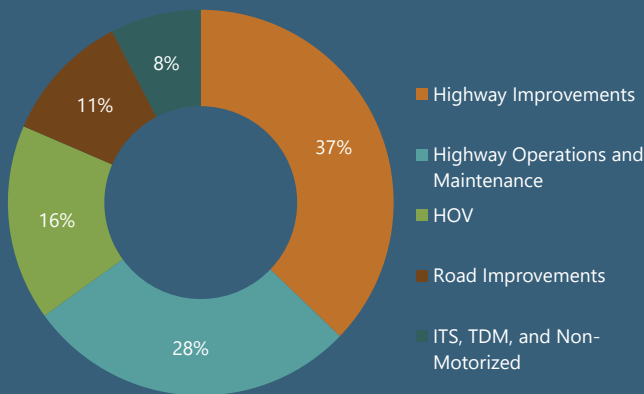
Summary of 2027 FTIP by Funding Source
(in \$000's)

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

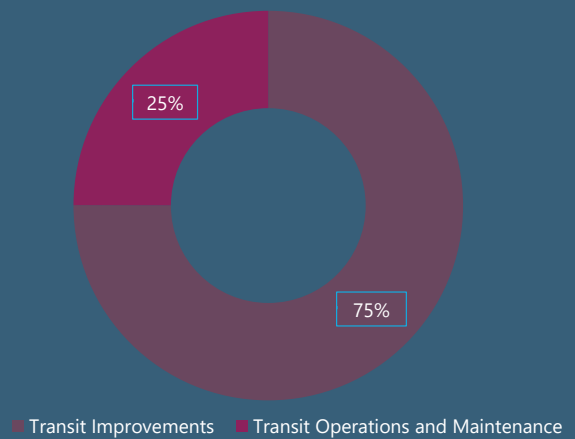


2027 FTIP Investment Categories

Highway/Road: \$25.045 billion



Transit: \$23.023 billion



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

Transportation Conformity and the 2027 FTIP

The 2027 FTIP meets the five tests for transportation conformity

1. Consistent with Adopted 2024 RTP/SCS

The FTIP is consistent with the Connect SoCal 2024.

2. Regional Emissions Analysis

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

3. Timely Implementations of Transportation Control Measures (TCMs)

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

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

4. Financial Constraint

The 2027 FTIP complies with federal financial constraint requirement.

5. Public Participation/Interagency Consultation

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

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

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

Need for Plan Amendments

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

Project Modification Summary

Connect SoCal 2024 Amendment 2 consists of 722 project modifications

Sample projects with modifications:

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

Connect SoCal 2024 Amendment 2 Assessment

Based on analysis of project modifications, SCAG staff concludes:

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

Next Steps

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



THANK YOU!

For more information, please visit:

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



To: TC - Transportation Committee
RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

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

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

RECOMMENDED ACTION FOR TC:

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

RECOMMENDED ACTION FOR RC:

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

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

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

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

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

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

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

BACKGROUND:

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

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

Caltrans Interim Toll Credits Use Policy

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

The policy establishes:

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

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

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

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

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

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

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

Next Steps

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

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

FISCAL IMPACT:

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

ATTACHMENT(S):

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



Toll Credit Policy

July 2026

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Exhibit 1 County Allocations Table2

Overview

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

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

Under the Caltrans policy:

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

Toll Credit Distribution

Methodology

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

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

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

Distribution

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

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

Exhibit 1 County Allocations Table

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

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

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

Programming and Reporting

Eligibility and Programming

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

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

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

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

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

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

FTA TDC

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

Reporting

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

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

LOANS

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



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Memorandum

To: REGIONAL TRANSPORTATION PARTNERS

Date: March 13, 2026

From: DEE LAM
Chief
Division of Local Assistance

Subject: **INTERIM TOLL CREDITS USE POLICY**

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

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

Background:

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

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

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

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

Guidelines:

The required actions below are effective October 1, 2025.

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

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

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



DEE LAM
Chief
Division of Local Assistance

3/13/2026

Date

Attachment

Toll Credits Cap for MPOs

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

TOLL CREDITS CAP FOR MPOs

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

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

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

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

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

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

3. Who is eligible to receive TC?

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

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

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

5. What are the expectations from the MPOs?

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

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

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

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

7. What are deadlines to program and obligate TC?

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

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

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

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

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

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

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



To: TC - Transportation Committee
RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

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

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

RECOMMENDED ACTION FOR TC:

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

RECOMMENDED ACTION FOR RC:

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

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

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

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

BACKGROUND:

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

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

PROGRAM UPDATES AND REOPENING APPROACH

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

Key updates include:

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

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

NEXT STEPS

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

FISCAL IMPACT:

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

ATTACHMENT(S):

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

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

LMFP Rebate Program Reopening

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

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

Key updates since the program’s initial launch include:

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

Program Funding Source

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

Rebate Amounts

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

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

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

Eligibility

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

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

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

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

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

Vehicle Replacement Option

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

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

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

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

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

Vehicle Conversion Option

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

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

Application Intake, Review, and Evaluation Process

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

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

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

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

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

Application Criteria

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

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

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

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

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

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

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

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

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

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

Rebate Redemption & Reimbursement Process

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

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

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

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

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

Participant Commitments

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

Program Contact

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

Application Requirements Checklist

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

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

1. Operational Use Case

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

2. Diesel & Gasoline Vehicle Documentation

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

3. Replacement BEV / Conversion Documentation

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

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

4. Geographic Eligibility

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

5. Project Readiness

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

6. Public Records Act

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

USE AND DISCLOSURE OF DATA

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

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

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

7. Foreign Entities of Concern (FEOC)

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

8. Use of Logos

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

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

9. Disclaimer

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

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

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

Program Contact

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

Approval of LMFP Rebate Program Reopening

July 2, 2026

WWW.SCAG.CA.GOV

South Coast AQMD INVEST CLEAN

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



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

Eligible Entities:

- Private and Public Fleet Owners

Operating Location:

- Vehicles must be domiciled in one of the two MSAs

Existing Equipment Requirements:

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

Replacement Equipment Requirements:

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



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

Initial Program Results & Key Considerations

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

INVEST CLEAN – Measure 2.2 Reopening Program Guidelines and Changes

SCAG refined the program to improve participation

Eligible Entities:

- Private and Public Fleet Owners

Operating Location:

- Vehicles must be domiciled in one of the two MSAs

Revised Existing Equipment Requirements:

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

Revised Replacement Equipment Requirements:

- Expanded replacement eligibility to Class 4–8 BEVs



Revised Rebate Amounts:

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

Next Steps

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

Recommended Action for TC/RC

Transportation Committee:

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

Regional Council:

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



Southern California Association of Governments
July 2, 2026

To: EAC - Executive Administration Committee
RC - Regional Council
From: Javiera Cartagena, Chief Government and Public Affairs Officer
213-236-1980, cartagena@scag.ca.gov
Subject: AB 2296 (Papan) - Support if Amended

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

The Legislative/Communication & Membership Committee (LCMC) recommends the Regional Council (RC) adopt a “support if amended” position on AB 2296 (Papan).

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Assembly Bill (AB) 2296 (Papan) would extend various timelines of the regional housing needs determinations (RHND), regional housing needs allocations (RHNA), and housing element revision processes. Staff recommends the Legislative/Communications and Membership Committee (LCMC) forward a “support if amended” position to the Regional Council on AB 2296 to exempt SCAG from certain deadline modifications contained in the bill, since the 7th RHNA Cycle is already underway in our region using the current deadlines.

The Legislative/Communications & Membership Committee (LCMC) recommends that the Regional Council (RC) adopt a “support if amended” position on AB 2296 (Papan).

BACKGROUND:

Since 1969, the California State Legislature has passed laws requiring regions, cities, and counties to plan for the housing needs of their residents across all income levels. Local governments fulfill their housing need planning responsibilities by adopting housing plans, or housing elements, as part of their “General Plan.” The law mandating that housing be included as an element of each jurisdiction’s general plan is known as “housing element law.” As part of that process, the state administers the Regional Housing Needs Allocation (RHNA), a state-mandated process for identifying the total number of housing units to be planned statewide to meet the current and projected needs of residents across all income categories. The first step in this process is for the California Department of Housing and Community Development (HCD) to issue the total housing need for each region, including the SCAG region, for an eight-year planning period. For the 6th RHNA cycle, covering the

eight-year period from October 2021 to October 2029, HCD assigned 1.34 million units to the SCAG region in the Regional Housing Needs Determination (RHND).

Each region's council of governments (COG) is then responsible for distributing that RHND to its local jurisdictions. As the COG for Southern California, SCAG is responsible for distributing our region's RHND amongst the 197 cities and counties within our jurisdiction. Throughout this process, there are various deadlines that HCD, SCAG, and local jurisdictions must meet, culminating in the deadline for local jurisdictions to adopt an HCD-certified housing element. A breakdown of the current RHNA process is provided below:

1. Regional Determination Phase

- a. **HCD Consultation Deadline – August 2026:** HCD must consult with SCAG regarding data sources and structural assumptions by August 2026. This includes factoring in specific regional challenges, such as severe cost burdens, overcrowding, and homelessness data.
- b. **HCD Issues RHND – October 2026:** HCD must formally issue the Regional Housing Needs Determination (RHND), which is the absolute total number of housing units SCAG must accommodate, by October 2026.

2. Subregional Allocation & Local Methodology

- a. **Subregional Formation – June 2027:** Jurisdictions can choose to form subregions to collectively manage their allocations and must alert SCAG by June 2027.
- b. **Methodology Development – October 2027:** SCAG must design and develop a proposed rigorous math-based formula to divide the state-mandated RHND amongst our 197 local jurisdictions by October 2027. After a public comment period, SCAG must send a draft to HCD for review and approval prior to adoption of a final methodology.

3. Local Allocation & Appeals

- a. **Draft Allocation – April 2028:** SCAG must release the exact number of low-, moderate-, and above-moderate-income units assigned to every local jurisdiction by April 2028.
- b. **Statutory Appeals:** Local jurisdictions may formally appeal their allocations within 45 days of SCAG releasing the draft allocation, based strictly on statutory criteria (e.g., major changes in circumstances or planning errors).
- c. **Final Allocation Adoption – October 2028:** SCAG must adopt a final RHNA allocation that outlines the exact number of units assigned to every local jurisdiction.

4. Final Housing Element Deadline

- a. **Local Adoption – October 2029:** Local municipalities must submit fully compliant, updated Housing Elements to HCD for statutory certification by October 2029. Jurisdictions within Los Angeles and Imperial Counties must revise and adopt their housing elements by April 2030. Failing to adopt on time triggers legal exposure from the state Attorney General, loss of local zoning authority, and potential "Builder's Remedy" developments.

Information on AB 2296 and how it would amend this process is included below.

AB 2296 (Papan)

AB 2296 is authored by Assemblymember Diane Papan (D-San Mateo) and sponsored by the League of California Cities. This year's bill is a follow-up to AB 650, which Assemblymember Papan authored last year on a similar subject and that SCAG supported at that time. AB 650 would have extended various RHNA, RHND, and housing element deadlines to provide COGs and local jurisdictions with additional time on the front end, from the time HCD provides a regional determination until housing element updates are due, to increase compliance without modifying the housing element due date. Further, AB 650 required HCD to provide jurisdictions with specific feedback on how to bring their housing elements into compliance if HCD determined they didn't comply with state housing element law.

AB 650 passed in both chambers of the State Legislature but was vetoed by Governor Newsom because it required HCD to provide specific feedback to local jurisdictions, which he felt would shift responsibility for producing compliant housing elements to the state. Further, that requirement was estimated to cost the state \$11 million annually.

Assemblymember Papan is trying again this year with AB 2296, but has removed provisions requiring HCD to provide specific feedback on how to bring a non-compliant housing element into compliance. AB 2296 also excluded some deadline extensions included in AB 650 because those deadlines were extended by other legislative bills signed into law last year. A summary of provisions included in AB 2296, compared to AB 650, as well as a table of current and proposed milestone deadlines, is included below:

AB 2296 provisions *retained* from AB 650:

- Revises subregional entity formation deadline from 28 to 34 months prior to the HE due date
- Revises deadline for COGs to provide RHNA to subregions from 25 to 31 months prior to the HE due date
- Revises COG proposed methodology deadline from 2 to 2.5 years prior to the due date
- Revises COG and subregion draft RHNA deadline from 1.5 to 2 years prior to the due date

AB 650 provisions excluded from AB 2296:

- Revises HCD RHND Consultation deadline from 2 to 3 years prior to the HE due date.
 - This provision was enacted when AB 1275 (Elhawary, 2025) was signed into law, which SCAG supported.
- Extend HCD deadline to meet with COG regarding assumptions and methodology from 26 to 38 months prior to the HE due date.
 - This provision was enacted when SB 233 (Seyarto, 2025) was signed into law, which SCAG supported.

Milestone	Current Timeline	Current Deadline	AB 2296 Proposal	AB 2296 Deadline
HCD consultation w/COG	38 months prior	Aug 2026	No change	No Change
HCD issues RHND	~36 months prior	Oct 2026	No change	No Change
Subregional formation deadline	28 months prior	June 2027	34 months prior	Dec 2026
COG assigns RHNA shares to subregions	25 months prior	Sept 2027	31 months prior	March 2027
Methodology development	2 years prior	Oct 2027	2.5 years	April 2027
Draft RHNA allocation	18 months prior	April 2028	2 years prior	Oct 2027
Final RHNA adoption	≥ 1 year prior	Oct 2028	No change	Oct 2028
Housing Elements due	—	Oct 2029	—	Oct 2029

SCAG supported AB 650 because it would have provided additional front-end time for both regions and local jurisdictions to administer the RHNA process before the housing element due date, thereby increasing housing element compliance. The LCMC recommended supporting AB 650 last year, in part, because the changes to the deadlines would have taken effect in January 2026, well before our internal planning work would begin. In the case of AB 2296, however, SCAG’s internal RHNA planning process has already begun. AB 2296’s proposed changes could change deadlines for which planning has already begun. In addition, AB 2296’s proposal to adjust the deadline for local jurisdictions to form a subregion would shift from June 2027 to December 2026, which would require either an

exemption or clarification, since if signed into law, AB 2296 would not go into effect until January 1, 2027.

For these reasons, the LCMC recommends a “support if amended” position. While extending the RHNA timeline to provide a longer runway before the housing element revision deadline aligns with SCAG’s 2025-26 State Legislative Platform, this bill would disrupt SCAG’s 7th cycle process, which is already underway. This concern is particularly relevant to councils of governments that begin the 7th Cycle RHNA process earlier in the statewide cycle, including SCAG, as well as the Sacramento Area Council of Governments (SACOG) and the San Luis Obispo Council of Governments (SLOCOG). If the Regional Council adopts a “support if amended” position, staff would work to amend the bill to minimize its impact on regions that have already begun the 7th-cycle RHNA process.

Prior Committee Action

At its meeting on June 16, 2026, staff presented AB 2296 (Papan) to the LCMC. Following the presentation, members asked various questions related to clarifications on which provisions were included in AB 2296 versus AB 650, whether the committee should consider an oppose position, whether the six-month extension provided by the bill would provide enough time for a robust RHNA process, and how members could conduct additional advocacy to help ensure this bill is amended.

After staff addressed each question, the committee voted unanimously to forward a staff-recommended “support if amended” position on AB 2296 (Papan) to the Regional Council.

FISCAL IMPACT:

Work associated with AB 2296 (Papan) – Support if Amended is within the Indirect Cost budget, Legislation 810-0120.10.



Southern California Association of Governments
July 2, 2026

To: EAC - Executive Administration Committee
RC – Regional Council
From: Javiera Cartagena, Chief Government and Public Affairs Officer
213-236-1980, cartagena@scag.ca.gov
Subject: Mid-Cycle Legislative Update Bills – Oppose

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

The Legislative/Communication & Membership Committee (LCMC) recommends that the Regional Council (RC) adopt an “oppose” position on SB 675 (Padilla), SB 866 (Blakespear), and SB 1414 (Reyes).

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The California State Legislature is now midway through the second year of the 2025-2026 legislative session. As such, various crucial deadlines have passed, including those for bills to advance from policy and fiscal committees and on the floor in their house of origin.

After receiving an update from staff on seven bills that are still active and relate to SCAG’s core issues, the Legislative/Communications & Membership Committee (LCMC) discussed the bills and pulled three from the report to recommend that the Regional Council (RC) adopt an “oppose” position on SB 675 (Padilla), SB 866 (Blakespear), and SB 1414 (Reyes).

BACKGROUND:

The State legislature is midway through the second half of the two-year 2025-2026 Legislative Session. At this point, many bills are “dead” as they failed to meet deadlines to pass in policy and fiscal committees, as well as on the floor of the chamber in which it was introduced. Remaining bills have often been heavily amended through the committee process in the house of origin and are now being considered in the second chamber. Thus, staff worked to identify bills related to core SCAG issue areas to keep the committee apprised of the most relevant legislation still moving through the legislative process to present to the LCMC at its June 2026 meeting.

This staff report contains background on three bills from the LCMC’s June 2026 Mid-Cycle Legislative Update informational item for which the committee is recommending that the RC adopt an “oppose” position on: SB 675 (Padilla), SB 866 (Blakespear), and SB 1414 (Reyes).

Summaries of the three bills are included below.

The LCMC recommends the RC ADOPT AN “OPPOSE” POSITION ON the following three (3) legislative bills:

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

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

Status: Passed Sen. Floor 39-0 06/04/25. Gut-and-amended in the Assembly to contain current language 06/01/26. Passed Asm. Natural Resources 9-4 on 06/08/26 and assigned to Asm. Approps pending hearing date.

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

SB 675, authored by Senator Steve Padilla (D-San Diego), would restructure the governance of the Imperial County Air Pollution Control District (ICAPCD) by replacing the existing structure, in which the five members of the Imperial County Board of Supervisors serve as ex officio members, with a 10-member board consisting of one county representative, five city representatives, and four public members, effective March 1, 2028. The bill would also prohibit the district from issuing any “major air permits,” also known as Title V permits, until that date and impose additional transparency, reporting, and planning requirements on the district.

Specifically, the bill establishes a new board composition that includes one county supervisor appointed by the Board of Supervisors; five city council members, one from each supervisorial district, selected by city selection committees; and four public members appointed at a public hearing. The public members must include a physician or public health professional with expertise in air pollution impacts, an environmental justice representative, a labor representative, and an individual with an agricultural background. All members must reside within the district and be selected based on their expertise in air pollution control and understanding of local community needs.

In addition, SB 675 would prohibit the district from issuing Title V permits to “major sources” of air pollution until March 1, 2028. These permits are required under the federal Clean Air Act for facilities that emit, or have the potential to emit, large quantities of pollutants, generally 100 tons per year or more of a criteria pollutant, and are issued to meet both federal and state air quality requirements. The prohibition would apply to both new and existing facilities, potentially affecting permit renewals, facility upgrades, and compliance-related activities.

The bill further imposes a series of new transparency and accountability requirements on the district. The ICAPCD would be required to develop and maintain a standalone website and publicly post

detailed information, including board agendas and minutes, permit applications and approvals, enforcement actions, notices of violation, air toxics program materials, and budget documents. The district would also be required to publish an annual air quality report, develop a comprehensive air monitoring plan, evaluate and improve its public complaint and comment processes, and apply for available state grant and incentive funding. Additionally, the district must prepare a report summarizing permitting actions taken in 2027 and consider rule changes to improve opportunities for public input within statutory timelines. Any costs not covered by existing funding sources would be covered through a required per capita assessment on the county and cities within the district.

SB 675 is intended to address longstanding air quality challenges in Imperial County, which faces pollution from multiple sources, including dust from the shrinking Salton Sea, cross-border emissions, and industrial activity, and experiences high rates of asthma and respiratory illness. Supporters argue that the current governance structure, composed solely of county supervisors, limits representation from cities and impacted communities, and that expanding the board to include city representatives and subject-matter experts will improve transparency, accountability, and responsiveness to local air quality concerns.

The bill is modeled in part on AB 423 (Gloria, 2019), which restructured the San Diego County Air Pollution Control District by adding city and public representation. Similar to that measure, SB 675 would shift the balance of authority away from exclusive county control. However, the shift is more pronounced in this case, reducing county representation from making up the entire board to only having a single seat and creating a majority composed of city and public members. The inclusion of designated public member roles for labor and agriculture represents a further expansion beyond prior models.

According to the committee analysis, Imperial County is currently the most populous rural county air district governed solely by a board of supervisors and faces more complex air pollution challenges than other similarly structured districts. Of the state's single-county air districts, some already include city representation, while others, primarily rural districts, do not.

While the committee analysis does not detail specific arguments from stakeholders in opposition, it notes that the bill's prohibition on issuing Title V permits until March 1, 2028, could delay facility maintenance, upgrades, and other actions required for compliance, potentially affecting implementation of federal Clean Air Act requirements. Senator Padilla agreed to accept the committee's suggested amendments to strike the language regarding the prohibition on Title V permits and to expedite the transition of the new board to July 1, 2027, and the new posting requirements to calendar year 2028.

Support:

City of Imperial (sponsor), Alianza Coachella Valley, Audubon California, Imperial Valley Equity & Justice Coalition, Sierra Club California

Oppose:

California Chamber of Commerce, Imperial County Board of Supervisors, Imperial County Farm Bureau

Bill: SB 866 **Author:** Senator Catherine Blakespear (D-Encinitas)

Title: Planning and zoning: housing element: unhoused population.

Status: Passed Sen. Floor 26-9 05/27/26. Assigned to Asm. Housing Committee to be heard 07/01/26.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billStatusClient.xhtml?bill_id=202520260SB866

SB 866, authored by Senator Catherine Blakespear (D-Encinitas), would require local governments that *do not* receive funding from the Homeless Housing, Assistance, and Prevention (HHAP) program to expand the scope of data and analysis included in the homelessness program of their housing elements. The required pieces of data that must be included in a housing element include:

- A list of available federal, state, and local resources for people experiencing homelessness;
- A description of actions taken by the jurisdiction to connect unhoused individuals to these resources;
- Current data on the unhoused population, including total population, average length of time, number of individuals exiting to permanent housing, and the number of individuals who return to homelessness after obtaining permanent housing, among others;
- A description of key actions to reduce homelessness based on the reported data;
- A description of coordination efforts with cities, counties, or councils of governments; and
- A list identifying programs and actions to prevent homelessness, especially for at-risk populations.

The author argues that this bill is necessary because, while HHAP requires recipients that are local jurisdictions to meet robust accountability measures, such as developing a Regional Plan and performance goals, only cities with populations above 300k are eligible to apply for the program, thereby limiting the accountability measures to the state's 13 largest cities. Thus, creating large gaps in the data, which this bill would bridge, allowing for more coordinated and effective statewide response to homelessness. The California League of Cities is leading the opposition to this bill, as they believe it would be more effective to instead require cities to have representation in the regional planning process.

Starting with Round 5, HHAP began requiring all eligible applications within a specific county boundary to submit a single, cohesive Regionally Coordinated Homelessness Action Plan. Every HHAP recipient within the geographic county “region” must play a part in drafting and sign off on the plan, which includes the overlapping County government, the regional Continuum of Care (CoC), and a large city with a population over 300k. Cities with populations under 300k are typically invited to participate in the process and sign on, though they are not currently required to do so.

Support:

Bay Area Council, City of Riverside, Corporation for Supportive Housing, Dignitymoves (UNREG), Mayor Matt Mahan, City of San Jose, National Alliance to End Homelessness, New California Coalition.

Oppose:

The California League of Cities, 59 cities, including 36 in the SCAG region: Artesia, Brawley, Buena Park, Colton, Cypress, Downey, El Centro, Fillmore, Glendora, Grand Terrace, Hesperia, Highland, Inglewood, La Mirada, Lake Forest, Lakewood, Lomita, Los Alamitos, Lynwood, Mission Viejo, Montclair, Norwalk, Paramount, Pico Rivera, Rancho Palos Verdes, Rancho Santa Margarita, Redondo Beach, Rolling Hills Estates, San Bernardino, Santa Paula, Simi Valley, Stanton, Thousand Oaks, Whittier, Apple Valley, and Yucca Valley.

Bill: SB 1414 **Author:** Senator Eloise Gomez Reyes (D-Colton)

Title: County of San Bernardino Citizens Redistricting Commission.

Status: Passed on the Senate Floor 29-9. Passed Asm. Elections 6-1 on 06/17/26, and assigned to Asm. Local Government pending hearing date.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260SB1414

SB 1414, authored by Senator Eloise Gomez Reyes (D-Colton), would establish an independent Citizens Redistricting Commission in San Bernardino County to draw supervisorial district boundaries following each decennial census, transferring that authority from the County Board of Supervisors to a 14-member citizen body.

Specifically, the bill 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.

The commission would be structured to reflect the county’s geographic, political, and demographic diversity, with commissioners’ political party preferences required to be as proportional as practicable to those of registered voters. Commissioners must be registered voters of the county with demonstrated analytical skills, impartial decision-making ability, and familiarity with the county’s diverse communities.

Commissioners would be selected through a structured process in which the county elections official first screens applicants and identifies 60 of the most qualified candidates, without consulting the Board of Supervisors. From that pool, eight commissioners would be randomly drawn, five from district-based subpools (one from each supervisorial district) and three at large, after which those eight initial members would appoint the remaining six commissioners based on qualifications while ensuring the overall commission reflects the county's diversity.

Individuals, or their immediate family members, with recent political, lobbying, or campaign ties within the previous eight years would be barred from serving, including those who have held or run for office, worked for candidates or elected officials, served as political party officers, or acted as registered lobbyists. Commissioners would also be subject to conflict-of-interest laws and post-service restrictions, including a five-year prohibition on holding certain public offices, lobbying, or receiving no-bid contracts from the county.

The commission, rather than the Board of Supervisors as is currently the case, would have final authority to adopt supervisorial district maps, with approval requiring at least nine (9) votes, which also constitutes a quorum. The commission would be required to follow existing state redistricting criteria, ensure districts are substantially equal in population, and prepare a report explaining how those criteria were applied. Final maps would be subject to referendum.

The bill also establishes transparency and public participation requirements. The commission would be required to comply with open meetings laws, prohibit most communications outside of public hearings, maintain public records, and adopt procedures governing hearings, communications, vacancies, and removal of commissioners.

Additionally, the commission would be required to conduct at least 10 public hearings, including seven before drafting maps and three afterward, and undertake outreach efforts to encourage public engagement. This outreach would include translating materials, notices, agendas, and website content into applicable languages and providing live interpretation at hearings, upon request, for languages spoken by at least 3 percent of the county's voting-age population.

Under existing law, county boards of supervisors are responsible for redrawing supervisorial district boundaries following each decennial census to ensure population equality. Prior to 2017, state law generally permitted local jurisdictions to establish only advisory redistricting bodies, which could provide recommendations but did not have the authority to adopt district boundaries. Instead, that authority remained with the governing body. While charter cities could establish commissions with line-drawing authority, charter counties lacked that authority without express statutory authorization. In 2016, the Legislature enacted SB 1108 (Allen, 2016), which authorized counties and

general law cities to establish independent redistricting commissions, and SB 1018 (Allen, 2018) further expanded that authority and refined the rules governing such commissions.

In recent years, the Legislature has considered broader proposals to require independent redistricting commissions statewide for large local jurisdictions. However, those comprehensive measures were vetoed, largely due to concerns about state-mandated costs and the fact that counties are already authorized to establish redistricting commissions. In contrast, the Legislature has successfully enacted a series of more targeted measures requiring specific counties to establish independent commissions, including Los Angeles, San Diego, Riverside, and Orange counties, among others, most of which will implement commissions for the 2030 redistricting cycle. Santa Barbara County remains the only county to have voluntarily adopted an independent redistricting commission without a statutory mandate. Within this context, SB 1414 reflects a continuation of the Legislature's incremental approach by applying an independent commission model to San Bernardino County.

In San Bernardino County, voters approved Measure J in 2020, which led to the establishment of an advisory redistricting commission for the 2021 cycle. That commission held multiple public meetings, reviewed proposed maps, and provided recommendations to the Board of Supervisors, which retained final authority over map adoption. SB 1414 would replace that advisory model with an independent commission vested with final decision-making authority, aligning the county with other jurisdictions statutorily mandated to adopt independent redistricting practices.

The bill's sponsors argue that SB 1414 is necessary to promote fair, transparent, and community-driven redistricting in one of California's fastest-growing and most diverse counties. They argue that shifting map-drawing authority to an independent body will reduce political influence, increase public participation, and align San Bernardino County with other large counties that already utilize independent commissions.

In opposition, the San Bernardino County Board of Supervisors argues that the bill is overly prescriptive, costly, and administratively burdensome, with vague standards that could lead to disputes, litigation, and increased operational risks. They also raise concerns about the lack of a clear funding structure and the potential for high costs, which could reach millions of dollars each decade.

Support:

California Common Cause, Inland Empire United, and the League of Women Voters of California (co-sponsors), Courage California, Inland Coalition for Immigrant Justice, Inland Equity Community Land Trust, Starting Over Inc., Starting Over Strong, and 26 individuals.

Oppose:

Acquanetta Warren (Mayor of Fontana), the California Association of Clerks and Election Officials, the cities of Needles, Fontana, Ontario, and Upland, the Greater High Desert Chamber of Commerce,

Greater Ontario Business Council, Inland Empire Economic Partnership, LIUNA Laborers Local 783, the San Bernardino County Board of Supervisors, the San Bernardino County Sheriff's Department, the Sheriff's Employees Benefit Association, and Teamsters California.

Prior Committee Action

At its meeting on June 16, 2026, staff presented an informational update on seven (7) active legislative bills that relate to SCAG's core issue areas: SB 675 (Padilla), SB 866 (Blakespear), SB 1123 (Wiener), SB 1361 (Durazo), SB 1414 (Reyes), AB 1777 (Garcia), and AB 2168 (Wicks). Following the presentation, members discussed and provided feedback on various bills included in the staff report.

While members expressed concerns about many of the bills in the report, they ultimately decided that three of the seven were sufficiently concerning to warrant recommending that SCAG oppose them. Thus, members moved to pull the three bills from the Informational item, redesignate them as action items, and forward a recommendation to the RC to adopt an "oppose" position on SB 675 (Padilla), SB 866 (Blakespear), and SB 1414 (Reyes). That motion passed unanimously, 16-0.

FISCAL IMPACT:

Work associated with Mid-Cycle Legislative Update Bills – Oppose is within the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 13

REPORT

Southern California Association of Governments
July 2, 2026

To: EAC - Executive Administration Committee
RC - Regional Council
From: Javiera Cartagena, Chief Government & Public Affairs Officer
(213) 236-1980, cartagena@scag.ca.gov
Subject: SCAG Memberships and Sponsorships

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve up to \$10,000 for sponsorship of 1) CoMotion LA'26 (\$10,000).

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

At its June 16, 2026, meeting, the Legislative/Communications and Membership Committee (LCMC) approved up to \$10,000 to sponsor 1) CoMotion LA'26 (\$10,000).

BACKGROUND:

Item 1: CoMotion LA '26
Type: Sponsorship **Amount:** \$10,000

The CoMotion LA '26 Conference will be held from November 18-19, 2026, at the Japanese American National Museum. The event will bring together key public and private stakeholders shaping the future of mobility to emerge with new policy and innovation mandates for a more connected, innovative, and sustainable urban future by discussing the future of cities and the vehicles and systems that power them. CoMotion will offer a curated two-day conference full of immersive and interactive talks, pitches, demos, and workshops to find a path forward for cities and mobility systems.

CoMotion LA is the leading global conference and expo focused on New Mobility. It is an initiative of the NewCities Foundation, the Montreal-based nonprofit institution dedicated to improving the quality of life and work in 21st-century cities worldwide. Speakers for previous years' conferences include Past President Cindy Allen, SCAG Executive Director Kome Ajise, ITS America CEO Laura Chace, LADOT General Manager Laura Rubio-Cornejo, and other top officials across the public, private, and nonprofit sectors.

SCAG sponsored this event from 2017 to 2019 and from 2022 to 2025. The feedback was very positive due to the integration of the agency's *GoHuman* campaign. The following are some of the benefits offered in the proposed \$10,000 sponsorship package:

- SCAG branded as CoMotion LA '26 Partner (website, print, marketing materials, social media channels and on-site signage);
- SCAG Executive Director or President invited to speak on a CoMotion Panel at the conference;
- Ten (10) admission passes for senior SCAG executives and leadership and/or clients to the event; and
- Option to have an exhibit space

PRIOR COMMITTEE ACTION:

Staff presented the agenda item for up to \$10,000 for sponsorship of 1) CoMotion LA'26 (\$10,000) to the LCMC at its meeting on June 16, 2026. The LCMC approved this item unanimously as part of the consent calendar.

FISCAL IMPACT:

\$10,000 for the CoMotion LA'26 sponsorship is included in the FY 27 General Fund Budget.



To: EAC - Executive Administration Committee
RC - Regional Council
From: Javiera Cartagena, Chief Government and Public Affairs Officer
(213) 236-1980, cartagena@scag.ca.gov
Subject: July 2026 State and Federal Legislative Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

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

STATE

State Legislature Calendar Update

The Legislature had its “house of origin” deadline on May 29, which was the last day for each house to pass legislative bills introduced in that house. Policy committees began to meet in June where those committees were busy at work considering the bills introduced in the other chamber.

Concurrently, the Legislature has been focusing on coming to an agreement on the state budget, which is required to be passed by a June 15 constitutional deadline. The Legislature passed a “two party” agreement that reflects negotiations between the Assembly and the Senate and is informed by the Governor’s May Revision. Negotiations with the Governor on a final budget, however, remain ongoing.

The new fiscal year will begin on July 1.

Staff will continue to provide an updated calendar of legislative deadlines. The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
June 15, 2026	Budget must be passed by midnight
July 2, 2026	Summer Recess begins upon adjournment
August 3, 2026	Legislature reconvenes from Summer Recess
August 14, 2026	Last day for fiscal committees to meet and report bills to the Floor
August 17-31, 2026	Floor Session only

August 21, 2026	Last day to amend bills on the floor.
August 31, 2026	Last day for each house to pass bills. Final recess begins upon adjournment.

State Budget 26-27 Fiscal Year Update

On June 15, 2026, the State Legislature approved a \$356 billion state budget, meeting the constitutional deadline to enact a balanced spending plan. The adopted budget largely aligns with Governor Gavin Newsom’s May Revision but incorporates approximately \$5 billion in higher-than-anticipated revenues, enabling lawmakers to increase investments in key priority areas, including education, childcare, and homelessness prevention. The Legislature’s plan provides a record \$127 billion for public education from transitional kindergarten through community college, along with additional funding for special education, community schools, and workforce development initiatives. However, the budget maintains the Governor’s proposal to withhold \$3.9 billion in Proposition 98 funding pending future revenue performance, a decision that has generated concern among education stakeholders. Lawmakers also approved several revenue-generating measures, such as extending healthcare-related taxes and expanding the sales tax to certain software services, while delaying or modifying proposed reductions to healthcare and social services programs.

Although the budget was passed on time, it represents an interim step in the overall budget process. Final negotiations between the Legislature and the Governor are expected to continue through the end of June.

Between June 22 and June 29, 2026, the Legislature is expected to convene additional budget committee hearings and take Floor votes on amendments to their June 15 budget bill and vote on several additional and associated trailer bills. These actions will reflect pieces of the final negotiations with the Governor.

The Governor has until June 29 to sign or veto the June 15 budget bill.

A few highlights that relate to SCAG include:

- **Homeless Housing, Assistance and Prevention (HHAP)** – Governor Newsom proposed in the May Revision to maintain \$500 million for the HHAP program, with the inclusion of stronger accountability measures and performance standards. However, legislators are committed to increasing the fund by \$400 million for a total of \$900 million.
- **Infill Infrastructure Grant (IIG) program** – Reallocates \$7 million in previously uncommitted funds to support the IIG grant program.
- **LA28** – Proposes implementing automated enforcement and continued planning for dedicated Olympic traffic lanes.

Assembly Bill (AB) 2002 Updates

AB 2002, authored by Assemblymember José Luis Solache (D-Lynwood) and co-sponsored by SCAG and the California Association of Councils of Governments, would build upon the successes of REAP 1.0 program by codifying the program into state housing law. When paired with the complementary \$125 million budget request, the bill would provide critical resources for the SCAG region and our member jurisdictions to implement the 7th cycle Regional Housing Needs Allocation (RHNA).

AB 2002 was approved on the Assembly Floor by a vote of 68 to one. AB 2002 then advanced to the Senate, where it was heard in the Senate Housing Committee and passed by a 9-0 vote, including amendments recommended by committee staff. Adopted amendments would clarify that Councils of Governments (COGs) may suballocate funds to subregional entities, correcting a drafting error and reflecting the important role subregions play in the RHNA and Housing Element update process. The amendments also establish a three-year deadline for expenditure of funds from the date of receipt, ensuring timely use of program resources. Finally, the bill now authorizes the Department of Housing and Community Development (HCD) to adopt emergency regulations for any new REAP 1.0 cycle, allowing more rapid program implementation while permanent guidelines are developed through the standard rulemaking process.

The bill will now move to the Senate Appropriations Committee, and if approved, to the full Senate Floor. Staff will continue coalition building efforts to help advance AB 2002 throughout the legislative session.

Senate Bill (SB) 1087 Updates

SB 1087, authored by Senator Christopher Cabaldon (D-West Sacramento) and is co-sponsored by the Metropolitan Transportation Commission–Association of Bay Area Governments (MTC/ABAG), Sacramento Area Council of Governments, the San Diego Association of Governments (SANDAG), and SCAG. The bill aims to reform the SB 375 (2008) Sustainable Communities Strategy program to accelerate greenhouse gas emissions reductions and improve coordination between planning processes and state regulatory agencies.

SB 1087 was approved on the Senate Floor with a 31–3 vote. At the time of writing, SB 1087 is awaiting a hearing in the Assembly Transportation Committee on June 29.

In advance of the Assembly Transportation Committee hearing, SB 1087 continues to be refined through ongoing collaboration with key stakeholders, including transportation, housing, environmental, and climate advocacy organizations. SCAG and our sister MPOs working to incorporate stakeholder feedback to clarify implementation timelines, strengthen accountability provisions, and ensure the bill's requirements align with existing state and local capacity. These discussions are helping to shape amendments that balance policy goals with operational feasibility, positioning the bill for further negotiation as it moves through the legislative process.

California Air Resources Board Cap-and-Invest Amendments

On May 29, 2026, the California Air Resources Board (CARB), in a 10–3 vote, approved amendments to the Cap-and-Invest program that modify how emissions allowances are distributed and how program revenues are allocated. The adopted changes include increasing allowance allocations to utilities and expanding the Climate Credit to provide short-term affordability relief to ratepayers.

However, these changes are expected to reduce revenues to the Greenhouse Gas Reduction Fund (GGRF), which has historically supported key climate, housing, and transportation programs. As adopted, the amendments could significantly decrease available funding for programs such as the Affordable Housing and Sustainable Communities (AHSC) program, Transit and Intercity Rail Capital Program (TIRCP), Low Carbon Transit Operations Program (LCTOP), and AB 617 community investments, all of which play a key role in advancing California’s long-term climate and equity goals.

Prior to adoption, a broad coalition of stakeholders being led by the California Transit Association, including local governments, housing advocates, transit agencies, labor organizations, environmental groups, and regional planning agencies such as SCAG, raised concerns about the potential impacts of the proposed amendments. Stakeholders noted that while the changes aim to provide near-term relief from increased energy costs, they may also reduce funding for programs that support long-term housing affordability, transportation investment, and air quality improvements. These considerations remain part of ongoing discussions as implementation of the amendments moves forward.

FEDERAL

President Trump Signs Reconciliation 2.0 Package to Fund Federal Immigration Agencies

On April 30, 2026, President Trump signed a partial Department of Homeland Security funding measure, ending the historic 76-day partial shutdown. The measure provided full funding for DHS agencies such as the Coast Guard, TSA, Secret Service, FEMA, and the Cybersecurity and Infrastructure Security Agency, as well as other departments not involved in immigration enforcement.

To fund immigration-enforcement agencies, Congressional Republicans advanced a \$70 billion reconciliation package (S. 2) by votes of 52 to 47 in the Senate and 214 to 212 in the House. President Trump subsequently signed the reconciliation bill into law on June 10. These resources will fully fund three agencies through 2029, covering the rest of President Trump’s term, allocating \$38 billion to Immigration and Customs Enforcement (ICE), \$26 billion for Customs and Border Protection (CBP), and \$5 billion for the Department of Homeland Security. Reconciliation packages are easier to pass because they only require a simple majority in the Senate, whereas most other legislation requires 60 votes to bypass the Senate filibuster. However, reconciliation bills face strict rules, such as prohibiting the inclusion of unrelated, non-budgetary provisions.

Attention is now fully shifting to FY 27 appropriations, as Congress must pass 12 appropriations bills by September 30, 2026, to prevent another government shutdown.

Federal FY 2027 Appropriations Update

On May 20, 2026, the House Appropriations Committee released the draft Fiscal Year (FY) 2027 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act. The legislation provides a total discretionary allocation of \$92.224 billion, which is \$10.659 billion (10.4 percent) below the FY 2026 enacted level.

Overall, the bill provides \$28.3 billion in discretionary funding for the U.S. Department of Transportation (USDOT), which is \$1.2 billion above the FY 2026 enacted level. When combined with \$83.3 billion from the Highway and Airport Trust Funds, USDOT would have a total of \$111.6 billion in available resources. The bill also includes \$71.4 billion for the Department of Housing and Urban Development (HUD), representing a \$6 billion decrease from FY 2026.

The legislation allocates \$91.79 billion for non-defense discretionary programs and \$434 million for defense discretionary spending. It prioritizes investments in air traffic control infrastructure, transportation safety, and workforce capacity, while continuing support for housing assistance programs serving the nation’s most vulnerable populations.

In addition, the bill includes \$3.7 billion for 3,014 Community Project Funding requests. The House Appropriations THUD Subcommittee approved the bill on May 21, 2026, by a vote of 9 to 7. The full House Appropriations Committee subsequently approved the FY 2027 THUD appropriations bill by a vote of 34 to 27 on June 3, 2026, adopting several amendments that made technical and policy changes, including provisions related to immigration compliance, transportation safety, aviation operations, HUD policy language, and workforce and infrastructure priorities.

The Senate Appropriations Committee has not yet released its FY 2027 THUD bill or markup schedule. For context, appropriations bills are typically considered first by the appropriations subcommittee with jurisdiction over the bill's issue area, then by the full Appropriations Committee, and finally on the floor of that chamber. A full summary of the status of FY 27 appropriations bills is included below:

Item	House	Senate
FY 2027 Budget Resolution	TBD	TBD
302(b) (Topline Spending Numbers)	Certain allocations approved by full committee 34-28 on 4/22.	TBD
Agriculture	Passed House floor 213-210 on 6/4.	TBD
Commerce-Justice-Science	Passed full committee markup 32-28 on 5/13.	TBD
Defense	Full committee markup scheduled for 6/24.	TBD

Energy-Water	Passed full committee markup 34-25 on 5/20.	TBD
Financial Services & General Government	Passed full committee markup 34-28 on 4/22.	TBD
Homeland Security	Passed full committee markup 34-27 on 6/11.	TBD
Interior-Environment	Passed full committee markup 35-27 on 6/3.	TBD
Labor-HHS-Education	Passed full committee markup 34-28 on 6/9.	TBD
Legislative Branch	Passed full committee markup 34-28 on 5/20.	TBD
Military Construction-VA	Passed House floor 400-15 on 5/15.	TBD
National Security-State	Passed full committee markup 35-27 on 4/28.	TBD
Transportation-HUD	Passed full committee markup 34-27 on 6/3	TBD

House and Senate Strike Deal on 21st Century ROAD to Housing Act

On June 16, 2026, the Senate released text for a revised version of the 21st Century ROAD to Housing Act, which was the product of negotiations between all four principal authors of the original House and Senate housing reform package, including Senators Tim Scott (R-SC) and Elizabeth Warren (D-MA), as well as French Hill (R-AR) and Maxine Waters (D-CA).

The updated housing package retains all provisions from the ROAD to Housing Act passed by the Senate in March, incorporates all bipartisan housing provisions included in the House-passed bill, includes nine of the 11 House community banking bills, and includes the House’s version of a provision to restrict large institutional investors from buying single-family homes. Under this provision, a “large institutional investor,” generally defined as a for-profit entity that directly or indirectly controls 350 or more single-family homes, is prohibited from acquiring additional single-family properties, with specified exceptions. The definition of “controls” is broad and includes direct ownership, as well as entities such as investment managers, advisors, general partners, and others with significant ownership interests.

Properties that were bought before the bill is signed into law would be grandfathered, so investors are not required to sell homes they owned prior to enactment and may retain their current portfolios. The restriction applies primarily to future acquisitions. The bill also includes targeted exceptions intended to avoid disrupting housing supply, including allowances for certain build-to-rent developments, homes requiring substantial rehabilitation, and corporate reorganizations or restructuring transactions involving existing portfolios. The revised language aligns with the House approach by removing the previously proposed seven-year mandatory resale requirement from earlier Senate drafts.

SCAG previously adopted a support position on the ROAD to Housing Act (S. 2651) at the January 2026 Regional Council. While many provisions from that bill were incorporated into the final version of the 21st Century ROAD to Housing Act (H.R. 6644), this bill now contains modified versions of previously included sections and adds several new sections not included in either the House or Senate housing packages. Below is a summary of the SCAG priority provisions included in the final bill:

- **Section 201: Increasing Housing in Opportunity Zones** – Allows HUD to give greater weight in competitive grant applications to projects that are located in or serve Opportunity Zones.
- **Section 205: Better Use of Intergovernmental and Local Development (BUILD) Housing Act** – Streamlines environmental reviews by empowering state, local, and tribal governments to take on more NEPA responsibilities to speed housing development.
- **Section 208: Innovation Fund** – Establishes a flexible, multi-year funding program to support communities that are increasing housing supply, allowing funds to be used for infrastructure and housing-related investments.
- **Section 210: Revitalizing Empty Structures into Desirable Environments (RESIDE) Act** – Creates a pilot program within the HOME program to convert vacant and abandoned buildings into housing.
- **Section 304: PRICE Act** – Temporarily authorizes the Preservation and Reinvestment Initiative for Community Enhancement (PRICE) program for seven years to support preservation and stabilization of manufactured housing and communities. Previous versions of the bill would have either permanently authorized this provision or completely removed it.
- **Section 501: HOME Investment Partnerships Reauthorization and Reform Act** – Reauthorizes and modernizes the HOME program by expanding eligible uses and improving administrative flexibility to facilitate more housing production.
- **Section 504: Reforming Disaster Recovery Act (CDBG-DR)** – Temporarily authorizes the CDBG-Disaster Recovery program for three years, streamlines recovery efforts, and establishes a HUD Office of Disaster Management and Resiliency to oversee the program. Previous versions of this bill would have either permanently authorized this provision or completely struck it.

Notably, the final bill also contains the BUILD Now Act, which the LCMC previously expressed concerns about, as it would establish a pilot program that would create a temporary, performance-based adjustment in the CDBG program that rewards jurisdictions with high levels of housing production with grant funding paid through by slight reductions in CDBG funding for jurisdictions with lower-than-average housing production. It also excluded a provision that would award additional points for transit projects near pro-housing policies, as that provision was included in the House Transportation & Infrastructure’s Surface Transportation Reauthorization bill, the BUILD America 250 Act.

The Senate voted 87-8 on a motion to proceed on the amended 21st Century ROAD to Housing Act on Tuesday, June 16, 2026. A final Senate vote on the bill was expected the week of June 22, 2026, with a House vote anticipated shortly thereafter.

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
Building Resilient Infrastructure and Communities (BRIC) Program	7/23/2026	FEMA
Transit-Oriented Development Planning	7/10/2026	FTA
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	6/22/2026	FRA
Bridge Investment Program	6/15/2026	FHWA
Railroad Crossing Elimination Grant Program	6/8/2026	FRA
Round 2: Strengthening Mobility & Revolutionizing Transportation (SMART) Grants Program	TBD	US DOT
Reduction of Truck Emissions at Port Facilities (RTEPF) Program	TBD	FHWA
Grid Resilience and Innovation Partnerships (GRIP) Program	TBD	DOE
Rail Vehicle Replacement Grants	7/6/2026	FTA
Nationally Significant Federal Lands and Tribal Projects Program	TBD	FHWA
Nationally Significant Multimodal Freight & Highway Projects (INFRA) Program	7/1/2026	US DOT

FISCAL IMPACT:

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



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

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

Subject: 2026-2027 Presidential Priorities

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EAC, CEHD, EEC, TC, AND RC:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region. 3: Spur innovation and action through leadership in research, analysis and information sharing. 4: Build a unified culture anchored in the pursuit of organizational excellence. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:

From June 11-12, 2026, President Ray Marquez convened a retreat and strategic planning session for the Executive/Administration Committee (EAC) to discuss operational, regional planning and policy, legislative, and engagement activities, and to build a consensus on key policy leadership priorities for his term. While no formal actions were taken at the retreat, staff received input on each agenda item and also facilitated an in-depth conversation on policy leadership opportunities to inform the 2026-2027 Presidential Priorities (Attachment A) and Regional Council and Policy Committee Outlooks (Attachment B). All meeting materials and meeting minutes are posted on SCAG's website.

This report provides an overview of the final 2026-2027 Presidential Priorities and reviews how they have been incorporated into the Regional Council and Policy Committee Outlooks.

BACKGROUND:

Each year, the Executive Administration Committee, under the guidance of the President, identifies Presidential Priorities to guide implementation of Connect SoCal and meet the agency's core responsibilities as defined by federal and state law. These priorities are implemented through the

staff work program, Board policy discussions, and Board leadership throughout the year. The following Presidential Priorities were discussed and confirmed by the Executive Administrative Committee during the 2026-2027 EAC retreat.

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

A more detailed description of each priority, along with a summary of past accomplishments as applicable and more specific leadership objectives for the upcoming year, is included in the 2026-2027 Presidential Priorities (Attachment A). Staff has also updated the agenda outlooks for the Regional Council and Policy Committee meetings to reflect opportunities to discuss and advance these priorities. See Regional Council and Policy Committee Outlooks (Attachment B).

FISCAL IMPACT:

None

ATTACHMENT(S):

1. 2026-2027 Presidential Priorities_Final
2. Regional Council and Policy Committee Outlooks

2026-2027 Presidential Priorities

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

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

Presidential Priorities

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

1. Clean Transportation Technology

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

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

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

2025-26 Accomplishments:

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

2026-2027 Leadership Priorities

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

2. LA 28 Olympic & Paralympic Games

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

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

2025-26 Accomplishments:

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

2026-2027 Leadership Priorities

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

3. Housing Production

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

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

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

2025-26 Accomplishments:

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

2026-2027 Leadership Priorities:

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

4. Infrastructure as Driver of Housing & Economic Development

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

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

2026-2027 Leadership Priorities:

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

Regional Council Agenda Outlook for FY2027

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

*Presidential Priority

Regional Council Agenda Outlook for FY2027

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

*Presidential Priority

CEHD Committee Agenda Outlook for FY2027

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

CEHD Committee Agenda Outlook for FY2027

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

EEC Committee Agenda Outlook for FY2027

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

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

EEC Committee Agenda Outlook for FY2027

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

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

Transportation Committee Agenda Outlook for FY2027

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

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

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

Transportation Committee Agenda Outlook for FY2027

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

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

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

Transportation Committee Agenda Outlook for FY2027

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

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

**Presidential Priorities :*

•Clean Transportation

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



AGENDA ITEM 16

REPORT

Southern California Association of Governments
July 2, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

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

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

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

BACKGROUND:

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

Vendor	Description	Amount
RLAHI LLC dba Lake Arrowhead Resort	FY26 BALANCE FOR EAC RETREAT	\$23,201
1122 7TH STREET LLC	FY26 BALANCE FOR LEGISLATIVE SUMMIT	\$19,846
SONESTA DC HOTEL LLC DBA THE ROYAL SONESTA	FY26 ACCOMMODATIONS FOR LEGISLATIVE SUMMIT	\$10,675
CALIFORNIA CONTRACT CITIES ASSOCIATION	FY26 CALIFORNIA CONTRACT CITIES MEMBERSHIP	\$6,500
MBUF ALLIANCE	FY26 MILEAGE BASED USER FEE MEMBERSHIP	\$5,000

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

Consultant/Contract No.	Description	Amount
Raimi + Associates, an Alta Company 26-036-C01	The consultant will support jurisdictions in implementing Complete Communities by developing actionable strategies, tools, and guidance tailored to varied contexts such as 15-minute neighborhoods, Transit-Oriented Communities, and mixed-use development.	\$498,940
PC Law Group 27-004-C01	The consultant will provide legal guidance throughout the development of the 2050 Connect SoCal Program Environmental Impact Report (PEIR), including comprehensive review of the Draft and Final PEIR and all supporting documents.	\$270,000
Berg & Associates, Inc. 26-037-C01	The consultant will provide as-needed support to monitor and advance REAP 2.0 RUSH grant projects by coordinating with grantees, attending meetings, and reviewing invoices, progress reports, and technical documents across predevelopment and construction phases.	\$130,892

SCAG executed the following contract amendments for less than \$150,000 and 30% of the original contract value:

Consultant/Contract No.	Description	Amount
Arup US, Inc. 23-040-C01 Amend. 6	The consultant will continue supporting the SoCal Greenprint by hosting the web-based mapping application on its cloud infrastructure and providing ongoing technical assistance to users.	\$48,673

ATTACHMENT(S):

1. 26-036-C01 Contract Summary
2. 27-004-C01 Contract Summary
3. 26-037-C01 Contract Summary
4. 23-040-C01 Amend. 6 Contract Summary

CONSULTANT CONTRACT NO. 26-036-C01

<p>Recommended Consultant:</p>	<p>Raimi + Associates, an Alta Company</p>
<p>Background & Scope of Work:</p>	<p>One of the key objectives in Connect SoCal 2024—SCAG’s most recently adopted RTP/SCS—is to support the integration of land use and transportation planning. Within the plan, this overarching concept is referred to as “Complete Communities”, which serve and improve the quality of life for the residents of today and tomorrow within the SCAG region. These complete communities enhance quality of life by ensuring access to housing, mobility options, goods and services, and economic opportunities within close proximity. Rather than resulting from a single project, Complete Communities emerge from long-term, coordinated planning decisions that reduce travel distances and reliance on automobiles.</p> <p>Two key concepts that further Complete Communities are <i>Transit-Oriented Communities (TOCs)</i> and <i>15-minute communities</i>. TOCs focus on housing, jobs, and amenities around high-quality transit, while a 15-minute community is characterized by the ability to reach key destinations within a 15-minute walk, bike, or roll. With high-quality conditions (e.g., sidewalks, traffic calming measures, vegetation, low-stress bikeways, Complete Streets, etc.) and attractive and useful destinations, people are likely to walk, bike, or roll longer distances. Recognizing the diversity of mobility options across the region, the concept of 15-minute communities also aligns with destinations and centers that are accessed by people driving, but because of the proximity of complementary land uses, result in shorter and fewer trips. 15-minute communities provide broader applicability across diverse urban, suburban, and rural settings.</p> <p>Key tasks included in the scope of work are as follows:</p> <ul style="list-style-type: none"> ● Project Management ● Stakeholder engagement ● Research and analysis ● Toolkit development
<p>Project’s Benefits & Key Deliverables:</p>	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> ● Support local implementation of complete communities - Provide jurisdictions with actionable strategies, tools, and guidance to implement Complete Communities in a variety of contexts, including 15-minute communities, Transit-Oriented Communities (TOCs), and compact, mixed-use development; ● Integrate land use and transportation to advance regional goals - Promote the integration of land use and transportation planning to support SCAG’s Sustainable Communities Strategy and clearly outline the benefit and value of land use as a TDM strategy; ● Develop a toolkit informed by best practices - Build a unified framework and user-friendly toolkit grounded in SCAG’s existing work, best practices from peer regions, and input from stakeholders, with clear pathways for implementation, funding, piloting, and evaluation in selected contexts.

Strategic Plan:	This item supports SCAG’s Strategic Plan Goal: <ol style="list-style-type: none"> 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. 																		
Contract Amount:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Total not to exceed</td> <td style="text-align: right;">\$498,939.86</td> </tr> <tr> <td>Raimi + Associates an Alta Company (prime consultant)</td> <td style="text-align: right;">\$338,557.05</td> </tr> <tr> <td>Fehr and Peers (subconsultant)</td> <td style="text-align: right;">\$84,899.57</td> </tr> <tr> <td>Strategic Economics, Inc. (subconsultant)</td> <td style="text-align: right;">\$75,483.24</td> </tr> </table>	Total not to exceed	\$498,939.86	Raimi + Associates an Alta Company (prime consultant)	\$338,557.05	Fehr and Peers (subconsultant)	\$84,899.57	Strategic Economics, Inc. (subconsultant)	\$75,483.24										
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Contract Period:	May 15, 2026 through November 15, 2027																		
Project Number(s):	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">290-4915UD.03</td> <td style="width: 30%;">\$309,855</td> <td style="width: 40%;"></td> </tr> <tr> <td>290-4915E.03</td> <td>\$40,145</td> <td></td> </tr> <tr> <td>065-4918E.01</td> <td>\$11,470</td> <td></td> </tr> <tr> <td>290-4914UE.03</td> <td>\$88,530</td> <td></td> </tr> <tr> <td>290-4915UC.02</td> <td>\$50,000</td> <td></td> </tr> <tr> <td>290-194E.02</td> <td>\$6,478</td> <td></td> </tr> </table> <p>Funding source(s): FY24 SB1 Formula; FY25 SB 1 Formula; FY26 SB 1 Formula; and Transportation Development Act (TDA)</p> <p>Funding of \$498,940 is available in the Fiscal Year (FY26) 2025-26 Overall Work Program (OWP) Budget in Project Number(s) in this section. Unused and remaining balance will be included in future fiscal year budget(s), subject to budget availability.</p>	290-4915UD.03	\$309,855		290-4915E.03	\$40,145		065-4918E.01	\$11,470		290-4914UE.03	\$88,530		290-4915UC.02	\$50,000		290-194E.02	\$6,478	
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Request for Proposal (RFP):	<p>SCAG staff notified 2,751 firms of the release of RFP 26-036 via SCAG’s Solicitation Management System. A total of 90 firms downloaded the RFP. SCAG received the following six (6) proposals in response to the solicitation:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Raimi + Associates, an Alta Company (2 subconsultants)</td> <td style="text-align: right;">\$498,939.86</td> </tr> <tr> <td>WSA USA (1 subconsultants)</td> <td style="text-align: right;">\$498,514.48</td> </tr> <tr> <td>GHD, Inc. (3 subconsultants)</td> <td style="text-align: right;">\$499,980.27</td> </tr> <tr> <td>Nelson Nygaard (1 subconsultant)</td> <td style="text-align: right;">\$521,098.16</td> </tr> <tr> <td>AECOM Technical Services (1 subconsultant)</td> <td style="text-align: right;">\$599,428.94</td> </tr> <tr> <td>Somos Group, LLC (1 subconsultant)</td> <td style="text-align: right;">\$662,950.00</td> </tr> </table>	Raimi + Associates, an Alta Company (2 subconsultants)	\$498,939.86	WSA USA (1 subconsultants)	\$498,514.48	GHD, Inc. (3 subconsultants)	\$499,980.27	Nelson Nygaard (1 subconsultant)	\$521,098.16	AECOM Technical Services (1 subconsultant)	\$599,428.94	Somos Group, LLC (1 subconsultant)	\$662,950.00						
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Somos Group, LLC (1 subconsultant)	\$662,950.00																		
Selection Process:	<p>The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked offerors.</p> <p>The PRC consisted of the following individuals: Lyle Janicek, Planning Supervisor, SCAG Anna Van, Senior Planner, SCAG Stefanie Esteban, Junior Planner, SCAG</p>																		

<p>Basis for Selection:</p>	<p>The PRC recommended Raimi + Associates, an Alta Company, for the contract award because the consultant:</p> <ul style="list-style-type: none"> • Demonstrated the best understanding of the challenges and complexities associated with planning and coordinating Complete Communities in SCAG’s Diverse Region, specifically regarding place types, community input and engagement, and their three “P” framework - Places, Programs, and Partnerships; • Demonstrated a strong technical approach aligned with SCAG’s goals, which is rooted in a vibrant project management style that is clear, logical, and based on a track record of managing projects of similar scale and scope; • Offers extensive experience of planning and coordinating similar efforts regionally and nationally through the assembled project team, including LA Metro’s Transit Supportive Planning Toolkit, Metro Joint Development Housing Accelerator Program, and San Bernardino County’s SB 1000 Regional Equity Toolkit; • Demonstrated relevant experience delivering projects of comparable size, complexity, and scope. Their background reflects a strong track record of effective oversight, budget management, and successful completion of assignments within established financial parameters; • Provided an exceptional understanding of the project’s goals and objectives, offering thoughtful insights that extended beyond the requirements outlined in the RFP. The prime consultant proposed additional enhancements to the toolkit development approach, including the integration of clearly articulated benefits alongside implementation strategies to strengthen usability and impact. The subconsultants further complemented the prime’s expertise by incorporating a gender equity lens and emphasizing considerations for marginalized and underrepresented communities; and • Overall, the team’s written responses and presentation reflected a comprehensive, values-driven approach and demonstrated a strong capacity to deliver the work in a meaningful and effective manner, while also providing the best overall value relative to the proposed level of effort. <p>Although other firm(s) proposed a lower price(s), the PRC did not recommend this firm(s) for contract award because this firm(s):</p> <ul style="list-style-type: none"> • Did not clearly demonstrate a sufficient level of effort, primarily in the form of research and analysis, to satisfactorily complete the tasks in the Scope of Work; and • Did not demonstrate the same understanding within their proposed technical approach like the selected consultant. Proposed approach, particularly on economics task, focused mainly on retail opportunities and did not represent the best value.
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CONSULTANT CONTRACT NO. 27-004-C01

Recommended Consultant:	PC Law Group
Background & Scope of Work:	<p>The 2028-2050 Regional Transportation Plan (RTP) is a long-term plan for the development and preservation of the region’s transportation system. Development of the RTP is mandated by Federal and State law and is one of SCAG’s primary responsibilities. For a transportation project to become eligible for federal and state funding, it must be included in the financially-constrained portion of the RTP. In accordance with the Sustainable Communities and Climate Protection Act of 2008, or Senate Bill (SB) 375 (Steinberg), the RTP is required to include a Sustainable Communities Strategy (SCS) which details strategies to reduce greenhouse gas (GHG) emissions from automobiles and light-duty trucks.</p> <p>California Environmental Quality Act (CEQA), Pub. Res. Code § 21000 et seq., and its implementing regulations, CEQA Guidelines, codified at 14 C.C.R. § 15000 et seq., require SCAG as the Lead Agency to prepare an Environmental Impact Report for the Plan. The Plan necessitates preparation of a Program Environmental Impact Report (PEIR), which is a “first-tier” CEQA document designed to consider “broad policy alternatives and program-wide mitigation measures” (CEQA Guidelines §15168). SCAG will prepare a PEIR for the 2028-2050 RTP/SCS, better known as “Connect SoCal”.</p> <p>The 2050 Connect SoCal PEIR will be a program-level document that will analyze the cumulative effects of proposed actions, as well as transportation improvements and land use developments discussed in 2050 Connect SoCal. Additionally, the 2050 Connect SoCal PEIR will identify strategies to avoid or mitigate those environmental impacts where warranted. It will also provide the basis for further project-level CEQA (and possibly NEPA) compliance for implementation of future projects.</p> <p>The consultant shall provide legal services and counsel to SCAG during its preparation of the 2050 Connect SoCal PEIR, and any related addenda, to ensure a legally defensible documents that follow environmental procedures under federal metropolitan planning law and regulations, the California Environmental Quality Act statutes and guidelines, and other relevant federal and state environmental laws and regulations.</p>
Project’s Benefits & Key Deliverables:	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Legal guidance and counsel throughout the PEIR development process • Legal review of the Draft and Final PEIR, technical reports, Statement of Overriding Considerations, Mitigation Monitoring and Reporting Program, and any related addenda; and • Fulfillment of CEQA requirements that allow for the adoption of the 2050 Connect SoCal, which crucially allows project sponsors to qualify for federal funding.
Strategic Plan:	This item supports SCAG’s Strategic Plan Priority #1 to establish and implement a regional vision for a sustainable future.

Contract Amount:	Total not to exceed \$270,000 PC Law Group (prime consultant) \$270,000 Note: PC Law Group proposed \$270,000 and SCAG staff determined the proposed cost was fair and reasonable for the type of work being performed.
Contract Period:	Notice to Proceed through June 30, 2028.
Project Number(s):	020.0161E.04 \$270,000 Funding source(s): TDA Funding of \$150,000 is available in the Fiscal Year (FY) 2025-26 Overall Work Program (OWP) Budget in Project Number(s) 020.0161E.04, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.
Request for Proposal (RFP):	Sole Source Contract
Selection Process:	Sole Source Contract
Basis for Selection:	<p>Given the established expertise of PC Law and its unparalleled institutional knowledge of the agency's previous four Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) releases and their related Program Environmental Impact Report (PEIR) and addenda, PC Law was awarded the sole source contract.</p> <p>PC Law is the natural and sole collaborator for this project because failure to retain the firm would significantly increase the risk of delays due to the extensive onboarding required to understand SCAG's complex environmental methodologies and decades of CEQA history. These delays could cascade through the PEIR schedule and jeopardize timely adoption of the RTP/SCS, potentially affecting regional project funding and compliance obligations. Additionally, not engaging PC Law for this work would materially increase SCAG's exposure to CEQA challenges, as another firm would lack the continuity and historical understanding underlying the past four RTP/SCS PEIRs. Retaining PC Law is therefore essential to ensure timely implementation and legal defensibility.</p>

CONSULTANT CONTRACT NO. 26-037-C01

Recommended Consultant:	Berg & Associates, Inc.						
Background & Scope of Work:	On an as-needed basis the consultant will support the successful completion of Regional Utilities Supporting Housing (RUSH) grant projects and project monitoring by attending meetings with grantees, invoice and progress report review, construction predevelopment technical document review, construction delivery and completion assessment to ensure that RUSH projects are administered and completed in compliance with SCAG MOU requirements (scope and budget) and Regional Early Action Plan (REAP) 2.0 guidelines and California Department of Housing and Community Development requirements.						
Project's Benefits & Key Deliverables:	The project's benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"> • Ensuring REAP 2.0 funds achieve maximum impact within the SCAG region • Ensuring that RUSH projects are completed on-time and in accordance with REAP 2.0 requirements • Ensuring that REAP 2.0 funds support the delivery of housing, reductions in vehicle miles traveled, and Affirmatively Furthering Fair Housing in accordance with program guidelines. 						
Strategic Plan:	This item supports SCAG's Strategic Plan Priority: 5. Secure and optimize diverse funding sources to support regional priorities.						
Contract Amount:	<table border="0" style="width: 100%;"> <tr> <td>Total not to exceed</td> <td align="right">\$130,892</td> </tr> <tr> <td>Berg & Associates, Inc. (prime consultant)</td> <td align="right">\$119,387</td> </tr> <tr> <td>Ninyo & Moore Geotechnical & Environmental Sciences Consultants (subconsultant)</td> <td align="right">\$11,505</td> </tr> </table>	Total not to exceed	\$130,892	Berg & Associates, Inc. (prime consultant)	\$119,387	Ninyo & Moore Geotechnical & Environmental Sciences Consultants (subconsultant)	\$11,505
Total not to exceed	\$130,892						
Berg & Associates, Inc. (prime consultant)	\$119,387						
Ninyo & Moore Geotechnical & Environmental Sciences Consultants (subconsultant)	\$11,505						
Contract Period:	March 24, 2026 through December 30, 2026						
Project Number(s):	<p>305-4925Y1.01 \$130,892 Funding source: REAP 2.0</p> <p>Funding of \$130,892 is available in the Fiscal Year (FY) 2025-2026 Overall Work Program (OWP) Budget in Project Number 305-4925Y1.01, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.</p>						
Request for Proposal (RFP):	<p>SCAG staff notified 3,180 firms of the release of RFP 26-037-C01 via SCAG's Solicitation Management System website. A total of 37 firms downloaded RFP. SCAG received the following two (2) proposals in response to the solicitation:</p> <p>Berg & Associates, Inc. (1 subconsultant)</p> <p>JOA Group (no subconsultants)</p>						

	<p>Note: This solicitation was conducted as an Architectural and Engineering (A&E) procurement and therefore as required by law each offeror was evaluated based on qualifications and not on cost. The Proposal Review Committee ranked Berg & Associates, Inc. as the highest (most qualified) proposer and the other offeror's cost proposal was kept sealed.</p>
<p>Selection Process:</p>	<p>The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked offerors.</p> <p>The PRC consisted of the following individuals:</p> <p>Michael Dietz, Housing Planning Supervisor, SCAG Elizabeth Carvajal, Deputy Director of Planning, Land Use, SCAG Ryan Wolfe, Manager of Sustainable and Resilient Development, SCAG</p>
<p>Basis for Selection:</p>	<p>The PRC recommended for the contract award because the consultant:</p> <ul style="list-style-type: none"> • Developed internal database for project management, Cloud-based document control; Dashboard for individual projects and cumulative projects, Emphasized connections and ability to "work around" issues. Can use AirTable for pre-construction meetings, and able to generate graphics; • Demonstrated a strong understanding of the program that was consistent with their proposal. Effectively expanded on how they would approach project work through their answers to the questions; • Team has strong experience working together and clear experience working across SCAG region. They have robust experience with electrical and sewer projects, notable contractor and Construction Management experience with a utility focus. Mentioned handling small projects (<\$1 million) as well as the big ones, and understanding the differences; • Elaborated effectively on why the experience of their team and the projects listed in proposal set them up well to deliver on the SOW; • Capable of getting out to any project site within the SCAG region on short notice. Expertise with sewer, electrical, water and working with public agencies; • Team composition was well explained and showed a thoughtful approach to meeting the needs of the project. The selection and inclusion of each team member was elaborated on and justified in the interview; • Solid understanding of where pinch points or issues are likely to arise; and • Presentation and answers aligned well with the understanding demonstrated in their proposal (ex. they noted the extensive work they have done with government agencies) and how their approach reflects that.

CONSULTANT CONTRACT NO. 23-040-C01 AMENDMENT NO. 6

Consultant:	Arup US, Inc.																		
Background & Scope of Work:	<p>On June 29, 2023, SCAG awarded Contract 23-040-C01 to Arup to provide consultant services to convene stakeholders and develop the SoCal Greenprint Data Standards (approved by Regional Council in February 2024) as well as build the web-based mapping application.</p> <p>This amendment increases the contract value from \$451,308 to \$499,981 (\$48,673) and extends the contract through December 31, 2026.</p> <p>This increase reflects Arup’s provision of application hosting on its cloud infrastructure, along with ongoing technical support for users. To ensure reliable and consistent service delivery throughout the hosting period, a Service Level Agreement (SLA) has been incorporated into the contract. Additionally, Arup will support long-term maintenance of the tool by demonstrating the SoCal Greenprint during engagements with agency partners.</p>																		
Project’s Benefits & Key Deliverables:	<p>The SoCal Greenprint is a data tool of publicly available geographic layers to help cities, counties, and transportation agencies make land use and transportation decisions and conserve natural and farmlands. The tool includes curated regionally comprehensive data layers that cover the following thematic areas: Agriculture and Working Lands; Habitat and Biodiversity; Water Resources; Built Environment; Environmental Justice, Equity and Inclusion; Climate Vulnerabilities and Resilience; and Geographic Context. The data is intended to be used for informational purposes only and not be identified, qualified, or defined as constraints on future development or land use. By offering credible, centralized data for grant applications and project justification, the SoCal Greenprint empowers communities across the SCAG region to pursue impactful, future-focused investments.</p>																		
Strategic Plan:	This item supports SCAG’s Strategic Plan Priority 3: Spur innovation and action through leadership in research, analysis and information sharing																		
Amendment Amount:	<table border="0"> <tr> <td>Amendment 7 (administrative - no change to contract’s value)</td> <td align="right">\$0</td> </tr> <tr> <td>Amendment 6</td> <td align="right">\$48,673</td> </tr> <tr> <td>Amendment 5 (administrative - no change to contract’s value)</td> <td align="right">\$0</td> </tr> <tr> <td>Amendment 4 (administrative - no change to contract’s value)</td> <td align="right">\$0</td> </tr> <tr> <td>Amendment 3 (administrative - no change to contract’s value)</td> <td align="right">\$0</td> </tr> <tr> <td>Amendment 2 (administrative - no change to contract’s value)</td> <td align="right">\$0</td> </tr> <tr> <td>Amendment 1 (administrative - no change to contract’s value)</td> <td align="right">\$0</td> </tr> <tr> <td>Original contract value</td> <td align="right"><u>\$451,308</u></td> </tr> <tr> <td>Total contract value is not to exceed</td> <td align="right">\$499,981</td> </tr> </table> <p>This amendment does not exceed \$150,000 or 30% of the contract’s original value. hence it does not require the Regional Council’s approval.</p>	Amendment 7 (administrative - no change to contract’s value)	\$0	Amendment 6	\$48,673	Amendment 5 (administrative - no change to contract’s value)	\$0	Amendment 4 (administrative - no change to contract’s value)	\$0	Amendment 3 (administrative - no change to contract’s value)	\$0	Amendment 2 (administrative - no change to contract’s value)	\$0	Amendment 1 (administrative - no change to contract’s value)	\$0	Original contract value	<u>\$451,308</u>	Total contract value is not to exceed	\$499,981
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Original contract value	<u>\$451,308</u>																		
Total contract value is not to exceed	\$499,981																		
Contract Period:	June 29, 2023 through December 31, 2026																		

Project Number:	290-4862UD.05 \$43,090 290-4862E.05 \$5,583 Funding sources: FY24 SB 1 Sustainable Communities (SC) Formula; FY25 SB 1 Sustainable Communities (SC) Formula; and Transportation Development Act (TDA)
Basis for the Amendment:	The Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy for both 2020 and 2024, and their program environmental impact reports, required SCAG to develop the SoCal Greenprint to support regional advance mitigation programs. The consultant services added to the contract allow the SoCal Greenprint to be launched and help SCAG to support users to address any technical issues, log-in issues, or user errors. In February 2024, the SCAG Regional Council approved data standards to ensure the SoCal Greenprint tool meets its objectives, aligns with the Regional Advanced Mitigation Program Policy Framework, and accounts for feedback from the Greenprint Technical Advisory Committee. The data standards also ensure the tool’s data are consistent and trustworthy, with clearly defined rules for use, access, distribution, and security. This amendment helps to ensure that the SoCal Greenprint Tool is aligned with the Data Standards.



To: EAC - Executive Administration Committee
RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: CFO Monthly Report

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

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

ACCOUNTING:

Membership Dues

As of May 31, 2026, 189 cities, 6 counties, 7 commissions, and 10 tribal governments have paid their Fiscal Year (FY) 2025-2026 membership dues. SCAG has collected \$2.84 million out of \$2.85 million billed. This represents 99.66% 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 May 31, 2026, SCAG has invested \$27.43 million in the LAIF account and has earned \$753,453.34 in interest income (as of Q3). The interest earnings are distributed on a quarterly basis with an average interest rate of 3.810%. 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 May 31, 2026, SCAG has invested \$45.60 million in the Money Market Account and has earned \$1,712,157.08 (YTD), in interest income.

BUDGET & GRANTS (B&G):

Caltrans provided their comments to the FY 2025-26 Overall Work Program (OWP) 3rd Quarter Progress Report. Staff addressed the comments and provided responses to Caltrans in June.

Staff kicked off the FY 2027-28 Budget Development process, and Planning Division is currently working on developing their FY 2027-28 Budget Requests. The budget request materials from the

Planning Division will be submitted to the Budget & Grants Department in July, and the requests from Other Divisions will be submitted in August.

Also in June, staff prepared the FY 2026-27 OWP In-Kind Match Package for the value of third-party services by local transportation agencies that may be accepted as match for federal funds for specific SCAG planning work activities. The In-Kind Match Packet was prepared in accordance with the provisions of 2 CFR 200 and will be submitted to Caltrans for review and approval.

Lastly, SCAG received grant awards from Caltrans for the following projects under the Sustainable Transportation Planning Grant Program:

- Connected Paths: Building a Regional Inventory for Active Transportation - \$700,000
- Regional Wildlife Connectivity Study - \$700,000

Staff is currently working on addressing the conditions for the awards, and the required grant documents will be submitted to Caltrans in July.

CONTRACTS ADMINISTRATION:

As of June 15, 2026, the Contracts Administration Department supported an average of 20 formal procurements and managed 208 active contracts valued at approximately \$73.40 million.

The following contracts started in May-June:

Agreement No.	Project Name	Vendor	Award Amount	Start Date	End Date
26-055-C01	Heavy Duty Truck Count Data Purchase	National Data & Surveying Services, Inc.	\$49,920	5/15/2026	11/30/2026
26-036-C01	Complete Communities Framework and Toolkit	Raimi + Associates, an Alta Company	\$498,940	6/4/2026	11/30/2027