



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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MEETING NO. 686

REGIONAL COUNCIL

Thursday, November 5, 2026

11:45 a.m. – 1:45 p.m.

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

To Attend In-Person:

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

To Attend and Participate on Your Computer:

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

To Attend and Participate by Phone:

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

To Watch or View Only:

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

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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>.

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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, November 4, 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, November 4, 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, November 5, 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. Regional Housing Needs Determination for the SCAG Region
(Kevin Kane, Planning Supervisor, SCAG)

PG. 10

RECOMMENDED ACTION:

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

CONSENT CALENDAR

Approval Items

2. Minutes of the Meeting – October 1, 2026

PG. 48



REGIONAL COUNCIL AGENDA

3. 2027 Meeting Schedule of the Executive Administration Committee, Policy Committees, and Regional Council PG. 62
4. City of Banning: Waiver of Membership Dues PG. 64
5. Resolution No. 26-686-1 Approving Amendment 1 to the FY 2026-27 Comprehensive Budget, including the Overall Work Program (OWP) PG. 66
6. Contracts \$500,000 or Greater: 23-40-C01, SoCal Greenprint Implementation PG. 82
7. FFY 2029 and 2030 STBG/CMAQ Program Guidelines and Call for Project Nominations PG. 90
8. Community Hubs Activation Program Guidelines and Request for Interest PG. 125
9. Trade Corridor Enhancement Program (TCEP) Project Nominations PG. 149

Receive and File

10. November 2026 State and Federal Legislative Update PG. 160
11. Purchase Orders, Contracts, and Contract Amendments below Regional Council Approval Threshold PG. 179
12. CFO Monthly Report PG. 186

BUSINESS REPORT

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

PG. 198

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

November 5, 2026

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Kevin Kane, Planning Supervisor (FSA)
213-236-1828, kane@scag.ca.gov

Kevin Kane

Subject: Regional Housing Needs Determination for the SCAG Region

RECOMMENDED ACTION FOR CEHD:

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

RECOMMENDED ACTION FOR RC:

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

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

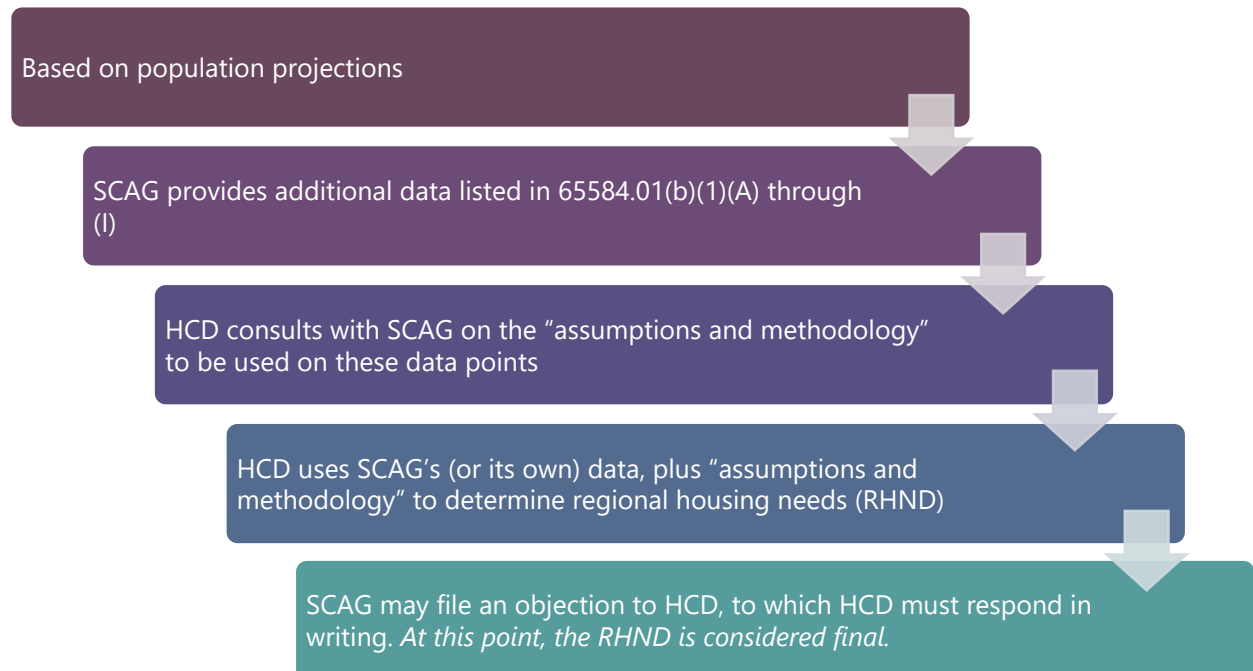
On October 15, 2026, the California Department of Housing and Community Development (HCD) issued its determination of the SCAG region's housing need for the 7th cycle Regional Housing Needs Assessment (RHNA) pursuant to Government Code Section 65584.01 et seq. The department's Regional Housing Needs Determination (RHND) for the region is 1,359,750 housing units, spread across six income categories.

The RHND follows several weeks of staff-level consultation. While the RHND reflects a clear, high-quality, data-driven approach, there is one unresolved component related to the consideration of cost-burden that staff considers an “unreasonable application of the methodology and assumptions” per Section 65584.01(b), meriting an objection from SCAG. To accurately assess cost burden requires economic analysis and modeling that are currently unavailable. In the absence of these tools, HCD adds an additional housing unit supply target to the RHND, but one that does not establish a clear connection to reducing this important indicator of pent-up demand.

Staff proposed two alternative determinations to the RHNA Subcommittee on October 26, 2026. Option 1 was to object and replace HCD's cost-burden adjustment (lines 11 + 12) with an otherwise equivalent cost-burden adjustment for lower-income households only, resulting in a total RHND of 1,081,926 units. This is the RHNA Subcommittee's recommendation to CEHD, and the recommendation being made to CEHD and the Regional Council. Option 2 was to object and remove HCD's cost-burden adjustment entirely, resulting in a total RHND of 855,123 units.

BACKGROUND:

The process for determining the SCAG region's housing need is described in Government Code Section 65584.01 and states that “the department, in consultation with each council of governments, where applicable, shall determine the existing and projected need for housing in each region in the following manner” and is summarized in the figure below:



SCAG staff met with HCD staff on September 2, September 17, September 28, October 8, and October 12 as part of the ongoing consultation and shared a wide range of data elements and projections related to our planning process, our region's demographics, growth, and housing market, and the use of data to understand our region.

There were several data elements and factors upon which SCAG and HCD staff were able to reach consensus. These included:

1. Data and counts for the new homelessness adjustment
2. In the new state of emergency adjustment, crediting units permitted (not just units completed) in the Eaton and Palisades fire areas
3. The use of a slightly shorter 8.3 year projection period for the 7th cycle RHND (July 1, 2029 to October 15, 2037 rather than extending into 2038)
4. Use of single-year 2024 American Community Survey data, rather than 2020-2024 five-year samples. More recent data for factors such as household overcrowding reflects the fact that housing construction has continued despite flat population growth, and accounts for the improvement in existing conditions in recent years.
5. A clear delineation of need due to projected population changes (i.e. growth, and growth by age category) versus existing need
6. Avoids double-counting households in Census Bureau-derived data measures
7. Use of correct data vintages and geographic coverages
8. Detailed discussion and understanding of household formation rates and population projections

Items 5 through 8 above reflected specific improvements to HCD's approach compared to SCAG's 6th cycle RHND. In addition, SCAG staff requested that HCD consider using a 5 percent standard for healthy renter market vacancy, which would have a modest reduction in the region's RHND.

HCD did use a 7 percent assumption; however, during the consultation they provided additional citations and rationale to support their assumption, which is based on the approach they had developed in their April 2024 report, *California Housing Futures 2040*¹.

While this exceeds the long-run average (2005-2024) US rental vacancy rate of 6.64 percent, the difference is modest and SCAG staff believe it would be very difficult to demonstrate that this constitutes an "unreasonable application of the methodology and assumptions," which is required in order to substantiate an objection.

¹ <https://www.hcd.ca.gov/rhna/ca-housing-future>

Population Projections in the RHND

A foundational component of the RHND, which has remained unchanged for several housing element cycles, is described in Government Code Section 65584.01(a) and underscores that the basis of the RHND is a population projection. Specifically, statute requires that SCAG's regional population forecast used in preparing regional transportation plans (RTPs) "shall be the basis" of the RHND so long as the total regional population forecast for the projection year is within a range of 1.5 percent of the total regional population forecast for the projection year by the Department of Finance.

Details of Connect SoCal 2050's preliminary projections were shared with the CEHD committee in March 2026³ and the Joint Policy Committee in April 2026. SCAG's total regional population projection for the 7th cycle RHNA's horizon year in 2037 is 0.05 percent above DOF's most recent projection series—within the bounds specified in statute.

However, during the consultation, SCAG staff instead recommended the use of DOF's population projections because they were more consistent with the statewide approach to RHNDs being taken by HCD.

For regional transportation planning purposes, guided by state and federal statute, SCAG produces a balanced projection of population, household, and employment growth that achieves certain targets.⁴ This is a technically reasonable projection produced under the guidance of a Demographic Panel of Experts. Furthermore, its underlying assumptions about population growth, household formation, and employment growth envision a future that fully accommodates the region's housing need in the long-run.

However, HCD's practice under Government Code Section 65584.01, specifically the use of adjustments listed under Section 65584.01(b)(3), differs from this approach. During consultation with HCD, it became apparent that the use of SCAG's population and household projections, which explicitly assume a balance with future employment growth expectations and consider the effects of future housing policy on household formation behavior, would muddy the interpretation of these adjustments and likely count certain policy targets more than once.

The key difference is HCD's approach to adding adjustments which, if the specified number of units were built, could result in a region whose characteristics reached a certain target (e.g. adding units so that rental vacancy hits a healthy level, overcrowding drops to the national level, and homelessness reaches zero). For these individual, "supply-target" adjustments to each be distinct,

³ See <https://scag.ca.gov/%69%6E%64%65%78.%70%68%70/https%3A//ftip.scag.ca.gov/sites/default/files/2026-02/CEHD030526fullpacket.pdf>

⁴ For details about the projection associated with Connect SoCal 2024, see Section 1.2 of <https://scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf>

they must be added to a projection of population alone; ideally one that reflects “business-as-usual” projection assumptions as closely as possible. This contrasts to the construction of an RTP forecast—for example, SCAG’s population projection already assumes a higher share of working-age residents to accommodate future expected job growth, and SCAG’s household projection assumes a significant increase in future household formation rates.

As a result, SCAG staff recommended and HCD accepted the use of the population projection produced by the Department of Finance in lieu of SCAG’s projection.

Cost Burden Adjustment

A household is considered “cost burdened” when it spends more than 30 percent of its income on housing. Under HCD’s methodology, differences in housing cost burden between the SCAG region and the nation account for 37 percent of the region’s total RHND (504,627 units).

State law requires HCD to consider housing cost burden when determining a region’s housing need. During consultation, SCAG and HCD discussed how that requirement should be measured. Standard Census tables do not provide sufficient information to measure cost burden at the income levels specified in state law, so SCAG analyzed the underlying Census survey data and provided that analysis to HCD.⁷

Housing cost burden is a ratio that compares housing cost relative to household income. This is a significant issue in Southern California. In the SCAG region, the median home value is 8.46 times median household income, compared with 6.02 times income in the Sacramento region. SCAG’s analysis also found that an estimated 57 percent of the cost-burden adjustment comes from moderate- and above-moderate-income households.

The central question is therefore not whether high rates of housing cost-burden is a problem. The question is how much additional housing should reasonably be added to the RHND to address that problem, versus addressing it with policies that seek to increase, or better distribute, household incomes.

⁷ The American Community Survey (ACS) provides raw microdata and preformatted tables based on a 1 percent annual survey of the American population. ACS Table B25140: Housing Costs as a Percentage of Household Income in the Past 12 Months is used by HCD and indicates the share of households in a given area spending more than 30 percent or more than 50 percent of their income on housing cost. Reference to the cost-burden measure appears in Government Code Section 65584.01(b)(1)(H) references the 30 percent threshold, for very low, low, moderate, and above moderate-income households. Unfortunately, preformatted ACS tables are unable to fulfill the statutory requirement to assess cost burden at a region’s specific income levels.

Other adjustments in HCD's determination have a relatively clear numerical target. Even though a lot of behavioral and market factors affect whether these outcomes happen, HCD can estimate how many homes would be needed to:

- Increase supply enough to reach a healthier vacancy rate
- Increase supply enough to provide housing for all people experiencing homelessness
- Increase supply enough to reduce overcrowding to the national level.

The cost-burden adjustment works differently. HCD adds housing units based on the number of households experiencing higher cost burdens, but the methodology does not estimate how much new housing would be needed to reduce cost burden by a particular amount.

Economic theory tells us that more housing supply can help moderate housing prices and improve affordability. But the relationship is not one-for-one: adding one home does not necessarily eliminate cost burden for one household. Housing costs and household incomes are influenced by many factors. HCD has acknowledged that it would require extensive economic analysis and modeling to understand how supply affects cost burden.⁹ In the absence of this modeling, SCAG's concern is that the cost-burden adjustment identifies a genuine problem but does not establish a clear connection to its solution.

Lower Income Cost Burden Only

Given uncertainty in the numerical relationship between cost burden and additional supply, SCAG also explored with HCD a narrower approach focusing the adjustment on very-low- and low-income households, where RHNA provides additional tools that can help support affordable housing development. For example, when local jurisdictions identify sites for their lower-income RHNA, state housing law includes additional requirements intended to make affordable housing more feasible such as appropriate densities, streamlined approvals, and supportive programs. This creates a more direct connection between the housing need identified through RHNA and the affordability problem the adjustment is intended to address.

Using raw Census microdata¹⁰, SCAG calculated cost burden specifically for very-low- and low-income households (see below table). To avoid double counting, households already included in the overcrowding adjustment were removed¹¹. SCAG then compared the remaining level of cost burden in the region with the national level. This approach produced a cost-burden adjustment of 226,803

⁹ See page 78 of <https://www.hcd.ca.gov/rhna/ca-housing-future>

¹⁰ IPUMS USA, University of Minnesota, www.ipums.org, processed in RStudio using American Community Survey 2024 1-year estimates mirroring cost-burden criteria from Table B25140 plus area median income thresholds.

¹¹ This follows HCD's existing approach in RHND line item 12; totals are likely to differ somewhat due to use of DOF-processed microdata in this step.

additional housing units: 80,942 for very-low-income households and 145,861 for low-income households:

COST BURDEN BY INCOME	SCAG Income - Lower Bound	SCAG Income - Upper Bound	SCAG - Percent Cost Burdened	USA - Percent Cost Burdened	Cost-Burden (in excess of overcrowding) multiplied by DOF 2026 total households:
<i>Very Low Income (includes Extremely and Acutely Low)</i>	\$0	\$47,918	84.43%	74.14%	80,942
<i>Low Income</i>	\$47,918	\$76,669	64.48%	44.22%	145,861
<i>Moderate Income</i>	\$76,669	\$115,003	41.20%	23.48%	177,314
<i>Above Moderate Income</i>	\$115,003	(no maximum)	12.36%	7.43%	121,695

While HCD reviewed SCAG's approach and was able to replicate the calculation, they ultimately did not adopt it. Instead, HCD applied the cost-burden adjustment to all households in the region, including moderate- and above-moderate-income households. HCD calculated the difference between the SCAG region's cost-burden rate (43.19 percent) and the national rate (31.45 percent), and applied that 11.74 percentage-point difference to the region's roughly 6.5 million households. That amount was then added to the RHND (504,627 units).

Recommendation and Proposed Alternative Determination

Staff recommended the RHNA Subcommittee recommend to the CEHD and Regional Council object to the RHND on the basis that the cost burden adjustment is not a reasonable application of the methodology and assumptions determined in statute. SCAG may file an objection within 30 days of the notice of the determination (i.e. November 14, 2026). The objection would be based on and substantiate the following:

"The regional housing need determined by the department is not a reasonable application of the methodology and assumptions determined pursuant to subdivision (b). The objection shall include a proposed alternative determination of its regional housing need based upon the determinations made in subdivision (b), including analysis of why the proposed alternative would be a more reasonable application of the methodology and assumptions determined pursuant to subdivision (b)."
Government Code Section 65584.01(c)(2)(B)

Through the above discussion on cost burden, staff proposed that, should the subcommittee, CEHD, and RC wish to file an objection to the RHND, they decide on one of two alternative determinations based on the cost-burden adjustment discussed above.

Option 1 would be that a lower-income-only cost-burden adjustment is a more reasonable application of the methodology and assumptions in statute. This approach leverages the lower-income RHNA requirements to create a more direct connection between the housing need identified and the affordability problem the adjustment is intended to address. **This action was made by the RHNA subcommittee on October 26, 2026 and is the recommendation being made to the CEHD and Regional Council today. It reads as follows:**

Object and replace the cost-burden adjustment (lines 11 + 12) with an otherwise equivalent cost-burden adjustment for lower-income households only, resulting in a total RHND of 1,081,926 units.

Option 2 would have been to remove the cost burden adjustment entirely because accurately assessing the additional housing supply needed to reduce cost burden requires economic analysis and modeling that is currently unavailable. However, it is likely that other existing need adjustments, which do not operate independently in the housing market, already increase the supply target enough to maximize RHNA's possible effect on cost-burden. A potential action based on this approach would be to remove the cost-burden adjustment entirely (lines 11 + 12), resulting in a total RHND of 855,123 units.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - 7th Cycle RHND
2. SCAG 7th Cycle Final Determination Letter
3. SCAG 7th Cycle RHND Workbook - Table of Contents
4. SCAG 7th Cycle RHND Workbook - Table 2
5. GOV_65584.01



7th Cycle Regional Housing Needs Determination (RHND)

Kevin Kane, PhD

Program Manager, Demographics and Growth Vision

October 2026

RHNA Subcommittee

WWW.SCAG.CA.GOV

What is RHNA?

- State-mandated planning process to determine the existing and projected housing need in California
- Occurs in eight-year planning cycles and allocates housing need across six income categories
- Not a building quota – RHNA requires jurisdictions to plan for new housing capacity through updates to Housing Elements

RHNA Objectives

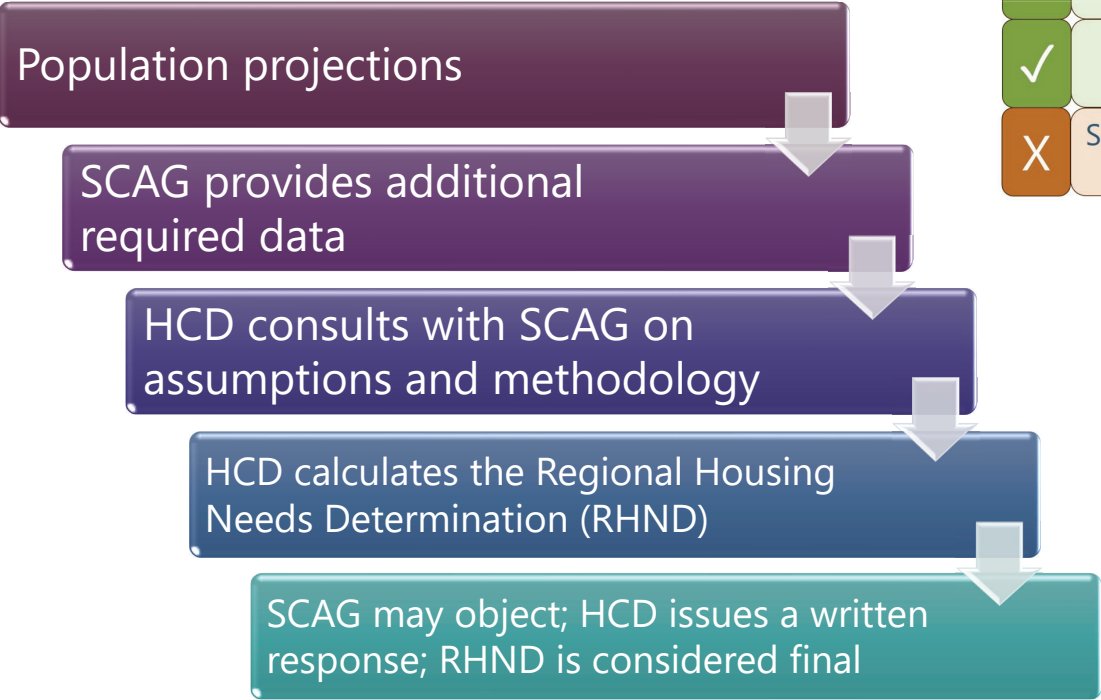


- 1** To increase the housing supply and mix of housing types, tenure and affordability within each region in an equitable manner
- 2** Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns
- 3** Promoting an improved intraregional relationship between jobs and housing
- 4** Allocating a lower proportion of housing need in income categories in jurisdictions that have a disproportionately high share in comparison to the county distribution
- 5** Affirmatively furthering fair housing (AFFH)

RHNA Timeline



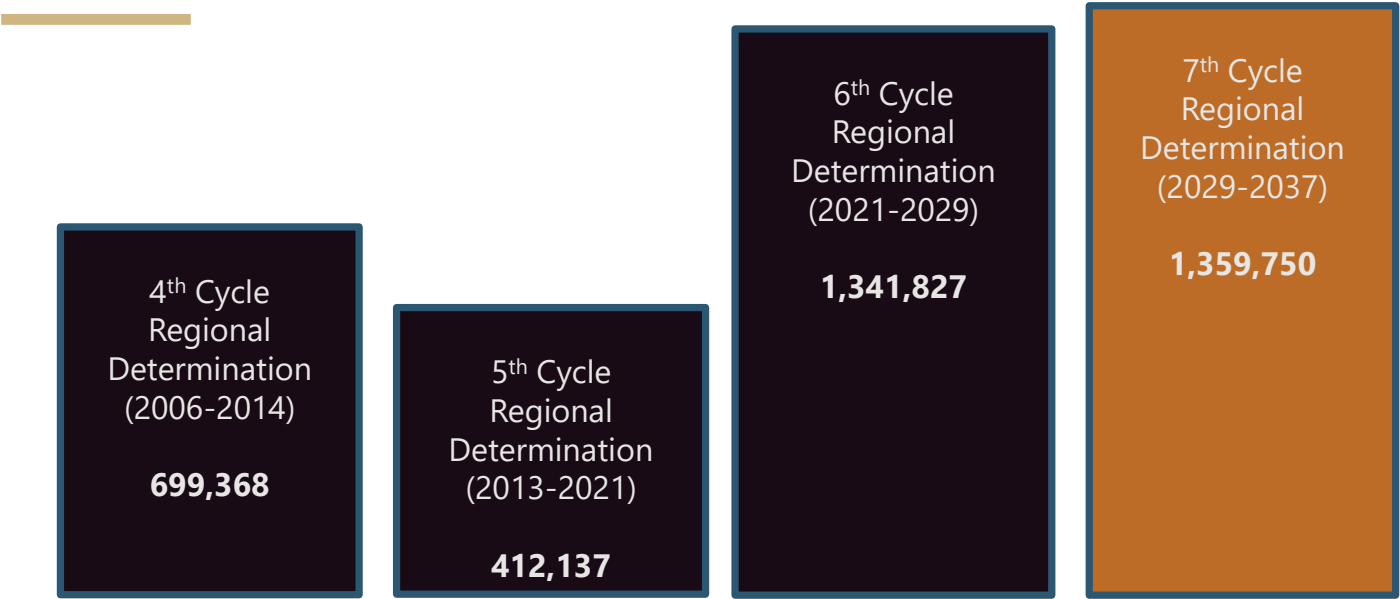
RHND Process



- ✓ Data sharing opportunity
- ✓ Starting point for RHNA collaboration
- X SCAG authority to determine regional housing needs

5

Regional Determination



Southern California Association of Governments: June 30, 2029 - October 15, 2037 (8 Years) HCD Determined Population, Households, & Housing Need		
Ref. No.	Steps Taken to Calculate Regional Housing Need	Amount
1	Population: DOF 6/30/2037 Projection Adjusted 3.5 months to 10/15/2037	18,792,495
2	- Group Quarters Population: DOF 6/30/2037 Projection Adjusted 3.5 months to 10/15/2037	(394,638)
3	= Preliminary Household (HH) Population: 10/15/2037	18,397,857
5	Preliminary Projected Households (Occupied Unit Stock)	6,888,555
7	+ Projected Apartment Style Student Households	708
8	Total Projected Households	6,889,263
9	+ Vacancy Adjustment for Projected Households	16,275
10	+ Vacancy Adjustment for Existing Households	131,589
11	+ Overcrowding Adjustment	398,400
12	+ Cost-burden Adjustment	764,476
13	- Adjustment to account for HHs that experience both overcrowding and cost-burden	(259,849)
14	+ Replacement Adjustment Demolitions	6,889
15	+ Jobs Housing Relationship Adjustment	9,467
16	+ Homelessness Adjustment	38,646
17	+ State of Emergency Adjustment	8,056
18	- Occupied Units (HHs) estimated projected June 30, 2029	(6,643,462)
19	Preliminary Regional Housing Need	1,359,750
20	+ Replacement Adjustment Seasonal, Recreational, and Occasional Use	0
	+ Feasible Jobs/Housing Balance Adjustment	0
Total	7th Cycle Regional Housing Need Determination (RHND)	1,359,750

Projected
Need

Existing
Need

Total RHND

7

RHND by Income Category

INCOME CATEGORY	PERCENT	HOUSING UNIT NEED
Acutely Low	10.4%	141,930
Extremely Low	13.3%	180,582
Very Low	14.0%	189,752
Low	19.0%	257,749
Moderate	9.2%	124,839
Above Moderate	34.2%	464,898
Total	100.0%	1,359,750

SCAG's RHND & Consultation Assessment

Strengths

- Commitment to a high quality, data-driven approach
- Clear documentation and explanations
- Addresses several challenges experienced in 6th cycle
- Recognizes the distinction between regional housing forecasts and planning for regional housing needs (CG 65584.01)

Areas of Differing Interpretation

- Greater emphasis on statewide consistency than SCAG's understanding of GC 65584.01
- More piecemeal, item-by-item approach compared with SCAG's integrated long-range forecast of population, households, and employment
 - Reflects differing perspectives on how market dynamics and regional planning objectives should inform RHND

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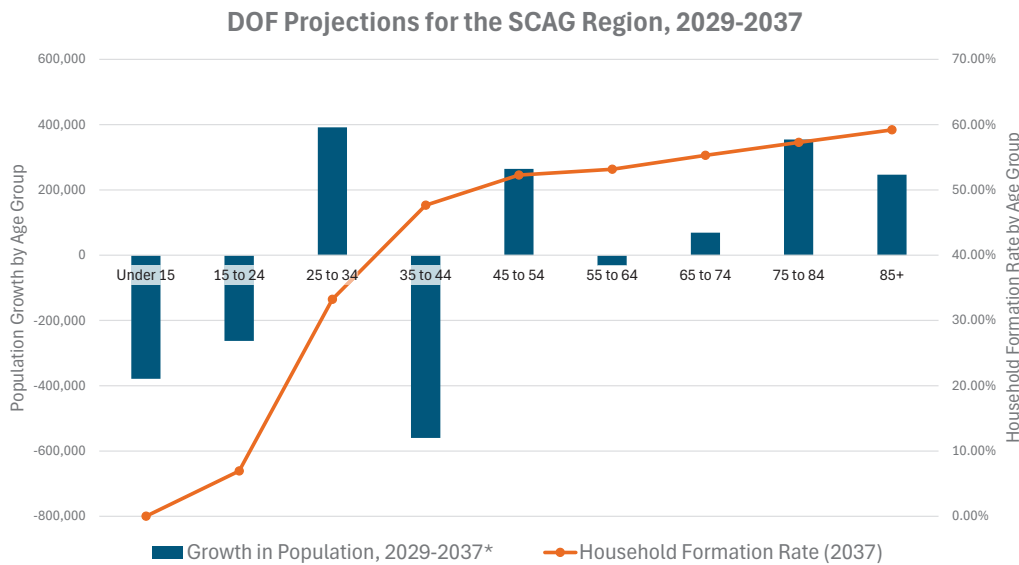


BREAKING DOWN HCD'S RHND FOR THE SCAG REGION

What is the region's *total housing need* over July 1, 2029 to October 15, 2038 (8.3 years)?

Population growth + changing age structure

"The department's determination shall be based on population projections..." GC 65584.01(a)



Data Source: DOF P3 Projections and Connect SoCal 2050 Preliminary Projections

- DOF projects total population will grow by 94,705
- Because growth is at high ages with high formation rates,
- this corresponds to an increase of 245,093 households

SCAG staff assessment of prior cycles' RHNDs

5th Cycle RHND:	6th Cycle RHND:	7th Cycle RHND:
97% of total	35% of total	18% of total

Ensure that *future households* have enough “slack” in the market



- Per DOF + HCD, region will add 245,093 **households**, but to maintain a healthy vacancy rate, it needs slightly more **housing units**:
- HCD standard for renter market: 7 percent (*statutory minimum of 5 percent*)
- HCD standard for owner market: 2 percent
- Add 16,275 units

Note: Image generated by ChatGPT.

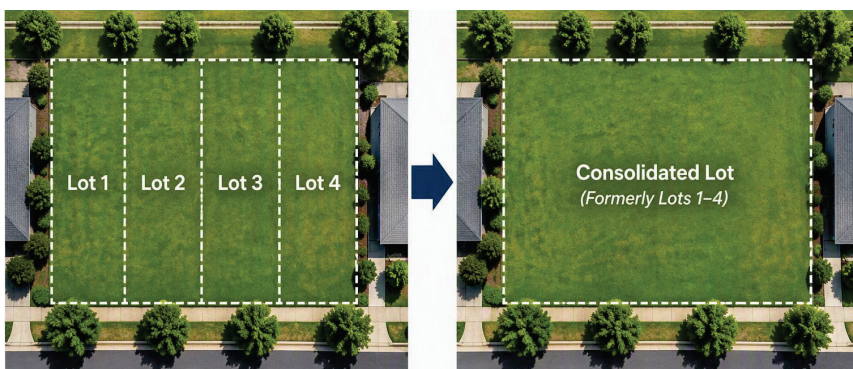
Add apartment-style student housing that is expected to be built in the region



- DOF surveys several regional universities' plans
- Census Bureau considers all student housing as "group quarters"
- Added to RHND so that when apartment-style student housing is built, cities can include them for RHNA purposes
- 708 units

5th Cycle RHND:	6th Cycle RHND:	7th Cycle RHND:
0%	0%	0.05%

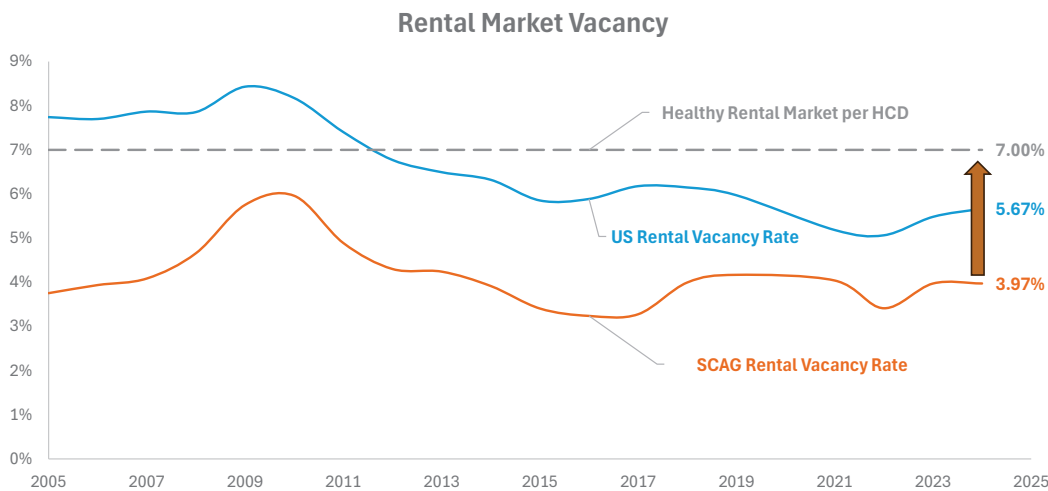
Add an estimate of how many units will be demolished, or consolidated, 2029-2038



- City gets +1 for each unit built, but losses have no effect
- Increase RHND by an estimate of what this will be in the future
- HCD uses DOF demolition survey data (2017-2026)
- 6,889 units

5th Cycle RHND:	6th Cycle RHND:	7th Cycle RHND:
0.6%	2.5%	0.5%

Get SCAG's vacancy rate up enough so there's enough "slack" in the market

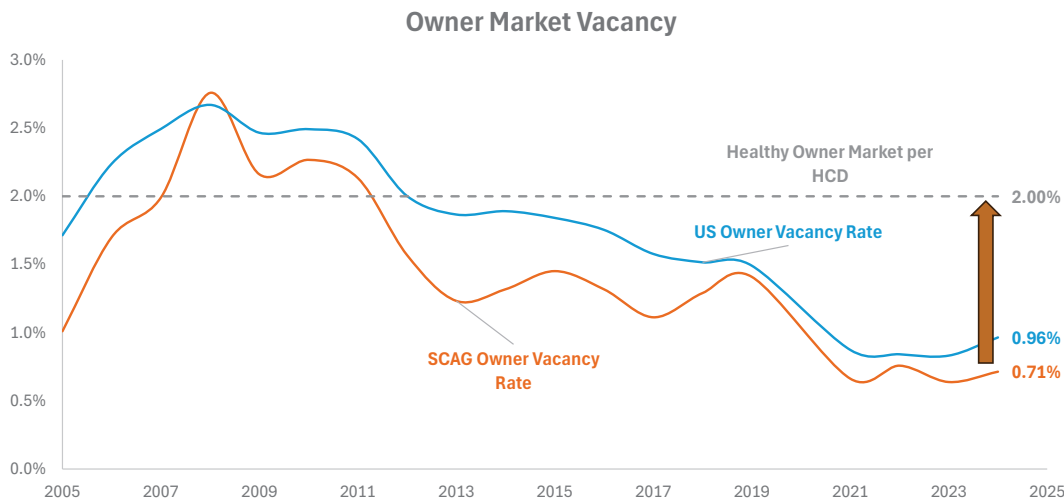


Data Source: For rent and for sale vacancy, US Census American Community Survey 1-Year Estimates, 2005-2024.

- Region's vacancy rate considered too low for housing market health
- More supply → hit target
- HCD standard for renter market: 7 percent (*statutory minimum of 5 percent*)
- HCD standard for owner market: 2 percent
- Add 131,589 units

5th Cycle RHND:	6th Cycle RHND:	7th Cycle RHND:
3%	13%	11%

Get SCAG's vacancy rate up enough so there's enough "slack" in the market



Data Source: For rent and for sale vacancy, US Census American Community Survey 1-Year Estimates, 2005-2024.

- Region's vacancy rate considered too low for housing market health
- More supply → alleviate condition
- HCD standard for renter market: 7 percent (*statutory minimum of 5 percent*)
- HCD standard for owner market: 2 percent
- Add 131,589 units

5th Cycle RHND:	6th Cycle RHND:	7th Cycle RHND:
3%	13%	11%

Correct for inter-regional imbalances in *where the jobs* → *sleep at night*:

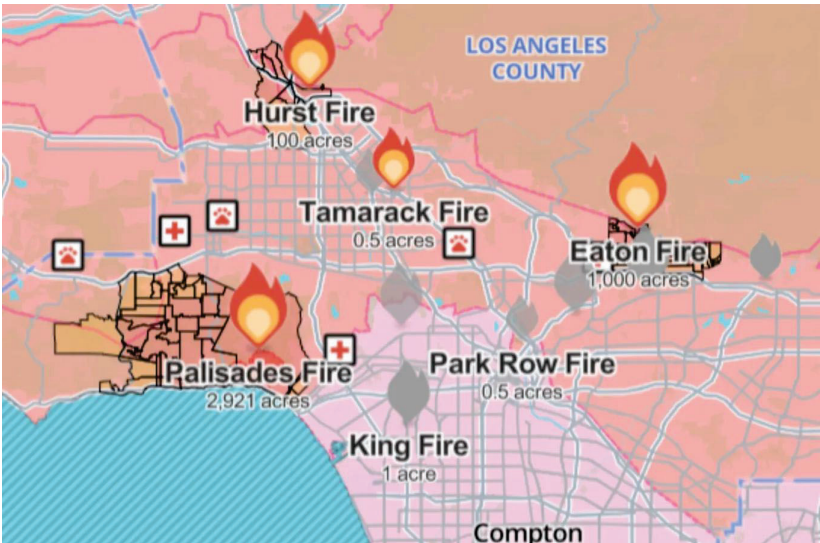


*than vice-versa
Data Source: LEHD Origin-Destination Employment Statistics, 2023

- New HCD adjustment to account for jobs-housing balance **between** regions
- SCAG is large and has very slightly more primary jobs than resident workers:
 - 7,602,382 primary jobs
 - 7,588,181 resident workers
- Add 9,467 units

5th Cycle RHND:	6th Cycle RHND:	7th Cycle RHND:
0%	0%	0.7%

State of emergency losses that haven't yet been rebuilt



- Ensure the region replaces recent emergency losses
- Use past 8 years
- 97% of losses are Palisades & Eaton Fires (LA County)
- 8,056 units reflects those lost, but not yet rebuilt **or** re-permitted (*as of RHND issuance*)

5th Cycle RHND:	6th Cycle RHND:	7th Cycle RHND:
0%	0%	0.6%

Homelessness adjustment

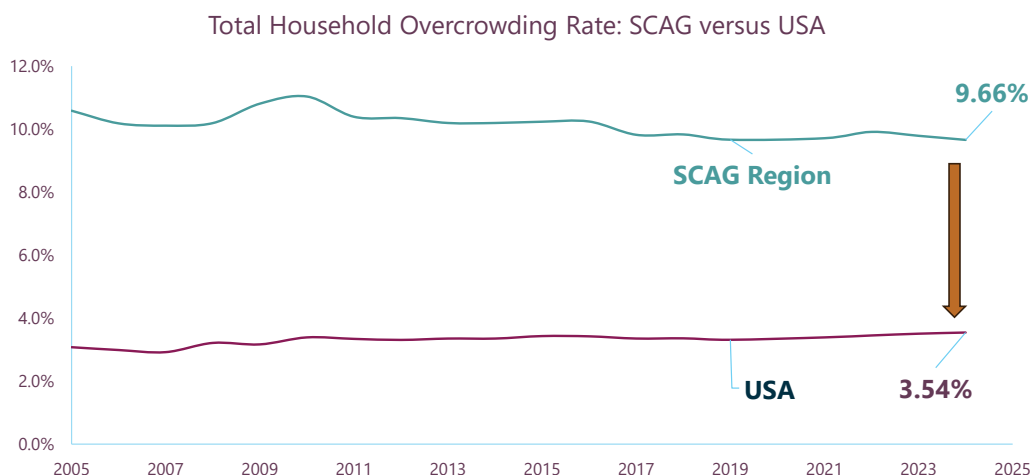


- Uses Jan/Feb 2025 "point in time" counts
- 91,310 unhoused people in SCAG region
- Multiply by household formation rate
- Add 38,646 units
- Only added to Acutely Low and Extremely Low income categories

5th Cycle RHND:	6th Cycle RHND:	7th Cycle RHND:
0%	0%	2.8%

Data Source: HUD Continuum of Care (CoC), 2025

Household overcrowding

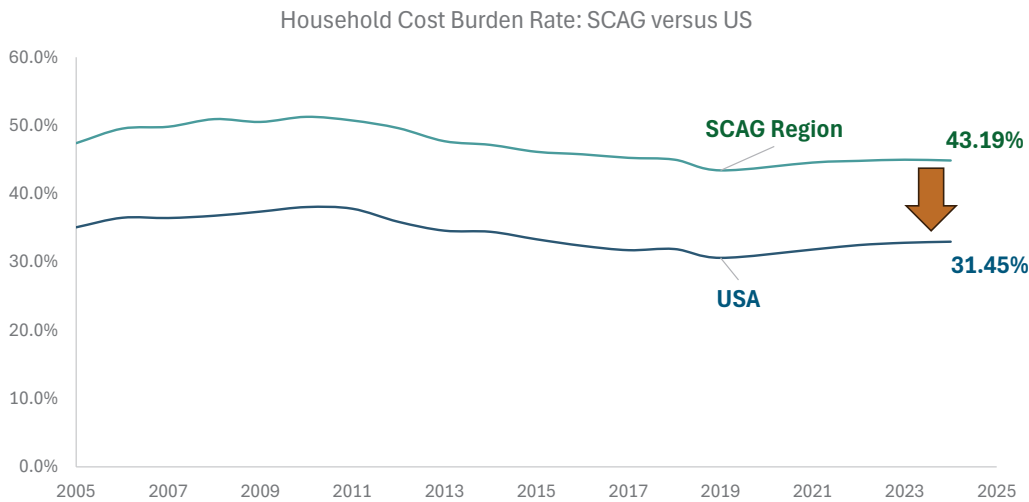


- Percent of households with more than 1.0 occupants per room
- Adding 398,400 units to help unbundle, e.g.:
 - Multiple families in single unit
 - Grown children living with parents
 - More roommates than desired
- Would these moves happen? Maybe; depends on many factors.
- Adding supply is one step.
- HCD adjustment reflects how many extra units this step would take.

5th Cycle RHND:	6th Cycle RHND:	7th Cycle RHND:
0%	34%	29%

Data Source: American Community Survey 1-year Estimates, 2005-2024

Household cost burden



Data Source: American Community Survey 1-year Estimates, 2005-2024

- Percent of households spending more than 30 percent of income on housing cost
- Compare to national level
- Difference is 11.74%
- Multiply by the region's total households (6.5 million)
- Add 504,627 extra units to RHND

5th Cycle RHND:	6th Cycle RHND:	7th Cycle RHND:
0%	9%	37%

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Comparing major indicators of housing need

Major RHND Component	Data exist	Data indicate number of units	Explanation
Projected Population Growth, 2029-2037	✓	✓	DOF population projections
Projected Population Change <i>Higher per-capita housing consumption, i.e. aging</i>	✓	✓	Household formation rates
Losses due to demolition & emergency	✓	✓	Two separate adjustments
Healthy market vacancy	✓	✓	Two separate adjustments. Within existing stock, supply target: sufficient to reach 2% owner, 7% renter vacancy rate
Homelessness	✓	✓	Supply target: sufficient to reach zero homelessness
Households with more than 1.0 person per room <i>Overcrowding</i>	✓	✓	Supply target: sufficient to reach national overcrowding level
Households paying >30% of income on housing <i>Cost-burden</i>	✓	✗	A key indicator of pent-up demand*

*California's Housing Future 2040: The Next RHNA, p. 77

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Staff Findings & Recommendations

- Staff finds HCD's determination of **projected housing need** to be a reasonable application of Government Code 65584.01.
- Staff finds *most* of HCD's assessments of **existing housing need** to be reasonable.
- Staff does not believe HCD's assessment of cost burden is a reasonable application of Government Code 65584.01

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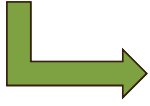
Objection Criteria

"The regional housing need determined by the department is not a reasonable application of the methodology and assumptions determined pursuant to subdivision (b)."GC 65584.01(c)(2)(B)

*"The objection **shall include a proposed alternative determination** of its regional housing need based upon the determinations made in subdivision (b), **including analysis of why the proposed alternative would be a more reasonable application** of the methodology and assumptions determined pursuant to subdivision (b)." GC 65584.01(b)(1)(A)(i)*

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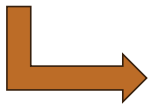
Two Alternatives Proposed by Staff to RHNA Subcommittee



10/26/26 RHNA
Subcommittee
Recommendation:

A lower-income-only cost burden adjustment is more reasonable. It leverages lower-income RHNA requirements to create a more direct connection between the housing need identified and the affordability problem the adjustment is intended to address.

*Object and replace cost-burden adjustment (lines 11 + 12) with an otherwise equivalent **cost-burden adjustment for lower-income households only**, resulting in a total RHND of 1,081,926 units.*



Assessing the additional housing supply needed to reduce cost burden requires economic analysis and modeling that is currently unavailable. However, it is likely that other existing need adjustments, which do not operate independently in the housing market, already increase the supply target enough to maximize RHNA's possible effect on cost-burden.

*Object and **remove the cost-burden adjustment entirely** (lines 11 + 12), resulting in a total RHND of 855,123 units.*

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THANK YOU!

For more information, please visit:

<https://scag.ca.gov/housing>

Kevin Kane, PhD

Program Manager, Demographics and Growth Vision

kane@scag.ca.gov

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

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Sacramento, CA 95811
(916) 263-2911
www.hcd.ca.gov



October 15, 2026

Kome Ajise
Executive Director
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

Dear Kome Ajise:

RE: Final 7th Cycle Regional Housing Need Determination

This letter provides the Southern California Association of Governments (SCAG) its final Regional Housing Need Determination (RHND). Pursuant to state Housing Element Law (Gov. Code, § 65584, et seq.), the California Department of Housing and Community Development (HCD) is required to provide the determination of the region's existing and projected housing need.

From August 2026 to October 2026, HCD and SCAG staff completed a consultation process covering the methodology, assumptions, data sources, and timeline for HCD's determination of SCAG's regional housing need. To inform this process, HCD also consulted the California Department of Finance (DOF) Demographic Research Unit.

Attachment 1 displays the RHND of **1,359,750** total units among six income categories for SCAG to distribute among the region's local governments. Attachment 2 explains the methodology and assumptions applied pursuant to Government Code section 65584.01. To determine the region's housing need, HCD considered all the information specified in Government Code section 65584.01, subdivision (b).

SCAG is responsible for adopting a methodology for the Regional Housing Needs Allocation (RHNA) and a RHNA Plan for the *projection* period beginning June 30, 2029, and ending October 15, 2037. Pursuant to Government Code section 65584, subdivision (d), the methodology to prepare SCAG's RHNA Plan must further the following objectives:

1. Increasing the housing supply and mix of housing types, tenure, and affordability
2. Promoting infill development and socioeconomic equity, protecting environmental and agricultural resources, and encouraging efficient development patterns
3. Promoting an improved intraregional relationship between jobs and housing
4. Balancing disproportionate household income distributions
5. Affirmatively furthering fair housing

Pursuant to Government Code section 65584.04, subdivision (e), to the extent data is available, SCAG shall consider including the factors listed in Government Code section 65584.04, subdivision (e) to develop its RHNA Plan. Also, pursuant to Government Code section 65584.04, subdivision (f), SCAG must explain in writing how each of these factors was incorporated into the RHNA Plan methodology and how the methodology furthers the statutory objectives described above. Pursuant to Government Code section 65584.04, subdivisions (h)-(i), SCAG must submit its draft methodology to HCD for review and a determination of consistency with the statutory objectives.

Government Code section 65588, subdivision (e)(6) specifies the RHNA *projection* period begins December 31 or June 30, whichever date most closely precedes the previous projection period end date. SCAG's local governments in Orange County, Riverside County, San Bernardino County, and Ventura County are responsible for updating their housing elements for the *planning* period beginning October 15, 2029, and ending October 15, 2037, to accommodate their share of the regional housing need for each income category. SCAG's local governments in Imperial County and Los Angeles County are responsible for updating their housing elements for the *planning* period beginning April 15, 2030, and ending April 15, 2038, to accommodate their share of the regional housing need for each income category.

The housing elements for local jurisdictions in Orange County, Riverside County, San Bernardino County, and Ventura County are due on October 15, 2029. The housing elements for jurisdictions in Imperial County and Los Angeles County are due on April 15, 2030. Please note, a jurisdiction authorized to permit residential development may take RHNA credit for new units approved, permitted, and/or built since the start date of the RHNA *projection* period (June 30, 2029).

As specified in Government Code section 65584.01, subdivision (c), a council of governments may, within 30 days from the date of this letter, file an objection to HCD's determination of the regional housing need.

HCD encourages all of SCAG's local governments to consider the many affordable housing and community development resources available to local governments. HCD's programs can be found at <https://www.hcd.ca.gov/grants-and-funding>.

HCD commends SCAG's leadership in fulfilling their important role in advancing the state's housing, transportation, and environmental goals. HCD would especially like to thank Sarah Jepson, Ma'Ayn Johnson, Kevin Kane, Elizabeth Carvajal, Michael Dietz, and Philip Law for their significant efforts and assistance. HCD looks forward to continued partnership with the region and assisting in planning efforts to accommodate the region's share of the housing need.

If HCD can provide any additional assistance, or if you or your staff have any questions, please contact Balaji Balaganesan, Senior Housing Specialist, at Balaji.Balaganesan@hcd.ca.gov, or Samantha Wu Rose, Housing Specialist, at Samantha.WuRose@hcd.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Zach McRae". The signature is fluid and cursive, with the first name "Zach" being more prominent and the last name "McRae" following in a similar style.

Zach McRae
Assistant Deputy Director, Fair Housing and Tribal Affairs

Enclosures

cc: David Zisser, Deputy Director, Division of Housing Policy Development,
Department of Housing and Community Development
Marisa Prasse, Fair Housing Section Chief, Department of Housing and
Community Development
Sarah Jepson, Chief Planning Officer, Southern California Association of
Governments
Ma'Ayn Johnson, Manager, Southern California Association of Governments
Kevin Kane, Program Manager, Southern California Association of Governments
Elizabeth Carvajal, Deputy Director, Southern California Association of
Governments
Michael Dietz, Planning Manager, Southern California Association of
Governments
Philip Law, Deputy Director, Southern California Association of Governments

ATTACHMENT 1
HCD REGIONAL HOUSING NEED DETERMINATION
Southern California Association of Governments (SCAG):
June 30, 2029 through October 15, 2037

INCOME CATEGORY	PERCENT	HOUSING UNIT NEED
Acutely Low	10.4%	141,930
Extremely Low	13.3%	180,582
Very Low	14.0%	189,752
Low	19.0%	257,749
Moderate	9.2%	124,839
Above Moderate	34.2%	464,898
Total	100.0%	1,359,750

Notes:

Income Distribution:

Income categories are prescribed by California Health and Safety Code Section 50063.5, et. seq. Percentages are derived based on Census/ACS reported household income brackets and county median income as determined by HCD.

ATTACHMENT 2
HCD REGIONAL HOUSING NEED DETERMINATION:
Southern California Association of Governments
(SCAG): June 30, 2029 through October 15, 2037

Methodology

Southern California Association of Governments: June 30, 2029 - October 15, 2037 (8 Years) HCD Determined Population, Households, & Housing Need		
Ref. No.	Steps Taken to Calculate Regional Housing Need	Amount
1	<i>Population: DOF 6/30/2037 Projection Adjusted 3.5 months to 10/15/2037</i>	18,792,495
2	<i>- Group Quarters Population: DOF 6/30/2037 Projection Adjusted 3.5 months to 10/15/2037</i>	(394,638)
3	<i>= Preliminary Household (HH) Population: 10/15/2037</i>	18,397,857
5	Preliminary Projected Households (Occupied Unit Stock)	6,888,555
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10	+ Overcrowding Adjustment	398,400
11	+ Cost-burden Adjustment	764,476
12	- Adjustment to account for HHs that experience both overcrowding and cost-burden	(259,849)
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15	+ Homelessness Adjustment	38,646
16	+ State of Emergency Adjustment	8,056
17	<i>- Occupied Units (HHs) estimated projected June 30, 2029</i>	(6,643,462)
18	Preliminary Regional Housing Need	1,359,750
19	+ Replacement Adjustment Seasonal, Recreational, and Occasional Use	0
20	+ Feasible Jobs/Housing Balance Adjustment	0
Total	7th Cycle Regional Housing Need Determination (RHND)	1,359,750

Detailed background data for this table is available upon request.

Explanation and Data Sources

Projection period: Government Code section 65588, subdivision (f), specifies the RHNA projection period start is December 31 or June 30, whichever date most closely precedes the end of the previous RHNA projection period end date. SCAG's projection period starts June 30, 2029, and ends October 15, 2037.

- 1-5. Population, Group Quarters, Household Population, and Projected Households: Pursuant to Government Code section 65584.01, projections were extrapolated from Department of Finance (DOF) projections. Population reflects total persons. Group Quarter Population reflects persons in a dormitory, group home, institution, military, etc., that do not require residential housing. Household Population reflects persons requiring residential housing. Projected Households reflect the propensity of persons, by age-groups, to form households at different rates based on Census trends.
7. Projected Apartment-Style Student Households: DOF provides projections of the student population expected to reside in apartment-style student housing by the end of the projection period. Under the US Census Bureau definitions, all student housing owned, leased, or managed by a college or university, including apartment-style units, are classified as group quarters rather than as part of the household population. Because DOF household projections exclude the group quarters population, projected changes in the number of students living in apartment-style student housing are not captured in the baseline household forecast. HCD accounts for this by subtracting the student population residing in apartment-style student housing at the beginning of the projection period (2029) from the projected population at the end of the projection period (2037). The resulting net change in student population living in apartment-style student housing (10,195) is then converted into projected households using the age 15-24 headship rate of 6.94% percent, resulting in an adjustment of 708 projected households.
8. Total Projected Households at the end of the projection period (October 15, 2037).
9. Vacancy Adjustment: Pursuant to Government Code section 65584.01, subdivision (b)(1)(E), HCD applies a vacancy adjustment based on the region's current vacancy percentage to promote healthy market vacancies that facilitate housing availability and resident mobility. Healthy vacancy rates are 2% for owners and 7% for renters for metropolitan planning organization (MPO) regions (6% for renters in non-MPO regions). There are two methodologies utilized to calculate this adjustment. The first methodology is to calculate the vacancy adjustment for existing households. The adjustment for existing households is the difference between the healthy rate of 2% and 7% vacancy rates and the region's current vacancy rates based on the 2024 5-year American Community Survey (ACS) data. That difference is then multiplied by the number of existing households by tenure based on the most recent occupied household estimates from DOF (existing households multiplied by current rates of renters and owners). For SCAG, the existing household owner vacancy rate (0.78%) is below the healthy standard, resulting in a 1.22% adjustment. The existing household renter vacancy rate (4.07%) is also below the healthy standard, resulting in a 2.93% adjustment. The second methodology is to calculate the vacancy adjustment for projected households. The projected household vacancy adjustment is obtained by applying the standard 2% and 7% vacancy rates to the projected owner and renter households. The healthy vacancy rates (2% and 7%) are then multiplied by the number of projected households

by tenure (projected households multiplied by current rates of renters and owners). Data is from the 2024 5-year ACS and DOF 2026 E-5 Population Estimates. Note: 2024 1-year ACS summary tables (B25004 and B25003) were not available for all the counties in the SCAG region, thus the 2025 5-year ACS summary tables were used.

10. **Overcrowding Adjustment:** Pursuant to Government Code section 65584.01, subdivision (b)(1)(C), HCD uses ACS data to consider the percentage of households that are overcrowded in the region compared to the United States national average of households that are overcrowded. In regions where the overcrowding rate is greater than the U.S. national average overcrowding rate (3.54%), HCD applies an adjustment based on the amount the region's overcrowding rate exceeds the U.S. overcrowding rate. For SCAG, the region's overcrowding rate (9.66%) is higher than the national average (3.54%), resulting in a 6.12% adjustment. HCD then applies the 6.12% adjustment to total occupied households in the region (6,514,134). Per SCAG's request, data is from the 2024 1-year ACS (B25014) and DOF 2026 E-5 Population Estimates. HCD received satisfactory evidence that the 2024 1-Year ACS data is not anomalous and has a relatively low margin of error given SCAG's large size. As a result, HCD utilized the applicable 2024 1-Year ACS summary tables throughout the RHND calculations where feasible.
11. **Cost Burden Adjustment:** Pursuant to Government Code section 65584.01, subdivision (b)(1)(H), HCD uses ACS data to consider the percentage of households that are cost burdened in the region compared to the United States national average of households that are cost burdened. In regions where the cost burden rate is greater than the U.S. national average rate (31.45%), HCD applies an adjustment based on the amount the region's cost burden rate exceeds the U.S. rate. For SCAG, the region's cost burden rate (43.19%) is higher than the national average (31.45%), resulting in an 11.74% adjustment. HCD then applies the 11.74% adjustment to total occupied households in the region (6,514,134). Data is from the 2024 1-year ACS (B25140) and DOF 2026 E-5 Population Estimates.
12. **Overcrowding and Cost Burden Adjustment:** To minimize double counting the housing needs of households that are both overcrowded and cost burdened, HCD has implemented an additional overcrowding and cost burden adjustment. For regions with an adjustment for both overcrowding and cost burden, a downward adjustment is applied based on the number of households that are estimated to be both overcrowded and cost burdened according to an analysis of 2024 1-year ACS Public Use Microdata Sample File data (PUMS) provided by DOF. If the DOF data for this adjustment exceeds the individual adjustments for overcrowding or cost burden, then this adjustment is limited to the lesser of the two. This double counting consideration resulted in a 259,849-unit reduction.
13. **Replacement Adjustment (Demolitions):** HCD applies a replacement adjustment between 0.10% to 5% to the total housing stock based on the current 10-year average percent of demolitions (January 1, 2017, to January 1, 2026) in the region's local government annual reports to DOF. Units lost during a state of emergency declaration are not included. For SCAG, the 10-year average was 0.022%, so the minimum adjustment of 0.10% is applied to the projected occupied households. The data for demolitions is from DOF-DRU's 2026 custom tabulations of Annual Housing Unit Survey Results and DOF 2026 E-5 Population Estimates.

14. Jobs Housing Relationship Adjustment: HCD applies an adjustment based on the number of in-commuters to a region. The adjustment is calculated by dividing the number of in-commuters to the region by HCD's jobs/housing standard of 1.5. In SCAG, the number of employed residents was below the number of people employed in the region, resulting in an adjustment of 9,467. Data is from the US Census Bureau LEHD Origin-Destination Employment Statistics, 2023.
15. Homelessness Adjustment: HCD applies an adjustment based on the housing needs of individuals and families experiencing homelessness. For non-COG regions and COGs that do not provide their own data, by default, HCD uses the most recent Point-in-Time counts from the region's Continuums of Care and DOF household formation rates. SCAG's Continuums of Care include Imperial County, Los Angeles City and County, Santa Ana, Anaheim/Orange County CoC, Riverside City and County, San Bernardino City and County, Oxnard, San Buenaventura/Ventura County CoC, Long Beach CoC, Pasadena CoC, and Glendale CoC. An adjustment of 38,646 units was applied to SCAG using data from the HUD 2025 Point-in-Time Count and DOF household formation rates. This adjustment is allocated to the acutely low- and extremely low-income categories, with 75% of the adjustment allocated to the acutely low-income category and 25% allocated to the extremely low-income category.
16. State of Emergency Adjustment: HCD uses data provided by the California Governor's Office of Emergency Services (CalOES) and the California Department of Forestry and Fire Protection (CAL FIRE) pursuant to Government Code section 65584.01, subdivision (b)(1)(I), to calculate the number of units lost due to a declared state of emergency during the previous planning period (since 2021) and which have not been rebuilt or replaced. CalOES and CAL FIRE inspection data was retrieved by HCD in August 2026. HCD defines a rebuilt or replaced unit as the issuance of a building permit in the affected area, as reported in the Annual Progress Report or other local data sources, and subtracts the number of building permits from the count of units lost. To estimate the percentage of units lost that were originally occupied, HCD uses 2024 5-year ACS data (B25004) to calculate the percentage of units in the region that are temporarily occupied by persons with a usual residence elsewhere. The occupancy rate is then applied to the net units lost due to a state of emergency. For SCAG, this resulted in an adjustment of 8,056 units to the RHND. HCD uses the California Franchise Tax Board and CalOES list of disasters and emergency proclamations to ensure that only units destroyed by a Governor-declared State of Emergency in the region are utilized when calculating this adjustment.
17. Occupied Units: Reflects DOF's projected occupied units at the start of the projection period (June 30, 2029).
18. Preliminary Regional Housing Need Determination: Housing need calculated after applying calculations 1-17. This preliminary RHND is used to evaluate feasible balance between jobs and housing and the Replacement Adjustment (Seasonal, Recreational, and Occasional Use).
19. Replacement Adjustment (Seasonal, Recreational, and Occasional Use Housing Units): In addition to the demolition replacement adjustment, HCD also applies a replacement adjustment to account for housing units that are not available for permanent year-round occupancy. This adjustment is calculated based on the change in the percentage of

housing units that are for seasonal, recreational, and occasional use per ACS data. There are two methodologies utilized to calculate this adjustment, depending on changes in the housing stock over the period of analysis. If both the total number of seasonal, recreational, and occasional use housing units and the overall housing stock increased over the relevant 8-year period, HCD calculates the adjustment based on the proportion of newly added housing units used for seasonal, recreational, or occasional purposes during that time frame. This proportion is then applied as a percentage increase to the preliminary housing need assessment. If, however, the overall housing stock decreased, HCD instead compares the change in the share of seasonal, recreational, occasional use housing units to total housing units. For SCAG, the total number of recreational housing decreased and total housing units increased from 2016 to 2024; therefore, HCD used the first option. From 2016 to 2024, seasonal, recreational, occasional use housing units decreased (-11,110) while there was new housing unit growth (+341,030). Since there was a decrease in seasonal, recreational, occasional use housing units, no adjustment was applied. Note: Data is from the 2016 and 2024 ACS 5-year estimates (B25004), as 2024 1-year ACS data was not available for the necessary tables for all the counties in the SCAG region.

20. Feasible Jobs/Housing Balance Adjustment: According to statute, the “region’s existing and projected housing need shall reflect the achievement of a feasible balance between jobs and housing within the region using the regional employment projections in the applicable regional transportation plan” (Gov. Code § 65584.01, subd. (c)(1)). After applying the adjustments noted above, HCD compared the 7th cycle RHNA determination and the region’s total occupied housing units to employment projections in Caltrans’ Long-Term Socio-Economic Forecast to determine whether a feasible balance was achieved. This analysis resulted in a jobs housing balance of 1.11 (0.9 housing units for every projected job). Because this is below the healthy rate of 1.5, no additional adjustment is needed. Data is from Caltrans’ 2026 Long-Term Socio Economic Forecast as prepared by DOF.

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Title	Source	Sheet Name	Statutory Reference	Description
Table 1 : Regional Housing Need by Income	US Census Bureau (ACS 1 Year, 2024): B19001 & B19013;HCD State Income Limits 2026 (4-person household);HUD MFI Methodology; HUD Per Capita Wage Inflation FY 2025 Medians ;Table 2 : Regional Housing Needs	RHND by Incomes	65584(a)(1), 65584(f)	Distributes the total regional housing need by the income category distributions calculated on the income calculator tab
Table 2 : Regional Housing Needs	Summary of all Data sources utilized in this workbook	RHN Determination	65584.01	Calculation of the regional housing need
Table 3: DOF E5 Existing Households	DOF E-5 Population and Housing Estimates for Cities, Counties, and the State, 2026	DOF Existing	65584.01(a)	DOF estimates of the existing population and households
Table 4: DOF Projections	DOF Population and Household Projections, 2026	DOF Projections	65584.01(a)	Estimates projected households for the region using DOF headship rates and population
Table 5(A): DOF Regional Projections Calculator	DOF Population and Household Projections, 2026	DOF Projections Calculator	65584.01(a), 65584.01(b)(1)	Population, Household, Group Quarters, person per HH summary for the region
Table 6: Vacancy Rate Adjustment (Existing & Projected Households)	US Census Bureau (ACS 5 Year, 2024): B25001, B25003, B25004 (<i>ACS 1 year is missing data for Imperial County</i>); DOF, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2026	Vacancy Adj.	65584.01(b)(1)	Regional and national vacancy rates by tenure
Table 7: Overcrowding Adjustment	US Census Bureau (ACS 1 Year, 2024): B25014	Overcrowding Adj.	65584.01(b)(1)	Regional and national overcrowding rates
Table 8: Cost Burden Adjustment	US Census Bureau (ACS 1 Year, 2024): B25140	Cost Burden Adj.	65584.01(b)(1)	Regional and national cost burden rates
Table 9: Adjustment To Account for Households Experiencing Both Overcrowding And Cost-burden	Households Experiencing Overcrowding and Cost burden, DOF 2025; US Census Bureau (ACS 1 Year, 2024): B01003	Overcrowding & Cost-Burden Adj.	65584.01(b)(1)	Adjustment to minimize the risk of potentially double counting of households that experience both cost-burden and overcrowding
Table 10: Replacement Adjustment Demolitions	DOF Demographic Research Unit, Housing Unit Change Survey - Demolition Data 2008-2025; Housing Unit Change Survey E-5 & E-8	Replacement (Demolitions) Adj.	65584.01(b)(1)	Consideration of replacement housing needs stemming from demolitions
Table 11: Replacement Adjustment Seasonal, Recreational, And Occasional Use Housing	US Census Bureau (ACS 5 Year, 2016 & 2024) B25003, B25004 (ACS 1 year is missing data for Imperial County)	Replacement (Seasonal) Adj.	65584.01(b)(1)	Consideration of replacement housing needs stemming from seasonal, recreational, and occasional use housing units
Table 12: Units Lost During A Governor-Declared State Of Emergency	CalOES DINS Data, 2013 - 2026; US Census Bureau (ACS 5 Year, 2024): B25004 ; Franchise Tax Board	Units Lost due to SOE Adj.	65584.01(b)(1)	Units lost during a Governor-declared state of emergency that have yet to be rebuilt
Table 13: Homelessness Adjustment	HUD Point in Time Count data 2025; DOF 2025	Homelessness Adj.	65584.01(b)(1)	Housing needs of people experiencing homelessness
Table 14: Relationship Between Jobs And Housing (Existing Jobs)	LEHD Origin-Destination Employment Statistics, 2023	Jobs Housing Balance Adj.	65584.01(b)(1)	Commuting inflow/outflow used as measure of relationship between jobs and housing
Table 15: Feasible Jobs/Housing Balance (Employment Projections)	Caltrans Long Term Socio Economic Survey, Department of Finance, 2026 OR 'RTP' Employment Projections	Jobs Housing Projections Adj.	65584.01(c)(1)	Adjustment to ensure a feasible jobs/housing balance at the end of the projection period
Table 16: Income Calculator - Region	US Census Bureau (ACS 1 Year, 2024): B19001 & B19013;HCD State Income Limits 2026 (4-person household);HUD MFI Methodology; HUD Per Capita Wage Inflation FY 2025 Medians	Income Calculator - Region	65584(f)	Calculates income category distribution for the region

Table 2 : Regional Housing Needs

Southern California Association of Governments: June 30,2029 - October 15,2037 (8 Years) HCD Determined Population, Households, & Housing Need					
	POPULATION AND HOUSEHOLD PROJECTIONS				
1	+ Population: DOF 6/30/2037 Projection Adjusted 3.5 months to 10/15/2037				18,792,495
2	- Group Quarters Population: DOF 6/30/2037 Projection Adjusted 3.5 months to 10/15/2037				(394,638)
3	= Preliminary Household (HH) Population: 10/15/2037 (Not Including Student Population in Apartment Style Student Housing)				18,397,857
4	Household Formation Groups	DOF Projected HH Population	Formation Rates	DOF Projected Households	
	under 15 years	2,524,715	n/a	n/a	
	15 - 24 years	2,288,236	6.94%	158,878	
	25 - 34 years	2,483,176	33.25%	825,587	
	35 - 44 years	2,141,869	47.66%	1,020,918	
	45 - 54 years	2,623,077	52.28%	1,371,473	
	55 - 64 years	2,181,043	53.16%	1,159,458	
	65 -74 years	2,026,409	55.29%	1,120,473	
	75 - 84 years	1,510,644	57.29%	865,521	
	85+	618,691	59.20%	366,247	
5	+ Preliminary Projected Households (Occupied Unit Stock)				6,888,555
6	Student Population in Apartment Style Student Housing: DOF 6/30/2037 Projection Adjusted 3.5 months to 10/15/2037				134,642
7	+ Projected Apartment Style Student Households	Growth in Student Population	15-24 Age HH Formation Rate		708
		10,195	6.94%		
8	Total Projected Households				= 6,889,263
	ADJUSTMENTS				
9	Vacancy Adjustment (Healthy Housing Market Vacancy % vs. Region ACS %)	Owner	Renter		+ 16,275
	+ Vacancy Adjustment for Projected Households	3,994	12,281		
	+ Vacancy Adjustment for Existing Households (Healthy Housing Market Vacancy % vs. Region ACS %)	42,469	89,120		
10	+ Overcrowding Adjustment (National Average % vs Region ACS %)	National Average	Regional Average	Difference	+ 398,400
		3.54%	9.66%	6.12%	
11	+ Cost-burden Adjustment (National Average % vs Region ACS %)	31.45%	43.19%	11.74%	+ 764,476
12	- Adjustment to Account for HHs that Experience Both Overcrowding and Cost-burden (DOF data)				- (259,849)
13	+ Replacement Adjustment Demolitions (.1% min, 5% max, vs. % DOF Demolitions)	Adjustment Range	Rate of Demolitions	Minimum Adjustment	+ 6,889
		0.10 - 5%	0.022%	0.10%	
14	+ Relationship Between Jobs and Housing (HCD Standard of 1.5 housing Units Per Job)	Jobs in Region	Workers in Region	Net Inflow	+ 9,467
		7,602,382	7,588,181	14,201	
15	+ Homelessness Adjustment				+ 38,646
16	+ Units Lost During a Governor-Declared State of Emergency in the Prior Planning Period				+ 8,056
17	- Occupied Units (HHs) Projected June 30, 2029 (from DOF Data)				- (6,643,462)
18	= Preliminary Regional Housing Need After Steps (8) Through (17)				= 1,359,750
19	+ Replacement Adjustment Seasonal, Recreational, and Occasional Use Housing Units (2016 vs. 2024)			0.00%	+ -
20	+ Feasible Jobs/Housing Balance (Employment Projections / RHND <= 1.5 Jobs Per Housing Unit)	Employment Projections 2035	Preliminary RHND + Total Occupied Units	Ratio	+ -
		8,899,593	8,003,212	1.11	

7th Cycle Regional Housing Need Determination (RHND):				=	1,359,750
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	Projection period: Government Code section 65588, subdivision (f), specifies the RHNA projection period start is December 31 or June 30, whichever date most closely precedes the end of the previous RHNA projection period end date. SCAG's projection period starts June 30, 2029, and ends October 15, 2037.
1-5	Population, Group Quarters, Household Population, and Projected Households: Pursuant to Government Code section 65584.01, projections were extrapolated from Department of Finance (DOF) projections. Population reflects total persons. Group Quarter Population reflects persons in a dormitory, group home, institution, military, etc., that do not require residential housing. Household Population reflects persons requiring residential housing. Projected Households reflect the propensity of persons, by age-groups, to form households at different rates based on Census trends.
6-7	Projected Apartment-Style Student Households: DOF provides projections of the student population expected to reside in apartment-style student housing by the end of the projection period. Under the US Census Bureau definitions, all student housing owned, leased, or managed by a college or university, including apartment-style units, are classified as group quarters rather than as part of the household population. Because DOF household projections exclude the group quarters population, projected changes in the number of students living in apartment-style student housing are not captured in the baseline household forecast. HCD accounts for this by subtracting the student population residing in apartment-style student housing at the beginning of the projection period (2029) from the projected population at the end of the projection period (2037). The resulting net change in student population living in apartment-style student housing (10,195) is then converted into projected households using the age 15-24 headship rate of 6.94% percent, resulting in an adjustment of 708 projected households.
8	Total Projected Households at the end of the projection period (October 15, 2037).
9	Vacancy Adjustment: Pursuant to Government Code section 65584.01, subdivision (b)(1)(E), HCD applies a vacancy adjustment based on the region's current vacancy percentage to promote healthy market vacancies that facilitate housing availability and resident mobility. Healthy vacancy rates are 2% for owners and 7% for renters for metropolitan planning organization (MPO) regions (6% for renters in non-MPO regions). There are two methodologies utilized to calculate this adjustment. The first methodology is to calculate the vacancy adjustment for existing households. The adjustment for existing households is the difference between the healthy rate of 2% and 7% vacancy rates and the region's current vacancy rates based on the 2024 5-year American Community Survey (ACS) data. That difference is then multiplied by the number of existing households by tenure based on the most recent occupied household estimates from DOF (existing households multiplied by current rates of renters and owners). For SCAG, the existing household owner vacancy rate (0.78%) is below the healthy standard, resulting in a 1.22% adjustment. The existing household renter vacancy rate (4.07%) is also below the healthy standard, resulting in a 2.93% adjustment. The second methodology is to calculate the vacancy adjustment for projected households. The projected household vacancy adjustment is obtained by applying the standard 2% and 7% vacancy rates to the projected owner and renter households. The healthy vacancy rates (2% and 7%) are then multiplied by the number of projected households by tenure (projected households multiplied by current rates of renters and owners). Data is from the 2024 5-year ACS and DOF 2026 E-5 Population Estimates. Note: 2024 1-year ACS summary tables (B25004 and B25003) were not available for all the counties in the SCAG region, thus the 2025 5-year ACS summary tables were used.
10	Overcrowding Adjustment: Pursuant to Government Code section 65584.01, subdivision (b)(1)(C), HCD uses ACS data to consider the percentage of households that are overcrowded in the region compared to the United States national average of households that are overcrowded. In regions where the overcrowding rate is greater than the U.S. national average overcrowding rate (3.54%), HCD applies an adjustment based on the amount the region's overcrowding rate exceeds the U.S. overcrowding rate. For SCAG, the region's overcrowding rate (9.66%) is higher than the national average (3.54%), resulting in a 6.12% adjustment. HCD then applies the 6.12% adjustment to total occupied households in the region (6,514,134). Per SCAG's request, data is from the 2024 1-year ACS (B25014) and DOF 2026 E-5 Population Estimates. HCD received satisfactory evidence that the 2024 1-Year ACS data is not anomalous and has a relatively low margin of error given SCAG's large size. As a result, HCD utilized the applicable 2024 1-Year ACS summary tables throughout the RHND calculations where feasible.
11	Cost Burden Adjustment: Pursuant to Government Code section 65584.01, subdivision (b)(1)(H), HCD uses ACS data to consider the percentage of households that are cost burdened in the region compared to the United States national average of households that are cost burdened. In regions where the cost burden rate is greater than the U.S. national average rate (31.45%), HCD applies an adjustment based on the amount the region's cost burden rate exceeds the U.S. rate. For SCAG, the region's cost burden rate (43.19%) is higher than the national average (31.45%), resulting in an 11.74% adjustment. HCD then applies the 11.74% adjustment to total occupied households in the region (6,514,134). Data is from the 2024 1-year ACS (B25140) and DOF 2026 E-5 Population Estimates.
12	Overcrowding and Cost Burden Adjustment: To minimize double counting the housing needs of households that are both overcrowded and cost burdened, HCD has implemented an additional overcrowding and cost burden adjustment. For regions with an adjustment for both overcrowding and cost burden, a downward adjustment is applied based on the number of households that are estimated to be both overcrowded and cost burdened according to an analysis of 2024 1-year ACS Public Use Microdata Sample File data (PUMS) provided by DOF. If the DOF data for this adjustment exceeds the individual adjustments for overcrowding or cost burden, then this adjustment is limited to the lesser of the two. This double counting consideration resulted in a 259,849-unit reduction.
13	Replacement Adjustment (Demolitions): HCD applies a replacement adjustment between 0.10% to 5% to the total housing stock based on the current 10-year average percent of demolitions (January 1, 2017, to January 1, 2026) in the region's local government annual reports to DOF. Units lost during a state of emergency declaration are not included. For SCAG, the 10-year average was 0.022%, so the minimum adjustment of 0.10% is applied to the projected occupied households. The data for demolitions is from DOF-DRU's 2026 custom tabulations of Annual Housing Unit Survey Results and DOF 2026 E-5 Population Estimates.
14	Jobs Housing Relationship Adjustment: HCD applies an adjustment based on the number of in-commuters to a region. The adjustment is calculated by dividing the number of in-commuters to the region by HCD's jobs/housing standard of 1.5. In SCAG, the number of employed residents was below the number of people employed in the region, resulting in an adjustment of 9,467. Data is from the US Census Bureau LEHD Origin-Destination Employment Statistics, 2023.
15	Homelessness Adjustment: HCD applies an adjustment based on the housing needs of individuals and families experiencing homelessness. For non-COG regions and COGs that do not provide their own data, by default, HCD uses the most recent Point-in-Time counts from the region's Continuums of Care and DOF household formation rates. SCAG's Continuums of Care include Imperial County, Los Angeles City and County, Santa Ana, Anaheim/Orange County CoC, Riverside City and County, San Bernardino City and County, Oxnard, San Buenaventura/Ventura County CoC, Long Beach CoC, Pasadena CoC, and Glendale CoC. An adjustment of 38,646 units was applied to SCAG using data from the HUD 2025 Point-in-Time Count and DOF household formation rates. This adjustment is allocated to the acutely low- and extremely low-income categories, with 75% of the adjustment allocated to the acutely low-income category and 25% allocated to the extremely low-income category. ☐
16	State of Emergency Adjustment: HCD uses data provided by the California Governor's Office of Emergency Services (CalOES) and the California Department of Forestry and Fire Protection (CAL FIRE) pursuant to Government Code section 65584.01, subdivision (b)(1)(I), to calculate the number of units lost due to a declared state of emergency during the previous planning period (since 2021) and which have not been rebuilt or replaced. CalOES and CAL FIRE inspection data was retrieved by HCD in August 2026. HCD defines a rebuilt or replaced unit as the issuance of a building permit in the affected area, as reported in the Annual Progress Report or other local data sources, and subtracts the number of building permits from the count of units lost. To estimate the percentage of units lost that were originally occupied, HCD uses 2024 5-year ACS data (B25004) to calculate the percentage of units in the region that are temporarily occupied by persons with a usual residence elsewhere. The occupancy rate is then applied to the net units lost due to a state of emergency. For SCAG, this resulted in an adjustment of 8,056 units to the RHND. HCD uses the California Franchise Tax Board and CalOES list of disasters and emergency proclamations to ensure that only units destroyed by a Governor-declared State of Emergency in the region are utilized when calculating this adjustment.
17	Occupied Units: Reflects DOF's projected occupied units at the start of the projection period (June 30, 2029).
18	Preliminary Regional Housing Need Determination: Housing need calculated after applying calculations 1-17. This preliminary RHND is used to evaluate feasible balance between jobs and housing and the Replacement Adjustment (Seasonal, Recreational, and Occasional Use).
19	Replacement Adjustment (Seasonal, Recreational, and Occasional Use Housing Units): In addition to the demolition replacement adjustment, HCD also applies a replacement adjustment to account for housing units that are not available for permanent year-round occupancy. This adjustment is calculated based on the change in the percentage of housing units that are for seasonal, recreational, and occasional use per ACS data. There are two methodologies utilized to calculate this adjustment, depending on changes in the housing stock over the period of analysis. If both the total number of seasonal, recreational, and occasional use housing units and the overall housing stock increased over the relevant 8-year period, HCD calculates the adjustment based on the proportion of newly added housing units used for seasonal, recreational, or occasional purposes during that time frame. This proportion is then applied as a percentage increase to the preliminary housing need assessment. If, however, the overall housing stock decreased, HCD instead compares the change in the share of seasonal, recreational, occasional use housing units to total housing units. For SCAG, the total number of recreational housing decreased and total housing units increased from 2016 to 2024; therefore, HCD used the first option. From 2016 to 2024, seasonal, recreational, occasional use housing units decreased (-11,110) while there was new housing unit growth (+341,030). Since there was a decrease in seasonal, recreational, occasional use housing units, no adjustment was applied. Note: Data is from the 2016 and 2024 ACS 5-year estimates (B25004), as 2024 1-year ACS data was not available for the necessary tables for all the counties in the SCAG region.
20	Feasible Jobs/Housing Balance Adjustment: According to statute, the "region's existing and projected housing need shall reflect the achievement of a feasible balance between jobs and housing within the region using the regional employment projections in the applicable regional transportation plan" (Gov. Code § 65584.01, subd. (c)(1)). After applying the adjustments noted above, HCD compared the 7th cycle RHNA determination and the region's total occupied housing units to employment projections in Caltrans' Long-Term Socio-Economic Forecast to determine whether a feasible balance was achieved. This analysis resulted in a jobs housing balance of 1.11 (0.9 housing units for every projected job). Because this is below the healthy rate of 1.5, no additional adjustment is needed. Data is from Caltrans' 2026 Long-Term Socio Economic Forecast as prepared by DOF.

Housing Units	
EXISTING NEED	1,090,785
+ Vacancy Adjustment for Existing Households (Healthy Housing Market Vacancy % vs. Region ACS %)	131,589
+ Overcrowding Adjustment (National Average % vs Region ACS %)	398,400
+ Cost-burden Adjustment (National Average % vs Region ACS %)	764,476
- Adjustment to Account for HHs that Experience Both Overcrowding and Cost-burden (DOF data)	(259,849)
+ Relationship Between Jobs and Housing (HCD Standard of 1.5 housing Units Per Job)	9,467
+ Homelessness Adjustment	38,646
+ Units Lost During a Governor-Declared State of Emergency in the Prior Planning Period	8,056

PROJECTED NEED	268,965
+ Preliminary Projected Households (Occupied Unit Stock)	6,888,555
+ Projected Apartment Style Student Households	708
+ Vacancy Adjustment for Projected Households	16,275
+ Replacement Adjustment Demolitions (.1% min, 5% max, vs. % DOF Demolitions)	6,889
+ Replacement Adjustment Seasonal, Recreational, and Occasional Use Housing Units (2016 vs. 2024)	-
+ Feasible Jobs/Housing Balance (Employment Projections / RHND <= 1.5 Jobs Per Housing Unit)	-
- Occupied Units (HHs) Projected June 30, 2029 (from DOF Data)	(6,643,462)

7th Cycle Regional Housing Need Determination (RHND):	1,359,750
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State of California

GOVERNMENT CODE

Section 65584.01

65584.01. For the fourth and subsequent revision of the housing element pursuant to Section 65588, the department, in consultation with each council of governments, where applicable, shall determine the existing and projected need for housing for each region in the following manner:

(a) The department's determination shall be based upon population projections produced by the Department of Finance and regional population forecasts used in preparing regional transportation plans, in consultation with each council of governments. If the total regional population forecast for the projection year, developed by the council of governments and used for the preparation of the regional transportation plan, is within a range of 1.5 percent of the total regional population forecast for the projection year by the Department of Finance, then the population forecast developed by the council of governments shall be the basis from which the department determines the existing and projected need for housing in the region. If the difference between the total population projected by the council of governments and the total population projected for the region by the Department of Finance is greater than 1.5 percent, then the department and the council of governments shall meet to discuss variances in methodology used for population projections and seek agreement on a population projection for the region to be used as a basis for determining the existing and projected housing need for the region. If agreement is not reached, then the population projection for the region shall be the population projection for the region prepared by the Department of Finance as may be modified by the department as a result of discussions with the council of governments.

(b) (1) Subject to the applicable deadline specified in paragraph (2), and prior to developing the existing and projected housing need for a region, the department shall meet and consult with the council of governments regarding the assumptions and methodology to be used by the department to determine the region's housing needs. The council of governments shall provide data assumptions from the council's projections, including, if available, the following data for the region:

(A) (i) Anticipated household growth associated with projected population increases.

(ii) The Department of Finance shall consider changes in enrollment levels at campuses of the University of California or the California State University in the region, as forecasted by the University of California and the California State University pursuant to paragraph (9) of subdivision (e) of Section 65584.04, when preparing the anticipated household growth associated with projected population increases.

(B) Household size data and trends in household size.

(C) The percentage of households that are overcrowded within the region and the percentage of households that are overcrowded throughout the nation. For purposes of this subparagraph, the term “overcrowded” means more than one resident per room in each room in a dwelling.

(D) The rate of household formation, or headship rates, based on age, gender, ethnicity, or other established demographic measures.

(E) The vacancy rates in existing housing stock, and the vacancy rates for healthy housing market functioning and regional mobility, as well as housing replacement needs. For purposes of this subparagraph, the vacancy rate for a healthy rental housing market shall be considered no less than 5 percent.

(F) Other characteristics of the composition of the projected population.

(G) The relationship between jobs and housing, including any imbalance between jobs and housing.

(H) The percentage of households that are cost burdened within the region and the percentage of households that are cost burdened throughout the nation. For the purposes of this subparagraph, the term “cost burdened” means the share of very low, low-, moderate-, and above moderate-income households that are paying more than 30 percent of household income on housing costs.

(I) The loss of units during a state of emergency that was declared by the Governor pursuant to the California Emergency Services Act (Chapter 7 (commencing with Section 8550) of Division 1 of Title 2), during the planning period immediately preceding the relevant revision pursuant to Section 65588 that have yet to be rebuilt or replaced at the time of the data request.

(J) The housing needs of individuals and families experiencing homelessness.

(i) The data used by the council of governments shall align with homelessness data best practices as determined by the department.

(ii) Sources of homelessness data may include the Homeless Data Integration System administered by the Interagency Council on Homelessness, the homeless point-in-time count, or other sources deemed appropriate by the department.

(2) The deadline for the department to meet and consult with each council of governments pursuant to paragraph (1) shall be as follows:

(A) For the fourth, fifth, and sixth revisions of the housing element, at least 26 months prior to the scheduled revision pursuant to Section 65588.

(B) For the seventh revision of the housing element, the applicable of the following:

(i) With respect to the following councils of governments, at least 26 months prior to the scheduled revision pursuant to Section 65588:

(I) The Humboldt County Association of Governments.

(II) The Lake Area Planning Council.

(III) The Mendocino Council of Governments.

(IV) The County of Nevada.

(ii) With respect to the following councils of governments, at least 34 months prior to the scheduled revision pursuant to Section 65588:

(I) The San Luis Obispo Council of Governments.

(II) The Sacramento Area Council of Governments.

(iii) With respect to all councils of governments other than those specified in clauses (i) and (ii), at least 38 months prior to the scheduled revision pursuant to Section 65588.

(C) For the eighth and subsequent revisions of the housing element, at least 38 months prior to the scheduled revision pursuant to Section 65588.

(3) The department may accept or reject the information provided by the council of governments or modify its own assumptions or methodology based on this information. After consultation with the council of governments, the department shall make determinations in writing on the assumptions for each of the factors listed in subparagraphs (A) to (I), inclusive, of paragraph (1) and the methodology it shall use and shall provide these determinations to the council of governments. The methodology submitted by the department may make adjustments based on the region's total projected households, which includes existing households as well as projected households.

(c) (1) After consultation with the council of governments, the department shall make a determination of the region's existing and projected housing need based upon the assumptions and methodology determined pursuant to subdivision (b). The region's existing and projected housing need shall reflect the achievement of a feasible balance between jobs and housing within the region using the regional employment projections in the applicable regional transportation plan. Within 30 days following notice of the determination from the department, the council of governments may file an objection to the department's determination of the region's existing and projected housing need with the department.

(2) The objection shall be based on and substantiate either of the following:

(A) The department failed to base its determination on the population projection for the region established pursuant to subdivision (a), and shall identify the population projection which the council of governments believes should instead be used for the determination and explain the basis for its rationale.

(B) The regional housing need determined by the department is not a reasonable application of the methodology and assumptions determined pursuant to subdivision (b). The objection shall include a proposed alternative determination of its regional housing need based upon the determinations made in subdivision (b), including analysis of why the proposed alternative would be a more reasonable application of the methodology and assumptions determined pursuant to subdivision (b).

(3) If a council of governments files an objection pursuant to this subdivision and includes with the objection a proposed alternative determination of its regional housing need, it shall also include documentation of its basis for the alternative determination. Within 45 days of receiving an objection filed pursuant to this section, the department shall consider the objection and make a final written determination of the region's existing and projected housing need that includes an explanation of the information upon which the determination was made.

(4) In regions in which the department is required to distribute the regional housing need pursuant to Section 65584.06, no city or county may file an objection to the regional housing need determination.

(d) Statutory changes enacted after the date the department issued a final determination pursuant to this section shall not be a basis for a revision of the final determination.

(Amended by Stats. 2025, Ch. 593, Sec. 2.5. (AB 1275) Effective January 1, 2026.)



AGENDA ITEM 2

MINUTES

Southern California Association of Governments
November 5, 2026

NO. 685
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, OCTOBER 1, 2026

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

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

Members Present

Hon. Ray Marquez, President

Hon. Jenny Crosswhite, 1st Vice President

Hon. Patricia Lock Dawson, 2nd Vice President

Hon. Cindy Allen, Imm. Past President

Sup. Martha Cardenas-Singh

Sup. Don Wagner

Sup. Karen Spiegel

Sup. Curt Hagman

Hon. Michael Goodsell

Hon. Jan Harnik

Hon. Trish Kelley

Hon. Mike T. Judge

Hon. Gary Gardner

Hon. Linda Krupa

Hon. Frank Navarro

Hon. Helen Tran

Hon. John Dutrey

Hon. Rick Denison

Hon. John Gabbard

Hon. William Go

Hon. Lauren Kleiman

Hon. Ryan Balius

Hon. Marty Simonoff

Chino Hills

Santa Paula

Riverside

Long Beach

Desert Hot Springs

Hemet

Colton

San Bernardino

Montclair

Yucca Valley

Dana Point

Irvine

Newport Beach

Anaheim

Brea

District 10

District 47

District 68

District 30

Imperial County

Orange County

Riverside County

San Bernardino County

ICTC

RCTC

TCA

VCTC

District 2

District 3

District 6

District 7

District 9

District 11

District 12

District 14

District 15

District 19

District 22



Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Jeff Wood	<i>Lakewood</i>	District 24
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Andrew Lara	<i>Pico Rivera</i>	District 31
Hon. Steven Ly	<i>Rosemead</i>	District 32
Hon. Shaunna Elias	<i>Glendora</i>	District 33
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Mark Waronek	<i>Lomita</i>	District 39
Hon. Chelsea Byers	<i>West Hollywood</i>	District 41
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
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
Mr. Paul Granillo		Business Representative

Members Not Present

Sup. Kathryn Barger
Sup. Hilda Solis
Sup. Vianey Lopez
Hon. Carlos Leon
Hon. Gil Rebolgar
Hon. Clint Lorimore
Hon. Zak Schwank
Hon. Acquanetta Warren
Hon. Wendy Bucknum
Hon. Valerie Amezcua
Hon. Jon Dumitru
Hon. Debbie Baker
Hon. Tanya Doby
Hon. Claudia Frometa
Hon. Fred Jung
Hon. Emma Sharif
Hon. Suely Saro
Hon. Thomas Wong
Hon. Steve Tye
Hon. Jim Light

Members Not Present

Brawley
Eastvale
Temecula
Fontana
Mission Viejo
Santa Ana
Orange
La Palma
Seal Beach
Downey
Fullerton
Compton
Long Beach
Monterey Park
Diamond Bar
Redondo Beach

Members Not Present

Los Angeles County
Los Angeles County
Ventura County
OCTA
District 1
District 4
District 5
District 8
District 13
District 16
District 17
District 18
District 20
District 25
District 21
District 26
District 29
District 34
District 37
District 40



Hon. Ardy Kassakhian	<i>Glendale</i>	District 42
Hon. Austin Bishop	<i>Palmdale</i>	District 43
Hon. Eunisses Hernandez	<i>Los Angeles</i>	District 48
Hon. Adrin Nazarian	<i>Los Angeles</i>	District 49
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Katy Young Yaroslavsky	<i>Los Angeles</i>	District 52
Hon. Imelda Padilla	<i>Los Angeles</i>	District 53
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Traci Park	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Hugo Soto-Martinez	<i>Los Angeles</i>	District 60
Hon. Ysabel Jurado	<i>Los Angeles</i>	District 61
Hon. Tim McOske	<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. Larry McCallon		Air District Representative
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.

Staff Present

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Ray Marquez called the meeting to order at 11:47 a.m. and asked Regional Council Member

Tim Sandoval, Pomona, District 38, lead the pledge of allegiance.

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

Remote Participation

Marsha McLean: A childcare or caregiving need

PUBLIC COMMENT PERIOD

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

The Clerk of the Board acknowledged there were no public comments for agendas items not listed on the agenda.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

CHAIR'S REPORT

Rocky Rhodes, Community, Economic, and Human Development Committee (CEHD) Chair, reported that they approved the guidelines and Call for Interest for the Community Hubs Toolkit Activation Program, which is intended to support local, place-based activations during the 2028 Olympic and Paralympic Games. He also noted that the committee received a presentation from SCAG staff and the South Bay Cities Council of Governments on the REAP 2.0-funded Commercial Redevelopment into Housing Phase 2 project, which highlighted successful outcomes of the REAP 2.0 program and the value of subregional partnerships in advancing housing and redevelopment initiatives.

There were no comments on the CEHD Chair report.

Rick Denison, Energy and Environment Committee (EEC) Chair, reported that they received four informational presentations. He noted that the committee received an overview of SCAG's Clean and Resilient Utility Infrastructure Study (CIRIS), a 24-month effort that will develop a strategic plan to assess utility infrastructure needs, forecast future demand, and identify funding and coordination opportunities to support Connect SoCal objectives. He also indicated that the committee also

received presentations on California's Fifth Climate Change Assessment and its economic impacts, the CoolClimate Network's emissions-calculator tool for local climate action planning, and CalHeatScore, a state-developed tool that helps agencies assess heat-related risks and inform climate resilience and extreme heat planning efforts.

There were no comments on the EEC Chair report.

Mike T. Judge, Transportation Committee (TC) Chair, reported that the Transportation Committee had recommended approval of the Fiscal Years 2029 and 2030 STBG/CMAQ Program Guidelines and Call for Projects, which would provide an estimated \$1.38 billion in funding opportunities for eligible projects throughout the SCAG region. He noted that the funding supports improvements to highways, bridges, local roads, pedestrian and bicycle facilities, transit capital projects, and air quality initiatives. He also reported that the committee received informational updates on SCAG's Smart Cities Strategic Plan, the Connect SoCal 2050 core revenue forecast, and the Regional Pilot Initiatives program, which was intended to advance implementation of key Connect SoCal strategies through innovative technologies and partnerships.

There were no comments on the TC Chair report.

ACTION ITEM

1. 2026 California Clean Air Day Proclamation

Kome Ajise, Executive Director, presented the California Clean Air Day Proclamation and recommended approval of SCAG's support for the 9th Annual California Clean Air Day on October 7. He noted that SCAG's regional planning efforts, including Connect SoCal and the Transportation Improvement Program, help advance air quality improvements and public health outcomes throughout Southern California. He emphasized that despite these efforts, the region continued to face significant air quality challenges and encouraged organizations and individuals to participate in actions that support cleaner air and healthier communities.

A MOTION was made (Ramos) to approve and adopt proclamation in support for and declaration of 2026 California Clean Air Day. Motion was SECONDED (Shapiro) and passed by the following votes:

AYES: Allen, Balius, Cardenas-Singh, Crosswhite, Denison, Dutrey, Eich, Elias, Finlay, Gardner, Gabbard, Go, Goodsell, Hagman, Harnik, Henderson, L. Hernandez, Judge, Kelley, Kleiman, Krupa, Lara, Lock Dawson, Ly, Manos, Marquez, McLean, Navarro, Ramos, Rhodes, Saleh, Sandoval, Shapiro, Spiegel, Tran, Wagner, Waronek, and Wood (38)

NOES: None (0)

ABSTAIN: None (0)

CONSENT CALENDAR

Approval Items

2. Minutes of the Meeting – September 3, 2026
3. Contracts \$500,000 or Greater: 27-008-C01, Go Human Safe Streets and Roads for All (SS4A) Safety Strategies
4. Resolution No. 26-685-1 Regarding the SCAG 2026 Title VI Program
5. Resolution No. 26-685-2 Acceptance of Office of Traffic Safety (OTS) Grant Funds to Support Go Human Campaign Safety Strategies and Continued Development and Enhancement of the SoCal Transportation Safety Predictive Modeling and Analysis Platform
6. Connect SoCal 2050: Policy Development Framework
7. Proposition 1 – Veterans and Affordable Housing Bond Act of 2026
8. SCAG Memberships and Sponsorships

Receive and File

9. October 2026 State and Federal Legislative Update
10. Purchase Orders, Contracts, and Contract Amendments below Regional Council Approval Threshold
11. CFO Monthly Report

Regional Council Member Shaunna Elias, Glendora, District 33, requested to pull Item No. 6 for discussion.

The Clerk noted that for Item No. 5 there was a typo on the executive summary. She clarified that there was an extra zero and the correct amount should be \$600,000.

Regional Council Member Don Wagner, Orange County, stated he was not asking to pull Item No. 7 and noted that he just wanted to register a no vote for Item No. 7.

Regional Council Member Steve Manos, Lake Elsinore, District 63, made a motion to approve the Consent Calendar and Receive and File items. The motion was seconded by Regional Council Member Steve Waronek, Lomita, District 39.

Regional Council Member Elias stated that the reason she wanted to pull Item No. 6 was to address concerns about language in the Connect SoCal 2050 framework and emphasized the importance of aligning the plan with SCAG's strategic goals of performance-based planning and programming with investments aimed at improving safety, efficiency, affordability, equity, sustainability, and maintenance of their transportation system. She also noted that the strategic plan talked about responsible stewardship of resources, understanding the needs of their communities, and making sure their work produces positive and sustained outcomes. She noted that regional planning should examine how factors such as homelessness, behavioral health challenges, substance use, safety, cleanliness, and fare compliance affect transit performance and surrounding communities. To ensure these issues would be formally evaluated during the policy development process, she moved to amend the framework language from "can also examine" to "will also examine whether and how," emphasizing the importance of a clear commitment to conducting the analysis.

President Maquez asked if they could take a single vote on the Consent Calendar.

Board Counsel Maurer stated they could take one single vote.

The Clerk asked if the motion would include the changes requested and whether the motion makers would be ok with accepting the amendment.

Both Regional Council Members Manos and Waronek accepted incorporating the language as requested by Regional Council Member Elias.

Board Counsel Maurer clarified that there was a friendly amendment to the motion, and it would incorporate the change requested [for Item No. 6] and would also include the remainder of the Consent Calendar.

Sarah Jepson, Chief Planning Officer, reported that the policy development framework had been reviewed and approved by all policy committees, with CEHD recommending modifications to incorporate additional language regarding transit safety and related issues. She explained that the proposed amendment would change the framework language from "can also examine" to "will also examine" these issues and indicated support for including the revision. She further noted that the framework would guide discussion of a broad range of regional planning policies and emerging topics, including transportation technology, the future of transit, demographic and economic trends, and complete communities and housing, with safety-related issues to be considered throughout the policy development process.

An AMENDED MOTION was made (Manos) to change the framework language from “can also examine” to “will also examine whether and how” for Item No. 6 and to approve Consent Calendar Items 2 through 8; and Receive and File Items 9 through 11. Motion was SECONDED (Waronek) and passed by the following votes:

AYES: Allen, Balias, Byers, Cardenas-Singh, Crosswhite, Denison, Dutrey, Eich, Elias, Finlay, Gardner, Go, Goodsell, Hagman, Harnik, Henderson, L. Hernandez, Judge, Kelley, Kleiman, Krupa, Lara, Lock Dawson, Ly, Manos, Marquez, McLean, Navarro, Ramos, Rhodes, Saleh, Sandoval, Shapiro, Spiegel, Tran, Wagner, Waronek, Wood, and Yokoyama (39)

NOES: Item No. 7 - Wagner (1)

ABSTAIN: Gabbard and Simonoff (2)

INFORMATION ITEM

12. Regional Housing Needs Assessment (RHNA) Overview

Executive Director Ajise provided an overview of the early stages of SCAG’s Seventh Cycle Regional Housing Needs Allocation (RHNA) process. He noted that the RHNA Subcommittee had been established and had begun its work to develop the proposed RHNA methodology, which would undergo public review and future consideration by the Regional Council. Executive Director Ajise explained that the California Department of Housing and Community Development was expected to release the Regional Housing Needs Determination (RHND) later in the month and emphasized that the consultation process to develop the determination was still underway. He stated that the purpose of the presentation was to provide Regional Council members with additional background on the RHNA process, the RHND, and the evolving regulatory framework, and he introduced representatives from the California Department of Housing and Community Development to provide an informational overview.

David Zisser, Assistant Deputy Director for Fair Housing and Tribal Affairs, emphasized the importance of the 7th Cycle RHNA process and the need for collaboration among HCD, SCAG, and local jurisdictions. He provided an overview of RHNA as a state-mandated planning process designed to identify and accommodate housing needs across all income levels, promote equitable growth, and support housing affordability. He also highlighted recent statutory changes, audit recommendations, and updates to HCD’s methodology intended to improve the accuracy and effectiveness of housing needs determinations.

Zach McRae, Deputy Director for Fair Housing and Tribal Affairs, outlined the RHNA determination and allocation process, explaining HCD's role in developing the Regional Housing Needs Determination (RHND) in consultation with regional councils of governments and the Department of Finance. He reviewed the timeline for the seventh cycle, described how housing need is calculated under state law, and explained that SCAG would be responsible for developing the allocation methodology, subject to HCD review and approval to ensure consistency with statutory housing objectives.

Melinda Coy, Assistant Deputy Director for Housing Accountability, discussed the housing element phase of the RHNA process, encouraging jurisdictions to begin preparing early for seventh-cycle updates. She reported that the SCAG region had achieved a 98% housing element compliance rate during the sixth cycle and noted that jurisdictions could continue using eligible undeveloped sites from prior cycles. She also highlighted HCD's planned technical assistance efforts, updated guidance materials, and resources intended to support local governments in meeting future housing planning requirements.

Regional Council Member Rocky Rhodes, Simi Valley, District 46, welcomed the HCD representatives and commended the collaborative relationship between HCD and SCAG. As RHNA Subcommittee Chair, he asked how recently enacted housing legislation would affect the RHNA determination process and alignment between housing planning requirements and the Sustainable Communities Strategy. HCD responded that it was still evaluating the new law and would continue working with SCAG on its implementation.

Regional Council Member Wagner questioned the relationship between the RHNA determination and allocation processes, expressing concern that planning requirements may not translate into actual housing production. He noted the gap between housing element compliance and housing construction and advocated for greater local flexibility and fewer barriers to housing development. HCD acknowledged that RHNA is a planning requirement rather than a production mandate and stated that additional policies and incentives are needed to support housing production.

Regional Council Member John Dutrey, Montclair, District 9, sought clarification on the reuse of housing sites identified during the sixth RHNA cycle and the meaning of "by-right" development approvals. HCD explained that eligible undeveloped sites could generally be reused in the seventh cycle and clarified that qualifying affordable housing developments meeting objective standards may be approved ministerially.

Regional Council Member John Gabbard, Dana Point, District 12, raised concerns regarding overcrowding metrics and asked whether housing overlay zones used in prior housing elements could continue to be utilized in the next cycle. HCD explained that applicability depends on local circumstances and recent court decisions and encouraged jurisdictions to seek project-specific technical assistance.

Regional Council Member Karen Spiegel, Riverside County, expressed concerns about state housing mandates and by-right housing laws, stating that they had reduced local control and limited opportunities for jurisdictions to address infrastructure, transportation, parking, and community impacts. HCD responded by highlighting available technical assistance, planning resources, and the continued importance of objective local development standards and housing element planning.

Regional Council Member Manos questioned how future population projections, migration trends, and housing demand are considered in determining regional housing needs and expressed concern that previous projections had not aligned with actual housing production. In response, HCD staff explained that RHNA determinations are based on both projected and existing housing needs, including population growth, household formation rates, overcrowding, housing affordability, and other statutory factors. Staff noted that the methodology accounts for pent-up demand and demographic trends, including younger households seeking housing opportunities, in addition to population projections alone.

Regional Council Member Jan Harnik, RCTC, noted the significant gap between RHNA allocations and housing production and questioned whether the allocation methodology adequately reflects regional conditions. She emphasized the need for funding and implementation support, particularly through programs such as REAP. HCD staff stated that RHNA is intended to quantify housing need rather than predict production, expressed support for REAP, and reiterated its commitment to providing technical assistance and partnership with local jurisdictions.

Regional Council Member Marsha McLean, Santa Clarita, District 67, expressed concerns that state housing mandates applied a one-size-fits-all approach and limited local governments' ability to ensure high-quality development. She stated that some state laws constrained local authority to address issues such as parking, open space, and community design standards, creating challenges for maintaining quality development within local communities.

HCD representatives concluded by thanking the Board for the opportunity to discuss the 7th Cycle RHNA process and for the thoughtful questions and feedback provided. They emphasized HCD's commitment to partnering with SCAG and local jurisdictions throughout the process, noted that the seventh-cycle housing element update was intended to build upon the work completed during the sixth cycle rather than require a complete overhaul, and reiterated HCD's willingness to provide ongoing guidance, technical assistance, and support.

There were no public comments on Item No. 12.

BUSINESS REPORT

Paul Granillo, Business Representative, provided an economic update and referenced materials included in the meeting packet regarding California and Southern California sector trends. He noted ongoing coordination within the goods movement industry to prepare for the 2028 Olympics and address potential freight movement challenges. He also reported that mortgage rates had risen to approximately 7%, negatively affecting the for-sale housing market and impacting apartment and office development activity. As a result, he advised local jurisdictions to anticipate reduced building-related fee revenue in the coming months. Additionally, he observed that global conflicts and higher fuel costs were contributing to consumer caution and weaker discretionary retail spending.

PRESIDENT'S REPORT

President Marquez reported that the Regional Council had voted to pledge SCAG's support for the 9th Annual California Clean Air Day on October 7, noting that the initiative was consistent with SCAG's ongoing efforts to improve air quality throughout the year. He highlighted that Clean Air Day included local community events and free transit rides and noted that more than 5,000 Californians had pledged to take actions to improve air quality in 2025. President Marquez encouraged member jurisdictions to consider making their own Clean Air Day pledges and noted that resources for organizations and individuals were available at cleanairstay.org. He also announced that the next Regional Council meeting would be held on Thursday, November 5, at 11:45 a.m.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Ajise announced that Governor Newsom had signed SB 1087, marking a significant update to California's Sustainable Communities Strategy framework. He expressed appreciation to the Governor, Legislature, Senator Christopher Cabaldon, Assemblymember Jose Luis Solache, SCAG committees, stakeholders, and Regional Council members for their collaboration and support throughout the legislative process. He noted that the Governor's signing message emphasized implementation of regional emissions reduction strategies while preserving local control over land use, zoning, project entitlements, and housing approvals. He also provided an update on the RHNA process, noting that surveys had been distributed to all cities and encouraging jurisdictions to submit one official response by the stated deadline to help inform development of the proposed RHNA methodology. In addition, he highlighted the release of SCAG's June 2026 Transportation Trends Report, which examined regional travel and mobility patterns, including ongoing impacts from remote work and post-pandemic transit ridership trends. Finally, he announced the launch of the second cohort of SCAG's Future Leaders Initiative and encouraged members to share information about the six-month civic leadership program with prospective applicants.

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

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

Regional Council Member McLean announced that the meeting would be her final Regional Council meeting, as she was resigning due to family circumstances. She reflected on her more than 24 years of service and involvement in regional planning efforts through SCAG, noting the importance of the work and expressing her appreciation for the opportunity to serve. Regional Council Member McLean thanked the Regional Council and members for their support and offered her farewell remarks.

Regional Council Member Mike Goodsell, ICTC Representative, reported that Governor Newsom had vetoed Senate Bill 675, a measure that the Regional Council had previously opposed in support of Imperial County. He referenced the Governor's veto message, which cited concerns that the bill would have imposed significant new financial obligations on counties, cities, and residents without identifying a funding source. Regional Council Member Goodsell expressed appreciation for the Regional Council's support and noted that the veto was welcomed by Imperial County.

Regional Council Member Patricia Lock Dawson, Riverside, District 68, announced that the City of Riverside had received a top honor from Climate Mayors during Climate Week. She reported that mayors from across the country had submitted videos highlighting climate impact stories and noted that Riverside's submission was recognized with the award. Regional Council Member Lock Dawson shared the achievement and celebrated the recognition on behalf of the city.

President Marquez expressed appreciation for the Regional Council's work and accomplishments, stating that he was proud of the organization's efforts and contributions. He also thanked SCAG staff for their support and service and recognized members for their participation.

ADJOURNMENT

There being no further business, President Marquez adjourned the meeting of the Regional Council at 1:19 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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

Schwank, Zak	Temecula, RC District 5	0	0		0	0											0
Shapiro, David J.	Calabasas, RC District 44	1	1		0	1											3
Sharif, Emma	Compton, RC District 26	1	0		1	0											2
Simonoff, Marty	Brea, RC District 22	1	1		1	1											4
Solis, Hilda	Los Angeles County	0	0		0	0											0
Soto-Martinez, Hugo	Los Angeles, RC District 60	0	0		0	0											0
Spiegel, Karen	Riverside County	1	1		0	1											3
Tran, Helen	San Bernardino, RC District 7	0	1		1	1											3
Twining, Butch	Huntington Beach, RC District 64	0	0		0	0											0
Tye, Steve	Diamond Bar, RC District 37	1	1		1	0											3
Wagner, Donald P.	Orange County	1	1		0	1											3
Waronek, Mark	Lomita, RC District 39	0	0		1	1											2
Warren, Acquanetta	Fontana, RC District 8	1	1		1	0											3
Wong, Thomas	Monterey Park, RC District 34	1	1		0	0											2
Wood, Jeff	Lakewood, RC District 24	1	1		1	1											4
Yaroslavsky, Katy	Los Angeles, RC District 52	0	0		0	0											0
Yokoyama, Frank A.	Cerritos, RC District 23	1	1		1	1											4
		41	49	0	50	0	0	0	0	0	0	0	0	0	0	0	



AGENDA ITEM 3

REPORT

Southern California Association of Governments

November 5, 2026

2027 Schedule of Regular Meetings

[Approved by the Regional Council: _____]

Regular meetings of the Executive/Administration Committee are scheduled on the 1st Wednesday of each month, and regular meetings of the Regional Council and Policy Committees are scheduled on the 1st Thursday of each month, unless otherwise noted. Note: dates are subject to change.

2027 Committees and Regional Council Schedule	Date & Time	Location
JANUARY		
Executive/Administration Committee (EAC)	1/6/2027 3:00PM	Policy Room B
Community, Economic, and Human Development (CEHD) Committee	1/7/2027 9:30AM	Policy Room B
Energy and Environment Committee (EEC)	1/7/2027 9:30AM	Policy Room A
Transportation Committee (TC)	1/7/2027 9:30AM	Board Room
Regional Council (RC)	1/7/2027 11:45AM	Board Room
FEBRUARY		
Executive/Administration Committee (EAC)	2/3/2027 3:00PM	Policy Room B
Community, Economic, and Human Development (CEHD) Committee	2/4/2027 9:30AM	Policy Room B
Energy and Environment Committee (EEC)	2/4/2027 9:30AM	Policy Room A
Transportation Committee (TC)	2/4/2027 9:30AM	Board Room
Regional Council (RC)	2/4/2027 11:45AM	Board Room
MARCH		
Executive/Administration Committee (EAC)	3/3/2027 3:00PM	Policy Room B
Joint Policy Committees (CEHD, EEC, TC)	3/4/2027 9:30AM	Board Room
Regional Council (RC)	3/4/2027 11:45AM	Board Room
Executive/Administration Committee (EAC)	3/31/2027 3:00PM	Policy Room B
APRIL		
Community, Economic, and Human Development (CEHD) Committee	4/1/2027 9:30AM	Policy Room B
Energy and Environment Committee (EEC)	4/1/2027 9:30AM	Policy Room A
Transportation Committee (TC)	4/1/2027 9:30AM	Board Room
Regional Council (RC)	4/1/2027 11:45AM	Board Room
MAY - SCAG 2026 Regional Conference and General Assembly, JW Marriott Resort & Spa, Palm Desert		
Executive/Administration Committee (EAC)	5/5/2027 3:00PM	Spring Salon
Regional Council (RC)	5/6/2027 9:00AM	Sinatra Ballroom
General Assembly (GA) Annual Business Meeting	5/6/2027 11:00AM	Sinatra Ballroom
JUNE		
Executive/Administration Committee (EAC)	6/2/2027 3:00PM	Policy Room B
Community, Economic, and Human Development (CEHD) Committee	6/3/2027 9:30AM	Policy Room B
Energy and Environment Committee (EEC)	6/3/2027 9:30AM	Policy Room A
Transportation Committee (TC)	6/3/2027 9:30AM	Board Room
Regional Council (RC)	6/3/2027 11:45AM	Board Room
Executive/Administration Committee (EAC)	6/30/2027 3:00PM	Policy Room B
JULY		
Community, Economic, and Human Development (CEHD) Committee	7/1/2027 9:30AM	Policy Room B
Energy and Environment Committee (EEC)	7/1/2027 9:30AM	Policy Room A
Transportation Committee (TC)	7/1/2027 9:30AM	Board Room
Regional Council (RC)	7/1/2027 11:45AM	Board Room



AUGUST (DARK)	No Meetings	No Meetings
SEPTEMBER		
Executive/Administration Committee (EAC)	9/1/2027 3:00PM	Policy Room B
Community, Economic, and Human Development (CEHD) Committee	9/2/2027 9:30AM	Policy Room B
Energy and Environment Committee (EEC)	9/2/2027 9:30AM	Policy Room A
Transportation Committee (TC)	9/2/2027 9:30AM	Board Room
Regional Council (RC)	9/2/2027 11:45AM	Board Room
OCTOBER		
Executive/Administration Committee (EAC)	10/6/2027 3:00PM	Policy Room B
Community, Economic, and Human Development (CEHD) Committee	10/7/2027 9:30AM	Policy Room B
Energy and Environment Committee (EEC)	10/7/2027 9:30AM	Policy Room A
Transportation Committee (TC)	10/7/2027 9:30AM	Board Room
Regional Council (RC)	10/7/2027 11:45AM	Board Room
NOVEMBER		
Executive/Administration Committee (EAC)	11/3/2027 3:00PM	Policy Room B
Joint Policy Committees (CEHD, EEC, TC)	11/4/2027 9:30AM	Board Room
Regional Council (RC)	11/4/2027 11:45AM	Board Room
DECEMBER		
Executive/Administration Committee (EAC)	12/1/2027 3:00PM	Policy Room B
Joint Policy Committees (CEHD, EEC, TC) – <i>Economic Summit</i>	12/2/2027 9:30AM	Board Room
Regional Council (RC)	12/2/2027 11:45AM	Board Room

Meeting Format

- 3:00PM - 4:00PM - Executive/Administration Committee (EAC) - *Hybrid (In Person and Remote)*
- 9:30AM - 11:15AM - Community, Economic, and Human Development (CEHD) Committee - *Hybrid (In Person and Remote)*
- 9:30AM - 11:15AM - Energy and Environment Committee (EEC) - *Hybrid (In Person and Remote)*
- 9:30AM - 11:15AM - Transportation Committee (TC) - *Hybrid (In Person and Remote)*
- 11:45AM - 1:45PM - Regional Council (RC) - *In Person Only*



AGENDA ITEM 4

REPORT

Southern California Association of Governments
November 5, 2026

To: EAC - Executive Administration Committee
RC – Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

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

Kome Ajise

Subject: City of Banning: Waiver of Membership Dues

RECOMMENDED ACTION FOR EAC:

That the Executive/Administrative Committee (EAC) approve a one-year waiver of the City of Banning's Fiscal Year (FY) 2027 membership dues in an amount not to exceed \$4,931.

RECOMMENDED ACTION FOR RC:

Approve a one-year waiver of the City of Banning's Fiscal Year (FY) 2027 membership dues in an amount not to exceed \$4,931.

STRATEGIC PRIORITIES:

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

BACKGROUND:

The city of Banning has requested a waiver of its FY27 SCAG membership dues in the amount of \$4,931. On June 23, 2026, the city of Banning adopted Resolution No. 2026-102, declaring a fiscal emergency due to extraordinary financial circumstances that threaten the city's fiscal stability and ability to maintain essential municipal services. The resolution cites longstanding structural budget imbalances, the depletion of the city's General Fund balance from \$13.1 million in FY 2019-20 to a projected negative \$12.8 million by June 30, 2026, and a projected operating deficit that could grow significantly without corrective action. As part of the measures undertaken in response to these fiscal challenges, the city determined that it would be unable to pay its 2027 SCAG membership dues and subsequently submitted a request for a due's waiver.

Pursuant to Article VIII, Section C of the SCAG Bylaws, if a member is unable to pay its annual membership dues assessment due to financial constraints and is unable or unwilling to add the assessment to the next full fiscal year, the Regional Council may defer, waive, or reduce payment of the annual membership dues assessment for up to one year at a time. The Bylaws further require that any action waiving annual membership dues be accompanied by consideration of any associated membership rights and privileges during the period in which dues are waived.

Banning is a city of over 31,000 residents in western Riverside County, located within the San Geronimo Pass along the Interstate 10 corridor. Incorporated in 1913, Banning has a history rooted in transportation, trade, and regional connectivity and offers residents an affordable, family-friendly community with abundant recreational opportunities and strong regional connectivity.

The city of Banning is represented on SCAG's Transportation Committee by Councilmember Colleen Wallace, who is an appointee of Western Riverside Council of Governments.

Recommendation:

Staff recommends that the EAC approve a one-year waiver of the City of Banning's Fiscal Year (FY) 2027 membership dues in an amount not to exceed \$4,931 while allowing Banning to remain an active member of SCAG with all rights and responsibilities.

SCAG values the participation of all member jurisdictions and recognizes that local government agencies may face fiscal challenges under extraordinary circumstances. Staff reviewed the city of Banning's request and supporting documentation and determined that the request warrants consideration based on the financial conditions outlined by the city.

FISCAL IMPACT:

Approval of the waiver would result in \$4,931 in foregone General Fund membership dues revenue. The waiver would allow the City of Banning to maintain its SCAG membership for the year without payment of its annual membership dues due to fiscal emergency.



AGENDA ITEM 5

REPORT

Southern California Association of Governments
November 5, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

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

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

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EAC:

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

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

RECOMMENDED ACTION FOR RC:

That the Regional Council (RC) adopt Resolution No. 26-686-1 approving a first amendment (Budget Amendment 1) to the Fiscal Year 2026-27 Comprehensive Budget in the amount of \$101,498,811, including:

1. An amendment to the Fiscal Year 2026-27 Overall Work Program (FY 2026-27 OWP) Budget in the amount of \$100,710,009, increasing the FY 2026-27 OWP Budget from \$263,517,043 to \$364,227,052;
 2. An amendment to the Indirect Cost Budget, in the amount of \$206,898, increasing the Indirect Cost Budget from \$40,296,618 to \$40,503,516;
 3. An amendment to the General Fund Budget in the amount of \$811,993, increasing the General Fund Budget from \$3,347,614 to \$4,159,607;
-

4. An amendment to the Transportation Development Act (TDA) Budget (outside of the OWP), in the amount of \$5,821, increasing the TDA Budget from \$628,996 to \$634,817; and
5. An amendment to the Federal Transit Administration Discretionary and Formula Grant Budget (FTA Budget) in the amount of (\$205,970), reducing the FTA Budget from \$205,970 to \$0 and closing the project.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Staff recommends that the EAC and RC adopt Resolution No. 26-686-1 approving Amendment 1 to the Fiscal Year 2026-27 Comprehensive Budget in the amount of \$101,498,811, including:

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

Budget Amendment 1 primarily reconciles estimated carryover amounts included in the adopted FY 2026-27 budget with actual year-end grant balances, incorporates new grant awards and updated grant obligations, realigns expenditures among funding sources, and incorporates certain personnel changes.

BACKGROUND:

On May 6 and May 7, 2026, the EAC and RC, respectively, approved the FY 2026-27 Final Comprehensive Budget, which included the FY 2026-27 OWP budget in the amount of \$263.5 million. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) subsequently approved SCAG's FY 2026-27 OWP on June 9, 2026.

In September 2026, the California Department of Transportation (Caltrans) issued a reconciliation letter confirming \$23.4 million in unexpended carryover funds from Consolidated Planning Grant

(CPG) funds and other state grants as of June 30, 2026. The FY 2026-27 OWP Budget adopted in May 2026 was developed before final FY 2025-26 expenditures were available and therefore included estimated carryover amounts, including approximately \$4.8 million for FHWA PL and FTA Section 5303 funds and \$9.5 million for federal and state transportation planning grants.

Budget Amendment 1 reconciles those estimates with actual year-end balances certified by Caltrans and incorporates additional carryover adjustments for other federal, state, and local funding sources. The amendment also incorporates new grant awards, updates budgets to reflect authorized grant obligations, closes a completed FTA-funded activity, and makes other budget and personnel adjustments described below.

A. Budget Amendment

Staff recommends approval of Budget Amendment 1 to the FY 2026-27 Comprehensive Budget in the amount of \$101,498,811, increasing the FY 2026-27 Comprehensive Budget from \$269.2 million to \$370.7 million.

Table 1 summarizes the changes to funding sources supporting the FY 2026-27 Comprehensive Budget.

Table 1. FY 2026-27 Comprehensive Budget Funding Sources			
FUNDING SOURCES	FY27 Final	Change	FY27 A1
Recurring Funding Sources			
FHWA PL - Metropolitan Planning	30,029,935	3,499,099	33,529,034
FTA 5303 - Metropolitan Planning	13,066,841	2,614,371	15,681,212
SB 1 - Sustainable Communities Formula Grants	7,094,960	3,442,875	10,537,835
TDA	12,145,763	(3,117,435)	9,028,328
General Fund	3,347,614	811,993	4,159,607
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	6,282,232	1,931,634	8,213,866
Surface Transportation Block Grant (STBG) Program	7,610,225	(357,163)	7,253,062
SUBTOTAL	79,577,570	8,825,374	88,402,944
One-Time/Special Grants and Third-Party Contribution Funding Sources			
FTA 5304 - Strategic Partnerships Transit	141,987	33,230	175,217
FHWA SPR - Strategic Partnerships	258,139	(83,219)	174,920
FHWA PL Olympics and Resilience Study	7,000,000	-	7,000,000
Safe Streets and Roads for All (FY23)	11,730,568	215,692	11,946,260
Safe Streets and Roads for All (FY24)	6,000,000	-	6,000,000
Carbon Reduction Program (CRP)	26,781,182	18,928,941	45,710,123
Last Mile Freight Program (LMFP) - Rebate Program (INVEST CLEAN)	51,155,903	145,417	51,301,320
Federal Other	1,716,290	1,727,585	3,443,875
State Other	1,375,000	534,666	1,909,666
SHA - Sustainable Communities Grants	200,000	(1,066)	198,934
RMRA	-	1,400,000	1,400,000
Regional Early Action Planning (REAP) 2021 Grants	46,195,230	58,824,504	105,019,734
MSRC Last Mile Freight Program (LMFP) Grant	9,171,105	(2,459,462)	6,711,643
In-Kind Commitments	5,668,230	1,109,683	6,777,913
Cash/Local Other	20,728,419	12,120,508	32,848,927
SUBTOTAL	188,122,053	92,496,479	280,618,532
Fringe Benefits Carryforward	(551,244)	-	(551,244)
Indirect Cost Carryforward	2,041,106	-	2,041,106
SUBTOTAL	1,489,862	-	1,489,862
Indirect Cost Budget Change/Net Projected Indirect Cost and Fringe Benefits Cost Carryforward	-	176,958	176,958
TOTAL FUNDING SOURCES	269,189,485	101,498,811	370,688,296

Significant changes include:

- 1) **\$9.6 million net increase in FHWA PL, FTA Section 5303 (Consolidated Planning Grant (CPG)), and SB 1 Sustainable Communities Formula Grant funding**, primarily resulting from carryover adjustments based on the Caltrans reconciliation and the reassignment of eligible expenditures from TDA to CPG funding. This reassignment prioritizes the use of the more restrictive CPG funds for expenditures included in the adopted FY 2026-27 budget, while preserving the more flexible TDA funding for other eligible purposes, as discussed below. The increase also includes **\$420,000 in additional FY 2026-27 SB 1 funding awarded by Caltrans**,

which will support the SB 79 mapping project and other transportation planning activities, including current and future staffing needs.

- 2) **(\$3.1 million)** net reduction in **Transportation Development Act (TDA)** funding, primarily resulting from carryover adjustments and the strategic reassignment of eligible expenditures from TDA to CPG funding. This adjustment prioritizes the use of the more restrictive CPG funding source while preserving TDA funding for other eligible purposes.
- 3) **\$0.8 million** combined net increase in the **General Fund**, primarily due to:
 - a. approximately \$400,000 in carryover and \$20,000 in additional costs for the Audio System Upgrade project;
 - b. approximately \$224,000 for the Regional Housing Needs Assessment (RHNA), reflecting increased staff time and legal services required to support the upcoming RHNA cycle;
 - c. approximately \$56,000, primarily for increased non-labor costs associated with the General Assembly; and
 - d. approximately \$112,000 for adjustments to existing legal and consulting services and other administrative expenses.
- 4) **\$1.6 million** net increase in **Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG)** funding, primarily resulting from carryover adjustments. The change also reflects a \$2.0 million increase in CMAQ consultant funding for the 2028 Games TDM Initiation Plan and Implementation project, aligning the project budget with the grant obligation authorized by Caltrans.
- 5) **\$92.5 million** net increase in **various special grants and in-kind match funding**, primarily resulting from carryover adjustments. Significant adjustments include approximately \$58.8 million for REAP 2.0, \$18.9 million in Carbon Reduction Program (CRP) funds, and \$13.2 million in third-party contributions supporting grant match requirements. The CRP adjustment also reflects approximately \$14.4 million for the 2028 Games TDM Initiation Plan and Implementation project, aligning the budget with the grant obligation authorized by Caltrans.

Budget Amendment 1 also incorporates five new grant awards, totaling \$2.8 million:

- a. **\$215K** for the Clean Cities Coalition Coordination project, awarded by the Department of Energy (DOE);
- b. **\$600K** for the Pedestrian and Bicycle Safety Program project, awarded by the Office of Traffic Safety (OTS);
- c. **\$600K** for the Transportation Safety Predictive Modeling & Analysis Platform project, awarded by OTS;
- d. **\$700K** for the Regional Wildlife Connectivity Study awarded through the Caltrans Sustainable Transportation Planning Grants program; and

- e. **\$700K** for the Connected Paths: Building a Regional Inventory for Active Transportation, awarded through the Caltrans Sustainable Transportation Planning Grants Program.

Table 2 summarizes the corresponding changes to FY 2026-27 Comprehensive Budget expenditures totaling \$101,498,811. Significant changes include:

EXPENDITURES	FY27 Final	Change	FY27 A1
Salaries & Benefits	50,271,297	(64,853)	50,206,444
Consultants	61,295,171	18,318,623	79,613,794
Consultants-Technical Assistance/Pass-Through Payments	103,905,710	58,943,023	162,848,733
In-Kind Commitments	5,668,230	1,109,683	6,777,913
Cash/Local Other	20,344,433	12,441,517	32,785,950
Capital Outlay	-	420,000	420,000
Other Costs	27,704,644	10,330,818	38,035,462
TOTAL EXPENDITURES	269,189,485	101,498,811	370,688,296

- 1) **(\$65K)** net reduction in **Salaries & Benefits** due to the position reductions, partially offset by extension of employment assignments for REAP 2.0 grant-funded staff needed to support the completion of grant activities. Additional information is provided in the Personnel Changes section below.
- 2) **\$77.2 million** combined net increase in **Consultants and Consultants-Technical Assistance**, primarily due to the carryover adjustments for special grant-funded projects and updated project budgets. Significant components include:
 - a. \$59.8 million combined net increase primarily resulting from REAP carryover adjustments based on actual year-end expenditures;
 - b. \$2.2 million net increase associated with consultant budget increases for the newly awarded grants;
 - c. (\$0.2 million) reduction in ATN funds due to the project close-out;
 - d. \$12.9 million consultant budget increase for the 2028 Games TDM Initiation Plan and Implementation project to align with the obligated funds;
 - e. \$2.4 million combined net increase for FHWA PL, FTA 5303, SB1 and TDA funds funding carryover and minor consultant budget increases to support the ongoing projects; and
 - f. \$0.03 million combined net increase for General Fund to support the existing consultant work.
- 3) **\$13.6 million** net increase in **In-Kind Commitments and Cash/Local Other** due to carryover adjustments.

- 4) **\$10.8 million** net increase in **Capital Outlay and Other Costs**, primarily reflecting carryover adjustments, grant labor budget set-asides for future grant periods, and other operating cost adjustments. Significant changes include:
 - a. \$0.4 million increase in Capital Outlay as noted in Section **A. 3** above;
 - b. \$8.2 million net increase in labor budget set-aside, primarily due to the carry over adjustments as well as a \$3.5 million increase to set aside labor budget for future grant periods for the 2028 Games TDM Initiation Plan and Implementation project;
 - c. \$2.1 million net increase in other costs, consisting of:
 - a. \$1.5 million net increase due to the carryover adjustments, programming activities associated with the newly awarded grants, and a budget increase due to reallocation from Consultant category to Other Costs category;
 - b. \$0.6 million increase for legal services, meeting and travel expenses supporting transportation planning activities, and operational needs, including liability insurance, subscription costs, technology upgrade and expenses associated with General Assembly and other special events.

Attachment 2 includes a detailed list of FY 2026-27 Comprehensive Budget changes, including the OWP. The updated FY 2026-27 OWP incorporating Amendment 1 changes will be submitted to Caltrans following the EAC and RC approval and is available online at <https://scag.ca.gov/financial-overall-work-program>.

CEQA Compliance

To the extent the OWP contains projects requiring a discretionary decision by SCAG, the projects are subject to the California Environmental Quality Act (CEQA). Where SCAG is undertaking these projects, it will comply with CEQA. Generally, based on experience, projects where SCAG is undertaking a project are anticipated to be exempt from CEQA based on statutory requirements (the CEQA definition of a project, planning and/or feasibility studies) and/or the project falling into one or more of the categories of projects that are considered exempt under CEQA Guidelines. Projects programmed in the RTP and FTIP and their amendments are required to undergo an environmental review by the lead agency at the project level. To the extent SCAG is providing funding to the projects via federal and state grants, such projects are subject to agreements with SCAG which require the grant recipient to undertake an environmental review at the project level.

B. Personnel Changes

Budget Amendment 1 includes the addition of one position, the elimination of four positions, and position upgrades as detailed in **Attachment 3**. This amendment also reconciles and incorporates personnel changes approved as part of the FY 2025-26 Budget Amendment 3 into the FY 2026-27 Budget. Collectively, these changes result in a net reduction of three positions, decreasing the total position count from 240 to 237. The amendment also extends the employment assignments of four

REAP 2.0 grant-funded staff from six months to a full year to support the completion of grant activities.

FISCAL IMPACT:

Budget Amendment 1 increases the FY 2026-27 Comprehensive Budget in the amount of \$101,498,811 increasing the FY 2026-27 Comprehensive Budget from \$269.2 million to \$370.7 million, which includes an increase to the FY 2026-27 OWP in the amount of \$100,710,009, increasing the OWP budget from \$263.5 million to 364.2 million. After approval by the EAC and RC, Amendment 1 to the FY 2026-27 OWP will be submitted to Caltrans for final approval.

ATTACHMENT(S):

1. Resolution No. 26-686-1 Approving Amendment 1 to the FY 2026-27 Comprehensive Budget including the Overall Work Program (OWP)
2. Attachment 2 - List of Budget Changes - FY 2026-27 Comprehensive Budget Amendment 1
3. Attachment 3 - List of Personnel Changes - FY 2026-27 Comprehensive Budget Amendment 1

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

REGIONAL COUNCIL OFFICERS

President
Ray Marquez, Chino Hills

First Vice President
Jenny Crosswhite, Santa Paula

Second Vice President
Patricia Lock Dawson, Riverside

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Ray Marquez, Chino Hills

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

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Rick Denison, Yucca Valley

Transportation
Mike T. Judge, Ventura County
Transportation Commission

RESOLUTION NO. 26-686-1

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG)
APPROVING AMENDMENT 1 TO THE FISCAL YEAR 2026-27
COMPREHENSIVE BUDGET, INCLUDING THE OVERALL WORK PROGRAM (OWP)**

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six-county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.; and

WHEREAS, SCAG has developed the Fiscal Year (FY) 2026-27 Comprehensive Budget that includes the following budget components: the Overall Work Program (OWP); the FTA Discretionary and Formula Grant Budget; the TDA Budget; the General Fund Budget; the Indirect Cost Budget; and the Fringe Benefits Budget; and

WHEREAS, the OWP is the basis for SCAG's annual regional planning activities and budget; and

WHEREAS, in conjunction with the OWP Agreement and Master Fund Transfer Agreement, the OWP constitutes the annual funding contract between the State of California Department of Transportation (Caltrans) and SCAG for the Consolidated Planning Grant (CPG), and the Sustainable Transportation Planning Grants; and

WHEREAS, SCAG is also eligible to receive other Federal and/or State grant funds and/or local funds for certain regional transportation planning related activities. For such funding upon award, the funds are implemented through the OWP and SCAG and the applicable Federal or State agency shall execute the applicable grant agreement(s); and

WHEREAS, SCAG's Regional Council approved the FY 2026-27 Comprehensive Budget including the OWP in May 2026, which was subsequently approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in June 2026; and

WHEREAS, Amendment 1 to the FY 2026-27 Comprehensive Budget, including the OWP, will result in: an OWP budget increase of \$100,710,009, from \$263,517,043 to \$364,227,052; an Indirect Cost budget increase of \$206,898, from \$40,296,618 to \$40,503,516 and an adjustment of \$29,940 to the net projected Indirect Cost and Fringe Benefits Cost carryforward; a General Fund budget increase of \$811,993, from \$3,347,614 to \$4,159,607; a Transportation Development Act (TDA) budget increase of \$5,821, from \$628,996 to \$634,817 for programs outside of the OWP; a Federal Transit Administration Discretionary and Formula Grant budget reduction of \$205,970, from \$205,970 to \$0; and

WHEREAS, Amendment 1 to the FY 2026-27 Comprehensive Budget including the OWP, along with its corresponding staff report and this resolution, has been reviewed and discussed by SCAG's Regional Council on November 5, 2026.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that the Amendment 1 to the FY 2026-27 Comprehensive Budget, and as further described in the recitals above, is approved and adopted.

BE IT FURTHER RESOLVED THAT:

1. The Regional Council hereby authorizes submittal of Amendment 1 to the FY 2026-27 OWP to the participating State and Federal agencies.
2. The Regional Council hereby authorizes submittal of SCAG's approved FY 2026-27 Indirect Cost Rate Proposal (ICRP) to the participating State and Federal agencies.
3. SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance.
4. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby designated and authorized to execute all related agreements and other documents on behalf of the Regional Council.
5. The SCAG Bylaws give the SCAG Executive Director authority to administer the Personnel Rules. In accordance with that authority, the SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby designated and authorized to make administrative amendments to the FY 2026-27 Comprehensive Budget including the OWP to implement the Personnel Rules.
6. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make and submit to the applicable funding agencies, the necessary work program, and budget amendments to SCAG's FY 2026-27 Comprehensive Budget including the OWP, based on actual available funds and to draw funds as necessary on a line of credit or other requisition basis.
7. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to submit grant applications and execute the applicable grant agreements and any amendments with the applicable Federal or State agency and to implement grant funds through SCAG's OWP, and this includes submittal and execution of the required program updates to the Department of Housing and Community Development (HCD) for REAP 2.0 funding, as well as Overall Work Program Agreement (OWPA) and the Master Fund Transfer Agreement (MFTA) with Caltrans, as part of the Caltrans Sustainable Transportation Planning Grant Programs, which includes grant projects entitled:
 - a. The Soboba Tribal Climate Change Adaptation Plan,
 - b. Southern California Airport Passenger Surface Transportation Study, and
 - c. Planning for Main Streets

- d. Connected Paths: Building a Regional Inventory for Active Transportation
 - e. Regional Wildlife Connectivity Study
8. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2026-27 OWP's REAP 2.0 Budget to reflect the program updates and changes approved by HCD. This authorization includes the ability to reallocate funds, including increasing approved project budgets, between approved projects, as well as shift available funding to SCAG administered regional projects and ATP projects as necessary to maximize the utilization of the funds and advance the goals and objectives of REAP 2.0. Such amendments may be made in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.
 9. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2026-27 OWP that do not affect the delivery of regional transportation planning tasks, activities, steps, products, or the funding amounts listed on the OWPA.
 10. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2026-27 General Fund Budget; the Indirect Cost Budget; the Fringe Benefit Budget; FTA Discretionary and Formula Grant Budget; and the TDA Budget that do not exceed the overall funding amounts approved by the SCAG Regional Council and the participating State and Federal agencies.
 11. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to make administrative amendments to the FY 2026-27 TDA Budget, including exceeding the TDA Budget approved by the Regional Council, for the purpose of allocating additional funding to projects that are included in the approved OWP, when such exceedance is necessary to execute or implement the OWP approved by the Regional Council.
 12. The Executive Administration Committee, if authorized by the General Assembly through the General Fund budget adoption, and to be consistent with such delegation from the General Assembly, is delegated authority and authorized to make amendments to the FY 2026-27 General Fund Budget that do not impact the Membership Assessment Schedule, including amending the General Fund Budget approved by the General Assembly, when such exceedance is necessary to execute or implement the operational activities and the exceedance can be covered by the Unassigned General Fund balance.
 13. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to negotiate and execute subrecipient agreements (e.g., memorandum of understanding) and related documents, on behalf of the Regional Council, involving the expenditure of funds programed under the FY 2026-27 Comprehensive Budget including the OWP.
 14. The SCAG Executive Director, or in his or her absence, the Chief Financial Officer, is hereby authorized to use available fund balances from future grant awards to carry out the grant project(s) and hire limited-term staff, as needed, to implement the grant award funded

program, as well as to use available fund balances to hire limited-term staff as needed to support and implement SCAG's Enterprise Resource Planning project, in advance of formal budget adoption, with any changes included in the next Budget Amendment or Fiscal Year Budget, whichever is sooner.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 5th day of November, 2026.

Ray Marquez
President, SCAG
City of Chino Hills

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel

**FY 2026-27 Comprehensive Budget Amendment 1, including OWP
List of Budget Changes**

[illegible]

**FY 2026-27 Comprehensive Budget Amendment 1, including OWP
List of Budget Changes**

[illegible]

FY 2026-27 Comprehensive Budget Amendment 1, including OWP
List of Budget Changes

Director	Project Task No.	Project Task Name	Budget Change	Indirect Cost	General Fund	TDA (non-OWP)	FTA Pass Thru (non-OWP)	CPG FHWA PL	CPG FTA S303	FY25 SB1 Formula	FY26 SB1 Formula	FY27 SB1 Formula	TDA	CMAQ	STBG	FTA 5304	FHWA SPR	CPG FHWA PL Olympic and Resiliency	2023 SS4A	2024 SS4A	CRP	AQMD/EPA (CPRG)	Federal Other	State Other	FY24 Climate Adaptation (SHA)	RMRA	REAP 2021	MSRC	Cash/Local Other	In-Kind Commitments	Justification
		Net Change in Projected Indirect Cost and Fringe Benefits Cost Carryforward	(29,940)																												
			101,498,811																												

FY 2026-27 Comprehensive Budget Amendment 1 - List of Personnel Changes

No.	Division	Proposed Position	Est. Fund Source	Work-Time (WT) Budget*	Allocated Fringe Benefits (FB)*	Total (WT+FB)	Estimated FY27 Budget Impact	Ongoing Annual Impact
Changes proposed in FY 2026-27 Budget Amendment 1								
Position Upgrades (n=5)								
1	Finance	Department Manager to Controller	IC	26,212	19,670	45,883	45,883	45,883
2	Finance	Budget & Grants Analyst II to Senior Budget & Grants Analyst	IC	19,102	14,335	33,437	33,437	33,437
3	Executive Office	Deputy Clerk of the Board to Senior Deputy Clerk of the Board	IC	10,897	8,177	19,074	19,074	19,074
4	Executive Office	Senior Administrative Assistant to Deputy Clerk of the Board	IC	42,159	31,637	73,796	73,796	73,796
5	Planning	Principal Planner to Planning Supervisor	CPG/TDA/ STBG	11,900	8,930	20,829	20,829	20,829
Removed Limited Term Positions (n=4)								
1	Finance	Senior Budget & Grants Analyst - Limited Term	IC	(118,401)	(88,851)	(207,252)	(207,252)	(207,252)
2	Finance	Accountant II - Limited Term	IC	(99,299)	(74,516)	(173,815)	(173,815)	(173,815)
3	Finance	Accountant II - Limited Term	IC	(99,299)	(74,516)	(173,815)	(173,815)	(173,815)
4	Finance	Contracts Administrator II - Limited Term	IC	(99,299)	(74,516)	(173,815)	(173,815)	(173,815)
New Limited Term Position (n=1)								
1	IT	Solution Architect	IC	154,193	115,709	269,902	269,902	269,902
FY27 Budget Amendment 1 Total							(265,775)	(265,775)

*Work-Time Budget is calculated using mid rate and/or budgeted rate of the position and Allocated Fringe Benefits is based on FY27 Fringe Benefits rate.



AGENDA ITEM 6

REPORT

Southern California Association of Governments

November 5, 2026

To: RC - Regional Council
EAC - Executive Administration Committee

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

Subject: Contracts \$500,000 or Greater: 23-40-C01, SoCal Greenprint Implementation

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Approve amendment to Contract No. 23-040-C01 in an amount of \$133,754 for a total contract value not to exceed \$633,733 with Arup US, Inc, to extend the hosting and technical assistance term of the SoCal Greenprint for a period of two years and facilitate an update of the underlying datasets on an annual basis. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:

In June of 2026, SCAG launched the SoCal Greenprint, a strategic web-based mapping tool to inform land use and infrastructure decisions and help users identify priority conservation areas. This amendment would extend the hosting and technical assistance term of the SoCal Greenprint for a period of two years and facilitate an update of the underlying datasets on an annual basis.

This web-based mapping application was developed according to the Regional Council's adopted SoCal Greenprint Data Standards. The SoCal Greenprint is an informational data mapping tool that provides third party users with the ability to create interactive maps and customized reports by selecting and combining data layers from publicly available and pre-existing data sources.

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. 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.

Connect SoCal 2024 and its PEIR require SCAG to develop the SoCal Greenprint as a tool to support the development of regional advance mitigation programs (RAMP) for future projects.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Arup US, Inc. 23-040-C01	This project supported the development, hosting, and launch of the SoCal Greenprint, and will extend the hosting and technical assistance period of the tool for a period of two years, as well as facilitate updates to the underlying data sources annually.	\$633,733

FISCAL IMPACT:

Funding of \$133,754 is available in the Fiscal Year (FY) 2026-27 Overall Work Program (OWP) Budget in Project Number(s) 290.4862.05 and 065.4092.01, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.

ATTACHMENT(S):

1. 23-040-C01 Contract Summary
2. 23-040-C01 Conflict of Interest Form

CONSULTANT CONTRACT NO. 23-040-C01 AMENDMENT NO. 8

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 \$499,981 to \$633,733 (\$133,754) and extends the contract through December 31, 2028.</p> <p>This increase is due to Arup providing hosting of the application on their cloud servers as well as the provision of technical assistance for users of the application. In doing so, a Service Level Agreement was added to the contract to ensure consistent delivery of these services throughout the term of the hosting period. Additionally, Arup will help demonstrate the SoCal Greenprint during engagements with agency partners to support the long-term maintenance of the tool.</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 Priority 3: Spur innovation and action through leadership in research, analysis and information sharing.																				
Amendment Amount:	<table> <tr> <td>Amendment 8</td><td style="text-align: right;">\$133,754</td></tr> <tr> <td>Amendment 7 (administrative - no change to contract's value)</td><td style="text-align: right;">\$0</td></tr> <tr> <td>Amendment 6</td><td style="text-align: right;">\$48,673</td></tr> <tr> <td>Amendment 5 (administrative - no change to contract's value)</td><td style="text-align: right;">\$0</td></tr> <tr> <td>Amendment 4 (administrative - no change to contract's value)</td><td style="text-align: right;">\$0</td></tr> <tr> <td>Amendment 3 (administrative - no change to contract's value)</td><td style="text-align: right;">\$0</td></tr> <tr> <td>Amendment 2 (administrative - no change to contract's value)</td><td style="text-align: right;">\$0</td></tr> <tr> <td>Amendment 1 (administrative - no change to contract's value)</td><td style="text-align: right;">\$0</td></tr> <tr> <td>Original contract value</td><td style="text-align: right;"><u>\$451,308</u></td></tr> <tr> <td>Total contract value is not to exceed</td><td style="text-align: right;"><u>\$633,733</u></td></tr> </table> <p>This amendment causes the total contract value to exceed \$500,000 hence it requires the Executive Administration Committee/Regional Council approval.</p>	Amendment 8	\$133,754	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	<u>\$633,733</u>
Amendment 8	\$133,754																				
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	<u>\$633,733</u>																				

Contract Period:	June 29, 2023 through December 31, 2028	
Project Number:	290-4862.05	\$31,134
	065-4092.01	\$102,620
	Funding sources: Funding source(s): FY25 SB 1 Sustainable Communities (SC) Formula, FY26 SB 1 Sustainable Communities (SC) Formula, Transportation Development Act (TDA)	
Basis for the Amendment:	<p>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. 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 is consistent and trustworthy, with clearly defined rules for use, access, distribution, and security. Grounded in these Data Standards, the SoCal Greenprint was launched in June 2026. The consultant services added to the contract allow hosting of the tool to continue for a term of two years, help SCAG to support users to address any technical issues, log-in issues, or user errors; and ensure the tool utilizes the most current publicly available and government authored/utilized datasets. This amendment helps to ensure that the SoCal Greenprint Tool continues to be aligned with the Data Standards.</p>	

**Conflict of Interest (COI) Form - Attachment
For November 5, 2026 Regional Council Approval**

Approve amendment to Contract No. 23-040-C01 in an amount of \$133,754 for a total contract value not to exceed \$633,733 with Arup US, Inc, to extend the hosting and technical assistance term of the SoCal Greenprint for a period of two years and facilitate an update of the underlying datasets on an annual basis. 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)?
Arup US, Inc. (prime consultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 23-040

RFP No./Contract No. 23-040-C01

SECTION I: INSTRUCTIONS

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

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

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

Name of Firm: Arup US Inc.

Name of Preparer: Joerg Tonndorf

Project Title: SoCal Greenprint Implementation

RFP Number: 23-040

Date Submitted: 10/09/2026

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
<hr/>	<hr/>
<hr/>	<hr/>
<hr/>	<hr/>
<hr/>	<hr/>

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) Joerg Tonndorf, hereby declare that I am the (position or title) Associate Principal of (firm name) Arup US 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 10/09/2026 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

 _____ Signature of Person Certifying for Proposer (original signature required)	<u>10/09/2026</u> _____ Date
--	------------------------------------

NOTICE

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



AGENDA ITEM 7

REPORT

Southern California Association of Governments

November 5, 2026

To: RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

From: Warren Whiteaker, Department Manager (IP and P)
213-236-1810, whiteakerw@scag.ca.gov

Kome Ajise

Subject: FFY 2029 and 2030 STBG/CMAQ Program Guidelines and Call for Project
Nominations

RECOMMENDED ACTION:

1) Approve the federal fiscal year (FFY) 2028-29 and FFY 2029-30 Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ) Program Guidelines (FFY 2029 and 2030 STBG/CMAQ Program Guidelines); and 2) authorize the Executive Director to initiate a call for project nominations consistent with the approved FFY 2029 and 2030 STBG/CMAQ Program Guidelines.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:

SCAG is responsible for the selection of STBG and CMAQ-funded projects in the SCAG region, which is accomplished through the call for project nomination process outlined in the FFY 2029 & 2030 STBG/CMAQ Program Guidelines. The FFY 2029 & 2030 STBG/CMAQ Call for Project Nominations will make STBG and CMAQ funding available from the federal fiscal year (FFY) 2028-29 and FFY 2029-30 apportionments. This call for project nomination process aligns with the Compliance Action Plan that was approved by the Regional Council (RC) on February 2, 2023, and subsequently approved by the California Department of Transportation (Caltrans) in coordination with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The Surface Transportation Block Grant (STBG) program is a federal fund source that may be used for projects to preserve and improve the conditions and performance of highways, bridges, and public roads, pedestrian and bicycle infrastructure, and transit capital projects. The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is a federal fund source that supports transportation projects and programs intended to support meeting the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter

(nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

FHWA directs an annual apportionment to the State of California, which is further distributed to eligible regions. SCAG's regional share of these funds for FFY 2028-29 and FFY 2029-30 apportionments are estimated to total \$1.38 billion. Funding for the STBG and CMAQ programs in FFY 2028-29 and FFY 2029-30 is contingent on Congress passing a Continuing Resolution or federal reauthorization bill that would continue to authorize these programs. The Infrastructure Investments and Jobs Act (IIJA) which authorizes funding for these FHWA programs expired on September 30, 2026. As noted below, Congress has enacted a clean continuing resolution (CR) extending existing FFY 2026 funding levels through December 11, 2026.

SCAG staff seeks the Regional Council's (RC's) approval of the program guidelines that will serve as the basis for the project selection process for STBG and CMAQ funding. SCAG staff will subsequently initiate a call for project nominations consistent with the approved guidelines and return to the RC for approval of projects recommended for funding.

BACKGROUND:

Authorizing Legislation

The IIJA, which authorizes funding for the STBG and CMAQ programs, has been extended through December 11, 2026, under a clean continuing resolution (CR) signed by President Trump on September 2, 2026, as part of a broader FY 2027 CR, which extended FFY 2026 funding levels through the same date. The extension does not include advanced appropriations, leaving funding subject to those appropriations contingent on further congressional action beyond the IIJA's expiration date of September 30, 2026. SCAG staff will continue to monitor updates to the STBG and CMAQ programs, including funding distribution, project and applicant eligibility, and funding levels. Any changes resulting from the final reauthorization legislation or other applicable congressional actions will be incorporated into SCAG's STBG and CMAQ call for projects process as appropriate.

Updates on federal fiscal year funding and surface transportation reauthorization (i.e., FFY 2027 appropriations and surface transportation reauthorization) were presented as an information item at the Legislative/Communications and Membership Committee (LCMC) meeting on August 18, 2026. At that time, Congress was considering competing CRs to provide temporary federal government funding beyond the September 30, 2026, deadline. As noted, Congress has since enacted a clean CR extending existing FFY 2026 funding levels through December 11, 2026. However, with none of the twelve annual appropriations bills enacted to date, the December 11th funding deadline remains a significant hurdle.

With regard to surface transportation reauthorization, the House has made the most significant progress to date, with the House Transportation and Infrastructure (T&I) Committee introducing and advancing the Building Unrivaled Infrastructure and Long-Term Development for America's 250th (BUILD America 250) Act in May 2026. The bill awaits consideration on the House floor. Meanwhile, the Senate Environment and Public Works (EPW) Committee continues to develop its own reauthorization legislation and has not yet released legislative language. Once both chambers advance their respective bills, they will need to reconcile their approaches through negotiations or a formal conference committee before a final reauthorization package can be enacted.

In the interim, the current CR allows federal highway, transit, and metropolitan transportation planning programs, including STBG and CMAQ, to continue operating without interruption through the extended deadline. SCAG legislative affairs staff will continue to monitor federal negotiations and assess potential implications for transportation, housing, and community development programs of interest to SCAG and its member jurisdictions. The SCAG CMAQ/STBG program management team will coordinate with legislative affairs staff to monitor developments and assess their potential impacts on the CMAQ and STBG programs and the call projects process.

Call for Projects Background and Structure

In accordance with federal requirements, SCAG selects projects for STBG and CMAQ funding following a performance-based evaluation and selection process. SCAG details the selection project in the RC-approved program guidelines, which were last approved by the RC in March 2025. The first cycle of funding through SCAG's call for projects nomination process resulted in the approval of 33 projects with a total of \$186.9 million in combined STBG and CMAQ funding approved by the RC in June 2024. The second cycle of funding resulted in the approval of 132 projects with a total of \$1.25 billion in STBG and CMAQ funding approved by the RC in December 2025. In February 2026, the RC approved the Programming Procedures for FHWA-Administered Federal Funding which governs the post-award activity for these selected projects.

The process to update the program guidelines included: incorporating lessons learned from the previous cycles; improving the online application submittal module; re-aligning project categories reflective of Connect SoCal 2024 goals and strategies and the 2026-27 SCAG presidential and Regional Council priorities and objectives; providing additional technical assistance and guidance for scoring criteria as clarification for applicants and to maximize score consistency; and ensuring that eligible applicants are informed of the funding opportunity. Further details are provided below to highlight key changes.

Overall, the program guidelines outline a process in which:

- SCAG determines the availability of STBG and CMAQ funding.
- SCAG initiates a regional call for project nominations.

- The county transportation commissions participate in the process by informing and engaging with eligible project applicants, developing county-level prioritization frameworks, and reviewing project nominations in each county against county priorities.
- SCAG evaluates project nominations against program criteria and develops a project recommendation list for RC approval.

Projects approved by the RC for funding will be programmed in the Federal Transportation Improvement Program (FTIP). While the program guidelines focus on CMAQ and STBG project selection for FFY 2028-29 and FFY 2029-30 apportionments, any new project or new project phase to be programmed in the FTIP with CMAQ and/or STBG funds are subject to these guidelines and/or subsequently approved program guidelines. Program guidelines and the call for projects nomination process are anticipated to be updated every other year (i.e., new program guidelines in even years and new call for projects nominations processes in odd years) to reflect the latest RC direction, updated plans and policies, new federal guidance, and for incorporation into the subsequent FTIPs.

Outreach and Engagement

The outreach and engagement process for the guidelines update included substantial collaboration with the six county transportation commissions from June 2026 to September 2026. The county transportation commissions are also in the process of developing their county specific project prioritization framework which will guide their evaluation and scoring of the applications, for submission to SCAG. The county transportation commissions have extensive experience in administering federal funds within their counties and their prioritization ranking of the project application reflects this, accounting for the largest portion of the scoring criteria. The county transportation commissions are required to engage their stakeholders in the development of their project prioritization framework. As such, further opportunities exist to help shape the framework being developed by the county transportation commission in this process.

Additionally, the regional evaluation portion of the guidelines and scoring criteria are driven by Connect SoCal 2024 (2024-2050 Regional Transportation Plan and Sustainable Communities Strategy). The four-year long Connect SoCal 2024 planning process involved comprehensive stakeholder engagement and robust policy discussions with local elected leaders. The FFY 2029 and 2030 STBG/CMAQ Program Guidelines directly support the implementation of Connect SoCal 2024. In addition, the tier one regional priorities build on extensive planning work conducted by SCAG, which spans several years of stakeholder and community engagement.

Lastly, updates and clarifications to these guidelines and application process were also informed by the feedback received from applicants during SCAG's debriefing sessions from the prior cycle in January 2026.

Summary of Key Changes

The major changes proposed to the STBG/CMAQ program guidelines are outlined below.

- **Updated Application Process** – Local agencies within the region will apply via an updated online SCAG application module that incorporates feedback from the region from the previous call.
- **Additional Technical Assistance and Clarifications** – Supplemental application resources will be provided for both the Community Economic Development Benefits and Air Quality Improvements scoring criteria. Clarifications have been provided regarding project eligibility and claiming Federal Performance Management Areas benefits.
- **Re-Aligning of Regional Priority Project Categories** – Primary project categories were established within the updated guidelines to more directly align with Connect SoCal 2024 goals and strategies and the 2026-27 SCAG Presidential Priorities and Objectives. These primary project categories outline how SCAG will prioritize projects under the Regional Priorities scoring criteria.
- **Increased Outreach and Engagement Efforts** – Highlights outreach and engagement strategies with uncommon eligible applicants (Tribal governments, federal lands management agencies, schools/school districts, etc.)
- **Flexibility to Address Federal Authorization** – Given the current uncertainty regarding the federal authorization, flexible language was added to account for any changes or shifts needed as a result of the reauthorization process.

Next Steps

Upon approval of the updated program guidelines, the application will open to eligible applicants via an online SCAG module starting on February 1, 2027. SCAG will be hosting workshops for applicants in January 2027. Additional information will be available on the SCAG [STBG/CMAQ webpage](#) following the RC's approval of the program guidelines.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2026-27 Overall Work Program (030.0146.03: Federal Project Selection, Monitoring, and Management and 500.4962.01: Federal Highway Funding Project Selection, Monitoring, and Delivery).

ATTACHMENT(S):

1. PowerPoint Presentation – STBG/CMAQ Program Guidelines Update and Call for Project Nominations
2. FFY 2029 and 2030 STBG-CMAQ Program Guidelines

FFY 2029 & 2030 STBG/CMAQ Guidelines Update

Regional Council
November 5, 2026

WWW.SCAG.CA.GOV

Background

- As the designated metropolitan planning organization, SCAG is responsible for the project selection process for both federal Surface Transportation Block Grant Program (STBG) and federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. SCAG complies with this requirement through the development of the STBG/CMAQ Program Guidelines and the administration of the related Call for Project Nominations.
- The federal fiscal year (FFY) 2028-29 & 2029-30 STBG/CMAQ Call for Project Nominations will make an estimated \$1.38 billion in federal funding available to eligible projects within the SCAG region.

Previous Call for Project Nominations	Funding Awarded	Projects Awarded	SCAG Regional Council Approval
FFY2022-23 through FFY2025-26	\$186.9 million	33 Projects	June 2024
FFY2026-27 through FFY2027-28	\$1.25 billion	132 Projects	December 2025

Eligibility

Eligible Applicants: In general, SCAG region cities, counties, transit agencies, federally recognized Tribal governments, and county transportation commissions are eligible to apply for CMAQ and STBG funds.

Eligible Projects: Projects must be eligible for STBG and/or CMAQ funds.

- **STBG Program:** Projects to preserve and improve the conditions and performance of surface transportation including highways, bridges, and public roads, pedestrian and bicycle infrastructure, and transit capital projects.
- **CMAQ Program:** Transportation projects and programs to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Project Selection Process

1. SCAG initiates Call for Project Nominations.
2. Eligible agencies apply for funding via the SCAG application module.
3. County Transportation Commissions prioritize applications (Highest Alignment, Strong Alignment, Moderate Alignment, Limited Alignment) submitted within their respective county based on county developed framework.
4. SCAG reviews projects for eligibility, and against approved evaluation criteria.
5. SCAG presents funding recommendations to Regional Council for consideration.

Summary of Changes

County Transportation Commission Prioritization

- Update naming conventions of county transportation commissions' ranking to eliminate confusion for applicants.
- Incorporate outreach documentation to uncommon eligible applicants (i.e. Tribal governments, school districts, etc.) as part of prioritization package.

Regional Priorities

- **Updated to reflect FY2026-27 Presidential Priorities, identified in June 2026 at the EAC Retreat**
 - **Transportation Demand Management:** Updated to include LA28 Games Legacy-related projects.
 - **Resilience of At-Risk Infrastructure:** Moved category to Tier 2.
 - **Natural Land Preservation:** Removed as a standalone program category due to the lack of applications received in the prior call. Remains an eligible activity.
 - **System Preservation:** Moved category to Tier 1.

Federal Performance Management Areas

- Clarification that only projects on the National Highway System qualify for certain areas consistent with federal guidance.

Summary of Changes (cont'd)

Community Economic Development Benefits

- Provided additional guidance on justifications for claiming benefits to identified geographies to improve scoring consistency.

Air Quality Improvements

- Provide additional technical assistance resources to applicants for data and calculations, including planned workshop specific to air quality requirements.

Connected Communities

- Projects that demonstrate alignment with SCAG's connected communities may receive an additional five bonus points under this new scoring section.

Scoring Rubric

Evaluation Criteria	Possible Points CMAQ Requests	Possible Points STBG Requests
County Transportation Commission Prioritization: Relative county transportation commission project prioritization.	50 Points	50 Points
Regional Priorities: Focused on primary program/project categories that implement adopted Connect SoCal.	20 Points	20 Points
Federal Performance Management Areas: Assessment of the degree that the proposed project demonstrates support for FHWA Federal Performance Management areas.	20 Points	20 Points
Community Economic Development Benefits: Assessment of project benefits to populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.	10 Points	10 Points
Air Quality Improvements and Cost-Effectiveness: For CMAQ-eligible projects, projects will be evaluated on cost-effectiveness relative to similar projects. PM2.5 reducing projects will receive additional points.	10 Points	-
Connected Communities: Projects identified as Tier 1 and 2 regional priorities may receive additional points for demonstrating alignment with SCAG's connected communities.	5 Points	5 Points
TOTAL:	115 Points	105 Points

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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Call for Projects Schedule

Date	Milestone
October 1, 2026	Guidelines to SCAG Transportation Committee
November 5, 2026	Guidelines to SCAG Regional Council
December 14, 2026	County transportation commissions' supplemental questions due to SCAG
January 15, 2027	County transportation commissions' prioritization framework approval deadline
January 2027	Workshops
February 1, 2027	Application opens
February 2027	SCAG office hours available upon request
April 2, 2027 at 5pm	Application closes
August 2, 2027 at 5pm	County transportation commission prioritization packages due to SCAG
October 7, 2027 OR November 4, 2027	Award recommendations to SCAG Transportation Committee
November 4, 2027 OR December 2, 2027	Award recommendations to SCAG Regional Council
January 2028	Applicant debriefings

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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THANK YOU!

QUESTIONS/FEEDBACK:

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FFY 2029 & 2030 STBG/CMAQ Program Guidelines

November 2026

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FFY 2029 & 2030

STBG/CMAQ Program Overview

The federal fiscal year 2028-29 and 2029-30 (FFY 2029 & 2030) Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ) Program Guidelines, scheduled for adoption by the SCAG Regional Council in November 2026, establish the framework for project selection and allocation of STBG and CMAQ funds within the SCAG region in accordance with 23 CFR § 450.332(c) et al. These guidelines outline the SCAG-administered project selection process in compliance with federal requirements for the STBG and CMAQ programs.

Background

Planning and programming actions for federal formula-funded projects and programs are guided by the currently adopted and future iterations of the SCAG Regional Council-approved Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Federal Transportation Improvement Program (FTIP), as well as Federal Performance-Based Planning and Programming and Transportation Performance Management requirements.

The RTP/SCS provides the long-term vision and goals for how the SCAG region will build and support transformative transportation projects and initiatives. The RTP/SCS is developed through extensive stakeholder engagement and robust policy discussions with local elected leaders. SCAG's RTP/SCS demonstrates how transportation projects and programs in the six-county SCAG region conform to the state of California and federal air quality mandates for funding eligibility. It identifies strategies to reduce regional greenhouse gas emissions and criteria air pollutant emissions. The RTP/SCS currently in effect is [Connect SoCal 2024](#), adopted by the SCAG Regional Council in April 2024.

The [FTIP](#) is the document prepared by a metropolitan planning organization that lists projects to be funded with federal, state, and local funds for the next four-year period. The FTIP is a key component in the process by which the RTP/SCS is implemented. It does so by providing an orderly allocation of federal, state, and local funds for use in planning and building specific projects. The FTIP is required to advance the RTP/SCS by programming the projects contained in the RTP/SCS, in accordance with federal and state requirements. These include specific requirements for scheduling projects, funding, and the timely implementation of transportation control measures to help reduce air pollution. The FTIP applicable to the current call for project nominations is the [2027 FTIP](#), which is expected to be federally approved in December 2026. The 2029 FTIP will be in effect by mid-December 2028.

Federal Transportation Performance Management Targets, adopted by the SCAG Regional Council, provide near- and mid-term anticipated outcomes for the transportation network. These inform and are informed by planning and programming actions.

Guidelines and Development Process

SCAG has worked closely with the six county transportation commissions in the region on the development of these guidelines. This coordination included several months of bi-weekly meetings to review each section of the guidelines for potential changes and improvements and circulating the draft guideline document for comment. SCAG will also host workshops open to all eligible applicants related to these guidelines in early 2027.

Project Selection Process

Funding Availability

Prior to initiating a call for project nominations, SCAG evaluates the availability of STBG and CMAQ funding. The current call for project nominations primarily makes funding available from apportionments for federal fiscal years (FFY) 2028-29 and 2029-30. The current federal surface transportation authorization, the Infrastructure Investment and Jobs Act, is in effect through September 2026. Therefore, funding availability for the call for project nominations is subject to a congressional reauthorization or continuing resolution.

Current funding availability estimates reflect averages consistent with funding levels authorized through the Infrastructure Investment and Jobs Act. Funding levels are subject to change and may reflect future authorized increases, decreases, and/or impacts of federal rescissions.

Other considerations in determining funding availability for the call for project nominations may include programming adjustments for previously awarded projects, prior year obligation authority (OA) activity, deobligations, OA loan repayments, Caltrans Oversight adjustments, and the 2.5 percent set-aside for SCAG-selected regional planning activities that would support planning priorities led by SCAG and/or in partnership with the county transportation commissions (i.e., eligible planning activities that advance implementation of the RTP/SCS and performance-based planning and programming in the SCAG region). This is consistent with the initial set of STBG/CMAQ Program Guidelines approved by the SCAG Regional Council in June 2023. Use of these funds will be documented in the annual SCAG Overall Work Program and FTIP, as appropriate.

The balance of STBG and CMAQ funding available for programming will be directed through a competitive call for project nominations administered by SCAG, through which projects are selected by SCAG in coordination with the SCAG region's six county transportation commissions. SCAG is responsible for the development of the call for project nominations process, oversight, and final project selection. SCAG has established performance-based nomination targets to guide the nomination submittals from each county within the SCAG region. The targets do not represent a guaranteed funding level, a nomination floor, or a nomination ceiling.

Exhibit 1 Program Target Percentages

County	CMAQ Target Percentage	STBG Target Percentage
Imperial County	0.6%	1.2%
Los Angeles County	54.8%	53.3%
Orange County	17.3%	17.1%
Riverside County	12.7%	11.8%
San Bernardino County	11.3%	12.2%
Ventura County	3.3%	4.3%

STBG and CMAQ funding are subject to the Timely Use of Funds provisions outlined in Assembly Bill (AB) 1012 (Chapter 783 of the Statutes of 1999). Obligation deadlines for these apportionment years are outlined in the table below.

Exhibit 2 Federal Fiscal Year Obligation Deadline

Federal Fiscal Year	2028-29	2029-30
Obligation deadline	9/30/2031	9/30/2032

Call for Project Nominations

ROLES AND RESPONSIBILITIES

SCAG will conduct a call for project nominations, provide guidance, identify available funding, perform project evaluations, develop a list of prioritized projects, and conduct the SCAG board review and approval process.

The county transportation commissions are responsible for developing their Project Prioritization Framework to guide their evaluation of all applications within their respective county. These evaluations will result in a prioritization ranking. Please refer to [Appendix A](#) for more information regarding the County Transportation Commission Prioritization Framework.

ELIGIBLE APPLICANTS

In general, SCAG region cities, counties, transit agencies, federally recognized Tribal governments, and county transportation commissions are eligible to apply for STBG and CMAQ funds. Though an existing federal-aid master agreement is not required to apply, implementing agencies awarded funding must be eligible for and have a federal-aid master agreement in place with the California Department of Transportation (Caltrans) prior to having awarded funds programmed in the FTIP. Additional information on required federal-aid master agreements is available on the [Caltrans Master Agreement webpage](#). This provision may not apply to funds that will be requested for transfer to the Federal Transit Administration (FTA). Projects considering FTA transfer may need to coordinate with the county transportation commission regarding roles and responsibilities, as the FTA will only accept transfer applications from recognized transit operators.

SCAG encourages potential applicants to review Caltrans information [Factors to Consider Before Applying for Federal Funds](#). This document presents several common challenges that arise due to specific requirements, regulations, and procedures associated with federal funding. Examples include adhering to federal regulations related to environmental assessments, labor laws, Disadvantaged Business Enterprise participation, Title VI, and quality control and assurance measures.

Each county transportation commission is responsible for coordination and submission of project nominations to SCAG from eligible entities from their respective counties. SCAG encourages each county transportation commission to coordinate with SCAG and other affected county transportation commissions on project nominations for multi-county projects and to support multi-county agency projects such as Caltrans, the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, and the Southern California Regional Rail Authority.

Public-Private Partnerships (P3's)

In the state of California, [California Government Code Section 5956 to 5956.10](#), authorizes local governmental agencies to enter into agreements with private entities to study, plan, design, construct, develop, finance, maintain, rebuild, improve, repair, and/or operate a variety of fee-producing

infrastructure facilities, including rail, highway, bridge, tunnel, or airport projects. It also prohibits using the authority in this section to design, construct, finance, or operate a toll road on a state highway. Please note that Section 143 of the CA Streets and Highways Code, which previously granted P3 authority to Caltrans and regional transportation agencies, expired in 2017. Only P3's that are formed consistently with the required provisions for allowable activities may be considered eligible applicants.

ELIGIBLE PROJECTS

Projects must be eligible for STBG and/or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.

Additional federal guidance is available below:

[STBG Federal Guidance](#)

[CMAQ Federal Guidance](#)

Project eligibility as described in the FFY 2029 & 2030 STBG/CMAQ Program Guidelines is based on current existing federal guidance for the STBG and CMAQ Programs as revised by the Infrastructure Investment and Jobs Act. In acknowledgment that program eligibility may be impacted by provisions of a new federal transportation infrastructure bill, or other acts of Congress, SCAG is committed to working with applicants recommended for funding and the respective county transportation commissions to address impacts to scope of work appropriately and/or to reprogram awarded funds to other eligible SCAG-selected projects.

Please refer to Appendix B for more information regarding eligible projects.

Consistent with RTP/SCS Goals and Strategies and Federal Performance Measure Goals, projects should be used for activities that are related to the following primary project categories **and have a clear transportation nexus**.

Regional Priorities

SCAG's Regional Priorities for the FFY 2029 & 2030 STBG/CMAQ call for project nominations are demonstrated through the identification of project categories as either Tier 1 or Tier 2 Regional Priorities. Overall, the primary project categories were derived from the [Connect SoCal 2024 goals and strategies](#). Program categories in each tier were informed as appropriate by the [2026-27 SCAG Presidential Priorities and Objectives](#), which include Clean Transportation Technology, the 2028 Summer Olympic and Paralympic Games, Housing Production, and Infrastructure as a Driver of Housing and Economic Development. Examples of projects that may fall into each of these primary (Tier 1 and 2) project categories are included in [Appendix C](#).

Tier 1 Regional Priorities

- **Clean Transportation:** alternative fuel and zero-emission vehicles/buses, infrastructure, and equipment investments that reduce criteria pollutant emissions.
- **Transportation Demand Management (including LA28 Games legacy activities):** In recognition of the actions underway to prepare Southern California for the unprecedented travel and mobility demands associated with hosting one of the world's largest sporting events and building off of the [SCAG 2028 Games Regional Transportation Demand Management Strategic Plan](#), this program category includes transportation demand management activities that reduce congestion, and move people and goods. Projects in this category are not required to be related to the LA28 Games.
 - Passenger Transportation Demand Management (TDM) refers to strategies that influence travel behavior to reduce single-occupancy vehicle trips and shift demand to transit, walking, biking, carpooling, micromobility, or off-peak travel. Passenger TDM strategies

are intended to reduce roadway congestion, support transit use and other sustainable travel options, and improve mobility through scalable, cost-effective approaches that can be deployed locally and regionwide.

- Freight TDM refers to strategies that enhance goods movement efficiency and proactively mitigate disruptions to freight operations and businesses while maintaining supply chain fluidity throughout the region. Freight TDM strategies may include route optimization, curb management, and other operational strategies that support reliable supply chain movement and access to businesses and major activity centers.
- **Transportation System Management and Goods Movement:** highway or local roadway projects that improve traffic flow, optimize truck and bus throughput, or increase travel time reliability. Includes Intelligent Transportation Systems, truck parking facilities, and on-dock rail projects.
- **Transit and Multimodal Integration:** support increasing transit/rail ridership, new or upgrades to transit/rail facilities, operating assistance to sustain or expand service (subject to applicable CMAQ limitations), microtransit, and fare subsidies, also including transit safety and security projects.
- **System Preservation:** projects that maintain existing transportation systems and facilities.

Tier 2 Regional Priorities

- **Complete Streets:** complete streets projects to enable safe use and mobility for all users.
- **Resilience of At-Risk Infrastructure:** projects that improve the resilience of at-risk infrastructure from extreme weather events, natural disasters, or changing conditions such as coastal erosion, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.

Connected Communities Incentive

Projects identified as Tier 1 and 2 regional priorities may receive additional points for demonstrating alignment with SCAG's "connected communities" definition, which captures presidential priorities on housing production and infrastructure as a driver of housing and economic development. Please refer to [Appendix F](#) for SCAG's connected communities definition."

ELIGIBLE COSTS AND MATCHING REQUIREMENTS

Final eligibility determinations are subject to review and approval by Caltrans and the Federal Highway Administration (FHWA). As a result, certain components within an eligible project may be deemed ineligible for reimbursement for a specific fund source. SCAG intends to recommend some projects be funded with a combination of STBG and CMAQ funds to address this issue. However, applicants should also consider exceeding the local match or locally funding contingency in order to fully fund the project, where components may be deemed ineligible.

Matching requirements for STBG and CMAQ funds are dependent on project type, but most require a minimum of 11.47 percent match in non-federal funds. Tolling projects require a higher 20 percent local match. More information regarding matching funds is outlined in [Caltrans' Local Assistance Procedures Manual \(LAPM\) Chapter 3: Project Authorization](#).

Toll credit use may be considered for awarded projects at the time of FTIP programming. Use of toll credits is subject to toll credit availability, [SCAG's Toll Credit Policy](#), and requires respective county transportation commission concurrence.

Application Process

Through the STBG/CMAQ call for project nominations, SCAG will select projects nominated from eligible applicants that meet federal requirements, align with SCAG RTP/SCS goals and strategies, and reflect county priorities. All applicants should follow best practices related to virtual and in-person outreach and engagement, which will be evaluated at the project level. SCAG strongly encourages applicants to engage transportation system users, residents, and community-based organizations to ensure communities are meaningfully involved throughout the lifecycle of the project.

All eligible applicants will submit project nominations via the SCAG portal. Project nominations will be subject to the respective county transportation commission's Project Prioritization Framework. The county transportation commissions will then apply their approved Project Prioritization Framework to project nominations submitted within their county and develop project prioritization packages for SCAG's consideration during final project selection.

A Note about Primary Contact Information:

All applications are required to provide a primary and secondary alternative project contact, at least one of which must be available from the period of application review through award recommendations for questions and clarifications from SCAG and/or respective county transportation commissions. Unless otherwise indicated, application contacts will be assumed to be available to respond to project delivery questions for awarded projects. Any changes to contact information should be communicated to SCAG staff in a timely manner.

Exhibit 3 Project Selection Timeline

Project Selection Milestone	Date*
Guideline adoption	Nov. 5, 2026
Workshops	Jan. 2027
Project nominations open to local agencies	Feb. 1, 2027
Local agency project nomination application submission deadline	Apr. 2, 2027, at 5 p.m.
County transportation commission project prioritization packages deadline	Aug. 2, 2027, at 5 p.m.
Regional Council awards funding	Nov. or Dec. 2027

**Actual dates subject to change*

Regional Project Evaluation

SCAG staff will form a review committee composed of a multidisciplinary group of staff members. The review committee will conduct the regional project evaluation process to review the nomination packets provided by the county transportation commissions and develop a recommended list of projects for adoption by the SCAG Regional Council. This process will consist of the following steps:

1. **Confirm Eligibility:** SCAG staff will review submitted documentation to ensure county transportation commission, potential implementing agency, and project compliance with applicable federal and regional policies. Screening will include a review to ensure consistency with the adopted RTP/SCS. Any issues identified will be communicated to county transportation staff and the applicant contact, and projects with unresolved issues will be excluded from further consideration.

2. **Scoring Criteria:** Eligible projects can achieve up to 115 points for projects submitted for potential CMAQ funding and up to 105 points for projects submitted for STBG funding. The review committee will score projects using the following rubric:

Exhibit 4 Scoring Criteria

Scoring Criteria	Possible Points
County Transportation Commission Prioritization: Relative county transportation commission project prioritization. Please refer to Appendix A for more information.	50 Points
Regional Priorities: Based on primary program category. Please refer to Appendix C for more information.	20 Points
Federal Performance Management Areas: Assessment of the degree that the proposed project demonstrates support for FHWA Federal Performance Management (PM) areas: <ul style="list-style-type: none"> • PM1 - Transportation System Safety • PM2 - National Highway Pavement and Bridge Condition • PM3 - National Highway System (NHS) Performance • PM3 - Freight Movement • PM3 - CMAQ Program • Transit Asset Management • Transit System Safety Please refer to Appendix D for more information. Please also refer to Section 7 of the Connect SoCal 2024 Performance Monitoring Technical Report for additional information.	20 Points
Community Economic Development Benefits: Assessment of project benefits to populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities. Please refer to Appendix E for more information.	10 Points
Air Quality Improvements and Cost-Effectiveness: For CMAQ-eligible projects, projects will be evaluated on cost-effectiveness relative to similar projects. PM2.5 reducing projects will receive additional points. Please refer to the CMAQ Air Quality and Cost-Effectiveness Guidance provided in the supplemental application materials for additional information.	10 Points
Bonus Points: Connected Communities Incentive: For all projects, assessment of alignment with SCAG Connected Communities definition.	5 Points

The review committee will score each project using the criteria outlined in [Appendix G](#).

3. **Project Ranking Process:** Candidate projects will be ranked according to their average review committee score. To ensure that high-performing air quality improvement projects are prioritized for CMAQ funding, SCAG staff will first develop a recommended list of eligible projects for CMAQ funding using the comprehensive rubric rankings as well as projects identified as seeking CMAQ funding. (All eligible projects scored with a maximum possible score of 115 points and ranked from highest to lowest score.) In developing this list, SCAG will consider if project elements may not be eligible for CMAQ funds and should be considered for STBG funding.

All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded. (All remaining projects scored with a maximum possible score of 105 points and ranked from highest to lowest score). The latter rankings will be used by SCAG staff to develop a recommended list of projects for STBG funding.

Once the lists are developed, they will be shared with the air quality districts to obtain input on the projects selected for potential CMAQ funding. This will fulfill SCAG's requirement to involve the local air quality districts. SCAG may also consult with Caltrans and others as applicable.

4. **Program Balancing:** Candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds and ensure a balanced program of projects, SCAG staff may adjust project prioritization based on the relative STBG and/or CMAQ availability, assessment of project readiness and project schedule feasibility as it relates to the years in which funds are available and timely use of funds requirements, and overall program balancing for a variety of project types and regional diversity.

Project scores will be converted into recommendation categories (i.e., Highly Recommended, Recommended, Contingency List, and Not Recommended) prior to publishing the recommended program of projects. To achieve an overall Highly Recommended determination, projects must achieve a score of at least 90 points. To achieve an overall Recommended determination, projects must achieve a score of at least 75 and less than 90 points. To be considered for the Contingency List, projects must achieve a score of at least 65 points. Depending on availability of STBG and CMAQ funds, projects may move between the Recommended list and the Contingency List. Using this process, SCAG staff will develop a draft program of recommended (Highly Recommended and Recommended) and Contingency List projects for SCAG Regional Council adoption. Projects that achieve a score of less than 65 will be determined to be Not Recommended.

5. **Program Approval:** The SCAG Regional Council will consider the recommended STBG and CMAQ projects. Projects approved by the SCAG Regional Council for funding will be eligible for programming into the FTIP.

If high scoring projects (Highly Recommended and Recommended) are not fully funded or not selected due to funding constraints, they will be prioritized for future funding opportunities as additional programming capacity becomes available for CMAQ and/or STBG programs prior to the next scheduled call for project nominations process. Contingency List projects will be considered after high scoring projects for future funding opportunities if additional programming capacity becomes available for CMAQ and/or STBG programs prior to the next scheduled call for project nominations process.

Approved Projects, Federal Programming, Monitoring, and 2027 FTIP

Guidance for post-award activity is detailed in [SCAG's Programming Procedures for FHWA-Administered Federal Funding](#), last approved by the SCAG Regional Council in February 2026.

TRANSPORTATION CONFORMITY

All projects approved by the SCAG Regional Council for STBG and CMAQ funding must be programmed in the FTIP consistent with adopted FTIP Guidelines. Transportation Conformity Regulations require that projects programmed in the FTIP be included in a conforming RTP/SCS. Therefore, projects that require modeling and/or inclusion in an RTP/SCS amendment may not be programmed until conformity requirements are met.

Caltrans Local Assistance Procedures

Following FTIP approval, agencies will need to work with their Caltrans Local Assistance District to prepare the Request for Authorization (RFA) package. For more information on the RFA process, please refer to the Caltrans [Local Assistance Procedures Manual](#) and [Exhibits](#).

Appendix A

County Transportation Commission Project Prioritization Framework

The county transportation commissions will each develop a Project Prioritization Framework outlining how project nominations submitted within the county will be prioritized for funding as part of the final SCAG selection. As part of the development of a county transportation commission's Project Prioritization Framework, the commission may choose to collect high-level solicitations of interest from eligible applicants, conduct interested applicant consultations, or other outreach and engagement to inform the Project Prioritization Framework.

County transportation commissions may opt to have supplemental questions included as part of the project nomination application. These supplemental questions are subject to the Project Prioritization Framework which will directly inform the county transportation commission's prioritization ranking.

SCAG requires each county transportation commission to inform and engage eligible applicants from their respective county on the county transportation commission's Project Prioritization Framework and general SCAG call for project nomination process to maximize project impact and advance collaborative policy goals.

At minimum, county transportation commissions must incorporate the following regional criteria into their Project Prioritization Framework:

- **Eligibility:** County transportation commissions will screen potential implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for STBG and/or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.
- **County Priorities:** County transportation commissions are expected to develop a prioritization framework that considers applicable county-level plans, policies, and objectives.
- **Community/Stakeholder Engagement:** County transportation commissions should prioritize project nomination applications with demonstrated community support. Community support may be determined through a variety of means, such as responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, plan development, etc.
- **Deliverability and Readiness:** County transportation commissions should evaluate potential implementing agencies for risks based on prior federal project delivery trends and projects for deliverability issues. Commissions should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. Commissions should encourage projects with demonstrated readiness within the programming period.

Each county transportation commission's Project Prioritization Framework must receive concurrence from SCAG staff as well as approval by the county transportation commission's CEO and/or governing board. A draft copy of the project prioritization framework should be provided for SCAG comment/concurrence at least three weeks prior to CEO or Board approval. County transportation commissions will be required to provide SCAG with a final copy of the Framework and documentation of CEO and/or governing board approval. Final approval of the Framework is due to SCAG by Friday, Jan. 15, 2027.

County transportation commissions will also be required to inform and distribute the applicable Project Prioritization Framework to eligible applicants in their jurisdiction following approval by the respective governing board or CEO. Additionally, county transportation commissions will be required to publish the

approved Project Prioritization Framework and identify a staff contact on their webpage for ease of access by eligible applicants.

County Transportation Commission Project Prioritization Packages

After completing the County Transportation Commission Prioritization Framework, county transportation commissions shall submit project nominations and associated documentation to SCAG for evaluation and project selection. Project nomination lists must be approved by the county transportation commission CEO (and/or governing board) prior to submission to SCAG. Extensions may be granted on a case-by-case basis. Project prioritization packages must include the following elements:

- **County Transportation Commission Project Nomination List:** complete list of eligible project nominations received for STBG and/or CMAQ funds identifying the county transportation commission prioritization designation according to approved Project Prioritization Framework.
- **CEO or Governing Board Approval:** letter from the county transportation commission's CEO or documentation of governing board approving the project nomination list in accordance with the approved Project Prioritization Framework.
- **Outreach Documentation:** materials verifying county transportation commission compliance with outreach requirements for Project Prioritization Framework, including highlighting any outreach/engagement with uncommon eligible applicants (tribal governments, federal lands management agencies, schools/school districts, etc.) and describing how they have been engaged.

The county transportation commissions' project prioritization packages are due to SCAG by Monday, Aug. 2 at 5 p.m.

Appendix B

Project Eligibility

STBG PROJECT LOCATION REQUIREMENTS

Consistent with 23 USC § 133 (c), the following project location requirements apply for STBG funding requests.

- Project **may not** be on a road classified as a **local road or rural minor collector** unless the road was on a [Federal-aid highway system on Jan. 1, 1991](#)

Please refer to [Caltrans California Road System – Functional Classification GIS Map Viewer](#) to verify that project location requirements are met.

Exceptions to the STBG Project Location Requirements

Although STBG projects generally must be located on a road functionally classified higher than a local road or a rural minor collector, 23 USC § 133 provides exceptions to this requirement for certain project types, as summarized below:

- 1) Bridge or tunnel projects, except construction of a new bridge or tunnel at a new location;
- 2) Highway and transit safety infrastructure improvements and programs;
- 3) Fringe and corridor parking facilities and programs, and carpool projects;
- 4) Recreational trail projects, pedestrian and bicycle projects, Safe Routes to School projects, and qualifying accessibility improvements;
- 5) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways;
- 6) Development and implementation of a state asset management plan for the National Highway System and a performance-based management program for other public roads described in 23 U.S.C. § 133(b)(9);
- 7) Bridge and tunnel protection, inspection, and evaluation activities described in 23 U.S.C. § 133(b)(10);
- 8) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education activities;
- 9) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal;
- 10) Congestion pricing, including electronic toll collection and travel demand management strategies and programs;
- 11) Projects and strategies designed to reduce the number of wildlife-vehicle collisions;
- 12) Installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure;
- 13) Rural barge landing, dock, and waterfront infrastructure projects meeting the requirements of 23 U.S.C. § 133(j)
- 14) Projects described in former 23 U.S.C. § 101(a)(29), prior to the enactment of the FAST Act, including the design/planning and construction of trail facilities for pedestrians and bicyclists, the design/planning and construction of projects to provide safe routes for non-drivers, preservation of historic transportation buildings, and other related Transportation Enhancement activities. (See 23 U.S.C. § 133(c)(3) and applicable Transportation Alternatives guidance);

- 15) Replacement of a qualifying low-water crossing with a bridge; and
- 16) Other projects specifically approved by the U.S. Secretary of Transportation under 23 U.S.C. § 133(c)(5).

Applications are strongly encouraged to review 23 USC § 133 for additional details on STBG project location exceptions. Additional statutory provisions may permit limited use of STBG funds on local roads and rural minor collectors in certain circumstances. Applicants proposing such a project should contact SCAG regarding potential eligibility under 23 U.S.C. § 133(g) or § 133(k).

Note: An exception to the STBG project location requirements does not independently establish STBG funding eligibility. Projects must satisfy all other applicable federal, state, and SCAG program requirements.

CMAQ ELIGIBILITY REQUIREMENTS

Consistent with 23 USC § 149, CMAQ eligible projects must demonstrate emission reductions.

Other CMAQ eligibility restrictions are noted below:

- CMAQ funds are not eligible to be used for routine maintenance or rehabilitation projects.
- Projects that add new capacity for single-occupancy vehicles (SOV) are ineligible for CMAQ unless construction is limited to high-occupancy vehicle (HOV) lanes.
- Operating assistance is typically only eligible for new or expanded service and for the first five years.
- General planning studies that are not part of the project development pipeline are ineligible for CMAQ funding.

Appendix C

Project Examples by Category

These primary project categories were derived from the [Connect SoCal 2024 goal areas and strategies](#). The tiers were informed by the [2026-27 SCAG Presidential Priorities and Objectives](#). Examples of projects that may fall into each of these primary project categories include, but are not limited to the following:

TIER 1 REGIONAL PRIORITIES

Clean Transportation

- Government-owned non-transit alternative fuel and zero-emission fleets that reduce criteria pollutant emissions
- Publicly available alternative fuel and zero-emission vehicle fueling/charging infrastructure and equipment that reduce criteria pollutant emissions
- Alternative fuel and zero-emission bus capital purchase that reduce criteria pollutant emissions
- Charging/fueling infrastructure and equipment for alternative fuel and zero-emission buses that reduce criteria pollutant emissions
- Medium and heavy-duty alternative fuel and zero-emission conversion

Transportation Demand Management (including LA28 Games legacy activities)

- Parking – Park and rides, parking pricing
- Ridesharing – vanpool coordination
- Carsharing
- Shared micromobility (bikes and scooters)
- Congestion pricing
- Employer-based strategies (telework)
- Freight TDM strategies
- Curb space management
- Projects to enhance travel and tourism

Transportation System Management and Goods Movement

- Freight/goods movement plans
- Congestion management plans
- New capacity managed lanes (HOV, toll, bus-only)
- Managed lanes conversions (HOV, toll, bus-only)
- Truck-only lanes
- Truck parking facilities
- New grade separation (rail or roadway)
- Traffic signalization
- Intersection improvements
- Port-related equipment and vehicles
- Port electrification activities
- On-dock rail

- Interchange reconfigurations
- Signal synchronization
- Intelligent Transportation System elements

Transit and Multimodal Integration

- Transit plans
- Public Transportation Agency Safety Plans
- Comprehensive multimodal corridor plans
- Dedicated bus lanes
- Transit/rail facilities – new/rehab/replacement
- Transit/rail safety and security projects
- Conventional vehicle replacements
- Fleet expansion
- Micro-transit
- Operations (subject to CMAQ new-project limitations)
- Free or reduced fare programs
- Fare integration programs
- Transit signal priority
- Bus stop/transit station improvements
- Universal basic mobility
- Mobility hubs

System Preservation

- Standalone pavement rehabilitation
- Off-system (local) bridge rehabilitation
- Maintenance of existing transportation systems and facilities

TIER 2 REGIONAL PRIORITIES

Complete Streets

- Complete streets plans
- Active transportation plans
- Local roadway safety plans
- Bicycle and pedestrian facilities and programs – including Class I, II, IV bike facilities
- Complete streets and sustainable streets improvements
- Roundabouts

RESILIENCE OF AT-RISK INFRASTRUCTURE

- Projects that improve the resilience of at-risk infrastructure from extreme weather events, natural disasters, or changing conditions such as coastal erosion, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs
- Protective features (including natural infrastructure) to enhance the resilience of an eligible transportation facility
- Resilience/adaptation projects and plans eligible under STBG and CMAQ guidance

Appendix D

Federal Performance Management Areas

Transportation Performance Management is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. FHWA established national performance measures, target-setting guidance, and reporting requirements for the monitoring of highway performance through three performance management (PM) packages:

- **PM 1:** Transportation System Safety
- **PM 2:** Pavement and Bridge Condition (National Highway System)
- **PM 3:** National Highway System, Freight Movement, and CMAQ Program Performance

In addition to the three PM packages, federal performance measures and reporting requirements were also established for Transit Asset Management (TAM) and Transit System Safety. Performance metrics for TAM focus on the maintenance of the regional transit system in a state of good repair. Transit system safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

Each of the federal performance management focus areas include an associated set of metrics for which statewide and regional targets must be set. Though project-specific metrics may not be available, projects that will contribute to meeting SCAG's goals for Federal Performance Management areas will be prioritized.

Performance Management 1 – Transportation System Safety

- Total number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million vehicle miles traveled (VMT)
- Total number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT
- Total number of non-motorized fatalities and serious injuries

Performance Management 2 – National Highway System (NHS) Pavement and Bridge Condition*

- Percentage of Interstate System pavement in 'Good' Condition
- Percentage of Interstate System pavement in 'Poor' Condition
- Percentage of non-interstate NHS pavement in 'Good' condition
- Percentage of non-interstate NHS pavement in 'Poor' condition
- Percentage of NHS bridges in 'Good' condition
- Percentage of NHS bridges in 'Poor' condition

Performance Management 3 – National Highway System (NHS) Performance*

- Percent of Interstate System mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

Performance Management 3 – Freight Movement

- Interstate System truck travel time reliability (truck travel time reliability index)

Performance Management 3 – CMAQ Program

- Annual hours of peak hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Percent of non-single occupancy vehicle mode share

Transit Asset Management

- Equipment: Share of non-revenue vehicles that meet or exceed Useful Life Benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed Useful Life Benchmark
- Infrastructure: Share of track segments with performance restrictions
- Facilities: Share of transit assets with condition rating below 3.0 on FTA TERM scale

Transit System Safety

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

*Please note, these performance management areas only apply to projects located on the National Highway System. For more information regarding your project's location, please refer to the [California Road System – Functional Classification map](#).

Additional information is available in the FHWA's [Transportation Performance Management Implementation Plan](#) and the FTA's [Performance Management webpage](#).

Appendix E

Community Economic Development Benefits

AREAS OF PERSISTENT POVERTY AND HISTORICALLY DISADVANTAGED COMMUNITIES

For the purpose of this program, SCAG uses the term “Areas of Persistent Poverty and Historically Disadvantaged Communities” (APP and HDCs) consistent with the U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) grant program.

Areas of Persistent Poverty and Historically Disadvantaged Community are defined as follows:

- Any county (or equivalent jurisdiction) that has consistently had greater than or equal to 20 percent of the population living in poverty as indicated through the BUILD Grant Project Location Verification mapping tool; or
- Any census tract has a poverty rate of at least 20 percent as measured by the 5-year data series available from the American Community Survey of the Bureau of the Census available through the BUILD Grant Project Location Verification mapping tool.

The [BUILD Grant Project Location Verification](#) mapping tool should be used to identify Areas of Persistent Poverty and Historically Disadvantaged Communities as they relate to project location and identified community economic development benefits.

The following strategies, informed by the Connect SoCal 2024 [Equity Analysis Technical Report](#), have been determined to contribute to advancing community economic development benefits in the SCAG region:

- Access improvements to everyday destinations (jobs, retail, parks, school, health care) for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- Improvements to mobility options for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- Improvements to walking and biking conditions for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities and/or on the SCAG High Injury Network.
- Improvements to noise or air quality for residential areas adjacent to railroads, railyards, or intermodal seaport facilities.
- Grade separations to improve safety for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- Transit improvements.
- Adaptation or resilience improvements for populations living in climate risk areas, including flood hazard zones, sea level rise, wildfire risk, landslide hazard areas, extreme heat, drought, and earthquake hazard zones.
- Air quality improvements for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities, that minimize impacts outside of the immediate project area.
- Reduction of noise impacts from transportation for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities, that minimize impacts outside of the immediate project area.
- Reduction of heavy- and medium-duty truck volumes through communities with identified populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.

PROXIMITY AND JUSTIFICATION GUIDANCE FOR CLAIMING COMMUNITY ECONOMIC DEVELOPMENT BENEFITS

Applicants should refer to the supplemental resources section of the [STBG/CMAQ webpage](#) regarding proximity and justification guidance which will assist applicants and evaluators in determining claims of benefits for the Community and Economic Development Benefits Evaluation Criteria. While exact proximities described in guidance will not be enforced as the sole consideration for evaluation, applicants may consider this guidance as “best practices” for justifying a claimed benefit.

Appendix F

Connected Communities Incentive

CONNECTED COMMUNITIES DEFINITION

These are places where coordinated public and private investments in supportive infrastructure lay the groundwork for long-term housing growth, economic opportunity, and community development. By aligning transportation investments—such as revitalized main streets, expanded transit service, mobility hubs, active transportation networks, and first- and last-mile improvements—with holistic community plans and other supportive infrastructure, these efforts can unlock development potential, leverage additional financing, and attract more public and private capital. This approach supports more complete, connected, and resilient communities while advancing housing production, access to opportunity, and inclusive growth.

Projects that demonstrate this approach through a plan (e.g., reconnecting communities plan, main streets plan, etc.) and/or are in key areas (e.g., priority development areas, high-quality transit corridors, or Senate Bill 79 eligible areas, high injury network, etc.) will receive additional points.

Appendix G

Detailed Scoring Rubric

Exhibit 5 Detailed Scoring Rubric

County Transportation Commission Prioritization	Possible Points
Prioritized in the County Transportation Commission list as Highest Alignment	50 Points
Prioritized in the County Transportation Commission list as Strong Alignment	40 Points
Prioritized in the County Transportation Commission Moderate Alignment	20 Points
Limited Alignment	0 Points
Regional Priorities	Possible Points
Program Category	
Project identified as part of Tier 1 Regional Priorities Program Categories: <ul style="list-style-type: none"> Clean Transportation Transportation Demand Management, (including LA28 Games legacy activities) Transportation System Management and Goods Movement Transit and Multimodal Integration System Preservation 	20 Points
Projects identified as part of Tier 2 Regional Priorities Program Categories: <ul style="list-style-type: none"> Complete Streets Resilience of At-Risk Infrastructure 	10 Points
Projects identified as neither Tier 1 nor Tier 2 Regional Priorities Program Categories	0 Points
Federal Performance Management Areas	Possible Points
Project supports multiple federal performance management areas OR demonstrates significant improvement in one FPM area, as confirmed by general responses, and project specific data is available in the current project development phase for multiple federal performance categories.	20 Points
Project implementation supports at least one federal performance management area as confirmed by general responses and project specific data is available in the current project development phase.	15 Points
Project implementation supports at least one federal performance management area as confirmed by general responses, but project specific data is not available. (Includes projects in early stages of development that may not have quantitative data available yet).	10 Points
Project implementation abstractly supports at least one federal performance management area but cannot be confirmed by general responses and there is no current or future planned project specific data available.	5 Points
Project does not support any federal performance management areas.	0 Points
Community Economic Development Benefits	Possible Points
Proposed project includes four or more strategies that advance community economic development benefits.	10 Points
Proposed project includes one to three strategies that advance community economic development benefits.	5 Points
Proposed project does not include any strategies that advance community economic development benefits.	0 Points

Air Quality Improvements	Possible Points
Cost Effectiveness Relative to Similar Projects*	
75-100 percentile	8 Points
50-74 percentile	6 Points
25-49 percentile	4 Points
1-24 percentile	2 Points
Does not address cost effectiveness	0 Points
PM2.5 Reduction Relative to ALL Projects	
Top 50% of PM2.5 Reducing Projects	2 Points
Below top 50% of PM2.5 Reducing Projects	0 Points
<i>*If limited or no similar projects are available for evaluation, an alternative evaluation will be conducted</i>	
Bonus Points: Connected Communities Incentive	Possible Points
Projects in either Tier 1 or Tier 2 that contribute to the development of connected communities	5 Points
Projects that <u>do not</u> contribute to the development of connected communities	0 Points



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AGENDA ITEM 8

REPORT

Southern California Association of Governments
November 5, 2026

To: RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

From: Lyle Janicek, Planning Supervisor (C and ED)
213-236-1966, janicek@scag.ca.gov

Kome Ajise

Subject: Community Hubs Activation Program Guidelines and Request for Interest

RECOMMENDED ACTION:

Approve the Community Hubs Activation Program Guidelines and authorize staff to release the Community Hubs Activation Program – Request for Interest.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 3: Spur innovation and action through leadership in research, analysis and information sharing. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:

Following the Regional Council's adoption of SCAG's Games Mobility Program, SCAG developed the Community Hubs Toolkit and Activation Program to support communities across Southern California in preparing for and celebrating the LA28 Olympic and Paralympic Games. The program consists of two complementary elements: the Community Hubs Toolkit, which will provide guidance and planning resources for any SCAG jurisdiction to develop a community activation during the Games and beyond, and the Community Hubs Activation Program, which will provide selected jurisdictions with consultant-led technical assistance to develop and implement pilot activations. The Community Hubs Activation Program – Request for Interest will provide consultant-led technical assistance to support community-based activations throughout the SCAG region, particularly in communities that are not located in close proximity to official LA28 competition venues. SCAG will release the Community Hubs Activation Program – Request for Interest pending approval from the Regional Council meeting on November 5, 2026, with online applications anticipated to be due to SCAG in January 2027.

BACKGROUND:

Community Hubs Toolkit and Activation Program Overview

The Community Hubs Toolkit and Activation Program consists of two elements: 1) the Community Hubs Toolkit, and 2) the Community Hubs Activation Program, consisting of piloted projects across the region. The Community Hubs Toolkit will be available to the public and provide guidance and

planning resources for local communities to plan public space activations during the LA28 Games and beyond. The Community Hubs Activation Program will leverage the Community Hubs Toolkit to provide selected jurisdictions with consultant-led technical assistance to develop an activation for the LA28 Games. SCAG is seeking to solicit applications for the Community Hubs Activation Program through the following Request for Interest.

The Community Hubs Toolkit and Activation Program aims to:

- Develop a local activation toolkit that provides cities and counties with guidance and planning resources to create a network of fan hubs and celebration sites across the region, reducing vehicular travel across the region and supporting broader transportation demand management (TDM) implementation efforts during the Games;
- Identify and implement pilot projects to test activations in communities that are not located in close proximity to competition venues to support localized community participation and celebration of the Games;
- Develop a place-based approach to community hub and fan zone activation that leads to long-lasting benefits for local communities and the overall region, fostering economic vitality, building social capital and community, supporting vibrant public spaces in communities of all types, and encouraging community revitalization;
 - Support the long-term benefits and legacy of the Games in local communities.

Community Hubs Activation Program – Request for Interest

Following the Regional Council’s adoption of SCAG’s Games Mobility Program, staff developed guidelines for the Community Hubs Activation Program, which supports the LA28 Games and advances the key pillars of the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy: mobility, communities, the environment, and the economy. The available consultant-led support for the Community Hubs Activation Program – Request for Interest is estimated to be \$1.2 million.

The Community Hubs Activation Program – Request for Interest aims to:

- **Leverage** the cultural, economic, and social richness of the SCAG region.
- **Promote** sustainable, long-term improvements that benefit the region.
- **Extend** the spirit and excitement of the Games throughout the region.
- **Help** reduce passenger vehicle miles traveled and greenhouse gas emissions during the Games.
- **Provide** consultant-led technical assistance to SCAG communities seeking to create local activations during the LA28 Games.

Project Types

The Community Hubs Activation Program – Request for Interest will solicit applications for the following project types, tiered into three categories based on the level of support provided by SCAG and the consultant team:

- **Community-Led Hub** offers minimal technical assistance to jurisdictions and provides access to peer learning opportunities and coordination support with regional partners. This project type is designed for jurisdictions that plan to host their own activities and primarily want access to the regional network and low-level support.
- **SCAG-Supported Hub** provides targeted event planning support and limited implementation assistance. This project type is designed for jurisdictions who may have organizational and partner commitments but need targeted support in event coordination and planning.
- **Co-Produced Hub** provides the highest level of support for communities that are seeking a hands-on partnership with comprehensive end-to-end event planning and coordination, and on-site production support.

There are no funding match requirements for applicants submitting a response to the Request for Interest. However, selected applicants will be responsible for all costs and tasks associated with project delivery (local labor including, but not limited to, staff, police, fire, security, janitorial) which are not explicitly the responsibility of SCAG and its consultant team as described in the project agreement. Examples of these local responsibilities include (but are not limited to): staff time, required permit approvals, event security, etc.

Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for the Community Hubs Activation Program – Request for Interest:

- Cities and counties
- Councils of governments
- Tribal Nations
- Other eligible local and regional governmental agencies (e.g., Multi-city coalitions or regional municipal collaboratives, County-city partnerships, etc.)

Outreach and Engagement

Over the past few months, staff conducted engagement to inform the development of the Community Hubs Activation Program guidelines and to ensure prospective applicants were aware of the opportunity.

- Community Hubs for Mega-Events Needs Assessment Survey: SCAG released an online survey on July 15 to gather feedback from stakeholders that would inform the development of the Community Hubs Activation Program Guidelines. The purpose of the survey was to understand and identify existing efforts, resource constraints, and funding gaps to help SCAG deliver effective technical assistance and support as jurisdictions prepare for the LA28 Games. It also served as early announcement of the upcoming call for interest. The survey was publicized through e-mail newsletters sent by SCAG. The survey closed on August 13 and received 55 responses, representing five of the six counties in the SCAG region.
- After CEHD’s recommended approval at the October 1st meeting, the following changes were made to the Community Hubs RFI Guidelines.
 - In section IX-A, clarity was provided regarding Letters of Commitment (LOC) and Memorandums of Understanding (MOU). SCAG’s legal team wants to ensure applicants are aware that a Letter of Commitment will apply to applicants selected in the Level 1 - Community-led Hubs category. A Memorandum of Understanding will apply to applicants selected in the Level 2 -SCAG Supported Hubs and Level 3 – Co-Produced Hubs categories.
 - In section XI, Figure 3, a footnote was added that reads “*Dates are tentative and subject to change. Visit the Community Hubs website for official dates and registration information.” This was added due to the flexible nature of application workshops and office hours. While we do not intend for these dates to change, it will direct applicants to the location of the latest information and how to register.

NEXT STEPS

Staff will continue to work with stakeholders and local jurisdictions to ensure eligible applicants are aware of the Community Hubs Activation Program opportunity pending Regional Council approval. The anticipated schedule can be found below:

2026 Community Hubs Activation Program Milestone	Date
Community Hubs Activation Program Request for Interest Opens	November 9, 2026
Community Hubs Activation Program Application Workshops	November 17, 2026* December 1, 2026*
Community Hubs Activation Program Application Office Hours	November 18, 2026* December 7, 2026* December 10, 2026* December 15, 2026*
Community Hubs Activation Program Request for Interest Deadline	January 8, 2027 at 11:59 PM



SCAG Regional Council Approval of the Recommended List of Community Hub
Activation Projects

April 1, 2027

*Dates are tentative and subject to change. Visit the Community Hubs website for official dates and registration information.

FISCAL IMPACT:

Staff's work budget for the Community Hubs Program and the consultant support to implement the project are included in the FY26 Overall Work Program (OWP) 400.4961MA.01.

ATTACHMENT(S):

1. Community Hubs RFI Guidelines - Regional Council 11-05-2026

Community Hubs Activation Program – Request for Interest

PROGRAM GUIDELINES

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Community Hubs Toolkit and Activation Program Overview

Introduction to SCAG's LA28 Games Mobility Program

Southern California has a long and successful history of hosting major international events, including the 1932 and 1984 Olympic Games, Super Bowl LVI (2022), and the 1994 FIFA World Cup final. Building on this legacy, Southern California is preparing to host the 2028 Olympic and Paralympic Games. Successfully coordinating events of this scale requires extensive, multi-year planning efforts. In response, SCAG, working in partnership with LA28 and agencies within the region, has launched the [Games Mobility Program](#) to support key regional initiatives such as Freight and Passenger Transit Demand Management, Quick-Build infrastructure strategies, and the development of a Community Hubs Toolkit. These efforts aim to ensure effective coordination for the LA28 Games, while promoting sustainable, long-term improvements that will benefit the region well beyond the events themselves.

Community Hubs Toolkit and Activation Program Overview

As a central component of SCAG's Games Mobility Program, the **Community Hubs Toolkit and Activation Program** aims to extend the spirit and excitement of the Olympic and Paralympic Games throughout Southern California, particularly in communities that are not hosting official events. By activating celebration sites outside of official venue locations, Community Hubs will help reduce vehicle miles traveled and greenhouse gas emissions for residents and visitors seeking to engage in the festivities. Community Hubs can embed the idea of a truly regional games, through strategic activation and thoughtful programming across SCAG communities.

Community Hubs are about more than just the 2028 Olympic and Paralympic Games, they aim to leave a lasting legacy of uplifting community across the region. These hubs should serve as a catalyst for local jurisdictions to sustain this legacy by reimagining and activating community spaces in ways that continue to bring people together well beyond the Games.

The Community Hubs Toolkit and Activation Program consists of two elements: 1) the Community Hubs Toolkit, and 2) the Community Hubs Activation Program, consisting of piloted projects across the region. The Community Hubs Toolkit will be available to the public and provide guidance and planning resources for local communities to plan an activation both during the LA28 Games and beyond. The Community Hubs Activation Program will leverage the Community Hubs Toolkit to provide selected jurisdictions with consultant-led technical assistance to develop an activation for the LA28 Games. SCAG is seeking to solicit applications for the Community Hubs Activation Program through the following Request for Interest.

Community Hubs Activation Program Guidelines

I. Request for Interest Overview

The **Community Hubs Activation Program – Request for Interest** will support activation projects that extend the spirit and excitement of the LA28 Games throughout Southern California, particularly in communities that are not hosting official events during the LA28 Games, and pilot best practices from the Community Hubs Toolkit. Selected projects will foster community engagement and celebration around the LA28 Games; support local economic activity; reduce vehicular travel across the region; and leave a lasting legacy. The 2026 Community Hubs Activation Program will solicit applications for three primary project types, tiered by the level of support provided by SCAG and the consultant team: 1) Community-Led Hub, 2) SCAG-Supported Hub, and 3) Co-Produced Hub.

SCAG recognizes that communities start from differing levels of resources, experience, and capacity, and require different types of support. The Community Hubs Activation Program offers a flexible, collaborative approach that allows consultant-led technical assistance to stretch further, supporting the delivery of more high-quality hubs while building lasting local capacity. This model is intentionally adaptable: each hub will reflect the unique needs and character of its community, yet all will share a common outcome: vibrant, on-the-ground gathering spaces that foster connection and create a lasting Games legacy.

II. Program Goals

The Community Hubs Activation Program – Request for Interest aims to:

- Extend the spirit and excitement of the Olympic and Paralympic Games throughout Southern California, particularly in communities that are not hosting official events;
- Reduce vehicle miles traveled and greenhouse gas emissions for residents and visitors seeking to engage in the festivities;
- Leverage the Community Hubs Toolkit to execute place-based community activations, providing opportunities for local jurisdictions to strengthen and support public spaces and to foster community engagement and celebration around major events;
- Support the long-term benefits and legacy of the Games in local communities.

III. Who Can Apply?

Eligible applicants within the six-county region include:

- Cities and counties
- Councils of governments
- Tribal Nations
- Other eligible local and regional governmental agencies (e.g., Multi-city coalitions or regional municipal collaboratives, County-city partnerships, etc.)

The lead applicant must be a government entity. Local Jurisdictions may apply independently, or in partnership with community-based organizations, arts or cultural organizations, chambers of commerce, business improvement districts, local businesses, schools, neighborhood groups, or other partners. Partnerships may strengthen an application but are not required.

IV. Applicant Requirements

All applicants must have:

- A proposed activation site within the SCAG region;
- An event concept during and connected to the 2028 Olympic (July 14 to July 30, 2028) and/or Paralympic Games (August 15 to August 27, 2028);
- A project lead with authority to coordinate the event;
- Local staff capacity to participate in planning and deliver assigned responsibilities;
- Responsibility for all staff labor costs;
- Responsibility for securing required permits, approvals, public safety, and other local operations (*consultant support available if identified and approved in work plan*);
- A signed Memorandum of Understanding acknowledging responsibilities, roles, and costs (*not required at time of application; Memorandum of Understanding will be signed after project selection using template provided by SCAG. Please see **Section IX – A**, Memorandum of Understanding, for more information*).

Additionally, SCAG is particularly looking to provide higher levels of support to applicants who:

- Propose an activation site that is not associated with or adjacent to an LA28 Games venue;
- Utilize existing public spaces or community destinations;
- Demonstrate connections to transit, micromobility, pedestrian or bicycle infrastructure, or other multimodal access strategies;
- Partner with community-based organizations, arts or cultural organizations, chambers of commerce, business improvement districts, local businesses, schools, neighborhood groups, or other partners;
- Identify opportunities for long-term community benefits and legacy beyond the LA28 Games.

V. Program Structure

A) CORE PROGRAM ELEMENTS

All selected Community Hub activations, regardless of project type (see **Section VI**, *Project Types*, for more information on project types), will receive:

- Participation in opportunities to connect with participating jurisdictions and share knowledge, resources, tools, materials, and best practices;
- Coordination and collaboration with regional partners, as feasible, including LA28, SCAG working groups, and other stakeholders involved in planning activations;
- Community Hubs marketing and communications resources, developed by the consultant team, to help jurisdictions effectively promote their Community Hub, and coordination regarding LA28 branding, where separately authorized and applicable;
- Inclusion in SCAG LA28 Games TDM transportation demand management campaign and regional resources, where possible;

- Scheduled office hours with the consultant team, providing jurisdictions with opportunities to receive guidance from the Community Hubs Toolkit, strengthen implementation approaches, address emerging needs, and seek general technical assistance and advisory support.
- Evaluation metrics aligned with the program goals to support reporting requirements.

B) PROGRAM LIMITATIONS

Selected participants will not receive a grant, reimbursement, or pass-through funds from SCAG for any of the project types. SCAG support will be delivered through SCAG-managed technical assistance, consultant services, event coordination, and approved implementation support. The level of support provided will depend on the selected project type. Technical assistance will be provided by SCAG and supported by the consultant team led by TYLin, and supported by Community Arts Resources (CARS), Studio One Eleven, Tranzito, Estolano Associates, and Place and Page.

C) INELIGIBLE ACTIVITIES

All applicants, regardless of project type, will not receive support for any of the following ineligible activities:

- Transfer of funds to the applicant
- Applicant or partner staff labor (salaries, benefits, or overtime)
- Police, sheriff, fire, private security, janitorial, or other local labor
- Cash reimbursement for locally purchased goods or services
- Long-term operations or maintenance after the activation

D) PROJECT TYPES AND LEVEL OF SUPPORT

The 2026 Community Hubs Activation Program will solicit applications for the following project types, tiered into three types based on the level of support provided by SCAG and the consultant team:

1. **Community-Led Hub** offers minimal technical assistance to jurisdictions and provides access to peer learning opportunities and coordination with regional partners. This project type is designed for jurisdictions that plan to host their own activities and primarily want access to the regional network and low-level support.
2. **SCAG-Supported Hub** provides targeted event planning support and limited implementation assistance. This project type is designed for jurisdictions who may have organizational and partner commitments but need targeted support in event coordination and planning.
3. **Co-Produced Hub** provides the highest level of support for communities that are seeking a hands-on partnership with comprehensive end-to-end event planning and coordination, and on-site production support.

All projects, regardless of project type, will receive the support listed under **Section V-A, Core Program Elements**. Each project type is described in more detail in **Section VI, Project Types**.

In total, this program has approximately \$1.2 million available in support through consultant technical assistance. The approximate breakdown of consultant technical resources and anticipated number of events supported by project type is detailed in **Figure 1**. Please note that the approximate budget and number of events supported for each project type is subject to change.

Figure 1: Estimated Budget and Number of Events per Project Type

Project Type	Level of Support	Total Estimated Budget Assigned to the Project Type*	Approximate Number of Events Supported*
Community-Led	Low	\$180K	At least 6
Supported	Moderate	\$420K	At least 4
Co-Produced	High	\$600K	At least 2

**The approximate budget and number of supported events for each project type is subject to change.*

VI. Project Types

LEVEL 1 - COMMUNITY-LED HUB

- **Level of Support:** Low
- **Total Estimated Budget Assigned to the Project Type:** \$180K
- **Approximate Number of Events Supported:** At least 6

Overview

A **Community-Led Hub** offers minimal technical assistance to jurisdictions and provides access to peer learning opportunities, and coordination with regional partners. This project type is designed for jurisdictions that plan to host their own activities and primarily want access to the regional network and low-level support.

Intended Applicant

Community-Led Hubs are best for:

- A jurisdiction that is prepared to plan, fund, staff, and operate their own activation;
- A jurisdiction that already has staff capacity and funding and simply wants to connect its event with the larger LA28 Games regional effort; or
- A jurisdiction that has previous experience and success with planning large-scale public events.

Support Available Through This Project Type

SCAG and consultant-led support for a Community-Led Hub will include:

- All activities listed under **Section V-A, Core Program Elements**.
- **Ongoing support:** Quarterly check-ins and office hours are available.
- **Networking & collaboration:** Includes access to peer learning opportunities and coordination with regional partners.
- **Communication & marketing:** Community Hubs graphic design support, standard marketing/communications resources, design assets for crediting SCAG as funder, and promotional support are provided.

- **Planning resources:** Planning promotion templates, sponsorship guidance (including SCAG, the consultant team, and LA28), event production resources, and site/layout recommendations are available.
- **Budget support:** High-level budget review is provided.
- **Event and production planning:** Support for specific event planning questions.
- **Evaluation:** Support for programmatic evaluation metrics.
- For more information, please review **Appendix 2 – Potential Requests for Activation Support** and **Appendix 3 – Levels of Support by Project Type**.

Activities Not Included Under This Project Type

Support for a Community-Led Hub **will not include:**

- All activities listed under **Section V-C, Ineligible Activities**.
- Any activities listed under **Level 2 – SCAG-Supported Hub** and **Level 3 – Co-Produced Hub** including:
 - Sponsorship assistance
 - Sponsorship package development
 - Targeted support
 - Ongoing event planning assistance and support
 - End-to-end event planning and coordination
 - Day-of, on site production support

LEVEL 2 – SCAG-SUPPORTED HUB

- **Level of Support:** Moderate / Targeted Support
- **Total Estimated Budget Assigned to the Project Type:** \$420K
- **Approximate Number of Events Supported:** At least 4

Overview

The second project type, **SCAG-Supported Hub**, provides targeted event planning support and limited implementation assistance. This project type is designed for jurisdictions who may have organizational and partner commitments but need targeted event planning and production support.

Jurisdictions and local partners contribute in-kind resources and effort to bring hubs to life and are responsible for execution and operations, with support from the consultant team. The consultant team provides tailored, hands-on, place-based assistance and helps build partnerships across community, cultural, public, and private stakeholders, strengthening local capacity beyond the Games.

Intended Applicant

SCAG-Supported Hubs are best for:

- A jurisdiction with limited experience planning large-scale public events.
- A jurisdiction looking to improve execution of events / increase the scale of an existing event.

Support Available Through This Project Type

SCAG and consultant-led support for a SCAG-Supported Hub will include:

- All activities listed under **Section V-A, Core Program Elements**.
- All activities listed under **Level 1 - Community-Led Hub**.
- **Ongoing Support:** Up to monthly meetings with SCAG and consultant team, providing targeted support, guidance and recommendations on event and production planning as defined and approved in defined workplan (See **Section IX-B, Approved Workplan**).
- **Budget & site support:** Detailed budget review and site selection and layout recommendations are provided.
- **Event and production planning:** Limited end-to-end event planning assistance and coordination, along with targeted support on selected event and production planning-related areas.
- **Evaluation:** Support for programmatic evaluation metrics.
- For more information, please review **Appendix 2 – Potential Requests for Activation Support** and **Appendix 3 – Levels of Support by Project Type**.

Activities Not Included Under This Project Type

Support for a SCAG-Supported Hub **will not include**:

- All activities listed under **Section V-C, Ineligible Activities**.
- Any activities listed under **Level 3 – Co-Produced Hub** including:
 - Sponsorship package development
 - End-to-end event planning and coordination
 - Day-of, on site production support

LEVEL 3 – CO-PRODUCED HUB

- **Level of Support:** High
- **Total Estimated Budget Assigned to the Project Type:** \$600K
- **Approximate Number of Events Supported:** At least 2

Overview

The third project type, **Co-Produced Hub**, provides the highest level of support for communities that are seeking a hands-on partnership with comprehensive end-to-end event planning and coordination, and on-site production support. While applicants remain responsible for local leadership, staffing, approvals, operations, and direction, SCAG and the consultant team work alongside the applicant to provide intensive event planning and production support. For purposes of these Guidelines, “Co-Produced” describes the level of consultant support and does not shift responsibility for local event operations, permits, public safety, or legal compliance from the applicant.

Intended Applicant

Co-Produced Hubs are best for:

- A jurisdiction with a strong interest in hosting an activation but has limited staff, funding, or event management experience.

Support Available Through This Project Type

SCAG and consultant-led support for a Co-Produced Hub will include:

- All activities listed under **Section V-A, Core Program Elements**.
- All activities listed under **Level 1 - Community-Led Hub** and **Level 2 – SCAG-Supported Hub**.
- **Ongoing support:** Monthly to biweekly meetings with SCAG and consultant team, providing comprehensive support including end-to-end event planning and production planning and on-site production support as defined and approved in defined workplan (See **Section IX-B, Approved Workplan**).
- **Communication & marketing:** All communication resources listed for Level 1, as well as customizable, ready-to-use artwork templates for promotional materials.
- **Planning & sponsorship:** Full support includes planning promotion templates, sponsorship guidance and assistance, sponsorship package development, and event production resources.
- **Budget & site support:** Detailed budget review and site/layout recommendations are provided.
- **Event and production planning:** End-to-end event planning assistance and coordination are included.
- **Production Support:** End-to-end production support, including day-of and on-site support.
- **Evaluation:** Support for programmatic evaluation metrics.
- For more information, please review **Appendix 2 – Potential Requests for Activation Support** and **Appendix 3 – Levels of Support by Project Type**.

Activities Not Included Under This Project Type

Support for a Co-Produced Hub **will not include:**

- All activities listed under **Section V-C, Ineligible Activities**.

VII. Application Limits

A) APPLICATION LIMITS

- **Applicants may submit no more than one application per activation site.**
- Applicants may submit multiple, distinct applications for different activation sites in the same jurisdiction. If submitting multiple applications, applicants must indicate the priority of the applications. An independent jurisdiction may only receive one project selection.
- An applicant may participate in or be included as part of a separate subregional or collaborative application submitted by a council of governments, subregional agency, or other eligible government-led collaborative partnership. In this case, a jurisdiction *may* receive an individual project selection for an activation site and also receive support for the different activation site through a subregional or collaborative application.
- Applicants should identify the support level that best fits their readiness and need.

VIII. Application Process

A) APPLICATION SUBMISSION

Applications will be accepted via an online form. Application workshops and office hours will be scheduled for November 2026, to review project types, the application process, and address any questions. For more information and registration/details for the workshops, please see the [SCAG Community Hubs website](#). **Applications must be submitted online by January 8, 2027, at 11:59 p.m.** SCAG will not reimburse applicants for costs incurred to prepare or submit an application.

B) EVALUATION CRITERIA

Each project will be evaluated by five scoring criteria: Community Connectivity and Mobility, Demonstrated Community Need and Benefit, Organizational Readiness and Capacity, Long-Term Legacy, and Local Partnerships.

Figure 2: Evaluation Scoring Criteria and Point Breakdown

Scoring Criteria	Points
Community Connectivity and Mobility	35
Demonstrated Community and Regional Need	20
Organizational Readiness and Capacity	20
Long-Term Legacy	15
Local Partnerships	10
Total	100 points

COMMUNITY CONNECTIVITY AND MOBILITY– 35 POINTS

Scoring for this category will be developed based on the following:

- **Multimodal Access:** Promotes usage and access of transit, walking, bicycling, micromobility, or other multimodal transportation options to access proposed activation.
- **Vehicle Trip Reduction:** Provides an opportunity to reduce vehicle miles traveled and greenhouse gas emissions associated with travel to and from the activation.
- **Connectivity:** Activation is located at or connected to existing public spaces, community destinations, cultural resources, or other local assets, and existing transportation infrastructure.
- **Connection to Place:** Reflects the community's local history, culture, character, and identity through the site, programming, or activation.

DEMONSTRATED COMMUNITY AND REGIONAL NEED – 20 POINTS

Scoring for this category will be developed based on the following:

- **Demonstrated Need:** Clearly identifies a community need, opportunity, or gap that the proposed activation would address.
- **Community Benefit:** Demonstrates meaningful benefits for residents and visitors, including opportunities for community engagement, celebration, local economic activity, or improved use of community spaces.
- **Geographic Representation and Inclusion:** Demonstrates how the project will expand the regional reach of the Games and provide benefits to communities that may be underserved or less connected to official LA28 venues and activities.

ORGANIZATIONAL READINESS AND CAPACITY – 20 POINTS

Scoring for this category will be developed based on the following:

- **Financial and Organizational Commitment:** Demonstrates sufficient financial resources and organizational or political commitment to support the activation, including staff time, local costs, permitting, operations, and other responsibilities not provided through SCAG support.
- **Implementation Readiness:** Demonstrates a viable event concept, site, preliminary budget/resources, operational approach, and ability to secure necessary permits, approvals, and public safety requirements.
- **Experience and/or Capacity Building:** Demonstrates relevant experience delivering events or a clear understanding of the organizational capacity and support needed to successfully deliver the proposed activation.

LONG-TERM LEGACY – 15 POINTS

Scoring for this category will be developed based on the following:

- **Sustained Community Benefit:** Demonstrates how the activation can create benefits that extend beyond the 2028 Olympic and Paralympic Games.
- **Lasting Use of Place:** Identifies opportunities to strengthen, reimagine, or continue activating the proposed site or other community spaces after the Games.
- **Replicable or Scalable Outcomes:** Demonstrates potential for the project, partnerships, programming, or approaches developed through the activation to be sustained, expanded, or replicated in the community.

LOCAL PARTNERSHIPS – 10 POINTS

Scoring for this category will be developed based on the following:

- **Breadth and Relevance of Partnerships:** Demonstrates meaningful partnerships with organizations, businesses, schools, cultural institutions, neighborhood groups, or other local stakeholders.
- **Defined Roles and Contributions:** Identifies clear partner roles, contributions, and responsibilities toward planning, programming, outreach, implementation, or operations.
- **Community Reach and Collaboration:** Demonstrates how partnerships will broaden community participation, strengthen local capacity, and connect the activation to existing community networks and resources.

C) EVALUATION PROCESS

Step 1 – Review for Eligibility

SCAG will review all applications submitted by the deadline for completeness and eligibility. Applications determined to be complete and eligible will be evaluated by a selection panel using the evaluation criteria identified in **Section VIII – B, Evaluation Criteria** above. Those found to be incomplete or ineligible will be disqualified.

Step 2 – Project Evaluation by Selection Panel

The selection panel will review and score eligible applications using the evaluation criteria identified in **Section VIII-B, Evaluation Criteria**. Projects will then be sorted by project type and ranked accordingly.

Step 3 - Project Recommendations

The highest-ranking applications under each project type will be recommended for project selection. SCAG anticipates bringing the Recommended List of Community Hub Activation Projects to SCAG's Regional Council for Approval on April 1, 2027. This date is subject to change; please visit the SCAG [LA28 Games Mobility webpage](#) for the most up-to-date information.

SCAG's goal is to support as many activations as possible across the region with the limited resources available. Applicants should identify the support level that best aligns with their current capacity and planned Community Hub activities. Eligible applications will be ranked within each project type, and the highest-scoring eligible applications will be prioritized for selection, subject to available resources and the feasibility of providing the requested level of support. If an applicant is not selected under its requested project type, SCAG may offer the applicant an opportunity to participate under a lower project type if resources are available in that category and the applicant agrees that the lower level of support is appropriate for its project. Offers to participate at a lower support level will be made in rank order, beginning with the highest-scoring non-selected applicants.

IX. Selection Conditions

A) LETTER OF COMMITMENT (LOC) AND MEMORANDUM OF UNDERSTANDING (MOU)

Applicants do not need a board resolution in order to apply. Upon notification of project selection and depending upon what category they are selected for, selected participants will be required to submit either a Letter of Commitment (LOC) or a Memorandum of Understanding (MOU) in support of the project, from an authorized signatory prior to project kickoff. A Letter of Commitment will apply to applicants selected in the Level 1 - Community-led Hubs category. A Memorandum of Understanding will apply to applicants selected in the Level 2 -SCAG Supported Hubs and Level 3 – Co-Produced Hubs categories.

B) APPROVED WORKPLAN

Selected participants will work with SCAG and the consultant team to confirm the approved support level and define the work plan, roles, responsibilities, and schedule. Any services outside the approved workplan will not be allowed.

C) PARTICIPANT RESPONSIBILITIES, RISK MANAGEMENT, AND INSURANCE

Selected Community Hubs are responsible for the planning, management, and implementation of their proposed activities and events. Participants must obtain all necessary permits, approvals, licenses, and authorizations and comply with applicable federal, state, and local laws, regulations, and safety requirements. Participation in the Community Hubs Program does not transfer operational responsibility for activities or events to SCAG, its consultants, contractors, or partners.

Participants are expected to implement appropriate risk management practices based on the size and scope of their activities, including consideration of public safety, accessibility, emergency preparedness, and applicable operational requirements. SCAG may request documentation demonstrating that adequate planning and risk mitigation measures are in place.

Participants may be required to maintain insurance coverage appropriate to the nature of the proposed activities and to provide evidence of coverage prior to the commencement of program-supported activities. Insurance requirements, if applicable, will be communicated during project development and may vary based on the level of support provided, anticipated attendance, and overall project risk.

SCAG reserves the right to suspend, modify, or terminate participation in the program if a participant fails to comply with program requirements or if activities present unacceptable operational, safety, legal, financial, or reputational risks.

X. Funding

A) FUNDING SOURCES

Funding for the 2026 Community Hubs Activation Program is provided through the Surface Transportation Block Grant program (STBG) administered by the Federal Highway Administration and anticipated SB1 Funds administered by Caltrans.

B) CONSULTANT SUPPORT AND TECHNICAL ASSISTANCE FOR SELECTED PARTICIPANTS

Selected participants will not receive a grant, reimbursement, or pass-through funds from SCAG for any of the project types. SCAG support will be delivered through SCAG-managed technical assistance, consultant services, event coordination, and approved implementation support. The level of support provided will depend on the selected project type. Technical assistance will be provided by SCAG and supported by the consultant team lead by TYLin, and supported by Community Arts Resources (CARS), Studio One Eleven, Tranzito, Estolano Associates, and Place and Page. SCAG and the consultant team will work with selected participants to deliver the approved scope of support, while SCAG will retain responsibility for contract management, consultant payment, and all necessary reporting and documentation required by the Federal Highway Administration (FHWA).

C) PARTICIPANT COST RESPONSIBILITIES

There are no match requirements for applicants submitting a response to the Request for Interest. However, selected participants will be responsible for **all** costs associated with project delivery which are not explicitly the responsibility of SCAG and its consultant team as described in the Memorandum of Understanding. Examples of these local responsibilities include (but are not limited to): staff time, ability to facilitate permitting, dedicated staff member representing project, event security, ability to coordinate, etc.

XI. Schedule

The following schedule outlines key dates for the 2026 Community Hubs Activation Program. These dates are subject to change; please visit the SCAG [LA28 Games Mobility webpage](#) for the most up-to-date information.

Figure 3: Community Hubs Activation Program Key Dates

2026 Community Hubs Activation Program Milestone	Date
Community Hubs Activation Program Request for Interest Opens	November 9, 2026
Community Hubs Activation Program Application Workshops	November 17, 2026* December 1, 2026*
Community Hubs Activation Program Application Office Hours	November 18, 2026* December 7, 2026* December 10, 2026* December 15, 2026*
Community Hubs Activation Program Request for Interest Deadline	January 8, 2027 at 11:59 PM
SCAG Regional Council Approval of the Recommended List of Community Hub Activation Projects	April 1, 2027

*Dates are tentative and subject to change. Visit the Community Hubs website for official dates and registration information.

XII. Contact Information

Questions regarding the Community Hubs Activation Program - Request for Interest, project types, applications, or application process should be directed to the Community Hubs team at SCAG:

Email: communityhubs@scag.ca.gov

Telephone: (213) 236-1966

Appendix

Appendix 1 – Choose Your Recommended Support Level

Figure 4: Choosing the Appropriate Support Level

Level	Best fit	Applicant enters with	SCAG support*
LEVEL 1 Community-Led	Ready to lead and deliver the activation	Proposed site concept, Project lead, Staffing, Proposed budget, Partners, Event experience and Event capacity	Regional connection, tools, office hours, and limited guidance and technical support
LEVEL 2 SCAG-Supported	Has a viable concept but needs targeted planning help	Site concept, Project lead, Staffing, Local operations capacity, Tentative budget, and Preliminary partners	Level 1 plus targeted event and production planning, site layout and budget guidance, and sponsorship assistance
LEVEL 3 Co-Produced	Needs substantial consultant support to plan and coordinate delivery	Site concept(s), Project lead, Staffing, Local operations commitment	Levels 1 and 2 plus intensive, end-to-end event and production planning, day-of on-site production support, site design and activation planning, and sponsorship package development

**Note, SCAG support will vary based on project needs. Final support offered to jurisdictions under each project type must be defined and approved in Approved Workplan prior to beginning work.*

Appendix 2 – Potential Requests for Activation Support

All applicants can request and receive support for a variety of activities. The consultant team will provide tailored, place-based assistance for all project types, with the level of support varying based on the project type. Please note, not all activities listed below are available to each project type, and all work must be defined and approved in the *Approved Workplan* (see **Section IX-B**) before the consultant begins work. For more information on the specific activities available for each project type, please review **Section VI – Project Types**, or **Appendix 3 – Levels of Support by Project Type**.

Potential activities that applicants can request support on are defined in more detail below:

- **External Stakeholder Coordination:** Support coordinating with LA28, regional partners, county or council of government agencies, and local agencies such as planning, public works, police, and fire.
- **LA28 Engagement:** Support engaging with LA28 and developing strategies for LA28-related partnerships and community engagement.
- **Partnership Development:** Support reviewing existing partnerships, making recommendations, identifying potential partners, and facilitating connections with local arts, culture, production, business, nonprofit, and community partners.
- **Marketing and Communications:** Inclusion in regional SCAG LA28 Games TDM campaign, where possible, along with access to Community Hubs communications and marketing materials.
- **Site Selection, Design, and Activation:** Recommendations and planning support related to site selection, site layout, site design, circulation, and activation.
- **Budget Review and Recommendations:** Review of project budgets and recommendations related to costs, allocations, and potential efficiencies.
- **Event and Production Planning:** Support with event planning and production tasks, such as developing event schedules, coordinating activities, establishing run-of-show plans, developing production timelines, and coordinating vendors and partners.
- **Safety, Compliance, and Risk Management:** Support with permits, safety planning, emergency planning, accessibility considerations, and other event compliance and risk management needs.
- **Sponsorship Guidance:** Technical guidance on the latest LA28 sponsorship guidelines and requirements.
- **Sponsorship Development and Support:** Assistance exploring sponsorships, including developing sponsorship packages, sponsor outreach materials, and partnership approaches.
- **Resource Sharing:** Access to planning, artistic, event production, and other shared resources, such as templates, equipment, materials, rentals, tables, chairs, barriers, and screens.
- **Vendor and Logistics Guidance:** Assistance identifying and coordinating vendors, equipment, deliveries, site logistics, transportation, and other operational needs.
- **Programming Support:** Assistance developing event programming, activities, performances, cultural offerings, and community-focused experiences.

- **Kit of Parts Materials Support:** Guidance on selecting, adapting, and incorporating Community Hub or other standardized “kit of parts” materials into project planning and implementation.
- **Wayfinding and Signage:** Guidance and support to align with broader TDM efforts to develop wayfinding strategies (including SCAG’s LA28 TDM wayfinding strategies), signage plans, directional signage, and visitor information.
- **Production Support:** Assistance with on-site, day-of production support including site build and load-in/load-out, vendor coordination, audio-visual needs, equipment, and daily run-of-show management. *(Please note, this is only offered to **Level 3** – Co-Produced Hubs).*
- **Evaluation and Metrics:** Support developing evaluation approaches and documenting programmatic goals and outcomes.
- **Legacy Strategy:** Support identifying opportunities for lasting community benefits, partnerships, programs, infrastructure, or other outcomes beyond the event.
- **Other Project-Specific Activities:** Other activities may be supported, subject to approval by SCAG and the consultant team, based on project needs and available resources.

Appendix 3 – Levels of Support by Project Type

Figure 5: Overview of Available Support by Project Type

Support Available	Level 1 Community-Led	Level 2 SCAG-Supported	Level 3 Co-Produced
Ongoing check-ins	✓ Quarterly	✓ Monthly	✓ Bi-weekly
Office Hours	✓	✓	✓
Peer Learning and Networking opportunities	✓	✓	✓
Coordination opportunities with regional partners	✓	✓	✓
Marketing and communications resources	✓ Standard	✓ Standard	✓ Customized
Promotional support	✓	✓	✓
Site layout and activation recommendations	✓	✓	✓
Site design and activation planning	—	—	✓
Budget Review	✓ High-level	✓ Detailed	✓ Detailed
Planning and Promotion Templates	✓	✓	✓
Event Production Resources	✓	✓	✓
Event and production planning	✓ Specific Questions	✓ Targeted	✓ End-to-End
Sponsorship Guidance	✓	✓	✓
Sponsorship Assistance	—	✓	✓
Sponsorship Package Development	—	—	✓
Day-of, on-site Production support	—	—	✓
Evaluation Metrics	✓	✓	✓



AGENDA ITEM 9

REPORT

Southern California Association of Governments
November 5, 2026

To: TC – Transportation Committee
RC - Regional Council

From: Prithvi Deore, Senior Regional Planner (MP and GM)
213-236-1950, deore@scag.ca.gov

Subject: Trade Corridor Enhancement Program (TCEP) Project Nominations

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR TC:

That the Transportation Committee recommend Regional Council approval of the SCAG region project nominations seeking Trade Corridor Enhancement Program (TCEP) funding.

RECOMMENDED ACTION FOR RC:

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

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:

The Trade Corridor Enhancement Program (TCEP) provides funding for freight infrastructure improvements on designated state and national freight corridors. The 2026 TCEP cycle represents the fifth funding cycle since the program's inception in 2018. As the region's Metropolitan Planning Organization (MPO), SCAG is responsible for coordinating and submitting eligible project nominations from agencies within the region to the California Transportation Commission. SCAG received 18 project nominations totaling \$746,371,755 in requested TCEP funding. Of these, 10 nominations are led by or include Caltrans as a project partner and account for \$205,305,600 in requested funding. Staff seeks Transportation Committee recommendation and Regional Council approval of the SCAG region's project nominations for submission under the 2026 TCEP cycle.

BACKGROUND:

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

by the California Transportation Commission (Commission), including Senate Bill 671 Corridors. Senate Bill 671 corridors are corridors that were identified by the Senate Bill 671 workgroup as freight corridors that are priority candidates for zero-emission freight. The Trade Corridor Enhancement Program also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. Per eligibility requirements, SCAG's adopted final Connect SoCal 2024 plan serves as the region's adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) determined by the California State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets. Determination of the SCS by the state is expected to be completed by June 2028.

The Road Repair and Accountability Act of 2017 or Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 (Chapter 95, Statutes of 2017) which directs the Commission to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement. The following schedule lists the 2026 TCEP Cycle major milestones:

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

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

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

- Bay Area: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.
- Central Valley: El Dorado, Fresno, Kern, Kings, Madera, Merced, Placer, Sacramento, San Joaquin, Stanislaus, Sutter, Tulare, and Yolo counties.

- Central Coast: Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz counties.
- Los Angeles / Inland Empire: Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties.
- San Diego / Border: Imperial and San Diego counties.
- Other: Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, Glenn, Humboldt, Inyo, Lake, Lassen, Mariposa, Mendocino, Modoc, Mono, Nevada, Plumas, Shasta, Sierra, Siskiyou, Tahoe Basin Counties, Tehama, Trinity, Tuolumne, and Yuba counties.

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

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

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

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

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

SCAG ROLE AND COORDINATION:

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

2026 TCEP NOMINATION PROCESS:

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

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

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

PROJECT NOMINATIONS:

Within the region, agencies are nominating 18 total projects, which are listed in **Attachment 1**. All are included the adopted RTP/SCS, Connect SoCal 2024. They are crucial projects, contributing to a necessary robust multimodal freight system serving domestic consumption for Southern California, the state and nation, as well as critical export markets across the world. As part of the regional planning process, these projects are needed to enhance this multimodal freight system that sustains the State's single largest economic region.

Funding Summary

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

NEXT STEPS

Following Transportation Committee recommendation and Regional Council approval, SCAG will submit the regional list of project nominations and required consistency documentation to the California Transportation Commission in accordance with the 2026 TCEP schedule. The California Transportation Commission is expected to adopt the 2026 TCEP program in June 2027.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. TCEP SCAG Project Nomination List
2. PowerPoint Presentation - 2026 TCEP SCAG Project Nominations

2026 Trade Corridor Enhancement Program - SCAG Region Nominations List

No.	Lead Agency Name	County	Project Title	Partner Agencies	RTP/SCS ID	Document
1.	Los Angeles County Metropolitan Transportation Authority	Los Angeles	I-605/SR-91 Interchange Improvement: Gateway Cities Crossroads Project	Caltrans	1163S012	Connect SoCal 2024 Final Amendment 2
2.	Los Angeles County Metropolitan Transportation Authority	Los Angeles	SR-91 Improvement Project from Central Avenue to Acacia Court	Caltrans	1163S013	Connect SoCal 2024 Final Amendment 2
3.	Los Angeles County Metropolitan Transportation Authority	Los Angeles	Link Union Station: Malabar Yard Improvements	Caltrans	S24A12T001	Connect SoCal 2024 Amendment 1, Project List
4.	Port of Los Angeles	Los Angeles	Port of Los Angeles Rail System Efficiency/Emission Reduction Program – Trapac Intermodal Railyard Project	Caltrans	100705	Connect SoCal 2024 Project List Technical Report
5.	Orange County Transportation Authority	Orange	State Route (SR)-91 Eastbound Corridor Operations Project (ECOP)		2M0737	Connect SoCal 2024 Final Amendment 2
6.	Orange County Transportation Authority	Orange	Coastal Rail Infrastructure Resiliency Project – Phase 2		ORA233306	Final 2027 FTIP Technical Appendix
7.	City of Calimesa	Riverside	I 10/Cherry Valley Boulevard Interchange Project	Caltrans	RIV060116	Connect SoCal 2024 Final Amendment 2
8.	Riverside County Transportation Commission	Riverside	I-15 Corridor Freight Improvement Project: Corona to Lake Elsinore Express Lanes and Interchange Redesign	City of Lake Elsinore	3160001, RIV060109	Connect SoCal 2024 Final Amendment 2
9.	City of Moreno Valley	Riverside	SR 60 / World Logistics Parkway Interchange Replacement		3M0801	Connect SoCal 2024 Final Amendment 2

No.	Lead Agency Name	County	Project Title	Partner Agencies	RTP/SCS ID	Document
10.	City of Beaumont	Riverside	Pennsylvania Avenue Grade Separation Project	Caltrans	RIV180129- RIV180129A	Connect SoCal 2024 Final Amendment 2
11.	City of Murrieta	Riverside	I-215/Keller Road Interchange Project		3M10WT03, RIV100107	Connect SoCal 2024 Project List Technical Report
12.	County of Riverside	Riverside	I-10 Bypass		RIV031202	Connect SoCal 2024 Project List Technical Report
13.	San Bernardino County Transportation Authority	San Bernardino	Interstate 15 Northbound Truck Lane Extension	Caltrans	524A1S002	Connect SoCal 2024 Amendment 1, Project List
14.	San Bernardino County Transportation Authority	San Bernardino	SR18 Corridor Freight Safety and Zero Emission Project		4A01900, 7160003	Connect SoCal 2024 Project List Technical Report
15.	Caltrans	San Bernardino	I-40 Desert Oasis Safety Roadside Rest Area		SBDLS03	Connect SoCal 2024 Project List Technical Report
16.	City of Camarillo	Ventura	Bridge Replacement at Las Posas Road and Ventura Boulevard		VEN191206	Connect SoCal 2024 Project List Technical Report
17.	Port of Hueneme	Ventura	Port Hueneme Road Modernization Project		VEN011202, VEN170109	Connect SoCal 2024 Final Amendment 2
18.	Pivot Charging	Ventura	Ventura County Fleet Charging Project (ZEV)	Caltrans	7160003	Connect SoCal 2024 Project List Technical Report

2026 Trade Corridor Enhancement Program – SCAG Region Project Nominations

November 5, 2026

Prithvi Deore – Mobility Planning & Goods Movement

WWW.SCAG.CA.GOV

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2026 Trade Corridor Enhancement Program

- The objective of the TCEP is to fund freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the NHFS, as identified in the CFMP, and along other corridors that have a high volume of freight movement as determined by the CTC, including Senate Bill 671 Corridors.
- The 2026 TCEP cycle represents the fifth cycle since the program's inception in 2018.
- The 2026 Program will provide two years of programming in fiscal years 2027-28 and 2028-29 for an estimated total of \$1.287 billion of TCEP funds.

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

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

TCEP Past Cycles – Example Projects Funded

- High Desert Corridor Operational Efficiency Project
- Harbor Scenic Drive Enhancement Project
- I-10 / Riverside Avenue Freight Improvement Project
- Hueneme Road Widening project: Edison Drive and Rice Avenue
- Rt 605 / 91 Interchange Improvement: Gateway Cities Freight Crossroads Project
- Rt 60 Truck Safety and Efficiency, Phase 1A
- Etiwanda Avenue Grade Separation
- California-Mexico Border System Network Improvements

MPO Role with TCEP



Compiling project nominations from SCAG region.



Provide consistency letters to applicants from the region.



Prepare a cover letter to be submitted

List of all project nominations
Confirmation of consistency or the lack of consistency with and adopted RTP/SCS and adopted regional freight plan.

SCAG's Process and Key Dates

- **September 30, 2026:** Project applicants submit TCEP Project Intake Form to SCAG with preliminary information.
- **October 30, 2026:** Project applicants upload near-final applications to project-specific cloud-based folders.
- **November 05, 2026:** SCAG staff provides project nomination recommendations for the Transportation Committee and Regional Council to approve.
- **November 20, 2026:**
 - Project applicants upload final applications to project-specific cloud-based folders.
 - **Project applicants submit project applications directly to the Commission** while SCAG submits a letter to the Commission including the list of project nominations with consistency verification.
- **June 2027:** Program adoption.

SCAG Region TCEP Project Nominations

- As part of this process, SCAG has received 18 project nominations for the SCAG region, with a TCEP funding request for this cycle of:
 - Total Projects Cost: over \$3,042,371,175
 - Regional TCEP Request: \$541,066,155
 - State TCEP Request: \$205,305,600
 - **Total TCEP Request: \$746,371,755**

Transportation Committee – Recommended Action

Recommend that the Regional Council approve the SCAG region project nominations seeking Trade Corridor Enhancement Program (TCEP) funding



THANK YOU!

For more information, please reach out:

Prithvi Deore

deore@scag.ca.gov



AGENDA ITEM 10

REPORT

Southern California Association of Governments

November 5, 2026

To: RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

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

Kome Ajise

Subject: November 2026 State and Federal Legislative Update

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

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

STATE

California Legislature End of Session Update

Reaching the end of the two-year 2025-2026 legislative session, the State Legislature entered its final recess on August 31, 2026. The Governor acted on all pending legislation, as the deadline for him to pass or veto bills passed by the Legislature was September 30, 2026. The Legislature will remain adjourned until December 7, 2026, when it will reconvene to swear in the new and continuing members and start the 2027-2028 Legislative Session. The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
September 30, 2026	Last day for Governor to sign or veto bills.
November 3, 2026	General Election
December 7, 2026	Organizational Session for 2027-2028 Legislative Session
January 1, 2027	Bills signed into law in 2026 take effect.

Bill Position Tracker Update

This year, the Legislature passed 1,040 bills. SCAG took a formal position on 23 bills in 2025 and 15 bills in 2026, for a total of 38 positions, including 28 support, six oppose, two watch, and two sponsored bills. The Governor took his final action of the 2025-2026 legislative session on September 30, 2026. Of the 38 positions, SCAG accomplished our advocacy goals on 17 positions, equating to a 47-percent rate of success. While excluding watched bills, this number does reflect the fact that 10 bills supported by SCAG died during various stages of the legislative process. SCAG's final Bill Position Tracker is attached to this report.

End of Session Update

As always, the end of a legislative session equates to a flurry of legislative activity. Cruz Strategies, which represents SCAG in the Sacramento, compiled a comprehensive end-of-session report that is attached to this staff report.

SB 1087 Update

Governor Gavin Newsom signed SB 1087 into law on September 30, 2026. In his signing message, Governor Newsom stated, "How and where we grow shapes the long-term demands on infrastructure, natural resources, and public services. California's future depends on our ability to grow, build, and meet our climate goals together. SB 1087 provides a stronger framework to do exactly that."

SB 1087, authored by Senator Christopher Cabaldon (D-Yolo) and co-sponsored by the Metropolitan Transportation Commission–Association of Bay Area Governments (MTC/ABAG), Sacramento Area Council of Governments (SACOG), San Diego Association of Governments (SANDAG), and SCAG, modernizes the SB 375 (2008) Sustainable Communities Strategy framework by streamlining planning requirements, better aligning state transportation investments with regional priorities, and supporting implementation of transportation, housing, and climate goals to advance California's long-term greenhouse gas reduction objectives.

In April, the Senate Environmental Quality and Senate Transportation Committees passed Senate Bill (SB) 1087 by votes of 5-0 and 9-1, respectively. The Senate Appropriations Committee considered the bill on May 14, 2026, where it passed unanimously, and the Senate Floor later approved it 31-3. SB 1087 then advanced to the Assembly, where it passed the Assembly Transportation Committee 11-2 on June 29 and was referred to the Assembly Appropriations Committee Suspense File. It then advanced from the Suspense File by an 11-4 vote on August 13, as well as the Assembly Floor 46-19 on August 30, with a final concurrence vote on the Senate Floor of 31-9.

FEDERAL

Federal Permitting Reform Bill Update

On September 30, 2026, Senators Shelly Moore Capito (R-WV), Mike Lee (R-UT), Sheldon Whitehouse (D-RI), and Martin Heinrich (D-NM) introduced the Bipartisan American Affordability and Jobs Act of 2026. The bill is awaiting Senate floor consideration and a cloture vote on the motion to proceed, anticipated on November 9, 2026 following the midterm elections.

The bipartisan package aims to lower energy costs, support job creation, and promote responsible growth by reforming federal environmental review and permitting processes. It would establish deadlines for permitting decisions, reduce duplicative reviews, and improve coordination among

agencies. The bill would also provide greater certainty that permitted energy and infrastructure projects to retain their permits with limited exceptions, violations of law, or a court order. Alongside changes to electric transmission planning and permitting intended to expand grid capacity, the bill would require data centers to pay their associated transmission costs, protecting households and other electricity customers from bearing those costs.

Under the bill, qualifying state or tribal environmental reviews could satisfy National Environment Policy Act (NEPA) requirements, reducing the need for separate federal reviews. The package would also shorten the timeframe for NEPA legal challenges and exempt certain transportation projects within existing operational rights-of-way from Endangered Species Act consultation requirements. Additional provisions would support voluntary streamlines local permitting for electric vehicle chargers, rooftop solar, and home batteries. However, concerns remain that the proposed changes could weaken environmental protections and limit public participation and communities' ability to challenge permitting decisions.

If approved by the Senate, the bill would move to the House, where support remains uncertain. House Natural Resources Committee Ranking Member Jared Huffman (D-CA) has expressed concerns about changes to environmental protections, while House Energy Commerce Committee Chair Brett Guthrie (R-KY) has not endorsed the agreement. Further negotiations may be needed before the package can advance through both chambers.

Opportunity Zone Update

The Opportunity Zone (OZ) program, now referred to as OZ 1.0, was established through the 2017 Tax Cuts and Jobs Act to encourage private investment in economically distressed communities through federal capital gains tax incentives. The One, Big, Beautiful Bill Act, signed into law on July 4, 2025, made the program permanent and introduced OZ 2.0, which establishes a new round of designations under stricter eligibility requirements, with zones redesignated every 10 years.

As part of California's OZ 2.0 selection process, the Department of Finance (DOF), in partnership with the Governor's Office of Business and Economic Development (GO-Biz), released draft maps identifying census tracts recommended for nomination. The maps were developed using local recommendations and opened for public comment in August to help inform the Governor's final selections. The draft maps do not establish final designations, and tracts could be added or removed based on public feedback and further eligibility review.

The Governor is responsible for formally nominating the State's selected census tracts to the U.S. Treasury for certification. California's timeline called for up to 618 census tract nominations to be submitted by September 28, 2026, followed by federal review. The new OZ 2.0 designations will take effect January 1, 2027, and remain in place through 2036. DOF and GO-Biz will post the final list on their websites. Existing OZ 1.0 designations remain in effect through December 31, 2028.

As the new designations take effect, local jurisdictions can prepare for OZ investment by identifying priority sites, advancing zoning and infrastructure readiness, and engaging developers and Qualified Opportunity Funds. Aligning these efforts with housing element sites identified to accommodate Regional Housing Needs Assessment (RHNA) allocations, along with financing tools such as Enhanced Infrastructure Financing Districts, could help advance housing and economic development projects.

Federal Notices of Funding Opportunities (NOFOs) Update

Below is a current list of open and upcoming NOFOs for transportation and sustainability-related competitive programs:

Program	Deadline	Agency
Fiscal Year (FY) 2026 Funding Opportunity for Indian Tribes and Intertribal Consortia for Nonpoint Source Management Grants Under Clean Water Act Section 319	November 9, 2026	EPA
DARRP Restoration Implementation Grants (2026)	November 18, 2026	DOC NOAA – ERA Production
Easement Restoration and Stewardship	November 19, 2026	Natural Resources Conservation Service
Native American Affairs: Fiscal Year 2025 Colorado River Basin Tribal Drought Resiliency Program	November 20, 2026	Bureau of Reclamation
Advanced Nuclear Energy Licensing Cost-Share Grant Program	November 30, 2026	Idaho Field Office
Rural Business-Cooperative Service: MPPED Phase 3 Invasive Wild Caught Catfish	December 7, 2026	USDA
Rural Business-Cooperative Service: Agriculture Innovation Center Grant Program	January 21, 2027	USDA

FISCAL IMPACT:

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

ATTACHMENT(S):

1. SCAG 2026 Bill Position Tracker
2. SCAG 2026 End of Session Update



**2026 End of Session Memo
Southern California Association of Governments
October 15, 2026**

Overview

The California Legislature concluded its regular session late on September 1, after a busy final month focused on hundreds of remaining bills, budget trailer legislation, climate funding, wildfire policy, housing, artificial intelligence and data centers, public safety, and affordability. During the 2026 session, the Legislature introduced 1,846 bills: 1,263 Assembly Bills and 583 Senate Bills.

In total, the Legislature sent 1,160 bills to Governor Gavin Newsom for consideration. The Governor had until September 30 to sign or veto legislation presented to him following adjournment. By the deadline, Newsom signed 1,040 bills and vetoed 120, for a 10.3% veto rate. This was below his 13.5% average veto rate over his eight years in office. With the Governor's final actions complete, the 2026 legislative cycle has concluded; attention now turns to implementing newly enacted laws, addressing policy issues that will carry over into the 2027 legislative session, and preparing for the November elections.

Important Dates

- **November 3, 2026** - General Election
- **December 7, 2026** - 2027-28 Regular Session convenes
- **January 1, 2027** - 2026 Statutes take effect, unless otherwise specified

Looking Ahead: November 2026 Ballot

California voters will weigh 14 statewide propositions on the November ballot, including measures to tax billionaires, require voter identification, accelerate housing construction, and additional proposals related to taxes and healthcare. These propositions will shape major policy debates heading into 2027.

For a deeper dive, please see [Cruz Strategies Ballot Preview](#)

SCAG Update



In 2026, the organization advanced an ambitious agenda that included sponsoring and securing passage of SB 1087 (Cabaldon), a major modernization of SB 375 achieved through coordinated engagement with legislative leaders, the Governor's Office, and key policy committees. While AB 2002 (Solache), which would have codified the REAP 1 program, was held in Appropriations, several key measures affecting housing, transportation, and local governance moved forward, including AB 2296 (Papan), extending RHND/RHNA and housing element timelines with a negotiated exemption for SCAG jurisdictions; SB 1167 (Blakespear), establishing new statewide standards for electric bicycles and related devices; AB 2576 (Harabedian), expanding transit-oriented development exclusions for designated historic sites; and SB 1187 (Durazo), an urgency measure removing pending Brown Act requirements related to electronic document requests and language access.

Major End-of-Session Policy Issues & Enacted Legislation

The Governor's final actions underscored several major policy themes for 2026. The session debates covered wildfire liability, technology and AI regulation, sweeping data-center reforms, climate and energy, housing, public safety, immigration enforcement, and affordability.

Data Centers, Artificial Intelligence, Energy & Water

The 2026 session included a significant package of legislation addressing the rapid growth of data centers and artificial intelligence, as well as related impacts on electricity demand, water consumption, infrastructure costs, environmental review, and employment. The governor signed several measures, while others failed to advance or were vetoed.

Data Centers Water Use Reporting

- **AB 1577 (Bauer-Kahan):** Requires monthly reporting of water use and fuel consumption; anonymized statewide publication; inclusion in the 2029 IEPR load assessment.
- **AB 2619 (Papan):** Classifies data centers as critical industrial users; requires water-efficiency guidelines by 2029; mandates annual water-use reporting and business-license self-certification; requires urban water suppliers to quantify data-center demand.



- **AB 2469 (Papan):** Requires water assessments and scarcity plans; restricts siting in critically overdrafted basins unless DWR finds no disproportionate EJ harm; requires applicants to pay full water-infrastructure costs.

Electricity Rates & Infrastructure

- **SB 886 (Padilla):** New interconnection tariff; onsite zero-carbon storage; utility maps showing where large loads can interconnect without major upgrades.
- **AB 2383 (Zbur):** Separate rate class for 20 MW+ facilities; 15-year service contracts; financial guarantees; full payment of infrastructure upgrades; equitable contributions to statewide mandates.
- **SB 1168 (McNerney):** Shifts certain electric infrastructure costs associated with large data center loads away from residential customers and toward data center operators

Environmental Review

- **SB 887 (Padilla):** Expands eligibility for the CEQA environmental-leadership program, making data centers ineligible for blanket environmental review exemptions while offering fast-tracked approval to facilities that meet state standards for water and energy conservation.

AI, Employment & Online Safety

- **SB 947 (McNerney):** The “no robo-bosses” bill limiting the use of algorithms and AI in employment decision-making. Newsom vetoed last year’s version; this year’s bill incorporates changes responsive to his objections.
- **AB 1709 (Lowenthal):** Requires social-media companies to age-gate features for users 16 and under (infinite scroll, autoplay, compulsive-use notifications) and establishes an eSafety Advisory Commission to monitor implementation and recommend future reforms.

Wildfire Liability

Wildfire liability remained one of the most contentious issues. The proposed **SB 492 (Becker)** wildfire liability agreement ultimately failed to advance. The negotiated package would have accelerated survivor compensation, prohibited certain utility executive bonuses, and established a statewide wildfire-prevention strategy.



Public Agency Liability

Lawmakers also passed **SB 577 (Laird)**, which adjusts how schools and other public entities may be sued for historic cases while stopping short of imposing a cap on total damages, reflecting a negotiated compromise intended to provide clearer legal pathways for survivors without fully restructuring public-entity exposure.

Medical & Scientific Research

The Governor signed **SB 895 (Wiener)**, placing a \$7.5 billion statewide bond on the March 2028 ballot to support medical and scientific research infrastructure and emerging scientific fields.

Housing, Affordability & Construction

Housing remained one of the most active areas of the 2026 session, with lawmakers advancing multiple bills to accelerate production, streamline approvals, expand homeownership opportunities, and modernize land-use rules. Key measures include:

- **AB 2074 (Haney):** Supports dense urban housing in major cities.
- **AB 1751 (Quirk-Silva):** Streamlines approval and construction of townhomes.
- **AB 1621 (Wilson):** Strengthens timelines and accountability for post-entitlement permits, reducing delays during the construction plan-check phase and speeding delivery of approved housing projects.
- **AB 1751 (Quirk-Silva):** This bill establishes the Missing Middle Townhome Ownership Act, which creates a streamlined, ministerial approval process for townhome developments on residentially zoned lots

Immigration and Public Safety

In 2026, the Legislature enacted measures responding to increased federal immigration enforcement. They address detention oversight and conditions, immigrant protections, state cooperation, and limits on federal activity, affecting agencies' use of public property and detention facilities, law enforcement, and transparency. Governor Newsom and lawmakers said the measures support immigrant families, protect communities and the economy, strengthen detention oversight, and direct state resources toward public safety and Californians' needs.



- **SB 942 (Caballero)** Establishes a Civil Detainees’ Bill of Rights. Including protections related to healthcare, food, drinking water, and basic health and safety standards in civil detention facilities.
- **SB 1367 (Cervantes):** Prohibits cities and counties from approving new land uses for privately operated detention facilities or converting existing buildings for detention purposes.
- **SB 1399 (Durazo):** Extends the California Department of Justice’s authority to inspect immigration detention facilities and report on conditions of confinement beyond the existing statutory sunset.
- **AB 2760 (Sharp-Collins):** Prohibits law enforcement agencies from using wearable electroshock devices, including so-called electric shock gloves, subject to specified exceptions.

E-Bike Legislation

E-bike safety and regulation emerged as a significant transportation and local-government issue in 2026, with the Legislature enacting measures addressing equipment standards, consumer disclosures, speed limits, and local regulation. **AB 2346 (Wilson)** and **SB 1167 (Blakespear)** establish new requirements related to e-bike equipment, labeling, speedometers, and consumer information, while **AB 1614 (Dixon)** addresses bicycle and e-bike equipment requirements. **AB 1569 (Davies)** establishes an electric bicycle safety and training program for pupils, and **AB 2595 (Papan)** creates a San Mateo County e-bike safety pilot program.

Budget

The Legislature and Governor finalized the 2026–27 State Budget through a series of budget and trailer bills covering state spending, education, health care, developmental services, state government, employment, early care and education, energy, public resources, transportation, and wildfire-related tax provisions. The Governor signed the main budget package in June, then signed additional budget trailer legislation throughout the summer and in September. On September 18, the Governor signed the remaining major budget trailer bills, including:

Bill Number	Bill Topic
AB 113	2026 Budget Act



<u>SB 114</u>	Amends 2025 and Prior Budget Acts
<u>SB 133</u>	Education finance: education omnibus trailer bill.
<u>AB 167</u>	Higher Education budget trailer bill.
<u>AB 173</u>	Health
<u>AB 175</u>	Developmental Services: community placement plans and community resource development plans.
<u>SB 178</u>	Public Resources
<u>AB 184</u>	General Government
<u>SB 186</u>	Film Tax Credit
<u>AB 187</u>	Labor
<u>AB 190</u>	Early Education
<u>AB 191</u>	LA 28 Olympic and Paralympic Games
<u>AB 192</u>	Energy: transmission infrastructure accelerator: financing.
<u>SB 193</u>	Public Resources: Greenhouse Gas Reduction Fund: programs
<u>SB 194</u>	Transportation
<u>SB 195</u>	Income taxes: exclusions: wildfire loss mitigation payments

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

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

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

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

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

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

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

Bill Number	Position/RC Action	Topic	Summary	Status
			expand the scope of data and analysis included in the homelessness program of their housing elements.	
AB 2296 (Papan)	Support – 7/2/26	housing element deadlines	This bill, except with respect to the 7th housing element cycle for councils of governments with a housing element revision due date during the calendar year 2027, 2028, or 2029, would instead require that the above-described methodology be developed at least 21/2 years before a scheduled revision of the housing element, and that the distribution of the draft allocation plan be made at least 2 years before a scheduled revision of the housing element, respectively.	Signed by Governor.
SB 675 (Padilla)	Oppose – 9/2/26	Imperial County Air Pollution Control District	This bill restructures the governing board of the Imperial County Air Pollution Control District (district) from the five-member county board of supervisors to an 11-member board consisting of one county, five city, and four public members.	In Senate. Consideration of Governor's veto pending. 9/20/26.
SB 741 (Blakespear)	Support – 9/2/26	Low Carbon Transit Operations Program	This bill clarifies how transit agencies may spend funds received under the Low Carbon Transit Operations Program (LCTOP), repeals the requirement for transit agencies to demonstrate how funds reduce greenhouse gas (GHG) emissions, and generally streamlines the LCTOP program.	Signed by Governor.
SB 1167 (Blakespear)	Support – 9/2/26	Vehicles: electric bicycles	This bill revises the definitions of electric bicycles (e-bikes), motor-driven cycles, and mopeds, updates the labeling and disclosure requirements for manufacturers and sellers of these devices, and prohibits noncompliant vehicles from being advertised as e-bikes. This bill additionally establishes new operational and safety requirements and imposes additional reporting	Signed by Governor.



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



AGENDA ITEM 11

REPORT

Southern California Association of Governments

November 5, 2026

To: RC - Regional Council
EAC - Executive Administration Committee

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Kome Ajise

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

RECOMMENDED ACTION:

Receive and File

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. 4: Build a unified culture anchored in the pursuit of organizational excellence.

BACKGROUND:

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

Vendor	Description	Amount
WORKLEAP PLATFORM INC DBA SHAREGATE	FY27 SHAREGATE PROTECT SUBSCRIPTION	\$5,130
ENO TRANSPORTATION FOUNDATION	FY27 ENO MEMBERSHIP RENEWAL	\$9,900
WEST PUBLISHING CORP DBA THOMSON WEST	FY27 WEST PROFLEX SUBSCRIPTION	\$17,229
BMO CASH MANAGEMENT	FY27 BANK FEES	\$28,300
ASSOCIATION OF METRO PLANNING ORGANIZATION	FY27 AMPO MEMBERSHIP RENEWAL	\$31,050
CALCOG	FY27 CALCOG MEMBERSHIP RENEWAL	\$55,572
JW MARRIOTT DESERT SPRINGS RESORT	FY27 GA 2027 VENUE 1ST DEPOSIT	\$60,000
BMO CASH MANAGEMENT	FY27 MONEY MKT ACCOUNT FEES	\$71,900

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

Consultant/Contract No.	Description	Amount
California Forward 26-050-C01	This partnership between SCAG and California Forward supports research and pilot Climate Resilience Districts (CRDs) as a tool for helping communities prepare for future disasters, recover from recent wildfires, and advance long-term resilience investments. Through technical assistance, peer learning, and practical tools, the project will help communities develop pathways to district formation and sustainable funding mechanisms that support infrastructure restoration, economic revitalization, and climate resilience.	\$84,770
Inrix, Inc. 27-007-C01	This contract will provide SCAG with updated regional parking inventory data, including parking locations, geometry, and cost attributes, to support the development and calibration of its travel demand models and improve analysis of transportation and mode choice decisions. The data will also establish current parking cost information for use in Connect SoCal 2050 planning efforts, helping SCAG enhance regional planning, forecasting, and decision-making with up-to-date parking data.	\$43,500
Pinnacle Business Solutions, Inc. 27-009-C01	This contract provides for the renewal and enhancement of SCAG's enterprise cybersecurity platform through the purchase of Palo Alto Networks software subscriptions, support services, cloud-based secure access capabilities, and replacement firewall hardware. The agreement strengthens the security and reliability of SCAG's information systems, supports hybrid work operations, and consolidates subscription renewals under a single timeline to improve contract management and cost predictability.	\$479,698

ATTACHMENT(S):

1. 26-050-C01 Contract Summary
2. 27-007-C01 Contract Summary
3. 27-009-C01 Contract Summary

CONSULTANT CONTRACT NO. 26-050-C01

Recommended Consultant:	California Forward
Background & Scope of Work:	<p>In the aftermath of the recent Los Angeles wildfires, regional and local jurisdictions are seeking forward-looking strategies that prepare communities for future disasters while supporting long-term recovery, infrastructure restoration, and economic revitalization. Consistent with the Resilience Action Resolution adopted by the SCAG Regional Council in June 2025, SCAG is partnering with California Forward (CA FWD) on a Climate Resilience District (CRD) Research and Pilot Project to advance innovative approaches that help communities plan for, finance, and implement long-term resilience investments. Through this partnership, SCAG and CA FWD intend to support incubator-type models that enable communities to explore, research, and advance CRDs by addressing capacity gaps through hands-on technical assistance, peer learning, and scalable tools. The project is designed to help establish clear pathways to district formation and sustained funding mechanisms that support long-term risk reduction, resilience, and community recovery.</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"> • Providing hands-on technical support to help jurisdictions explore governance structures, financing mechanisms, and implementation approaches for CRDs • Facilitating peer learning and knowledge sharing among local agencies facing similar climate, wildfire, and infrastructure resilience challenges. • Developing scalable tools and resources that jurisdictions can adapt and apply to their own resilience planning efforts • Reducing barriers to implementation by helping communities identify practical pathways from concept development to district formation. • Supporting access to sustainable funding strategies for long-term resilience investments, infrastructure improvements, and risk reduction initiatives • Strengthening regional preparedness and recovery efforts by advancing locally driven solutions that can help communities withstand and recover from future climate-related disasters • Creating replicable models and best practices that can be applied across the SCAG region to support long-term community resilience and economic vitality. <p>Key deliverables:</p> <ul style="list-style-type: none"> • Pilot and incubator meeting series and learning network convenings • Climate Resilience District resources and toolkits and technical assistance documentation • Research findings, lessons learned, and implementation guidance for future resilience district efforts throughout the SCAG region, and policy committee briefing materials.
Strategic Plan:	<p>This item supports SCAG's Strategic Plan Goals 1 and 3:</p> <ul style="list-style-type: none"> • Establish and implement a regional vision for a sustainable future • Spur innovation and action through leadership in research, analysis and information sharing

Contract Amount:	Total not to exceed \$84,770.39 California Forward (prime consultant) \$54,954.40 Resilient Cities Catalyst (subconsultant) \$29,815.99 Note: California Forward originally proposed \$115,002.41 but staff negotiated the price down to \$84,770.39 without reducing the scope of work.
Contract Period:	September 29, 2026 through June 30, 2027
Project Number(s):	275-4966E.01 \$84,770.39 Funding source(s): Transportation Development Act (TDA). Funding of \$84,770.39 is available in the Fiscal Year (FY27) 2026-27 Overall Work Program (OWP) Budget in Project Number 275-4966E.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):	This contract was procured through a non-competitive procurement process in accordance with Section 021, Non-Competitive Procurement, of SCAG's Procurement Policy and Procedures Manual.
Selection Process:	Consistent with Section 021 of SCAG's Procurement Policy and Procedures Manual, a competitive solicitation was not conducted for this procurement. The selected contractor was determined to meet the applicable non-competitive procurement criteria, and the required approvals and supporting documentation were obtained prior to contract award.
Basis for Selection:	California Forward (CA FWD) is uniquely positioned to support this effort through its leadership in advancing Climate Resilience Districts, an emerging framework that aligns planning, governance, and financing for long-term resilience. CA FWD's ongoing research, convenings, and technical assistance related to CRDs, and resilience financing provide specialized expertise not readily available from other organizations. Given the urgency of post-wildfire recovery and CA FWD's unique qualifications, expertise, and active role in advancing CRDs, this engagement is appropriately justified as a sole source procurement. Given the established expertise of CA FWD and their excellent experience as a non-profit, staff awarded the contract pursuant to Section 3.15 and 3.17 of the State of California Contracts Manual which allows sole sourcing a contract to a non-profit.

CONSULTANT CONTRACT NO. 27-007-C01

Recommended Consultant:	Inrix, Inc.				
Background & Scope of Work:	<p>SCAG develops and maintains SCAG travel demand models. For the past two cycles of RTP/SCS, SCAG travel demand models incorporate SCAG Tier-2 Traffic Analysis Zone (TAZ)-level parking cost information to evaluate trip-making decisions such as mode choice sub-model. The development of SCAG travel demand model depends on periodic updates of parking inventory data in the region.</p> <p>The purpose of this project is to provide SCAG with a regional parking inventory data with geometry and attributes that support the development of SCAG travel demand models. The regional parking inventory data is crucial to SCAG's goal to develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner. Additionally, the data purchase will establish up-to-date zonal parking cost information to support SCAG's Connect SoCal 2050 planning efforts, using 2024 as the preferred baseline year or, alternatively, the most current available 2026 data.</p>				
Project's Benefits & Key Deliverables:	<p>The objective of this data acquisition is to provide SCAG with a regional parking inventory dataset for use in the development of SCAG travel demand model's TAZ zonal inputs. In particular, the point level geometry and attributes of publicly accessible parking facilities will be referenced to develop SCAG Tier-2 TAZ-level hourly and daily parking costs. Such information will be used in SCAG travel demand models to measure attractiveness of choosing driving as travel mode at trip destination.</p> <p>The deliverable includes information listed below:</p> <p>SCAG region-wide Off-Street Parking Inventory with:</p> <ul style="list-style-type: none"> ○ Facility ID ○ Physical Address ○ Business Hours of Operation ○ Facility Type (off-street: garage, surface) ○ Restriction ○ Parking Cost ○ Payment method ○ Geometry 				
Strategic Plan:	This item supports SCAG's Strategic Priority # 3: Spur innovation and action through leadership in research, analysis and information sharing.				
Contract Amount:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Total not to exceed</td> <td style="text-align: right;">\$43,500</td> </tr> <tr> <td>Inrix, Inc. (prime consultant)</td> <td style="text-align: right;">\$43,500</td> </tr> </table>	Total not to exceed	\$43,500	Inrix, Inc. (prime consultant)	\$43,500
Total not to exceed	\$43,500				
Inrix, Inc. (prime consultant)	\$43,500				
Contract Period:	June 30, 2026 through June 30, 2027				

Project Number(s):	<p>055-0704E.02 \$43,500</p> <p>Funding source(s): Transportation Development Act (TDA)</p> <p>Funding of \$37,615 is available in the Fiscal Year (FY) 2025-26 Overall Work Program (OWP) Budget Project Number(s) 055-0704E.02 and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.</p>
Basis for Selection:	<p>In accordance with SCAG's Procurement Policy and Procedures Manual, Section 022 Use of Leveraged Procurement Agreements (LPAs), SCAG is committed to utilizing LPAs when they align with organizational needs, offer cost-effective solutions, and comply with applicable procurement laws and regulations. The use of LPAs should prioritize efficiency, fiscal responsibility, and compliance with federal and state procurement guidelines.</p> <p>SCAG utilized a Master Service Agreement (MSA) held by Sourcewell c/o Inrix Master No. 120423 www.sourcewell-mn.gov/cooperative-purchasing/120423-inrix that was a result of a competitive bidding process. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.</p>

CONSULTANT CONTRACT NO. 27-009-C01

Recommended Consultant:	Pinnacle Business Solutions, Inc.				
Background & Scope of Work:	<p>Under this agreement, The Pinnacle Group will act as the authorized reseller for Palo Alto Networks software subscriptions, and network security hardware. This purchase supports a three-year renewal and enhancement of SCAG's enterprise cybersecurity platform. The scope includes the renewal of existing firewall subscriptions and support services for SCAG's current network environment, along with the implementation of Prisma Access, a cloud-based secure access service. The contract also includes limited procurement of next-generation firewall appliances to replace aging equipment and maintain network reliability.</p> <p>This agreement ensures the continued protection of SCAG's information systems, supports hybrid work operations, and aligns subscription terms to a single renewal timeline to improve contract management and cost predictability.</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"> • Maintains continuous cybersecurity protection for SCAG's network, systems, and data by renewing critical firewall, threat prevention, and security monitoring services; and • Replaces aging network hardware with modern equipment to ensure reliability, performance, and vendor support coverage; and • Provides vendor support and technical services to ensure proper configuration, implementation, and ongoing system stability. 				
Strategic Plan:	This item supports SCAG's Strategic Priority # 4: Build a unified culture anchored in the pursuit of organization excellence. Objective 4.4: Leverage effective use of technology to improve efficiency, drive innovation, and optimize collaboration.				
Contract Amount:	<table border="0" style="width: 100%;"> <tr> <td>Total not to exceed</td><td style="text-align: right;">\$ 479,698</td></tr> <tr> <td>Pinnacle Business Solutions, Inc. (prime consultant)</td><td style="text-align: right;">\$479,698</td></tr> </table>	Total not to exceed	\$ 479,698	Pinnacle Business Solutions, Inc. (prime consultant)	\$479,698
Total not to exceed	\$ 479,698				
Pinnacle Business Solutions, Inc. (prime consultant)	\$479,698				
Contract Period:	July 1, 2026 through June 30, 2028				
Project Number(s):	<p>811-1163.08 \$479,698</p> <p>Funding source(s): Indirect Cost (IC)</p>				
Basis for Selection:	<p>In accordance with SCAG's Procurement Policy and Procedures Manual, Section 022 Use of Leveraged Procurement Agreements (LPAs), SCAG is committed to utilizing LPAs when they align with organizational needs, offer cost-effective solutions, and comply with applicable procurement laws and regulations. The use of LPAs should prioritize efficiency, fiscal responsibility, and compliance with federal and state procurement guidelines.</p> <p>SCAG utilized a Master Service Agreement (MSA) held by Omnia Partners NCPA (Agreement No#01-137) that was a result of a competitive bidding process. https://www.omniapartners.com/suppliers/ec-america/public-sector/contract-documents#c20722 (Agreement No. #01-137). This agreement allows local agencies to leverage locked in discounted pricing for the length of the contract.</p>				



AGENDA ITEM 12

REPORT

Southern California Association of Governments

November 5, 2026

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Kome Ajise

Subject: CFO Monthly Report

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

PLANNING CONTRACTS ENDED 9-30-26:

City of Santa Monica – East Pico Quick Build Safety Project

Contract Number: 22-065-C01

Vendor: Mark Thomas and Company

Project Manager: Rachel Om

The East Pico Boulevard Quick Build Safety Project was funded through the Active Transportation Program and awarded through SCAG's 2020 Sustainable Communities Program Active Transportation and Safety Call for Projects. The project included extensive community engagement and the construction of quick-build safety improvements, serving as an example of the quick-build project lifecycle and process in the region.

The City of Santa Monica is using community feedback and data collected through the project to evaluate the improvements, refine the design, and pursue future funding to convert the quick-build elements into permanent safety infrastructure.

2026 Go Human Safety Strategies

Contract Number: 26-043-C01

Vendor: Walk San Diego DBA Circulate Planning & Policy

Project Manager: Alina Borja

The 2026 *Go Human* Safety Strategies contract, funded through the State of California Office of Traffic Safety (OTS) Pedestrian and Bicycle Safety Program, supported the development of new stakeholder-informed safety messaging, improved accessibility of the Kit of Parts, and distribution of traffic safety resources to partners throughout the region.

To commemorate the tenth year of *Go Human* traffic safety messaging campaigns, the contract included a redesigned campaign featuring more than 30 new multilingual assets. Activities also included eight educational services and training materials developed in collaboration with traffic safety partners, on-site support for three traffic safety events, and bicycle and pedestrian safety material distribution across 12 events. Overall, contract activities reached more than 11,000 individuals in 22 jurisdictions and provided more than \$100,000 in direct investments throughout the SCAG region.

FY26 OTS Transportation Safety Predictive Modeling and Analysis Platform

Contract Number: 26-041-C01

Vendor: Citian Inc.

Project Manager: Michael Gainor

The SoCal Transportation Safety Predictive Modeling Platform was initially funded through an FFY 2024 OTS grant, with continued funding through subsequent OTS awards to SCAG in FFY 2025 and FFY 2026.

The platform provides SCAG and local partners with a tool to monitor local and regional traffic safety trends and support proactive safety interventions. It is part of SCAG's broader performance-based planning approach to strengthen data-driven assessment of the regional transportation system and leverage emerging technologies to improve traffic safety outcomes.

ACCOUNTING

Membership Dues

As of September 30, 2026, 193 cities, five counties, seven commissions, and six tribal governments have paid their Fiscal Year (FY) 2026-27 membership dues. SCAG has collected **\$2.74 million of the \$2.93 million billed, representing 93.51% of total membership assessments.**

Investments and Interest Earnings

In accordance with SCAG's Investment Policy, adopted by the Regional Council in July 2018, staff provides a monthly report on investments and interest earnings.

As of September 30, 2026, SCAG had **\$24.65 million invested in the Local Agency Investment Fund (LAIF)** and earned **\$197,051.50 in interest income during the first quarter**. LAIF interest is distributed quarterly, with an average interest rate of **3.97%**.

SCAG also established a Money Market Account to maximize interest income while monitoring the REAP funding balance. Interest from this account is distributed monthly. As of September 30, 2026, SCAG had **\$61.05 million invested in the Money Market Account** and had earned **\$681,455.66 in year-to-date interest income**.

Grant Billing as of September 30, 2026

During FY 2026-27, staff prepared and submitted reimbursement requests totaling approximately **\$15.45 million** for work completed in FY 2025-26. The reimbursement requests included the following:

1. **Consolidated Planning Grant (CPG) – \$11.34 million:** Billed to Caltrans for work funded with federal and state grants and completed from April through June 2026. The full amount has been received.
2. **Caltrans District 7, Office of Local Assistance:**
 - a. **Carbon Reduction Program (CRP) – \$0.93 million:** For work completed from July 2025 through June 2026. Of the amount billed, \$0.71 million has been received.
 - b. **Surface Transportation Block Grant (STBG) – \$0.47 million:** For work completed from April through June 2026. The full amount has been received.
 - c. **Congestion Mitigation and Air Quality Improvement Program (CMAQ) – \$0.46 million:** For work completed from April through June 2026. Of the amount billed, \$0.42 million has been received.
 - d. **Active Transportation Program (ATP) – \$0.87 million:** For work completed from April through June 2026. Of the amount billed, \$0.80 million has been received.
 - e. **FHWA Highway Infrastructure Programs (HIP) – \$82,364:** For work completed from April through June 2026. The full amount has been received.
3. **2023 Safe Streets and Roads for All (SS4A) – \$53,739:** Billed to the U.S. Department of Transportation, Federal Highway Administration Office of Safety, for work completed from March through June 2026. The full amount has been received.
4. **DOE Clean Cities – \$65,000:** Billed to the U.S. Department of Energy for work completed from April through June 2026. The full amount has been received.
5. **Office of Traffic Safety (OTS) – \$1.03 million:** For work completed from April through June 2026. Of the amount billed, \$0.85 million has been received.
6. **Sustainable Agricultural Lands Conservation (SALC) – \$79,627:** Billed to the California Department of Conservation for work completed from April through June 2026. The full amount has been received.

7. **South Coast Air Quality Management District (SCAQMD) – \$63,229:** For costs incurred from March through June 2026 under the Climate Pollution Reduction Grant (CPRG) to implement zero-emission transportation measures related to last-mile freight. The full amount remains outstanding.
8. **Metropolitan Transportation Commission (MTC) – \$2,500:** For work performed by a consultant procured by SCAG pursuant to MOU #MOU-2025 08 04 Big 4 SB375 under OWP #800-0160.04 and completed in June 2026. The full amount remains outstanding.
9. **San Diego Association of Governments (SANDAG) – \$2,500:** For work performed by a consultant procured by SCAG pursuant to MOU #MOU-2025 08 04 Big 4 SB375 under OWP #800-0160.04 and completed in June 2026. The full amount remains outstanding.
10. **Sacramento Area Council of Governments (SACOG) – \$2,500:** For work performed by a consultant procured by SCAG pursuant to MOU #MOU-2025 08 04 Big 4 SB375 under OWP #800-0160.04 and completed in June 2026. The full amount has been received.

REAP 2.0

As of September 30, 2026, SCAG had received **\$181.30 million** from the California Department of Housing and Community Development for the Regional Early Action Planning Grants 2.0 (REAP 2.0) Program. Approximately **\$120.76 million has been expended to date, including \$1.36 million during FY 2026-27.**

BUDGET & GRANTS

In October, staff continued preparing **Amendment 1 to the FY 2026-27 Comprehensive Budget, including the Overall Work Program (OWP).** Budget Amendment 1 primarily reflects adjustments for actual grant balances and carryovers across various federal, state, and local funding sources. Amendment 1 is scheduled for presentation to the Executive/Administration Committee (EAC) and Regional Council (RC) in November 2026.

Staff also prepared the **FY 2026-27 OWP First Quarter Progress Report**, along with progress reports for various grant-funded projects. All reports were submitted to the respective funding agencies by the deadlines established in the applicable funding agreements.

Additionally, staff submitted a grant application titled **“Planning for Main Streets”** under the Caltrans Sustainable Transportation Planning Grant Program. The proposed project would assess existing corridor conditions, engage communities to establish a shared vision and priorities, and develop conceptual plans and cost estimates for sustainable transportation improvements along selected corridors.

Finally, staff reviewed and analyzed preliminary budget requests for the **FY 2027-28 Comprehensive Budget, including the OWP.** Preliminary analysis and data were shared with the Executive Team in October, and the draft budget is scheduled for presentation to the EAC and RC in March 2027.

CONTRACTS ADMINISTRATION

During the first quarter of FY 2026-27, the Contracts Administration Department awarded **27 contracts totaling \$7.43 million** and closed **six contracts totaling \$4.04 million**.

As of October 8, 2026, the department was managing approximately **198 active contracts**.



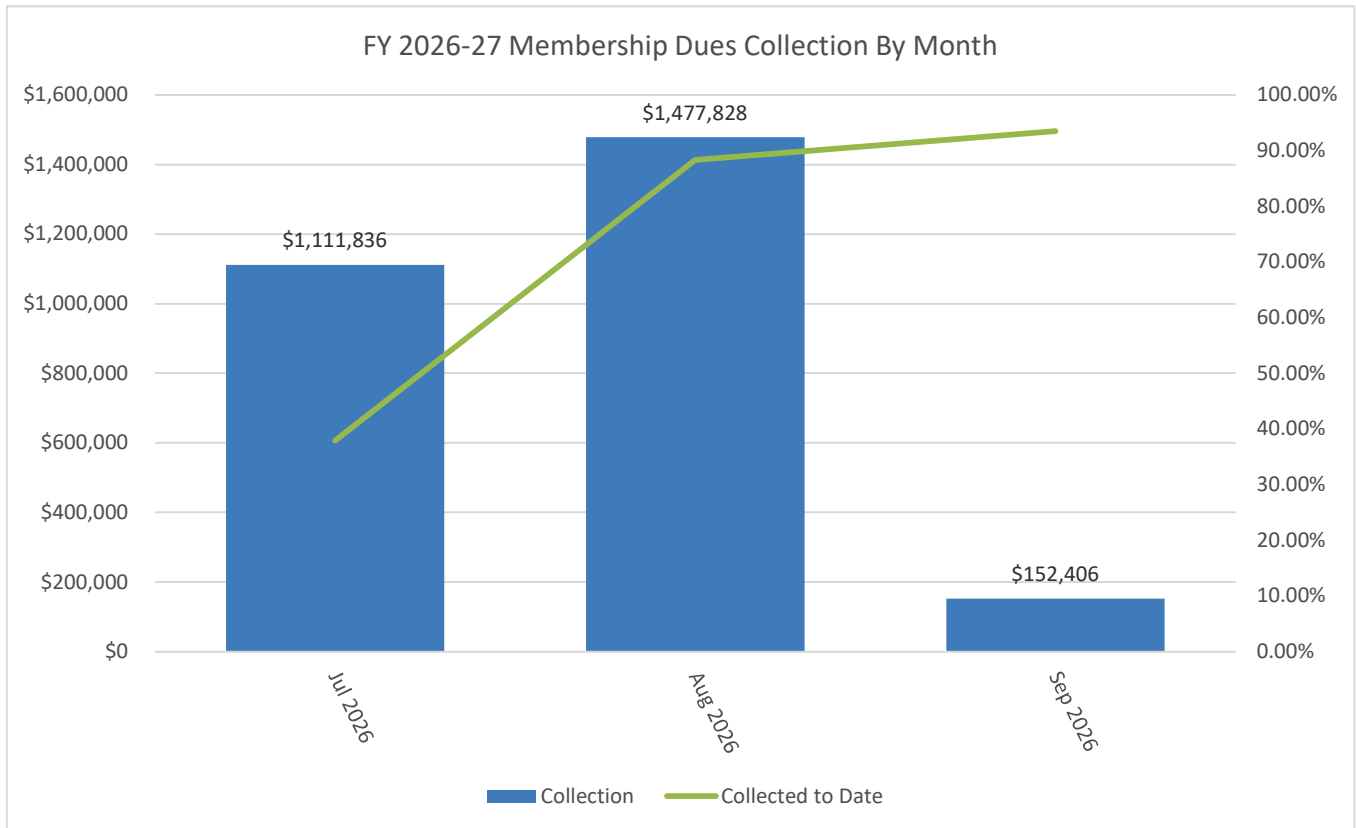
Office of the Chief Financial Officer

Quarterly Report

September 2026



Membership Dues & Collections July 1, 2026 through September 30, 2026



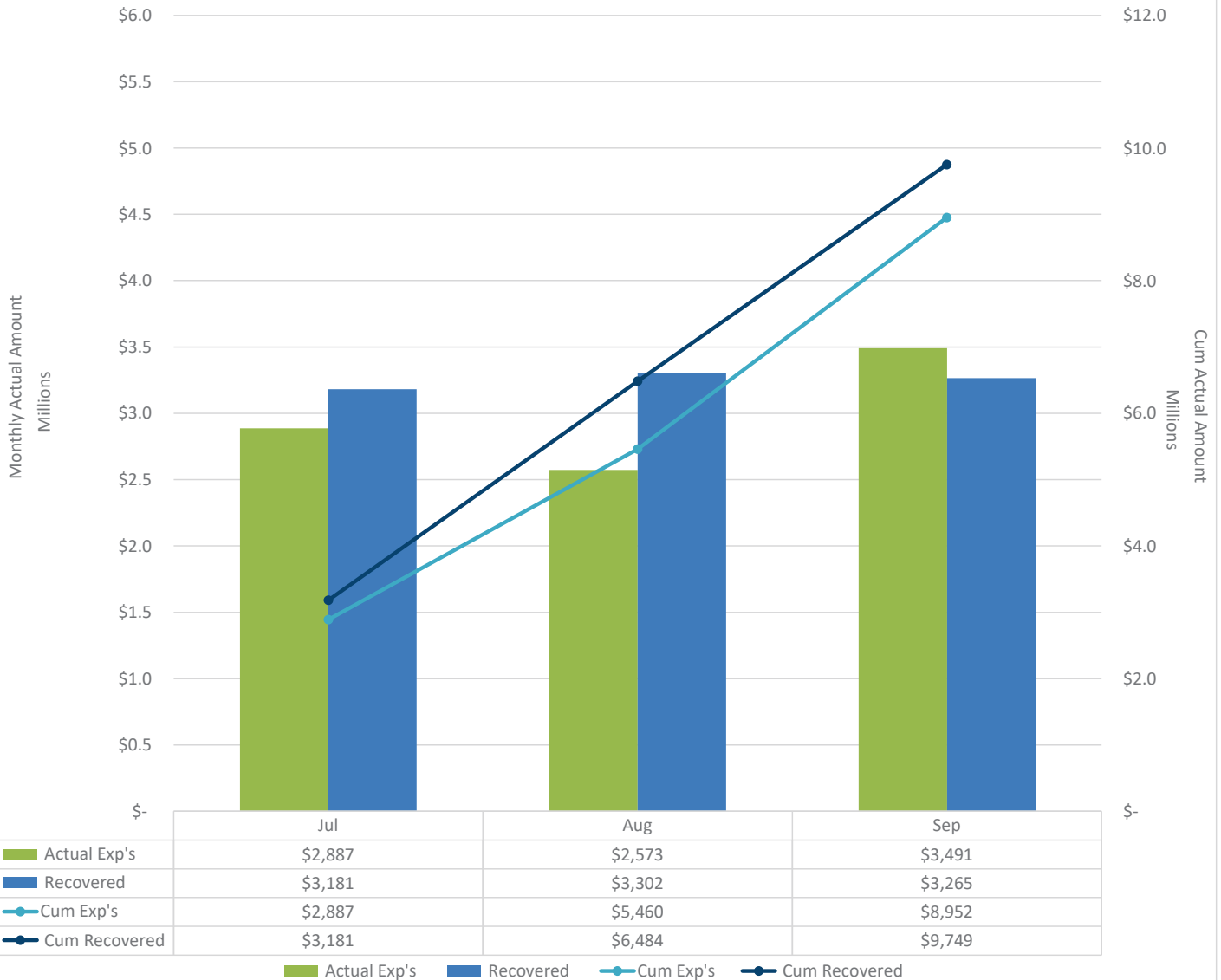
Summary

As of September 30, 2026, 193 cities, 5 counties, 7 commissions and 6 tribal governments paid their FY27 membership dues. This represents 93.51% of the dues assessed.

FY27 Membership Dues	<u><u>\$ 2,932,526</u></u>
Total Collected	<u><u>\$ 2,742,070</u></u>
Percentage Collected	<u><u>93.51%</u></u>



Indirect Cost & Recovery July 1, 2026 through September 30, 2026



Summary This chart compares Indirect Cost (IC) expenditures incurred by SCAG to IC recoveries charged to grants. Through September 2026, SCAG has over-recovered indirect costs by approximately \$797 thousand. The variance is primarily attributable to indirect cost expenditures being incurred at a slower-than-expected pace during the first three months of the fiscal year. Management expects expenditures to increase throughout the remainder of the year, reducing the current over-recovery position. The FY 2026-27 indirect cost rate was lowered to reduce the impact of prior-year over-recovery and support alignment between costs incurred and costs recovered over time. The IC rate includes a carry-forward of approximately \$2.0 million, which represents an over-recovery costs from FY 2024-2025.



Consolidated Balance Sheet
As of September 2026

	<u>June, 2026</u>	<u>September, 2026</u>	<u>Increase/(Decrease)</u>
Cash & Investment	58,257,776	90,599,286	32,341,509
Other Assets	23,132,469	26,826,874	3,694,406
Total Assets	81,390,245	117,426,160	36,035,915 ⁽¹⁾
Total Liabilities	38,511,473	67,928,389	29,416,916 ⁽²⁾
Fund Balance	42,878,772	49,497,771	6,618,999
	-		
Total Liabilities & Fund Balance	81,390,245	117,426,160	36,035,915

1. Cash and investments increased by \$32.3 million primarily due to the \$61.9 million REAP advance received in July, partially offset due to processing payments to vendors and subrecipients. Other assets increased by \$3.7 million driven by unbilled accounts receivable as outstanding balances were collected during the quarter.

2. Total liabilities increased by \$29.4 million primarily due to an increase in deferred revenue related to the REAP cash advance received in July, which was partially offset by a decrease in accounts payable.



**Consolidated Statement of Revenues, Expenditures, and
Changes in Fund Balances
Quarter Ended September 2026**

	September 2026 Budgetary Comparison Statement		
	July 1, 2026 to September 30, 2026	FY 2026-27 Budget	Under / (Over) Budget
Revenues	48,367,690	267,699,623	219,331,933 ⁽¹⁾
Expenditures:			
Salaries & Benefits	30,303,813	62,896,991	32,593,178
Services & Supplies	11,444,877	204,802,632	193,357,755
Total Expenditures	41,748,691	267,699,623	225,950,932 ⁽¹⁾
Change in Fund Balance	6,618,999	-	(6,618,999)
Fund Balance Beginning of the Year	42,878,772	42,878,772	-
Fund Balance at End of the Period	49,497,771	42,878,772	(6,618,999)

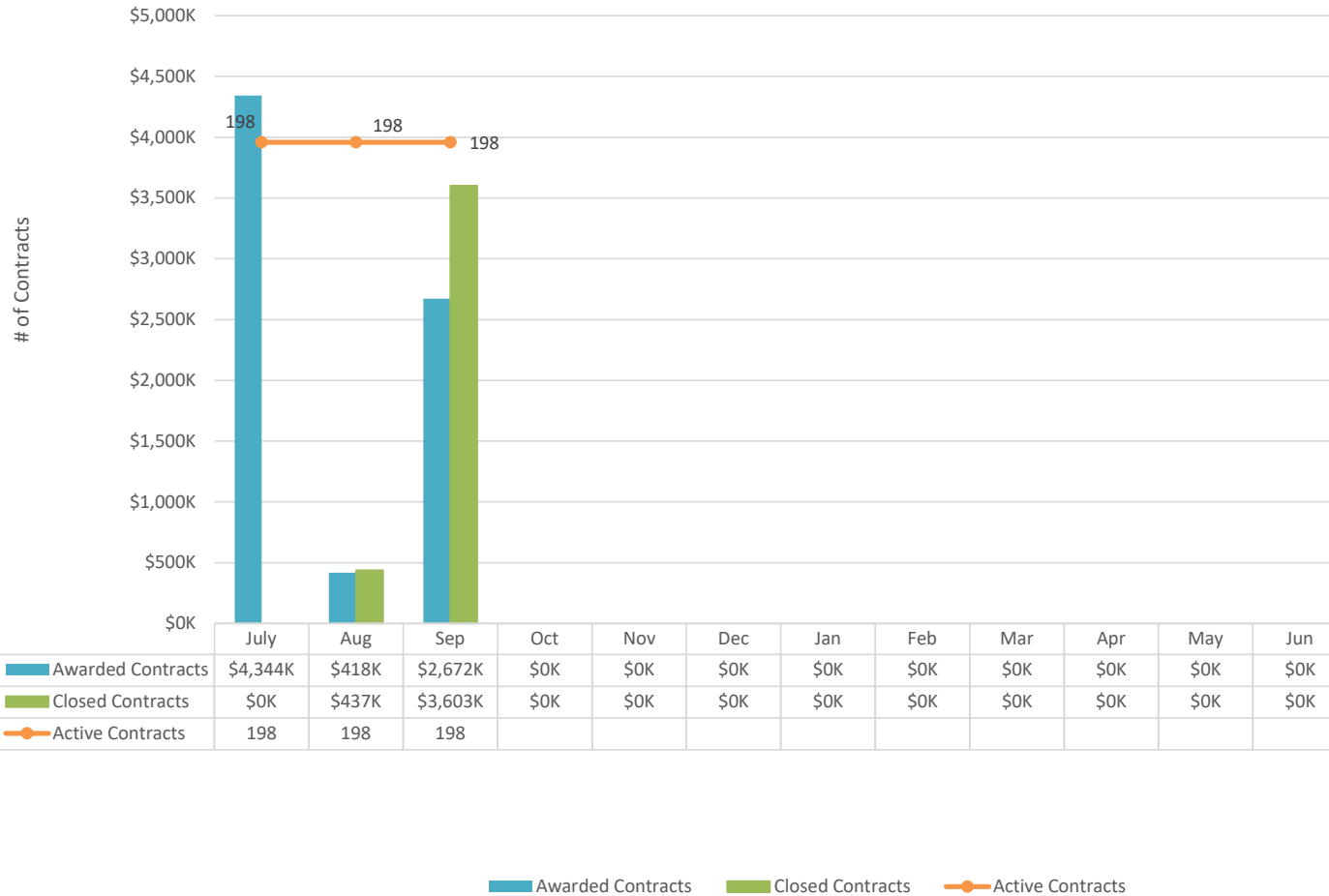
(1) Note that multi-year grant revenues and services & supplies expenditures are budgeted in the award year including any beginning Fund Balance. Revenues and expenditures increased during the first quarter as grant-funded activities progressed and related funding was earned and recognized. The \$219.3 million revenue variance and \$226 million expenditure variance are predominately related to the timing of multi-year grant implementation. Any remaining balances at the end of the fiscal year will be carried over to subsequent years of the grant period.



SCAG Contracts Administration FY 2026-27

Overview

This chart shows contract administration activities from July 2026 to September 2026.



Summary

In the first quarter of FY27, the Contracts Administration Department awarded 27 contracts totaling \$7.43 million and successfully closed 6 contracts valued at \$4.04 million. As of October 8, 2026, the department was managing an average of 198 active contracts.

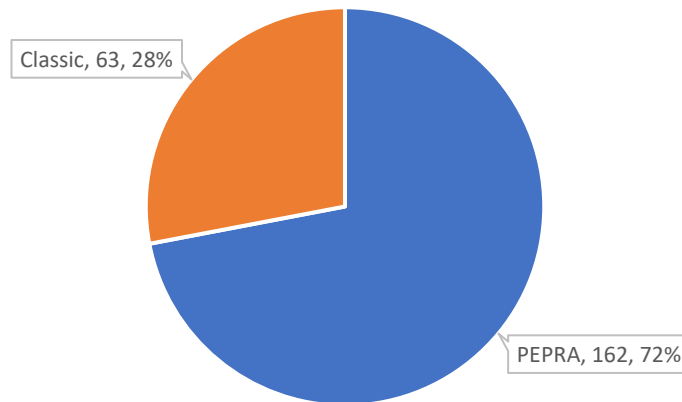
CFO Report

As of October 1, 2026

Staffing Update

Division	Authorized Positions	Filled Positions	Vacant Positions	Interns/Temps	Agency Temps	Fellows	Total
Executive Office	8	8	0	0	0	0	8
Finance	50	39	11	1	0	0	40
Gov. & Public Affairs	25	25	0	2	0	0	27
Human Resources	11	11	0	0	0	0	11
Information Technology	30	28	2	1	0	0	29
Legal	3	3	0	0	0	0	3
Planning	113	111	2	9	0	0	120
Total	240	225	15	13	0	0	238

CalPERS Membership





To: Regional Council (RC)
From: Paul Granillo, Ex-Officio Member; Business Representative
Subject: Business Report – November 5, 2026

Employment

California

Despite GDP expanding at a decent rate, the state's unemployment rate has remained at 5.1 percent in September 2026-- the highest unemployment rate among U.S states. The state's labor market paints a bleak picture: the labor force is shrinking at an alarming rate (roughly -380,000 compared to a year ago) and the state labor force and employment both declined by 0.1 percentage points compared to August 2026. The only reason that the unemployment rate did not go up was the fact that the labor force declined by almost -21,000 people. The unevenness of sectoral job growth is also a concern. Over the last year, California generated +138,500 new jobs, with 131,500 of those jobs coming from a single sector: Health Care.

Compared to a year ago (September 2025), the state unemployment rate is now 0.4 percentage points lower. That number was only achieved as a result of the labor force shrinking by more (-1.7 percent) than employment declining (-1.3 percentage points). The labor force has now a remarkable -378,600 fewer workers than a year ago. This is not a healthy economic picture-- Ideally, we would like to see the labor force and employment increasing, with unemployment rates falling because of employment growth outpaces labor force growth.

Southern California

In September, the published unemployment rate was 5.7 percent in the Inland Empire, 5.5 percent in San Bernardino County, and 5.9 percent in Riverside County. Among California's 58 counties, San Bernardino ranked 31st and Riverside ranked 24th in unemployment. San Mateo County recorded the lowest rate at 3.9 percent, while Imperial County had the highest at 20.8 percent. These numbers contain regularly occurring seasonal variations, such as holiday hiring and summer lay-offs, e.g. in the Coachella Valley. After seasonally adjusting the data for the Inland Empire, there is a 0.2 percentage point increase in the unemployment rate compared to August 2026: the September rate is 5.5 percent. There is no change in the seasonally adjusted rate from a year ago, suggesting little overall change in the Inland Empire region's unemployment rate over the past year.

Looking ahead, the Inland Empire economy faces uncertainty as the three sectors that are currently engines for job growth (Logistics, Health Services, and Local Government) are likely to face cuts in

health expenditures, demographics impacting public education, and potential declines in imports affecting logistics.

Housing

Interest rates remain very high compared to a few years ago, affecting both new homes and existing homes. The market remains weak, with homebuilders walking away from many new land transactions or seeking deep price cuts and extensions on terms. Experts believe the housing market will be very weak for many, many months, with new home starts expected to decline significantly.

Apartment

The apartment market has remained stable with most rents flat or some declining slightly. However, new construction for apartments will be down significantly, meaning there will be supply problems in 2028 and 2029.

Retail

Retail sales in good shopping centers remain strong, and strong retailers still show interest to be in the best locations.

Construction

One positive development: Construction costs are coming down. The subcontractors and suppliers see that the starts are dwindling, and many are bidding jobs with no profit to keep their crews busy. The cost picture is favorable for cities building projects; construction costs will continue to decline for at least the next few months.