



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

REGIONAL COUNCIL OFFICERS

President
Cindy Allen, Long Beach

First Vice President
Ray Marquez, Chino Hills

Second Vice President
Jenny Crosswhite, Santa Paula

Immediate Past President
Curt Hagman
County of San Bernardino

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Executive/Administration
Cindy Allen, Long Beach

Community, Economic, &
Human Development
David J. Shapiro, Calabasas

Energy & Environment
Rick Denison, Yucca Valley

Transportation
Mike T. Judge, Ventura County
Transportation Commission

MEETING NO. 678

REGIONAL COUNCIL

Thursday, February 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>

PUBLIC ADVISORY

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

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



Instructions for Members of the Public Attending the Meeting

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

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

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

Instructions for Participating and Public Comments

In Writing: Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received by 5pm on **Wednesday, February 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, February 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 aguilar@scag.ca.gov.

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

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

General Information for Public Comments

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

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

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

RC - Regional Council
Members – February 2026

- 1. Hon. Cindy Allen**
President, Long Beach, RC District 30
- 2. Hon. Ray Marquez**
1st Vice President, Chino Hills, RC District 10
- 3. Hon. Jenny Crosswhite**
2nd Vice President, Santa Paula, RC District 47
- 4. Sup. Curt Hagman**
Imm. Past President, San Bernardino County
- 5. Hon. Valerie Amezcua**
Santa Ana, RC District 16
- 6. Hon. Debbie Baker**
La Palma, RC District 18
- 7. Hon. Ryan Balius**
Anaheim, RC District 19
- 8. Sup. Kathryn Barger**
Los Angeles County
- 9. Hon. Karen Bass**
Member-At-Large
- 10. Hon. Austin Bishop**
Palmdale, RC District 43
- 11. Hon. Bob Blumenfield**
Los Angeles, RC District 50
- 12. Hon. Drew Boyles**
El Segundo, RC District 40
- 13. Hon. Wendy Bucknum**
Mission Viejo, RC District 13
- 14. Hon. Ulises Cabrera**
Moreno Valley, RC District 69
- 15. Hon. Martha Cardenas-Singh**
Imperial County
- 16. Hon. Margaret Clark**
Rosemead, RC District 32

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

18. Hon. Jon Dumitru
Orange, RC District 17

19. Ms. Lucy Dunn
Business Representative, Non-Voting Member

20. Hon. J. John Dutrey
Montclair, RC District 9

21. Hon. Keith Eich
La Cañada Flintridge, RC District 36

22. Hon. Shaunna Elias
Glendora, RC District 33

23. Hon. Margaret Finlay
Duarte, RC District 35

24. Hon. Claudia Frometa
Downey, RC District 25

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

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

27. Hon. William Go
Irvine, RC District 14

28. Hon. Michael Goodsell
ICTC Representative

29. Hon. Jan C. Harnik
Imm. Past President, RCTC Representative

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

31. Hon. Mark Henderson
Gardena, RC District 28

32. Hon. Eunisses Hernandez
Los Angeles, RC District 48

33. Hon. Laura Hernandez
Port Hueneme, RC District 45

34. Hon. Heather Hutt
Los Angeles, RC District 57

35. Hon. Mike Judge
VCTC Representative

36. Hon. Fred Jung
Fullerton, RC District 21

37. Hon. Ysabel Jurado
Los Angeles, RC District 61

38. Hon. Joe Kalmick
Seal Beach, RC District 20

39. Hon. Trish Kelley
TCA Representative

40. Hon. Lauren Kleiman
Newport Beach, RC District 15

41. Hon. Linda Krupa
Hemet, RC District 3

42. Hon. Andrew Lara
Pico Rivera, RC District 31

43. Hon. John Lee
Los Angeles, RC District 59

44. Hon. Carlos Leon
OCTA Representative

45. Hon. Patricia Lock Dawson
Riverside, RC District 68

46. Sup. Vianey Lopez
Ventura County

47. Hon. Clint Lorimore
Eastvale, RC District 4

48. Hon. Steve Manos
Lake Elsinore, RC District 63

49. Hon. Andrew Masiel
Tribal Govt Regl Planning Board Representative

50. Hon. Larry McCallon
Air District Representative

51. Hon. Marsha McLean
Santa Clarita, RC District 67

52. Hon. Tim McOske
Los Angeles, RC District 62

53. Hon. Frank Navarro
Colton, RC District 6

54. Hon. Adrin Nazarian
Los Angeles, RC District 49

55. Hon. Imelda Padilla
Los Angeles, RC District 53

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

57. Hon. Nikki Perez
Burbank, RC District 42

58. Hon. Curren Price
Los Angeles, RC District 56

59. Hon. Nithya Raman
Los Angeles, RC District 51

60. Hon. Daniel Ramos
Adelanto, RC District 65

61. Hon. Gil Rebollar
Brawley, RC District 1

62. Hon. Rocky Rhodes
Simi Valley, RC District 46

63. Hon. Monica Rodriguez
Los Angeles, RC District 54

64. Hon. Ali Saleh
Bell, RC District 27

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

66. Hon. Tim Sandoval
Pomona, RC District 38

67. Hon. Suely Saro
Long Beach, RC District 29

68. Hon. Zak Schwank
Temecula, RC District 5

69. Hon. David J. Shapiro
Calabasas, RC District 44

70. Hon. Emma Sharif
Compton, RC District 26

71. Hon. Marty Simonoff
Brea, RC District 22

72. Sup. Hilda Solis
Los Angeles County

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

74. Sup. Karen Spiegel
Riverside County

75. Hon. Helen Tran
San Bernardino, RC District 7

76. Hon. Butch Twining
Huntington Beach, RC District 64

77. Hon. Steve Tye
Diamond Bar, RC District 37

78. Sup. Donald Wagner
Orange County

79. Hon. Alan Wapner
SBCTA Representative

80. Hon. Mark Waronek
Lomita, RC District 39

81. Hon. Acquanetta Warren
Fontana, RC District 8

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

83. Hon. Jeff Wood
Lakewood, RC District 24

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

85. Hon. Frank A. Yokoyama

Cerritos, RC District 23

86. Hon. Jesse Zwick

Santa Monica, RC District 41

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017

Thursday, February 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 Cindy Allen, 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 David J. Shapiro – Community, Economy, and Human Development Committee*
- *The Honorable Rick Denison – Energy and Environment Committee*
- *The Honorable Mike T. Judge – Transportation Committee*

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – December 4, 2025 PPG. 11
2. Revision to SCAG's Standard Contract Provisions: Removal of Required Penalty Clauses PPG. 25
3. Contracts \$500,000 or Greater: 24-012-MRFP 17, City of Los Angeles, Scaling Housing Development PPG. 27
on City-Owned Land Strategy
4. Contracts \$500,000 or Greater: 26-018-C01, 2028 Olympic and Paralympic Games Community PPG. 47
Hubs Toolkit
5. Contracts \$500,000 or Greater: 26-029-C01, Federal Advocacy Services PPG. 71
6. Contracts \$500,000 or Greater: 26-041-C01, SCAG Transportation Safety Predictive Modeling & PPG. 80
Analysis Platform

7. Approval of Federal Highway Administration (FHWA) Programming Procedures	PPG. 88
8. Approve SCAG Participation in the 2026 Milano-Cortina Olympic and Paralympic Games Observation Program and Study Tour	PPG. 103
9. Contracting to Implement the Quick-Build Transportation Safety Demonstration Projects	PPG. 106
10. Regional Transportation Safety Targets for 2026	PPG. 109
11. 2026 Public Participation Plan Update	PPG. 118
12. SCAG Memberships and Sponsorships	PPG. 169

Receive and File

13. February 2026 State and Federal Legislative Update	PPG. 174
14. Purchase Orders, Contracts and Contract Amendments below Regional Council Approval Threshold	PPG. 190
15. CFO Monthly Report	PPG. 208

INFORMATION ITEM

16. Regional Leadership on Housing Production <i>(Ma'Ayn Johnson, Department Manager, SCAG)</i>	PPG. 220
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BUSINESS REPORT
(Lucy Dunn, Ex-Officio Member, Business Representative)

PRESIDENT'S REPORT
(The Honorable Cindy Allen, President)

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

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

Southern California Association of Governments
February 5, 2026

NO. 677
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, DECEMBER 4, 2025

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 a regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

Members Present

Hon. Cindy Allen, President	<i>Long Beach</i>	District 30
Hon. Ray Marquez, 1st Vice President	<i>Chino Hills</i>	District 10
Hon. Jenny Crosswhite, 2 nd Vice President	<i>Santa Paula</i>	District 47
Sup. Curt Hagman, Imm. Past President		San Bernardino County
Hon. Michael Goodsell		ICTC
Hon. Trish Kelley		TCA
Hon. Mike T. Judge		VCTC
Hon. Gary Gardner	<i>Desert Hot Springs</i>	District 2
Hon. Linda Krupa	<i>Hemet</i>	District 3
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Helen Tran	<i>San Bernardino</i>	District 7
Hon. John Dutrey	<i>Montclair</i>	District 9
Hon. John Gabbard	<i>Dana Point</i>	District 12
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. William Go	<i>Irvine</i>	District 14
Hon. Lauren Kleiman	<i>Newport Beach</i>	District 15
Hon. Jon Dumitru	<i>Orange</i>	District 17
Hon. Ryan Balius	<i>Anaheim</i>	District 19
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Jeff Wood	<i>Lakewood</i>	District 24

Hon. Claudia Frometa	<i>Downey</i>	District 25
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Suely Saro	<i>Long Beach</i>	District 29
Hon. Andrew Lara	<i>Pico Rivera</i>	District 31
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Shaunna Elias	<i>Glendora</i>	District 33
Hon. Thomas Wong	<i>Monterey Park</i>	District 34
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. 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. Jesse Zwick	<i>Santa Monica</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. Steve Sanchez	<i>La Quinta</i>	District 66
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Larry McCallon		Air District Representative
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.
Ms. Lucy Dunn		Business Representative

Members Not Present

Sup. Martha Cardenas-Singh
 Sup. Kathryn Barger
 Sup. Hilda Solis
 Sup. Don Wagner
 Sup. Karen Spiegel
 Sup. Vianey Lopez
 Hon. Carlos Leon
 Hon. Jan Harnik
 Hon. Alan Wapner
 Hon. Gil Rebollar
 Hon. Zak Schwank
 Hon. Acquanetta Warren
 Hon. Rick Denison
 Hon. Valerie Amezcua
 Hon. Debbie Baker

Members Not Present

Brawley
Temecula
Fontana
Yucca Valley
Santa Ana
La Palma

Members Not Present

Imperial County
 Los Angeles County
 Los Angeles County
 Orange County
 Riverside County
 Ventura County
 OCTA
 RCTC
 SBCTA
 District 1
 District 5
 District 8
 District 11
 District 16
 District 18

Hon. Fred Jung	<i>Fullerton</i>	District 21
Hon. Emma Sharif	<i>Compton</i>	District 26
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Nikki Perez	<i>Burbank</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 McOsker	<i>Los Angeles</i>	District 62
Hon. Butch Twining	<i>Huntington Beach</i>	District 64
Hon. Ulises Cabrera	<i>Moreno Valley</i>	District 69
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large

Staff Present

Kome Ajise, Executive Director
 Darin Chidsey, Chief Operating Officer
 Cindy Giraldo, Chief Financial Officer
 Sarah Jepson, Chief Planning Officer
 Javiera Cartagena, Chief Government and Public Affairs Officer
 Carmen Flores, Chief Human Resources Officer
 Julie Shroyer, Chief Information Officer
 Jeffery Elder, Chief Counsel
 Ruben Duran, Board Counsel
 Maggie Aguilar, Clerk of the Board
 Jonna Hart, Sr. Administrative Assistant

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Allen called the meeting to order at 11:49 a.m. and asked Regional Council Larry

McCallon, Air District Representative, to lead the pledge of allegiance.

Ruben Duran, Board Counsel, noted that Councilmember Margaret Clark, RC District 32, and Mayor Frank Navarro, RC District 6, would be participating through an accommodation under the Americans with Disabilities Act. He asked both members to keep their video active during the meeting.

Remote Participation

Lucy Dunn: Just Cause – Illness

Marsha McLean: Just Cause – Caregiving Needs

PUBLIC COMMENT PERIOD

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

Board Counsel Duran reported that one public comment was received before the 5:00 p.m. deadline and was transmitted to members and posted on the website.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

CHAIR'S REPORT

David J. Shapiro, Community, Economic, and Human Development Committee (CEHD) Chair, reported that in February, the CEHD Committee would have presentations from organizations that would provide insight into different funding and financial strategies that support community development and housing, including Community Development Financial Institutions and an array of community development funding programs. He noted that future CEHD meetings would cover community land trusts, housing strategies, and community hub and placemaking strategies that can be considered by communities to reinvigorate public places as well as plan for local celebration zones for major events.

There were no comments on the CEHD Chair report.

Daniel Ramos, Energy and Environment Committee (EEC) Vice Chair, reported that EEC would be focusing on a number of issues and items ranging from clean transportation and energy to

resilience. He noted that this included: 1) resilience and climate funding and financing strategies; 2) the importance and role of clean and resilient utility infrastructure in supporting regional growth, the clean energy transition, and adapting to climate change; 3) nature-based strategies to reduce the risks associated with flooding and wildfires; and 4) the role of vehicle to grid technologies and related approaches in achieving a resilient electrical grid that meets future energy demands.

There were no comments on the EEC Chair report.

Mike T. Judge, Transportation Committee (TC) Chair, indicated they had several items to look forward to in February. He shared that Metrolink CEO Darren Kettle would join the Transportation Committee to provide an overview of Metrolink's operations and current initiatives which was in response to the discussions at earlier TC meetings regarding Metrolink's recent award of the state's Solutions for Congested Corridors grant for Tier 4 locomotive engines. He reported that they would also focus on SCAG's Transportation Demand Management Plan and implementation strategies for the 2028 Olympic and the Paralympic Games, highlighting SCAG's current work plan. He also reported that they would review and consider approval of the CMAQ/STBG administrative policies to guide the use of federal funds. Lastly, he noted that beyond February they planned to focus more on transportation technology and how best to integrate into SCAG's regional planning efforts as Connect SoCal is deployed throughout the region. He wished everyone a very happy holiday season.

There were no comments on the TC Chair report.

ACTION ITEM

1. FFY 2026-27 & FFY 2027-28 STBG/CMAQ Award Recommendations

Kome Ajise, Executive Director, stated this was work they had done across the region, which was a combination of cooperation and collaboration with staff across all six counties to get to this point. He thanked all the partners and staff from the agencies for their input in the process. He reported that this item was unanimously approved by the Transportation Committee and was now before them for consideration and adoption. He shared that once the project was approved by the Regional Council, they would begin the work with federal funding through the Federal Transportation Improvement Program (FTIP) process. He also brought up the issue of the two and half set aside for the regional programming that SCAG was responsible for. He clarified that it was not part of the package before them. He indicated that they sent an email to the Transportation Committee following their meeting in hopes that it helped explain some of the issues around the 2.5 percent. He explained that when they took over the process due to a corrective action by the federal government on their region, they were allowed as part of that negotiation to have a 2.5 percent set aside to ensure that they were directing federal funds to the implementation of the federal planning requirements, as well as implementing the regional transportation plan. He emphasized that he did not want to confuse the conversation of the 2.5 percent with the \$1.2

billion package of projects. He introduced Warren Whiteaker, Department Manager of Integrated Planning and Programming, to provide the presentation on Item 1.

Mr. Whiteaker reported they were seeking Regional Council action on the federal fiscal Year 27 and 28 Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Program (STBG/CBAQ) Project Award List and contingency list. He provided a brief overview of the funding sources, which combined was \$1.2 billion. He explained that SCAG and its role as the region's designated MPO was responsible for the project selection for STBG/CMAQ funded projects. He noted that additional information on the history of the STBG/CMAQ project selection, including the corrective action and compliance approach, were included in the staff report, and the compliance action plan was included as attachment three to the packet. He further explained that the program guidelines and the call process were developed consistent with the Regional Council approved Compliance Action Plan. His presentation included a slide on the call schedule. He highlighted a couple of the engagement activities that SCAG and the County Transportation Commissions (CTC's) conducted to ensure that all eligible applicants were aware of and prepared to submit competitive applications. He noted that SCAG hosted two region-wide workshops, jointly hosted county-specific workshops, and offered office hours to all eligible applicants. He reemphasized that the Transportation Committee unanimously approved the staff recommendation and following Regional Council approval, SCAG would work with the awardees and the CTC's to get the projects programmed in the FTIP and obligated by the federal agencies. He explained that scores were translated into rankings of highly recommended, recommended, contingency, and not recommended based on the thresholds detailed in the guidelines. He also noted that all projects with a ranking of highly recommended, recommended, and contingency that did not receive funding due to insufficient resources would be placed on the contingency list and that contingency list projects would be awarded as funding becomes available, such as due to an awarded project's inability to deliver within the obligation timeline or due to an increase in apportionments available to the region. He also noted that available funding would be prioritized for partially awarded projects and projects on the contingency list with a highly recommended ranking. He also reported that projects that receive a not-recommended ranking were not considered SCAG selected and must reapply in a future call to be considered for these funding sources. He shared that the overall requests were much larger than the available funding and that they had received 257 applications requesting \$3 billion in funding. He displayed a slide showing the distribution of recommended funding awards by funding source across the counties, along with the number of projects recommended for award. He explained that overall, SCAG was recommending 132 projects for award across the region, totaling \$1.2 billion in funding, and that awards were distributed to the highest-ranked projects within each county. He noted that the project numbers for individual counties were accurate, but the regional total was 132 versus 130 that was on the PowerPoint slide. He shared that the detailed list of projects recommended for funding could be found in Attachment 1 to the staff report. He provided a brief overview of the recommendations

per county level. He noted that upon Regional Council approval, awardees could begin programming the SCAG-selected projects into the FTIP, and begin the obligation process with Caltrans Local Assistance. He highlighted that SCAG was offering debriefing opportunities to applicants and that sign-ups were available online via the website address on the last slide. He further noted that SCAG staff would return to the Transportation Committee and Regional Council with post-award programming procedures and policies in February 2026. Lastly, he stated that SCAG anticipates conducting an STBG/CMAQ call for project nomination every odd year, as this was not the only opportunity for funding. He explained that staff anticipates updating the program guidelines next calendar year and returning to the Transportation Committee and Regional Council with the next call cycle award recommendations in 2027.

Nina Turner, Local and Regional Government Relations Officer at the Port of Long Beach and Kim Turner, Transit Director at the Torrance Transit System, both expressed gratitude for the proposed funding of their city projects and its importance for regional transportation improvements.

Regional Council Member Wendy Bucknum, Mission Viejo, District 13, thanked staff for their cooperation and answering one of her questions on debriefing.

A MOTION was made (Ramos) approve the FFY 2026-27 and 2027-28 STBG/CMAQ Project Award List and Contingency List and authorize the SCAG Executive Director or his designee to make programming adjustments as necessary. Motion was SECONDED (Hagman) and passed by the following roll call votes.

AYES: Allen, Balias, Bucknum, Clark, Crosswhite, Dumitru, Elias, Finlay, Gardner, Gabbard, Go, Goodsell, Hagman, Henderson, Hernandez, Judge, Kalmick, Kelley, Kleiman, Krupa, Lara, Lorimore, Manos, Marquez, Masiel, McCallon, McLean, Navarro, Ramos, Rhodes, Saleh, Saro, Shapiro, Simonoff, Tran, Waronek, Wong, Wood, and Yokoyama (39)

NOES: None (0)

ABSTAIN: None (0)

There were no public comments on Item 1.

CONSENT CALENDAR

Approval Items

2. Minutes of the Meeting – September 4, 2025

- 3. 2026 Meeting Schedule of the Executive Administration Committee, Policy Committees, and Regional Council
- 4. Contracts \$500,000 or Greater: 26-008, SCAG Travel Demand Model Improvement and Validation
- 5. Resolution No. 25-676-1 Approving Amendment 2 to the FY 2025-26 Comprehensive Budget, including the Overall Work Program (OWP)
- 6. Resolution No. 25-676-2 Acceptance of Office of Traffic Safety Grant Funds to Support the Active Transportation Safety and Encouragement Campaign
- 7. Resolution No. 25-676-3 Acceptance of FFY26 Office of Traffic Safety Grant Funds to Support the SoCal Transportation Safety Predictive Modeling and Analysis Platform
- 8. REAP 2.0 Programs Accelerating Transformative Housing (PATH) Program Notice of Funds Available for Lasting Affordability, Round 2 (NOFA 2)
- 9. 2024 Sustainable Communities Program Active Transportation and Safety Amended Guidelines
- 10. Connect SoCal 2050: Subregional Sustainable Communities Strategy Framework and Guidelines
- 11. 2027 Federal Transportation Improvement Program (FTIP) Guidelines
- 12. S. 2651 (Scott & Warren) - ROAD to Housing Act of 2025
- 13. SCAG Memberships and Sponsorships

Receive and File

- 14. November 2025 State and Federal Legislative Update
- 15. HCD Review of Housing Element High-Priority Non-Rezoning Programs
- 16. Purchase Orders, Contracts and Contract Amendments below Regional Council Approval Threshold
- 17. CFO Monthly Report

There were no public comments on the Consent Calendar.

A MOTION was made (Hagman) approve Consent Calendar Items 2 through 13 and Receive and File Items 14 through 17. Motion was SECONDED (McCallon) and passed by the following roll call votes.

AYES: Allen, Balias, Bucknum, Clark, Crosswhite, Dumitru, Elias, Finlay, Frometa, Gardner, Gabbard, Go, Goodsell, Hagman, Henderson, Hernandez, Judge, Kalmick, Kelley, Kleiman, Krupa, Lara, Lorimore, Manos, Marquez, Masiel, McCallon, McLean, Navarro, Ramos, Rhodes, Saro, Shapiro, Simonoff, Tran, Waronek, Wong, Wood, and Yokoyama (39)

NOES: None (0)

ABSTAIN: None (0)

BUSINESS REPORT

Regional Council Member Lucy Dunn noted that her report was at the end of the agenda. She expressed her appreciation of all the information shared during the economic update. She stated kudos to all the staff, presenters, and Mayor Eric Garcetti. She indicated that they also talked so much about the future for Southern California and it being energy driven. She noted that they had to have sustainable clean energy and was excited to share that Caltech, with the investment from Orange County and Donald and Brigitte Bren, had successfully entered the next phase of making solar energy for free for the world from outer space. She shared that they had just put together a movie showing the progress on this and had approached some folks to present it to SCAG at an appropriate time. She highlighted that clean energy was going to be critical to their continued advancement for all the SCAG goals.

PRESIDENT'S REPORT

President Allen expressed that she hoped they enjoyed the "2025 Southern California Economic Update" during the Joint Policy Committee meeting. She noted that they could review more of the economic analysis report which would be published on SCAG's website and included in the Spotlight newsletter. She also reported that it was that time of year again for their annual preparations for the General Assembly. She explained that they would be forming three committees to shepherd their processes for reviewing board officer candidates, reviewing the bylaws, and awarding the annual scholarships. She indicated that members interested in serving on the Bylaws and Resolutions Committee and the Nominating Committee should submit their name to the Clerk no later than January 20, 2026. For members interested in serving on the Scholarship Committee, she noted that they should contact the Clerk's office or Government Affairs Officer Rachel Wagner to submit their interest by January 20, 2026. She also reported that members interested in a board officer position should keep an eye out in January for information about how to apply. She indicated that they expected to announce appointments at the February Regional Council

meeting. She also reported that she was proud to be a part of the WTS-LA Annual Scholarships & Awards Gala where Executive Director Kome Ajise and she presented the WTS-LA/SCAG Community College Scholarship to Aimee Rodriguez Lopez of Long Beach City College. She explained that as the recipient of the chapter's Ray LaHood Award last year, Kome Ajise also delivered the keynote address where he celebrated the contributions of women to the region's transportation and planning fields. Lastly, she reminded the members that there was no meeting of the Regional Council in January 2026 and that the next regular meeting of the Regional Council was scheduled for Thursday, February 5, 2026, at 11:45 a.m.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Ajise thanked the Board for their approval on the STBG/CMAQ item and noted that he appreciated their confidence in the staff's work to administer this program, which SCAG became responsible for in July 2023 due to federal corrective action. He indicated that with this vote, they would be delivering these important resources – and supporting the work they have done across the region with Connect SoCal. He also reported on the conformity lockdown that they have as a region because of the cancellation of waivers under the Federal Clean Air Act. He stated that the waivers were federally revoked as of June 12 and as a result, California and the SCAG region entered a conformity lockdown which meant that they couldn't have any federal actions on projects within the SCAG region. However, he was happy to report that the Environmental Protection Agency (EPA) approved the latest planning assumptions and updates to the emissions estimation model that was developed by the California Air Resources Board (CARB). He indicated that this had fully lifted the statewide conformity lockdown which meant they could move forward with FTIP amendments and get federal action on projects. He also noted that the federal government announced their intention to roll back the national fuel efficiency standards (also known as the CAFE standards) which would have an effect on the good news he shared regarding the conformity lockdown. He indicated they would review this and come back to the board with an update. He also reported that on November 10, he attended two grand openings of the CV Link project in the Coachella Valley. He explained that the CV Link was a multimodal, fully separated bicycle and pedestrian access facility across the entire Coachella Valley. He noted that SCAG contributed to the CV Link by helping to secure funding from the state's Active Transportation Program. He shared that the first event was in La Quinta, where he joined Mayor Linda Evans and Supervisor Mauel Perez to speak about the collaboration that brought this project to fruition and the second event was in Palm Desert, where he joined former Regional Council member and current Riverside County Auditor Controller Ben Benoit, and SCAG Past President and Palm Desert Mayor Jan Harnik to highlight the regional importance of CV Link. While in the Coachella Valley, he stated he had the opportunity to meet with the Sunline Executive Director and visit the Traffic Management Center. He also reported that on November 24, there was a SCAG delegation visit in Regional Council District 65 which included Regional Council First Vice

President Ray Marquez, Regional Council Members Daniel Ramos, Helen Tran, and John Dutrey, and Policy Committee Member Gabriel Reyes who joined Chief Operating Officer Darin Chidsey and him on a tour of the High Desert. He stated they got to see the future site for the Brightline West Victorville Station in the Town of Apple Valley, the Victorville Wellness Center, and the Silverwood Lake Housing Development in Hesperia. He also reported that in partnership with South Coast AQMD and MSRC, SCAG launched the second phase of the Last Mile Freight Program. He noted that in the first phase, SCAG deployed about \$17 million in near-zero and zero emission freight technology across 22 projects in Los Angeles, Orange, Riverside, and San Bernardino counties. He further noted that funding for the second phase came from the U.S. EPA which was \$51.5 million to support cleaner freight movement through rebates to fleet owners that purchase new battery-electric trucks or convert existing diesel trucks. He explained that the goal of this program was to improve air quality and deliver meaningful community health benefits across Southern California and noted that applications would be accepted through January 30, 2026, and that more information was available on the SCAG website. Lastly, he reported that on November 20, he was invited to address the Santa Barbara Association of Governments (SBCAG) Board about SCAG's efforts to support the 2028 Summer Olympic and Paralympic Games. He stated that he shared what they had done on the Games Mobility Program Framework, and how they were using this opportunity to advance implementation of Connect SoCal. He stated that he appreciated the collaboration with their fellow MPO's.

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

FUTURE AGENDA ITEMS

Regional Council Member Margaret Finlay, Duarte, District 35, suggested having more time for the speakers who were at the Economic Summit presentation during the Joint Policy Committee meeting.

Regional Council Member Bucknum suggested a future presentation on the modeling tool that was presented at the Joint Policy Committee meeting as she thought it would be a useful tool for several of their cities in support of Olympic events.

Regional Council Member Claudia Frometa, Downey, District 25, stated she wanted the record to reflect that she was in support of agenda Item 1 but had arrived late to the meeting.

ANNOUNCEMENTS

Regional Council Member Finlay requested that they adjourn the meeting in memory of Carlene Adams, President Allen's mother, who had passed away on November 10.

Regional Council Member Daniel Ramos, Adelanto, District 65, thanked the members and staff that joined the tour of Regional Council District 65. He also wished everyone a Merry Christmas, expressed appreciation for President Allen, and wished Chief Operating Officer Chidsey a happy birthday.

President Allen thanked everyone for their love, prayers, and kindness and wished everyone a wonderful Christmas.

ADJOURNMENT

There being no further business, President Allen adjourned the meeting of the Regional Council in memory of Carlene Adams at 12:36 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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Regional Council Attendance Report															
2025-2026															
MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Total Mtgs Attended To Date	
Allen, Cindy	Long Beach, RC District 30	1			1		1	1							4
Amezcuia, Valerie	Santa Ana, RC District 16	0			0		0	0							0
Baker, Debbie	La Palma, RC District 18	1			1		1	0							0
Balius, Ryan	Anaheim, RC District 19	1			0		1	1							0
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		1	0							1
Blumenfield, Bob	Los Angeles, RC District 50	0			0		0	0							0
Boyles, Drew	El Segundo, RC District 40	0			1		0	0							1
Bucknum, Wendy	Mission Viejo, RC District 13	1	D	D	0	D	0	1	D						2
Cabrera, Ulises	Moreno Valley, RC District 69	1			1		1	0							3
Cardenas-Singh, Martha	Imperial County				1		1	0							2
Clark, Margaret	Rosemead, RC District 32	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	0							3
Dumitru, Jon	Orange, RC District 17	0			0		0	1							1
Dunn, Lucy	Business Representative	1			1		0	1							3
Dutrey, John	Montclair, RC District 9	1			1		1	0							3
Eich, Keith	La Cañada Flintridge, RC District 36	1			1		1	0							3
Elias, Shaunna	Glendora, RC District 33	0			1		1	1							3
Finlay, Margaret E.	Duarte, RC District 35	0	A	A	1	A	1	1	A						3
Frometa, Claudia M.	Downey, RC District 25	0			0		0	1							1
Gardner, Gary	Desert Hot Springs, RC District 2	1			1		0	1							3
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
Hagman, Curt	San Bernardino County	1			1		1	1							4
Harnik, Jan C.	RCTC Representative	1			1		1	0							3
Harris-Dawson, Marqueece	Los Angeles, RC District 55	0			0		0	0							0
Henderson, Mark E.	Gardena, RC District 28	0			1		1	1							3
Hernandez, Eunisses	Los Angeles, RC District 48	0			0		0	0							0
Hernandez, Laura	Port Hueneme, RC District 45	1			1		0	1							3
Hutt, Heather	Los Angeles, RC District 57	0	R	R	0	R	0	0	R						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
Kalmick, Joe	Seal Beach, RC District 20	1			1		1	1							4
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	K	K	1	K	1	1	K						4
Lara, Andrew	Pico Rivera, RC District 31	1			0		0	1							2
Lee, John	Los Angeles, RC District 59	0			0		0	0							0
Leon, Carlos A.	OCTA Representative	0			0		0	0							0
Lock Dawson, Patricia	Riverside, RC District 68	0			0		0	1							1
Lopez, Vianey	Ventura County	1			1		1	0							3
Lorimore, Clint	Eastvale, RC District 4	0			1		1	1							3
Manos, Steve	Lake Elsinore, RC District 63	1			1		1	1							4
Marquez, Ray	Chino Hills, RC District 10	1			1		0	1							3
Masiel, Andrew	Pechanga Band of Luiseno IndiansTribal Gov. Reg. Plng. Brd.	0			0		1	1							2
McCallon, Larry	Air District Representative	1			1		1	1							4
McLean, Marsha	Santa Clarita, RC District 67	1			1		1	1							4
McOsker, 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
Perez, Nikki	Burbank, RC District 42	0			1		0	0							1
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	1	1	0	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	1	0	1	1					3
Sanchez, Steve	La Quinta, RC District 66	1	1	1	0					3
Sandoval, Tim	Pomona, RC District 38	0	1	1	0					2
Saro, Suely	Long Beach, RC District 29	0	0	1	1					2
Schwank, Zak	Temecula, RC District 5	0	0	0	0					0
Shapiro, David J.	Calabasas, RC District 44	1	1	1	1					4
Sharif, Emma	Compton, RC District 26	0	1	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	1	0					3
Tran, Helen	San Bernardino, RC District 7	1	1	1	1					4
Twining, Butch	Huntington Beach, RC District 64	1	1	0	0					2
Tye, Steve	Diamond Bar, RC District 37	1	1	1	0					3
Wagner, Donald P.	Orange County	1	1	0	0					2
Wapner, Alan	SBCTA/SBCOG	1	1	1	0					3
Waronek, Mark	Lomita, RC District 39	0	1	1	1					3
Warren, Acquanetta	Fontana, RC District 8	1	1	1	0					3
Wong, Thomas	Monterey Park, RC District 34	1	1	1	1					4
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	0	1	1					3
Zwick, Jesse	Santa Monica, RC District 41	1	0	1	0					2
		46	0	0	51	0	50	42	0	0
									0	0

To: EAC - Executive Administration Committee
RC – Regional Council

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Jeffery Elder, Chief Counsel
213-630-1478, elder@scag.ca.gov

Kome Ajise

Subject: Revision to SCAG's Standard Contract Provisions: Removal of Required
Penalty Clauses

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee recommend that the Regional Council (RC) authorize staff to remove required penalty clauses from SCAG's standard contract agreement, superseding the 2010 RC action that required their inclusion.

RECOMMENDED ACTION FOR RC:

Authorize staff to remove the penalty clauses from SCAG's standard contract agreement, superseding the 2010 RC action requiring their inclusion.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

In 2010, the RC directed staff to impose penalties on consultants for late invoices and late delivery of completed work and required clauses were added to SCAG's standard contract agreement. Subsequently, the RC authorized the removal of the penalties when contracting with colleges, universities, and non-profit organizations. These clauses are now inconsistent with California contract law and are likely unenforceable due to their punitive nature and lack of proportionality to damages. SCAG's legal division recommends removing these mandatory clauses from SCAG's standard contract agreement. Removal will not prevent the inclusion of language addressing late invoices or deliverables, but will allow for greater flexibility in the use of such clauses and the nature of any penalties imposed.

BACKGROUND:

In 2010, the RC approved the addition of penalty clauses to SCAG's standard contract agreement. These clauses were intended to encourage consultants to submit invoices in a timely manner and deliver final products by the contract completion date.

Based on this action, the following penalty clauses are included in our standard contract agreement, except for those with colleges, universities, and non-profits:

- Invoices not received by SCAG within thirty (30) calendar days of the Invoice Due Date may be assessed a \$1,000 penalty per invoice, which shall be deducted by SCAG in the payment of the invoice.
- A ten percent (10%) penalty shall be imposed for each thirty (30) day calendar period beyond the Agreement completion date, as specified in Section 3 (Term) of this Agreement, if the complete product, as described in the Scope of Work, is not received and approved by SCAG by the completion date. Such penalty shall be based on the total value of the Agreement and shall not be imposed if the delay is caused by SCAG.

While originally well-intentioned, these clauses are inconsistent with developments in California law governing contractual penalties and are likely unenforceable due to their punitive nature and lack of a reasonable relationship to actual damages.

Because the RC specifically required inclusion of these clauses, staff does not have authority to remove them without RC action. Staff therefore recommend removing the penalty clauses from SCAG's standard contract agreement.

Future agreements will continue to require timely invoicing and adherence to project schedules. While the removal of the required penalty clauses eliminates mandatory penalties, it will not preclude the inclusion of contract language addressing late invoices or delayed deliverables where appropriate, and non-performance may still be addressed through existing contract remedies and active project oversight.

FISCAL IMPACT:

There is no negative fiscal impact associated with removing these penalty clauses.



AGENDA ITEM 3

REPORT

Southern California Association of Governments
February 5, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

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

Kome Ajise

Subject: Contracts \$500,000 or Greater: 24-012-MRFP 17, City of Los Angeles,
Scaling Housing Development on City-Owned Land Strategy

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee recommend that the Regional Council approve Contract No. 24-012-MRFP 17 in an amount not to exceed \$1,847,600 with AECOM Technical Services, Inc. to develop a catalogue of publicly-owned sites in the City of Los Angeles that can be developed into affordable housing. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

RECOMMENDED ACTION FOR RC:

Approve Contract No. 24-012-MRFP 17 in an amount not to exceed \$1,847,600 with AECOM Technical Services, Inc. to develop a catalogue of publicly-owned sites in the City of Los Angeles that can be developed into affordable housing. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The City of Los Angeles "Scaling Up Housing Development on City-Owned Land" project will innovate how the city uses its assets and partners with other public agencies to maximize housing production on public land in a more sustainable and time efficient manner.

The consultant will:

1. *Complete comprehensive due diligence to review and prioritize City-Owned sites identified for development;*
2. *Conduct analysis of city-owned parking lots that can be redeveloped as affordable housing;*
3. *Undertake financial and feasibility analysis to generate housing programs and creative financing approaches; and*

4. Develop a publicly available city-owned land catalogue with information about each site including the findings of the due diligence analysis.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
AECOM Technical Services, Inc. 24-012-MRFP 17	The project will evaluate the feasibility of housing development on City-owned properties and develop a catalogue of sites and list of recommendations to accelerate the development of affordable housing on public land in the City of Los Angeles.	\$1,847,600

FISCAL IMPACT:

Funding of \$1,847,600 is available in the Fiscal Year (FY) 2025-26 Overall Work Program (OWP) in Project Number 305-4925.01, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.

ATTACHMENT(S):

1. 24-012-MRFP 17 Contract Summary
2. 24-012-MRFP 17 Conflict of Interest Form

CONSULTANT CONTRACT NO. 24-012-MRFP 17

Recommended Consultant:	AECOM Technical Services, Inc.	
Background & Scope of Work:	<p>This project is funded by the Regional Early Action Planning Grant of 2021 (REAP 2.0) and is consistent with the program's requirements, including the objectives of accelerating infill development that facilitates housing supply, choice, and affordability, affirmatively furthering fair housing, and reducing vehicle miles traveled.</p> <p>The City of Los Angeles' "Scaling Up Housing Development on City-Owned Land" project will innovate how the city uses its assets and partners with other public agencies to maximize housing production on public land in a more sustainable and time efficient manner.</p> <p>The consultant will:</p> <ol style="list-style-type: none"> 1. Complete comprehensive due diligence to review and prioritize City-Owned sites identified for development; 2. Conduct analysis of city-owned parking lots that can be redeveloped as affordable housing; 3. Undertake financial and feasibility analysis to generate housing programs and creative financing approaches; and 4. Develop a publicly available city-owned land catalogue with information about each site including the findings of the due diligence analysis. 	
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"> • A catalogue of publicly-owned sites within the City with due diligence and financial feasibility analysis; • A report with recommendations on how to reach the City's goal of building 10,000 units on city-owned land as specified in the 2021-2029 Housing Element; and • Final project metrics for REAP 2.0 reporting. 	
Strategic Plan:	This item supports SCAG's Strategic Plan Goal 1: Establish and implement a regional vision for a sustainable future.	
Contract Amount:	Total not to exceed	\$1,847,600
	AECOM Technical Services, Inc. (prime consultant)	\$1,213,735
	cityLAB-UCLA (subconsultant)	\$446,105
	Keyser Maston Associates, Inc. (subconsultant)	\$157,550
	The Maxima Group LLC. (subconsultant)	\$30,210
	Note: AECOM Technical Services, Inc. originally proposed \$1,900,128, but staff negotiated the price down to \$1,847,600 without reducing the scope of work.	
Contract Period:	Notice to Proceed through December 31, 2026	
Project Number(s):	305.4925.01 \$1,847,600 Funding source: REAP 2.0	

	<p>Funding of \$1,847,600 is available in the Fiscal Year (FY) 2025-26 Overall Work Program (OWP) Budget in Project Number 305.4925.01, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.</p>								
Request for Proposal (RFP):	<p>SCAG staff notified 22 firms on REAP 2.0 bench of consultants of the release of RFP 24-012-MRFP 17 via SCAG's Solicitation Management System website. A total of 22 firms downloaded the RFP. SCAG received the following four (4) proposals in response to the solicitation:</p> <table> <tbody> <tr> <td>AECOM Technical Services, Inc (3 subconsultants)</td> <td>\$1,900,128</td> </tr> <tr> <td>BAE Urban Economics (3 subconsultants)</td> <td>\$1,722,239</td> </tr> <tr> <td>HR&A Advisors (4 subconsultants)</td> <td>\$1,870,500</td> </tr> <tr> <td>LeSar Development Consultants (8 subconsultants)</td> <td>\$1,699,132</td> </tr> </tbody> </table>	AECOM Technical Services, Inc (3 subconsultants)	\$1,900,128	BAE Urban Economics (3 subconsultants)	\$1,722,239	HR&A Advisors (4 subconsultants)	\$1,870,500	LeSar Development Consultants (8 subconsultants)	\$1,699,132
AECOM Technical Services, Inc (3 subconsultants)	\$1,900,128								
BAE Urban Economics (3 subconsultants)	\$1,722,239								
HR&A Advisors (4 subconsultants)	\$1,870,500								
LeSar Development Consultants (8 subconsultants)	\$1,699,132								
Selection Process:	<p>The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked offerors.</p> <p>The PRC consisted of the following individuals:</p> <p>Nashia Lalani, Principal Regional Planner, SCAG Eric Carlos, Director of Housing, LAHD Alessandro Hall, Associate Regional Planner, SCAG</p>								
Basis for Selection:	<p>The PRC recommended AECOM Technical Services, Inc. for the task order award because the consultant:</p> <ul style="list-style-type: none"> • Demonstrated the best understanding of the project, specifically with their experience on the Citywide Housing Incentive Program (CHIP) and knowledge of the overall City of LA housing dynamics and policy; • Provided the best technical approach, for example, a clear approach to streamline and prioritize site review via a multivariate developability score that is informed by their existing experience with analyzing sites and is scalable; • Demonstrated a clear record of delivering high-quality planning projects in Los Angeles with a direct understanding of the complexities and challenges associated with the RFP scope. The consultant proposes a clear methodology to address the scope objectives with a robust team of qualified consultants and professionals; and • Provided the best overall value for the level of effort proposed. <p>Although the one other firm interviewed proposed a lower price, the PRC did not recommend this firm for contract award because this firm:</p> <ul style="list-style-type: none"> • Did not clearly demonstrate the capacity to complete the scope within the compressed timeline; • Proposed a technical approach that emphasized political support, preset financial models, and limited use of Citywide programs (E.g., Executive 								

Directive 1), which the PRC felt limited their ability to assess the project sites as required in the RFP scope;

- Did not provide a clear understanding of the contribution of subconsultants that were allocated budget but not present for the interview; and
- Overall, the other firm did not demonstrate the breadth of familiarity and expertise as the selected consultant.

**Conflict of Interest (COI) Form - Attachment
For February 4, 2026 Regional Council Approval**

Approve Contract No. 24-012-MRFP 17 in an amount not to exceed \$1,847,600 with AECOM Technical Services, Inc. to develop a catalogue of publicly-owned sites in the City of Los Angeles that can be developed into affordable housing. 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)?
AECOM Technical Services, Inc. (prime consultant)	No - form attached
cityLAB-UCLA (subconsultant)	No - form attached
Keyser Marston Associates, Inc. (subconsultant)	No - form attached
The Maxima Group LLC (subconsultant)	No - form attached

Required Forms: Attachment 5

Attachment 5

SCAG CONFLICT OF INTEREST FORM

MRFP No. 24-012-MRFP 17

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 Regional Council members. All three documents can be viewed online.

The SCAG Conflict of Interest Policy is located at <https://scag.ca.gov/get-involved-contract-vendor-opportunities>.

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The list of Regional Council members can be viewed at <https://scag.ca.gov/rc-members-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: AECOM Technical Services, Inc.

Name of Preparer: Garrett Harper

Project Title: Scaling Housing Development on City Owned Land Strategy

MRFP No: No. 24-012-MRFP 17 **Date Submitted:** November 18, 2025

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest

Attachment 5

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

Attachment 5

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) Garrett Harper, hereby declare that I am the (position or title) VP, Regional Business Line Leader, Advisory of (firm name) AECOM Technical Services, 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 November 4, 2025 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)

November 18, 2025

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.

Notice Regarding California Public Records Act

Section 1 - Summary

A proposal submitted in response to this RFP will be subject to public disclosure pursuant to the California Public Records Act, Cal. Gov. Code section 6250 et. seq., (the "Act"). The Act provides generally that all records relating to a public agency's business are open to public inspection and copying, unless specifically exempt from public disclosure under one of several exemptions set forth in the Act. If you believe that any portion of your proposal is exempt from disclosure under the California Public Records Act, **you must:** 1). **Mark such portion "TRADE SECRET," "CONFIDENTIAL," or "PROPRIETARY," within your proposal; 2). Complete Section 2 below, and 3). Include this Attachment 9 in your submittal**, or your proposal will be subject to public disclosure under the Act. Proposals marked "TRADE SECRET," "CONFIDENTIAL," OR "PROPRIETARY" in their entirety will not be honored, and SCAG will not deny public disclosure of proposals so marked. By submitting a proposal with specific material marked "TRADE SECRET," "CONFIDENTIAL," or "PROPRIETARY," you represent you have a good faith belief that the material is exempt from disclosure under the Act; however, such designations will not necessarily be conclusive. You may be required to further justify in writing why such material should not, upon request, be disclosed by SCAG under the Act. Fee and pricing proposals are not considered "TRADE SECRETS", "CONFIDENTIAL", or "PROPRIETARY".

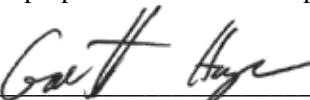
If SCAG denies disclosure, then by submitting your proposal you agree to reimburse SCAG for, and to indemnify, defend, and hold harmless SCAG, its officers, fiduciaries, employees, and agents from and against any and all claims, damages, losses, liabilities, suits, judgments, fines, penalties, costs, and expenses including, without limitation, attorneys' fees, expenses and court costs of any nature whatsoever (collectively, "Claims") arising from, in connection with, or relating to SCAG's non-disclosure. By submitting your proposal, you also agree to defend, indemnify, and hold harmless SCAG from and against any and all Claims arising from, in connection with, or relating to SCAG's public disclosure of any such designated portions of your proposal if SCAG reasonably determines disclosure is deemed required by law, or if disclosure is ordered by a court of competent jurisdiction.

Section 2 - Exemption Request

Page Number of Proposal	Brief Explanation for the Exemption Under the Act and any Other Comments

Attach additional pages as necessary

Check here if proposer claims no exemption

Signature:  Date: November 4, 2025

Attachment 5

SCAG CONFLICT OF INTEREST FORM

MRFP No. 24-012-MRFP 02

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 Regional Council members. All three documents can be viewed online.

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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: cityLAB-UCLA

Name of Preparer: Emmanuel Proussaloglou

Project Title: Scaling Housing Development on City Owned Land Strategy

MRFP No: No. 24-012-MRFP 17, **Date Submitted:** 11/18/2025

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest

Attachment 5

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

Attachment 5

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) Emmanuel Proussaloglou, hereby declare that I am the (position or title) Co-Director of (firm name) cityLAB-UCLA, 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 11/5/25 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.



11/5/25

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

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

Attachment 6

Notice Regarding California Public Records Act

Section 1 - Summary

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If SCAG denies disclosure, then by submitting your proposal you agree to reimburse SCAG for, and to indemnify, defend, and hold harmless SCAG, its officers, fiduciaries, employees, and agents from and against any and all claims, damages, losses, liabilities, suits, judgments, fines, penalties, costs, and expenses including, without limitation, attorneys' fees, expenses and court costs of any nature whatsoever (collectively, "Claims") arising from, in connection with, or relating to SCAG's non-disclosure. By submitting your proposal, you also agree to defend, indemnify, and hold harmless SCAG from and against any and all Claims arising from, in connection with, or relating to SCAG's public disclosure of any such designated portions of your proposal if SCAG reasonably determines disclosure is deemed required by law, or if disclosure is ordered by a court of competent jurisdiction.

Section 2 - Exemption Request

Page Number of Proposal	Brief Explanation for the Exemption Under the Act and any Other Comments

Attach additional pages as necessary

Check here if proposer claims no exemption

Signature: MR

Date: 11/5/2025

Attachment 5

SCAG CONFLICT OF INTEREST FORM

MRFP No. 24-012-MRFP 02

SECTION I: INSTRUCTIONS

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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: Keyser Marston Associates, Inc.

Name of Preparer: Heather Greco

Project Title: Scaling Housing Development on City Owned Land Strategy

MRFP No: 24-012-MRFP 17 **Date Submitted:** 11/18/25

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest

Attachment 5

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

Attachment 5

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) Heather Greco, hereby declare that I am the (position or title) Business Manager of (firm name) Keyser Marston Associates, 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 10/27/25 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) 10/27/25 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.

Attachment 5

SCAG CONFLICT OF INTEREST FORM

MRFP No. 24-012-MRFP 02

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Name of Firm: The Maxima Group LLC

Name of Preparer: Patricia Flynn

Project Title: Scaling Housing Development on City Owned Land Strategy

MRFP No: 24-012-MRFP 17 **Date Submitted:** 18 November 2025

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest

Attachment 5

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

Attachment 5

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) Patricia Flynn, hereby declare that I am the (position or title) Principal of (firm name) The Maxima Group LLC, 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 27 October 2025 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.

27 October 2025
Signature of Person Certifying for Proposer
(original signature required) Date

NOTICE

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



AGENDA ITEM 4

REPORT

Southern California Association of Governments
February 5, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

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

Kome Ajise

Subject: Contracts \$500,000 or Greater: 26-018-C01, 2028 Olympic and
Paralympic Games Community Hubs Toolkit

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee recommend that the Regional Council approve Contract No. 26-018-C01 in an amount not to exceed \$2,999,307 with T.Y. Lin International to provide services for the development and implementation of a Community Hubs Toolkit and Activation Program tied to the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

RECOMMENDED ACTION FOR RC:

Approve Contract No. 26-018-C01 in an amount not to exceed \$2,999,307 with T.Y. Lin International to provide services for the development and implementation of a Community Hubs Toolkit and Activation Program tied to the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games. 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 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:

The program that the consultant will develop has a dual purpose: to create a practical, locally focused toolkit that helps cities and counties plan and deliver community hub activations, and to implement demonstration projects that showcase community-centered placemaking during mega events while leaving a lasting regional legacy. This effort is part of SCAG's broader Games Mobility Program, which builds on Southern California's history of hosting major international events and responds to the unprecedented scale and complexity of the upcoming Games through coordinated, long-term planning.

The Community Hubs Toolkit will be implemented in two phases: development of a comprehensive activation toolkit, followed by planning and deployment of activation projects across the region. The selected consultant will manage and oversee the toolkit and associated development plan, support the evaluation and selection of pilot projects, coordinate with jurisdictions and stakeholders, and assist in scaling successful strategies regionwide. Responsibilities include project management, stakeholder engagement, communications support, and reporting outcomes to internal and external audiences.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
T.Y. Lin International 26-018-C01	The consultant shall provide services for the development and implementation of a Community Hubs Toolkit and Activation Program tied to the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games.	\$2,999,307

FISCAL IMPACT:

Funding of \$2,999,307 is budgeted in the Fiscal Year (FY) 2025-26 Overall Work Program (OWP) Budget in Project Number 400.4959.01, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.

ATTACHMENT(S):

1. 26-018-C01 Contract Summary
2. 26-018-C01 Conflict of Interest Form

CONSULTANT CONTRACT NO. 26-018-C01

Recommended Consultant:	T.Y. Lin International
Background & Scope of Work:	<p>The consultant shall provide services for the development and implementation of a Community Hubs Toolkit and Activation Program tied to the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games. The program has a dual purpose: to create a practical, locally focused toolkit that helps cities and counties plan and deliver community hub activations, and to implement demonstration projects that showcase community-centered placemaking during mega events while leaving a lasting regional legacy. This effort is part of SCAG's broader Games Mobility Program, which builds on Southern California's history of hosting major international events and responds to the unprecedented scale and complexity of the upcoming Games through coordinated, long-term planning.</p> <p>As a central element of the Games Mobility Program, the Community Hubs initiative is designed to extend the excitement and benefits of the Games beyond official venues, particularly to communities that are not hosting events. Inspired by successful fan zone models from the 2012 London and 2024 Paris Games, Community Hubs will activate public spaces to foster local celebration, support small businesses, strengthen social connections, and reduce vehicle miles traveled and greenhouse gas emissions by localizing participation. The program aligns with complementary regional efforts, such as LA Metro's Fan Zones Program and Los Angeles County's 88 for 28 frameworks, to ensure an inclusive, collaborative regional approach that highlights Southern California's diverse neighborhoods and builds long-term community value.</p> <p>The Community Hubs Toolkit will be implemented in two phases: development of a comprehensive activation toolkit, followed by planning and deployment of activation projects across the region. The selected consultant will manage and oversee the toolkit and associated development plan, support the evaluation and selection of pilot projects, coordinate with jurisdictions and stakeholders, and assist in scaling successful strategies regionwide. Responsibilities include project management, stakeholder engagement, communications support, and reporting outcomes to internal and external audiences.</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">• Managing and monitoring the Community Hubs Toolkit and Development Plan, budget and schedule, communicating and monitoring activation project deadlines, scheduling and facilitating meetings with activation project stakeholders and SCAG staff, and reviewing required deliverables submitted by participants,• Sharing Toolkit-related information and summaries of activity to support internal coordination, member updates, and storytelling by SCAG's Government and Public Affairs team,• Supporting the development and deployment of Community Hub strategies through cities and counties interested in deploying Community Hubs, in partnership with other stakeholders, including working with stakeholders to effectively scale strategies for wider deployment across the SCAG region, and

	<ul style="list-style-type: none"> • Summarizing, presenting, and reporting Toolkit findings, research and outcomes to internal and external audiences. 												
Strategic Plan:	<p>This item supports SCAG's Strategic Priorities:</p> <ol style="list-style-type: none"> 2. Be a cohesive and influential voice for the region; 3. Spur innovation and action through leadership in research, analysis, and information sharing; and 5. Secure and optimize diverse funding sources to support regional priorities. 												
Contract Amount:	<p>Total not to exceed \$2,999,307</p> <table> <tr> <td>T.Y. Lin (prime consultant)</td> <td>\$735,408</td> </tr> <tr> <td>Community Arts Resources (CARS) (subconsultant)</td> <td>\$1,227,067</td> </tr> <tr> <td>Studio One Eleven (subconsultant)</td> <td>\$371,629</td> </tr> <tr> <td>Estolano Advisors (subconsultant)</td> <td>\$468,284</td> </tr> <tr> <td>Bike Hub (dba Tranzito) (subconsultant)</td> <td>\$77,297</td> </tr> <tr> <td>Place & Page (subconsultant)</td> <td>\$119,722</td> </tr> </table>	T.Y. Lin (prime consultant)	\$735,408	Community Arts Resources (CARS) (subconsultant)	\$1,227,067	Studio One Eleven (subconsultant)	\$371,629	Estolano Advisors (subconsultant)	\$468,284	Bike Hub (dba Tranzito) (subconsultant)	\$77,297	Place & Page (subconsultant)	\$119,722
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Place & Page (subconsultant)	\$119,722												
Contract Period:	Notice to Proceed through December 31, 2028												
Project Number(s):	<p>400.4961MA.01 \$2,999,307</p> <p>Funding source(s): Federal Highway Administration (FHWA) Surface Transportation Block Grant (STBG) Program and Toll Credits.</p> <p>Funding of \$2,999,307 is available in the Fiscal Year (FY) 2025-26 Overall Work Program (OWP) Budget in Project Number 400.4961MA.01, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.</p>												
Request for Proposal (RFP):	<p>SCAG staff notified 3,410 firms of the release of RFP 26-018-C01 via SCAG's Solicitation Management System website. A total of 135 firms downloaded the RFP. SCAG received the following six (6) proposals in response to the solicitation:</p> <table> <tr> <td>T.Y. Lin International (5 subconsultants)</td> <td>\$2,999,307</td> </tr> <tr> <td>SWA Group (3 subconsultants)</td> <td>\$2,293,461</td> </tr> <tr> <td>AUX Architecture (3 subconsultants)</td> <td>\$2,906,634</td> </tr> <tr> <td>Agency Artifact/Alta Planning + Design, Inc. (7 subconsultants)</td> <td>\$2,999,845</td> </tr> <tr> <td>Sasaki Associates (6 subconsultants)</td> <td>\$3,453,181</td> </tr> <tr> <td>Fehr & Peers (8 subconsultants)</td> <td>\$3,743,647</td> </tr> </table>	T.Y. Lin International (5 subconsultants)	\$2,999,307	SWA Group (3 subconsultants)	\$2,293,461	AUX Architecture (3 subconsultants)	\$2,906,634	Agency Artifact/Alta Planning + Design, Inc. (7 subconsultants)	\$2,999,845	Sasaki Associates (6 subconsultants)	\$3,453,181	Fehr & Peers (8 subconsultants)	\$3,743,647
T.Y. Lin International (5 subconsultants)	\$2,999,307												
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Sasaki Associates (6 subconsultants)	\$3,453,181												
Fehr & Peers (8 subconsultants)	\$3,743,647												
Selection Process:	The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed two (2) highest ranked offerors.												

	<p>The PRC consisted of the following individuals:</p> <p>Lyle Janicek, Planning Supervisor (Project Manager), SCAG Anikka Van Eyl, Associate Regional Planner, SCAG Victor Negrete, Manager, Community and Economic Development, SCAG Hannah Brunelle, Senior Director of Countywide Planning, LA Metro</p>
Basis for Selection:	<p>The PRC recommended T.Y. Lin International for the contract award because the consultant:</p> <ul style="list-style-type: none"> • Demonstrated the best understanding of the challenges and complexities associated with planning and coordinating activation sites for a mega-event like the 2028 Olympic and Paralympic Games, specifically regarding safety, community input and engagement, and their three "P" framework - Places, Programs, and Partnerships; • Identifies a clear focus on "storytelling" as a means to generate buy-in for local communities, credibility for SCAG, and a legacy of success/highly visible impact; • Demonstrated a strong technical approach aligned with SCAG's goals, which is rooted in a vibrant project management style that is clear, logical, and based on a track record of managing projects of similar scale and scope; • Offers extensive experience of planning and coordinating similar efforts regionally and nationally through the assembled project team, including presidential inaugurations, CicLAvia, Getty 25 Community Festivals, Go Human Tactical Urbanism; • Focused the toolkit to ensure a lasting legacy, and what the toolkit will bring to communities beyond the 2028 Olympic and Paralympic Games; • Additionally, TY Lin identified the importance of showcasing how the Community Hubs program can be tied into other SCAG efforts, such as the Passenger and Freight Transit Demand Management and VMT-reducing programs. They went into explicit detail to highlight the important details such as crowd flow, hub queueing, and the greater context of site activation.; • Proposed a schedule that reflects an understanding of the project's urgency and the firm deadlines associated with the Games; • Was the lowest cost proposal of the firms shortlisted and invited to interview. The firm's cost proposal was competitive with the other cost proposals submitted and is appropriately allocated across tasks and sub-consultants; and • Submitted a well-cost proposal that is slightly above the independent cost estimate, yet reflects the most realistic and appropriate level of effort and cost allocation across tasks and subconsultants to successfully complete the project.

Conflict of Interest (COI) Form - Attachment
February 5, 2026 Regional Council Approval

Approve Contract No. 26-018-C01 in an amount not to exceed \$2,999,307 with T.Y. Lin International to provide services for the development and implementation of a Community Hubs Toolkit and Activation Program tied to the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games.

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)?
T. Y. Lin International (prime consultant)	No - form attached
CARS (subconsultant)	No - form attached
Studio One Eleven (subconsultant)	No - form attached
Estolano Advisors (subconsultant)	No - form attached
Bike Hub dba Tranzito (subconsultant)	No - form attached
Place and Page (subconsultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 26-018

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: T.Y. Lin International

Name of Preparer: Stephanie Shaw

Project Title: 2028 Olympic and Paralympic Games Community Hubs Toolkit

RFP Number: 26-018 **Date Submitted:** 10/8/2025

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest

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

YES NO

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

Name	Position	Dates of Service

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

YES NO

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

Name	Relationship

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

YES NO

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

Name	Relationship

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

YES NO

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

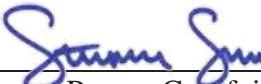
Name	Date	Dollar Value

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Stephanie Shaw, hereby declare that I am the (position or title) Vice President of (firm name) T.Y. Lin International, 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 10/8/2025 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)

10/8/2025

Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 26-018

SECTION I: INSTRUCTIONS

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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: Community Arts Resources

Name of Preparer: Aaron Paley

Project Title: 2028 Olympic and Paralympic Games Community Hubs Toolkit

RFP Number: 26-018 **Date Submitted:** 9/25/25

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest

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

YES NO

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

Name	Position	Dates of Service

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

YES NO

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

Name	Relationship

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

YES NO

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

Name	Relationship

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

YES NO

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

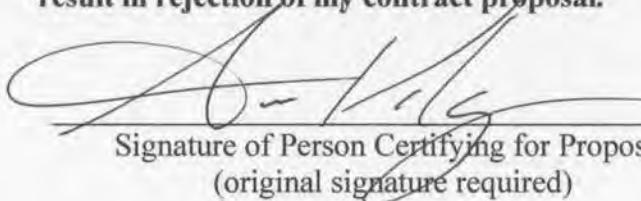
Name	Date	Dollar Value

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Aaron Paley, hereby declare that I am the (position or title) President of (firm name) Community Arts Resources, 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 9/25/25 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)

9/25/25

Date

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SCAG CONFLICT OF INTEREST FORM

RFP No. 26-018

SECTION I: INSTRUCTIONS

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Name of Firm: RDC-S111, Inc.

Name of Preparer: Shruti Shankar on behalf of Brad Williams

Project Title: SCAG Community Hubs

RFP Number: 26-018 **Date Submitted:** 10.8.25

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest

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

YES NO

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

Name	Position	Dates of Service

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

YES NO

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

Name	Relationship

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

YES NO

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

Name	Relationship

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

YES NO

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

Name	Date	Dollar Value

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Shruti Shankar (on behalf of Brad Williams), hereby declare that I am the (position or title) Urban Design Director, Associate Principal of (firm name) RDC-S111, 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 10.6.25 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)

10.6.25
Date

NOTICE

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

SCAG CONFLICT OF INTEREST FORM

RFP No. 26-018

SECTION I: INSTRUCTIONS

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Name of Firm: Estolano Advisors
Name of Preparer: Cecilia V. Estolano
Project Title: 2028 Olympic and Paralympic Games Community Hubs Toolkit
RFP Number: 26-018 **Date Submitted:** 9/30/25

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest

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

YES NO

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

Name	Position	Dates of Service

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

YES NO

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

Name	Relationship

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

YES NO

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

Name	Relationship

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

YES NO

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

Name	Date	Dollar Value

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Cecilia V. Estolano, hereby declare that I am the (position or title) President & CEO of (firm name) Estolano Advisors, 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 9/30/25 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.



9/30/25

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

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SCAG CONFLICT OF INTEREST FORM

RFP No. 26-018

SECTION I: INSTRUCTIONS

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Name of Firm: BikeHub (dba Tranzito)

Name of Preparer: Maureen Isaacs

Project Title: 2028 Olympic and Paralympic Games Community Hub Toolkit

RFP Number: 26-018 **Date Submitted:** 9/26/25

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest

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

YES NO

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

Name	Position	Dates of Service

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

YES NO

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

Name	Relationship

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

YES NO

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

Name	Relationship

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

YES NO

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

Name	Date	Dollar Value

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Gene Oh, hereby declare that I am the (position or title) CEO of (firm name) BikeHub (dba Tranzito), 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 9/26/25 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.

Gene Oh

9/26/25

Signature of Person Certifying for Proposer
(original signature required)

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SCAG CONFLICT OF INTEREST FORM

RFP No. 26-018

SECTION I: INSTRUCTIONS

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Name of Firm: Place and Page, LLC

Name of Preparer: Colleen Corcoran

Project Title: 2028 Olympic and Paralympic Games Community Hub Toolkit

RFP Number: 26-018 **Date Submitted:** 09/29/25

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest

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

YES NO

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

Name	Position	Dates of Service

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

YES NO

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

Name	Relationship

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

YES NO

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

Name	Relationship

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

YES NO

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

Name	Date	Dollar Value

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Colleen Corcoran, hereby declare that I am the (position or title) Founder and Creative Director of (firm name) Place and Page, LLC, 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 09/29/25 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.

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AGENDA ITEM 5

REPORT

Southern California Association of Governments
February 5, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Kome Ajise

Subject: Contracts \$500,000 or Greater: 26-029-C01, Federal Advocacy Services

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee recommend that the Regional Council approve Contract No. 26-029-C01 in an amount not to exceed \$600,000 with Manatt Government Strategies, LLC, to provide Federal Advocacy Services. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

RECOMMENDED ACTION FOR RC:

Approve Contract No. 26-029-C01 in an amount not to exceed \$600,000 with Manatt Government Strategies, LLC, to provide Federal Advocacy Services. 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 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:

Under this agreement, Manatt Government Strategies, LLC will serve as SCAG's Federal Lobbyist and among other things support the development of SCAG's annual Legislative Program for review by the Legislative/Communications and Membership Committee and the Regional Council.

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Manatt Government Strategies, LLC 26-029-C01	The consultant will develop strategies for the successful attainment of SCAG's Legislative Program.	\$600,000

FISCAL IMPACT:

The total cost for this contract is \$600,000 for the period of performance. The cost for the first year is \$120,000 and is available in the Fiscal Year 2025-2026 General Fund Budget in project number 800.0160.02. The cost for subsequent years will be included in future annual budgets, subject to budget availability.

ATTACHMENT(S):

1. 26-029-C01 Contract Summary
2. 26-029-C01 Conflict of Interest Form

CONSULTANT CONTRACT NO. 26-029-C01

Recommended Consultant:	Manatt Government Strategies, LLC	
Background & Scope of Work:	Under this agreement, Manatt Government Strategies, LLC will serve as SCAG's Federal Lobbyist and among other things support the development of SCAG's annual Legislative Program for review by the Legislative/Communications and Membership Committee and the Regional Council.	
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">• Developing and suggesting strategies for the successful attainment of SCAG's Legislative Program;• Providing a Weekly Legislative Report when Congress is in session. The update will analyze newly introduced bills, summarize activities in Congress, congressional committees relevant to SCAG, the Administration, appropriate federal agencies, and stakeholders that share interest areas with SCAG, and a forecast of activity likely to occur in the foreseeable future;• Assisting with the initiation of legislation sponsored or supported by SCAG; and• Providing logistical support for visits to Washington, D.C. or district offices. This includes developing proposed agenda and scheduling meetings with Members of Congress, congressional staff, and members of the Administration to further the goals of SCAG's Legislative Program.	
Strategic Plan:	This item supports SCAG's Strategic Plan Priority #2 to be a cohesive and influential voice for the region.	
Contract Amount:	Total not to exceed \$600,000 Manatt Government Strategies, LLC (prime consultant) \$600,000 (\$10,000 flat monthly retainer, \$600,000 over a 36-month base period, with two (2) additional 12-month options)	
Contract Period:	Notice to Proceed through March 31, 2031	
Project Number(s):	800.0160.02 \$600,000 Funding source(s): General Fund The total cost for this contract is \$600,000 for the period of performance. The cost for the first year is \$120,000 and is available in the Fiscal Year 2025-2026 General Fund Budget in project number 800.0160.02. The cost for subsequent years will be included in future annual budgets, subject to budget availability.	

Request for Proposal (RFP):	<p>SCAG staff notified 5,561 firms of the release of RFP 26-029 via SCAG's PlanetBids website. A total of 42 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:</p> <table data-bbox="453 249 1480 403"> <tr> <td data-bbox="453 249 1176 283">Manatt Government Strategies, LLC (no subconsultants)</td><td data-bbox="1351 249 1480 283">\$600,000</td></tr> <tr> <td data-bbox="453 325 948 359">Holland and Knight (no subconsultants)</td><td data-bbox="1351 325 1480 359">\$600,000</td></tr> <tr> <td data-bbox="453 367 822 397">Invariant (no subconsultants)</td><td data-bbox="1328 367 1480 397">\$1,200,996</td></tr> </table>	Manatt Government Strategies, LLC (no subconsultants)	\$600,000	Holland and Knight (no subconsultants)	\$600,000	Invariant (no subconsultants)	\$1,200,996
Manatt Government Strategies, LLC (no subconsultants)	\$600,000						
Holland and Knight (no subconsultants)	\$600,000						
Invariant (no subconsultants)	\$1,200,996						
Selection Process:	<p>The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked proposers.</p> <p>The PRC consisted of the following individuals:</p> <ul style="list-style-type: none"> • Kevin Gilhooley, Manager, Legislative Affairs & Government Relations Department, SCAG • Javiera Cartagena, Chief Government & Public Affairs Officer, Government and Public Affairs Division, SCAG • Darrin Peschka, Program Manager, Government & Community Relations, Ventura County Transportation Commission 						
Basis for Selection:	<p>The PRC recommended Manatt Government Strategies, LLC, for the contract award because the consultant:</p> <ul style="list-style-type: none"> • Demonstrated the best understanding of SCAG's institutional history, current priorities and needs as outlined in the scope of work. • Exhibited a deep familiarity with SCAG's prior accomplishments, including member directed spending for the Highways to Boulevards study and U.S. Department of Transportation awards under the Safe Streets and Roads for All program. The consultant team highlighted how their established relationships with members of SCAG's congressional delegation can be leveraged to advance SCAG's current and future goals. • Strongly emphasized the team's relationships with members of SCAG's congressional delegation and clearly identified opportunities to enhance SCAG's visibility in Washington, D.C., advance legislative priorities related to surface transportation policy, and leverage partnerships to influence the outcome of federal housing legislation. • Demonstrated extensive and diverse public sector experience. In addition to their years as lobbyists in a global law firm, the team described their longstanding career experiences ranging from serving as an analyst in the Department of Energy, deputy mayor to the City of Los Angeles, lead advocate for the County of Los Angeles, and head of the League of California Cities' Washington, D.C. office and how these career experiences would create valuable insights for SCAG in our effort to represent the interests of multiple local governmental agencies. • Provides the best overall value relative to the proposed level of effort proposed, 						

	<p>adequately meeting the tasks and objectives in the scope of work at a cost below the original estimate.</p> <p>Although other firm(s) were clearly qualified and provided sound technical approaches, the PRC did not recommend these firm(s) for contract award because this firm(s):</p> <ul style="list-style-type: none">• Did not demonstrate the best familiarity with SCAG's past accomplishments, and strategies and expected outcomes to support SCAG's current and future goals were vague.• The participants in the interview did not fully align with the experience areas most critical to SCAG's needs. In addition, the proposed staffing approach included limited institutional knowledge and limited demonstrated experience with SCAG's existing operations.• Did not provide the best overall value for the level of effort proposed to perform the tasks and goals outlined in the scope of work, and in one case at a price that significantly exceeded the independent cost estimate.
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**Conflict of Interest (COI) Form - Attachment
For February 5, 2026 Regional Council Approval**

Approve Contract No. 26-029-C01 in an amount not to exceed \$600,000 with Manatt Government Strategies, LLC to provide Federal Advocacy Services.

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)?
Manatt Government Strategies, LLC (prime consultant)	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No./Contract No. 26-029

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: Manatt Government Strategies, LLC

Name of Preparer: Richard Adam

Project Title: Federal Advocacy Services

RFP Number: 26-029 **Date Submitted:** 11/05/2025

SECTION II: QUESTIONS

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

YES **NO**

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

Name	Nature of Financial Interest

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

YES NO

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

Name	Position	Dates of Service

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

YES NO

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

Name	Relationship

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

YES NO

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

Name	Relationship

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

YES NO

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

Name	Date	Dollar Value

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Richard Adam, hereby declare that I am the (position or title) Associate General Counsel of (firm name) Manatt Government Strategies, LLC, 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 November 1, 2025 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.

Adam, Richard

Digitally signed by Adam, Richard
Date: 2025.11.01 10:45:47 -07'00'

November 1, 2025

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

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

To: EAC - Executive Administration Committee
RC - Regional Council

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Kome Ajise

Subject: Contracts \$500,000 or Greater: 26-041-C01, SCAG Transportation Safety
Predictive Modeling & Analysis Platform

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee recommend that the Regional Council approve Contract No. 26-041-C01 in an amount not to exceed \$866,000 with Citian to continue development and refinement of a comprehensive safety data analysis and modeling platform that will provide both real-time and predictive data, along with cutting edge analytical and modeling resources, for use by regional and local transportation safety decision-makers. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

RECOMMENDED ACTION FOR RC:

Approve Contract No. 26-041-C01 in an amount not to exceed \$866,000 with Citian to continue development and refinement of a comprehensive safety data analysis and modeling platform that will provide both real-time and predictive data, along with cutting edge analytical and modeling resources, for use by regional and local transportation safety decision-makers. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

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

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

BACKGROUND:

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Citian, Inc. 26-041-C01	The project will advance SCAG's Transportation Safety Predictive Modeling and Analysis Platform by securing proprietary real-time safety data, integrating new datasets, including near-miss data, refining predictive modeling capabilities based on user needs, and providing ongoing training and technical support to ensure effective regional safety planning and analysis.	\$866,000

FISCAL IMPACT:

Funding of \$866,000 is available in the Fiscal Year 2025-26 Overall Work Program (OWP) Budget in Project Number 225-3564.23, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.

ATTACHMENT(S):

1. 26-041-C01 Contract Summary
2. 26-041-C01 Conflict of Interest Form

CONSULTANT CONTRACT NO. 26-041-C01

Recommended Consultant:	Citian, Inc	
Background & Scope of Work:	<p>Consistent with the requirements of the Office of Traffic Safety (OTS) grant that funds this project, the Consultant shall provide essential services including software licensing, system maintenance, predictive model development and refinement, and technical assistance, to support the continued implementation of a comprehensive safety data analysis and modeling platform. The Consultant shall refine SCAG's Transportation Safety Predictive Modeling and Analysis Platform by securing proprietary real-time safety data, integrating new datasets, including near-miss data, refining predictive modeling capabilities based on user needs, and providing ongoing training and technical support to ensure effective regional safety planning and analysis. These elements directly support the development and operationalization of a shared analytical foundation across jurisdictions for data-driven decision-making. The availability of reliable and accurate data, training, and cross-agency engagement ensures that SCAG is well equipped to effectively evaluate transportation safety risks and prioritize mitigation strategies and investments in alignment with regional Vision Zero, Safe System, and Connect SoCal safety objectives.</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"> • Citian "CRASH" Platform license that grants access to a fully operational data platform with updated collision and roadway datasets for SCAG and authorized partner users; and • Refined predictive modeling platform that integrates enhanced functionality and analysis; and • Technical support to ensure effective use of the predictive modeling platform. 	
Strategic Plan:	This item supports SCAG's Strategic Plan Goal 3: Spur innovation and action through leadership in research, analysis and information sharing.	
Contract Amount:	Total not to exceed	\$866,000
	Citian, Inc. (prime consultant)	\$866,000
	Note: Citian, Inc. originally proposed \$976,710.00, but staff negotiated the price down to \$866,000 without reducing the scope of work.	
Contract Period:	Notice to Proceed through September 30, 2026	
Project Number:	225-3564JD.23	\$866,000
	Funding of \$866,000 is available in the Fiscal Year (FY) 2025-26 Overall Work Program (OWP) Budget in Project Number 225-3564.23, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.	

Request for Proposal (RFP):	Not Applicable – Sole Source
Selection Process:	Not Applicable – Sole Source
Basis for Selection:	CRASH is a proprietary safety data and analysis and modeling platform produced and licensed by Citian developed for SCAG. To continue the effort, which began in Federal Fiscal Year (FFY) 24 and FFY25, seamlessly into FFY26, SCAG will need to enter a renewed licensing agreement with Citian to maintain access to the CRASH data platform. If SCAG does not renew the licensing agreement with Citian for continued access to their CRASH safety data and modeling platform, which was customized for SCAG, the work that had been completed over the previous two Federal Fiscal Years in support of this project would be lost. In addition, if SCAG is required to facilitate a competitive bid, this would lead to substantial delays when time is of the essence for a one-year OTS grant.

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

Approve Contract No. 26-041-C01 in an amount not to exceed \$866,000 with Citian, Inc. to continue development and refinement of a comprehensive safety data analysis and modeling platform that will provide both real-time and predictive data, along with cutting edge analytical and modeling resources, for use by regional and local transportation safety decision-makers. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

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

SCAG CONFLICT OF INTEREST FORM

26-041

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: Citian, Inc.

Name of Preparer: Steven Houh

Project Title: Transportation Safety Predictive Modeling & Analysis Platform

Date Submitted: 1/9/2026

SECTION II: QUESTIONS

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

YES NO

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

Name	Nature of Financial Interest

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

YES NO

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

Name	Position	Dates of Service

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

YES NO

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

Name	Relationship

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

YES NO

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

Name	Relationship

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

YES NO

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

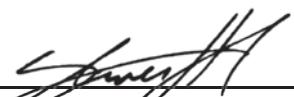
Name	Date	Dollar Value

SECTION III: VALIDATION STATEMENT

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

DECLARATION

I, (printed full name) Steven Houh, hereby declare that I am the (position or title) Chief Executive Officer of (firm name) Citian, 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 1/9/2026 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) 1/9/2026 Date

NOTICE

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

To: TC - Transportation Committee
RC - Regional Council

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Kome Ajise

Subject: Approval of Federal Highway Administration (FHWA) Programming
Procedures

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council approve the Programming Procedures for FHWA-Administered Federal Funding.

RECOMMENDED ACTION FOR RC:

Approve the Programming Procedures for FHWA-Administered Federal Funding.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The Southern California Association of Governments (SCAG), as the region's designated metropolitan planning organization, is responsible for the selection of projects funded through certain Federal Highway Administration (FHWA) programs including the Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Congestion Reduction Program (CRP). Following SCAG Regional Council (RC) action on project selection, SCAG is responsible for ensuring federal program compliance by project sponsors and thereby the SCAG region as a whole, through management of regional programming, obligation authority, and timely use of funds deadlines. While SCAG's STBG/CMAQ Program Guidelines and CRP Guidelines provide information on the project selection process, SCAG has developed, in coordination with the region's county transportation commissions, the regional Programming Procedures for FHWA-Administered Federal Funding to provide guidance on post-award activity for project sponsors and regional partners consistent with SCAG's role in ensuring federal program compliance.

BACKGROUND:

The FHWA programs that are apportioned to the SCAG region, and managed by SCAG for project selection are STBG, CMAQ, and CRP. The CMAQ program is a federal funding source for 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, and/or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The STBG program is a federal funding 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 CRP is a new program established by the Infrastructure Investment and Jobs Act and provides funding for transportation projects that reduce carbon dioxide emissions from on-road transportation sources.

SCAG, in its role as the designated metropolitan planning organization (MPO), is responsible for the selection of STBG, CMAQ, and CRP-funded projects in the SCAG region, which is accomplished through the call for project nomination process as outlined in the program guidelines. The STBG/CMAQ Program Guidelines were approved by the Regional Council (RC) on June 1, 2023. On December 6, 2023, the Executive/Administration Committee on behalf of the RC approved the CRP Program Guidelines. On March 6, 2025, the RC approved updates to the STBG/CMAQ Program Guidelines specific to selection of projects for Federal Fiscal Year (FFY) 2026-27 and 2027-28 federal funding apportionments.

Per the Compliance Action Plan, projects programmed in the 2023 Federal Transportation Improvement Program (FTIP) with STBG or CMAQ funds that were selected by the county transportation commissions and not by the MPO, may be carried over into the 2025 FTIP. These projects that were not selected by SCAG are commonly referred to as “grandfathered” projects.

As the MPO, SCAG works with FHWA, the California Department of Transportation (Caltrans), cities, counties, tribal government, other local public agencies, and county transportation commissions on management of regional programming, obligation authority, and timely use of funds deadlines as related to these FHWA programs.

Obligation Authority and August Redistribution

Obligation Authority (OA) is a federal limitation on the amount of funds that a state can obligate within a given fiscal year. At the start of each federal fiscal year, OA resets, and projects authorized within the given federal fiscal year contribute to meeting 100 percent of the State of California’s (State) OA delivery target. OA applies to the STBG, CMAQ, and CRP programs, for which the SCAG region is responsible for just over 50 percent of the State’s OA delivery each federal fiscal year. This translates to an estimated \$500 million in federal funds (STBG, CMAQ and/or CRP) that must be

obligated within the SCAG region each year. These federal obligations are critical in the State's ability to meet its annual OA delivery target.

In August of each year, unused OA from other states is redistributed by FHWA to states that have already reached 100 percent OA delivery or can show that they will use all their OA by September 30th and demonstrate a need and ability to use additional OA. Through this process referred to as "August Redistribution", the State, and ultimately the SCAG region, become eligible to obligate additional federal transportation funds.

Additionally, CMAQ and STBG funds are subject to Assembly Bill 1012 (Chapter 783 of the Statutes of 1999) provisions. These provisions state that CMAQ and STBG funds are required to be obligated within the first three years of federal eligibility, otherwise the funds are subject to reprogramming by the California Transportation Commission in the fourth year. The CRP funds are available for obligation up to four federal fiscal years.

SUMMARY OF PROCEDURES:

The primary goal of the regional Programming Procedures for FHWA-Administered Federal Funding (Programming Procedures) is to outline post-award requirements for programming and project delivery that will support the SCAG region, and thereby the State, in meeting deadlines for project delivery and statewide goals for the delivery of OA. These Programming Procedures are complementary to the approved program guidelines, and together these documents outline the overall federal transportation funding process.

SCAG recognizes the challenges of project delivery, including unexpected and unforeseen delays and cost increases. Therefore, the regional Programming Procedures also provide programming flexibility, to prevent or minimize any federal funds being lost to the SCAG region.

Topics covered in Programming Procedures include

- FTIP Programming,
- Obligation Deadlines,
- Obligation Management,
- Post-Award Project Changes (Scope and Schedule Changes), and
- Regional Coordination Efforts.

REGIONAL COORDINATION:

SCAG developed the Programming Procedures in collaboration with the region's six county transportation commissions, who provided feedback during the development period from September 2024 to September 2025. SCAG responded to comments received and hosted multiple working group meetings with the county transportation commissions throughout the review period.

These Programming Procedures were also circulated to the county transportation commissions' CEOs for review.

The obligation deadline for "grandfathered" STBG and CMAQ projects was communicated to local agencies as part of SCAG's regional workshops for the federal fiscal year 2026-27 and 2027-28 STBG/CMAQ call for project nominations which took place in March 2025.

NEXT STEPS:

Upon RC approval, SCAG staff will work with the county transportation commissions and local project sponsors to ensure compliance. SCAG staff will be providing resource materials on our website as well as hosting a Toolbox Tuesday on February 10th which reviews the overall federal transportation project development process.

FISCAL IMPACT:

Work associated with this item is included in the FY 2025-26 Overall Work Program (030.0146.03: Federal Project Selection, Monitoring, and Management).

ATTACHMENT(S):

1. Programming Procedures for FHWA-Administered Federal Funding



Programming Procedures for FHWA-Administered Federal Funding

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Overview

These programming procedures focus on post-award activity for the following Southern California Association of Governments (SCAG) selected federal fund sources: Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant (STBG), that is, programs requiring Metropolitan Planning Organization project selection through current federal transportation infrastructure law. Program revenues may also include other redirected funds apportioned to the SCAG region in the same proportion as the distribution of CRP, CMAQ, and STBG apportionments. The intent of these procedures is to prevent and minimize loss of federal funds to the SCAG region and to provide flexibility in delivering transportation projects. They also assist the region in managing obligation authority (OA) and meeting federal financial constraint requirements. This document is intended to be complementary to the SCAG-approved program guidelines and together these documents provide an outline of the federal transportation project funding process.

FTIP Programming

Federal funds are to be programmed in the approved Federal Transportation Improvement Program (FTIP), up to the regional apportionment level available, in the federal fiscal year (FFY) in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA). The implementing agency is committed to obligate/transfer funds programmed in the current federal fiscal year of the FTIP. It is the responsibility of the county transportation commission and/or project sponsor to ensure the FTIP is kept up-to-date.

Projects that may require federal funds to be programmed in a subsequent phase for federal National Environmental Policy Act (NEPA) clearance should inform SCAG staff to schedule a project specific consultation. SCAG may request that these projects submit a separate project nomination through a subsequent call for project nominations in-order-to receive additional funds beyond the environmental phase.

Provisions Specific to Projects Programmed with STBG or CMAQ Funds in the 2025 FTIP

Any project that is programmed with STBG or CMAQ funds after December 2026 will be required to be SCAG-selected to align with the schedule for the development of the 2027 FTIP.

For purposes of this program, SCAG-selected is defined as meeting one of the following criteria:

- A project that was awarded in a prior SCAG STBG/CMAQ call for projects.
- A project that was identified on the Contingency List of a prior SCAG STBG/CMAQ call for projects and subsequently funded with newly available STBG and/or CMAQ funds.
- A project that is awarded in a current SCAG STBG/CMAQ call for projects.
- A project that is identified on the Contingency List of a current SCAG STBG/CMAQ call for projects and subsequently funded with newly available STBG and/or CMAQ funds.

Any project programmed with STBG or CMAQ funds that has not been identified as SCAG-selected by December 2026 must obligate those funds by the December 2026 deadline. Otherwise, the STBG/CMAQ funds will be considered lapsed, and the unclaimed funds will become available for reprogramming to other SCAG-selected projects.

Obligation Deadlines and Management

CMAQ and STBG funds are subject to Assembly Bill (AB) 1012 provisions. These provisions state that CMAQ and STBG funds are required to be obligated within the first three years of federal eligibility, which begins with the start of the FFY in which the apportionment occurred (two years from year of apportionment). CRP funds have three FFYs to obligate following the FFY of apportionment (three years from year of apportionment).

The California Department of Transportation (Caltrans) is responsible for monitoring and reporting unobligated STBG and CMAQ balances. SCAG, in partnership with county transportation commissions and implementing agencies, is responsible for obligating funds within the required time period and for developing a plan for any remaining unobligated balances that may be subject to lapse.

In consideration of the responsibility to administer these programs, SCAG establishes various deadlines for the delivery of federal funds including the STBG, CMAQ, and CRP to ensure timely delivery, ability to meet state and federal funding deadlines, and to prevent or minimize loss of federal funds to the SCAG region.

These deadlines will be set on an annual basis and include but are not limited to:

- Deadline for obligation plan submittal
- Deadlines for Request for Authorization (RFA) submittal
- Deadline for obligation/authorization

Projects that fail to meet deadlines, including obligating in the year programmed in the FTIP, are subject to reprogramming and may result in loss of STBG/CMAQ/CRP funds to the project.

Delivery

Agencies that repeatedly demonstrate poor performance in project management (failure to obligate funds in a timely manner, lack of timely communication, unresponsiveness, etc.) may be restricted from receiving additional federal funding in future solicitations for project nominations. Agencies with consistent delivery may receive prioritization for their Contingency List projects in the event the region is under-delivering for the FFY, or additional funding becomes available.

Obligation Plan

In order to use CRP/CMAQ/STBG apportionments, federal OA is needed. OA is provided on an annual basis and has to be used in the FFY it is provided. Caltrans determines the SCAG region's OA on an annual basis. Prior to the start of the FFY, SCAG, in coordination with the county transportation commissions, will develop a draft obligation plan. This plan will help ensure apportionment and OA are available for projects planned for obligation/transfer in the upcoming year.

County transportation commissions will collaborate with local agencies and submit a draft obligation plan to SCAG by Oct. 30. This obligation plan will be revisited by the county transportation commissions in January/February with finalized obligation plans due to SCAG by Feb. 1 to allow for regional review. SCAG will then submit the final regional obligation plan to the Caltrans' Districts by March 15. Any changes to the finalized regional obligation plan (e.g., advancements or delays) will require SCAG approval.

Project Authorization for OA

SCAG will try to ensure sufficient OA is available for all projects needing to deliver prior to the statewide OA pool or May free-for-all. However, in the event OA is not available for all projects prior to this date, SCAG will prioritize projects based on the following criteria:

- Projects with California Transportation Commission (CTC) allocations
- Projects with timing constraints
- Transportation Control Measures (TCMs)

All other obligations will receive OA on a first-come-first-serve basis.

Loans

Dependent on the obligation plan and the region's delivery, SCAG may enter into loan agreements with other regions and/or the State for OA and/or apportionment. These loan agreements will be reflected in the FTIP financial constraint report. Loan agreements will be based on the final obligation plan developed by SCAG in partnership with county transportation commissions. SCAG will notify the county transportation commissions via email of any loan agreements.

FTA Transfers

Once FHWA-administered funds are transferred to the FTA, non-applicable provisions of this policy no longer apply. The project sponsor must then follow FTA guidance and requirements.

Post-Award Changes

Cost Increases

County transportation commissions have delegated authority to approve CRP/CMAQ/STBG funds for cost increases when funds are available as a result of project savings/cancellations within the respective county. Please see the [Project Savings/Cancellations](#) section below. Additionally, county transportation commissions have delegated authority to provide CRP/CMAQ/STBG funds for cost increases up to the total level of CRP/CMAQ/STBG funding awarded to the county by SCAG. Funds must be programmed in the quad of the currently approved FTIP to qualify for this provision. Shifting of funds across SCAG-selected or SCAG Contingency List projects must be done in collaboration with project sponsors and are subject to approval by the county transportation commission. County transportation commissions must inform SCAG via email of the resulting changes and subsequently submit the necessary updates in the FTIP.

Requests for additional CRP/CMAQ/STBG funding in excess of the funding level awarded by SCAG for the county will be considered by SCAG on a case-by-case basis and programmed according to state and federal programming requirements. Project sponsors must have exhausted all other funding opportunities before approaching SCAG for additional funds.

Dependent on the project schedule, SCAG may recommend that the project sponsor apply for additional funding through an upcoming solicitation for project nominations.

After December 2026, projects to be considered for additional funding must be SCAG-selected. SCAG will prioritize cost increases based on the following criteria:

- TCMs with substitution challenges
- Projects in advanced stages of implementation (i.e. right-of-way or construction)
- The project's SCAG ranking (i.e. highly recommended, recommended, etc.)

The availability of additional funding is subject to apportionment balances, OA, and FTIP programming at the time of the request. Requests in excess of \$20 million will require SCAG Executive/Administration Committee or Regional Council approval. Requests that meet this threshold should be sent to program staff with a documented justification and will be considered by either the SCAG Executive/Administration Committee or Regional Council on a regular basis. The SCAG Executive Director or his designee has delegated authority to approve all other additional funding requests.

SCAG will notify the county transportation commissions via email of cost increase requests in excess of the funding level awarded by SCAG for the county.

POST-PROGRAMMING

Post-programming requests, in excess of the funding level awarded by SCAG for the county, will be considered on a case-by-case basis and will follow the same criteria as outlined in the [Cost Increases](#) section above. For more information regarding FTIP programming procedures, please visit the [SCAG FTIP webpage](#).

Schedule Changes

ADVANCEMENTS

Advancements or Expedited Project Selection Procedure (EPSP) requests for funds programmed in a future FFY of the FTIP will be considered by SCAG from the start of the FFY, as long as the advancement is accounted for and approved in the annual obligation plan. However, after Feb. 15 advancements via EPSP requests will be encouraged on a first-come-first serve basis, assuming there is sufficient apportionment available. This will allow for projects programmed in the current FFY of the FTIP to have priority access to OA and available apportionment. In some years OA may not be available for advancements until after May 1 when Caltrans opens the OA statewide.

Project sponsors may also move ahead with projects by using “advanced construction,” where the sponsor begins a project with local funds until federal funds can be made available.

DELAYS

County transportation commissions have delegated authority to approve delay requests up to the delivery deadline for the call for projects in which the project was awarded funding or on the Contingency List (i.e., Sept. 30, 2029, for all projects within the 2023-2026 call for projects). County transportation commissions must coordinate with SCAG to ensure sufficient OA and apportionment are available in the requested year and financial constraint requirements are met. There is no guarantee that federal funds will be available in the requested year and may result in a loss of funding.

In the event the SCAG region is under-delivering within the obligation plan, the county transportation commissions that have approved delay requests may be required to provide replacement projects to ensure the region is meeting our OA target.

Scope Changes

Any changes to the project scope from what was submitted in the SCAG application will require SCAG approval. Major additions or reductions to the project scope may be required to go through a subsequent call for projects process. If the project is already programmed in the FTIP, the project sponsor will need to coordinate with the county transportation commission to submit a scope change through an FTIP formal amendment or Regional Transportation Plan amendment as outlined in the FTIP Guidelines. Scope changes/schedule delays to TCM committed projects must abide by the TCM process as outlined in the FTIP Guidelines.

Project Savings/Cancellations

Projects may be completed at a lower cost than anticipated, have a minor change in scope resulting in a lower project cost, or may not proceed with implementation. County transportation commissions have delegated authority to reprogram CMAQ/STBG/CRP funds from project cost savings/cancellations within their county to other SCAG-selected or SCAG Contingency List projects. County transportation commissions must work with their local agencies on these project cost savings/cancellations and inform SCAG of the resulting changes via email and subsequently submit the necessary updates in the FTIP. Anticipated deobligations should be included as part of the development of the obligation plan.

In the event the county transportation commission is unable to reprogram these funds, then the funds will be returned to SCAG to be reprogrammed to SCAG Contingency List projects according to SCAG ranking and delivery timeframe from agencies with a consistent record of delivery.

For project savings on FTA transferred funds, the project sponsor must inform SCAG and their county transportation commissions to reprogram these funds. County transportation commissions should inform SCAG of the resulting changes.

Regional Coordination

SCAG, in collaboration with Caltrans Local Assistance and county transportation commissions, facilitates opportunities throughout the year for coordinating on OA delivery and the development of the obligation plan. This may include SCAG-led roundtables, Caltrans Local Assistance-led obligation plan meetings, and county transportation commission-led meetings, when applicable. The goal of regional coordination efforts will be to communicate project updates and work through any challenges to project delivery. Failure to provide timely communication of project updates via meetings or alternative forms of communication may impact future funding opportunities. SCAG will coordinate with the county transportation commissions and project sponsors on the status of projects selected for CRP/CMAQ/STBG funds as needed, in order to provide updates to SCAG Committees or Regional Council.



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AGENDA ITEM 8

REPORT

Southern California Association of Governments
February 5, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

From: Annie Nam, Deputy Director (Transportation)
(213) 236-1827, nam@scag.ca.gov

Kome Ajise

Subject: Approve SCAG Participation in the 2026 Milano-Cortina Olympic and
Paralympic Games Observation Program and Study Tour

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee recommend that the Regional Council approve:

1. Participation of one SCAG staff in accordance with the SCAG Employee Travel Policy, in the 2026 Milano-Cortina Olympic and Paralympic Games Observation Program and Study Tour in February and after the Games to meet with the Milano-Cortina delegation on lessons learned to support SCAG's preparation for the LA28 Olympic Games;
2. Delegation of authority to the Executive Director to approve international travel specific to the 2026 Milano-Cortina Olympic and Paralympic Games, for any needed additional SCAG international travel related to the Games; and
3. Expenditure of approximately \$7,500 to cover travel expenses which will be allocated from SCAG's General Fund, Project Number 800-0160.01, and the expenditure of additional funds to cover travel expenses for any additional international travel authorized by the Executive Director. Per SCAG Travel Policy, foreign travel requires Regional Council approval.

RECOMMENDED ACTION FOR RC:

Approve:

1. Participation of one SCAG staff in accordance with the SCAG Employee Travel Policy, in the 2026 Milano-Cortina Olympic and Paralympic Games Observation Program and Study Tour in February, and after the Games to meet with the Milano-Cortina delegation on lessons learned to support SCAG's preparation for the LA28 Olympic Games;
2. Delegation of authority to the Executive Director to approve international travel for any needed additional SCAG international travel related to the Games; and
3. Expenditure of approximately \$7,500 to cover travel expenses which will be allocated from SCAG's General Fund, Project Number 800-0160.01, and the expenditure of additional funds to cover travel expenses for any additional international travel authorized by the Executive Director. Per SCAG Travel Policy, foreign travel requires Regional Council approval.

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 preparation for the 2028 Summer Olympic Games in Los Angeles, SCAG staff is seeking approval to participate in 2026 Milano-Cortina Olympic and Paralympic Games Observation Program and Study Tour, for one SCAG staff in February and after the Games to meet with the Milano-Cortina delegation on lessons learned to support SCAG's preparation for the LA28 Olympic Games. Additionally, SCAG staff is seeking delegation of authority to the Executive Director to approve international travel, specific to the 2026 Milano-Cortina Olympic and Paralympic Games, for any additional SCAG international travel as may be needed. The cost of the Observation Program and Study Tour is estimated to be about \$7,500 per person, which would cover travel expenses. Funding will be allocated from SCAG's General Fund, Project Number 800-0160.01. Per SCAG Travel Policy, foreign travel requires Regional Council approval.

The SCAG delegation will join other leaders from Southern California, in addition to state and federal representatives. SCAG staff member Courtney Aguirre, Mobility Planning and Goods Movement Manager, will be participating in the LA28-led 2026 Milano-Cortina Olympic and Paralympic Games Observation Program and Study Tour in February. Program participants will learn from and engage with experts from Milano-Cortina to gain firsthand knowledge about the preparations and on the ground operations during the 2026 Olympic and Paralympic Games in Milano-Cortina.

BACKGROUND:

In anticipation of the 2028 Olympic and Paralympic Games (“the Games”), SCAG staff have been working in partnership with LA28, Metro, Caltrans, the Los Angeles Department of Transportation (LADOT), the City of Los Angeles Mayor’s Office, and Metrolink, a group collectively known as the Games Mobility Executives (GME), to develop mobility plans/strategies and pursue state and federal funds in support of the transportation infrastructure and programming needed for the region during the Games. The region is at a critical time for planning for the LA28 Games. The conclusion of the winter Games will mean that the International Olympic Committee’s (IOC) focus will become ever more focused on the 2028 Games, elevating the need for more coordination and planning across the region.

The 2028 Games will have venues in three Southern California counties, specifically, Los Angeles, Orange, and San Diego, and given the significant number of expected spectators, participants, and resident engagement, broader multi-county coordination will be critical to ensure safe and efficient travel. As SCAG will be supporting several mobility strategies, including passenger and freight transportation demand management (TDM) efforts across the SCAG region, participation in ongoing

technical learning exchanges with other Olympic cities as well as World Cup cities, is important. Accordingly, SCAG staff member Courtney Aguirre, Mobility Planning and Goods Movement Manager, will be participating in the official 2026 Milano-Cortina Olympic and Paralympic Games Observation Program and Study Tour, scheduled for February, to learn from and engage with experts to gain firsthand knowledge about the preparations and on the ground operations in Milano-Cortina. The 2026 Milano-Cortina Games Observation Program and Study Tour is being coordinated and led by LA28, with staff participants from each of the GME partner agencies along with state and federal agencies. As additional observation and learning opportunities are anticipated following the official Observation Program in February as well as after the Milano-Cortina Games, SCAG staff will join other local and regional leaders from Southern California to participate.

SCAG staff is seeking approval to participate in the 2026 Milano-Cortina Olympic and Paralympic Games Observation Program and Study Tour, for one SCAG staff member in February, and after the Games to meet with the Milano-Cortina delegation on lessons learned in preparation for the LA28 Olympic Games. Additionally, SCAG staff is seeking delegation authority to the Executive Director to approve international travel, specific to the Games, for any additional SCAG international travel as may be needed.

The cost of the Observation Program and Study Tour is estimated to be \$7,500 per person. The price assumes up to seven (7) nights hotel accommodation, ground transportation, meals, airfare, parking and incidentals, all subject to SCAG's allowable travel expense rates and requirements.

Funding will be allocated from SCAG's General Fund, Project Number 800-0160.01. Per SCAG Travel Policy, foreign travel requires Regional Council approval.

FISCAL IMPACT:

The proposed expenditure of approximately \$7,500, and the expenditure of additional funds to cover travel expenses for any additional international travel related to the Games authorized by the Executive Director, will be allocated from the General Fund, Project Number 800-0160.01.

To: EAC - Executive Administration Committee
RC - Regional Council

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Annie Nam, Deputy Director (Transportation)
213-236-1827, nam@scag.ca.gov

A handwritten signature in blue ink that reads "Kome Ajise".

Subject: Contracting to Implement the Quick-Build Transportation Safety
Demonstration Projects

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee recommend that the Regional Council delegate contract and contract amendment authority to the Executive Director to accelerate delivery of quick-build transportation safety projects in support of the 2028 Summer Olympic and Paralympic Games in an amount up to, and not to exceed, a total value of \$5,000,000; thus authorizing the Executive Director to execute contracts above the thresholds noted in the Regional Council Policy Manual Article IX without first obtaining Regional Council approval. Contract and contract amendments executed under this granted authority will be reported separately to the EAC and Regional Council through the Purchase Order, Contracts and Contract Amendments below Regional Council Approval Threshold staff report.

RECOMMENDED ACTION FOR RC:

That the Regional Council delegate contract and contract amendment authority to the Executive Director to accelerate delivery of quick-build transportation safety projects in support of the 2028 Summer Olympic and Paralympic Games in an amount up to, and not to exceed, a total value of \$5,000,000; thus authorizing the Executive Director to execute contracts above the thresholds noted in the Regional Council Policy Manual Article IX without first obtaining Regional Council approval. Contract and contract amendments executed under this granted authority will be reported separately to the EAC and Regional Council through the Purchase Order, Contracts and Contract Amendments below Regional Council Approval Threshold staff report.

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:

In September 2025, the Regional Council approved the Games Mobility Program Framework, which confirms SCAG's planning priorities and activities in preparation for the 2028 Summer Olympic and

Paralympic Games, or LA28 Games. As part of this program, SCAG is working with local jurisdictions to implement twelve (12) quick-build projects to improve connectivity and safety on the region's transportation system. The quick-build projects are interim improvements that use durable, low- to medium-cost materials and minor construction to rapidly address safety concerns and engage local communities on pilot designs.

In December 2024, the Regional Council approved the Connect SoCal 2024 Sustainable Communities Program – Active Transportation and Safety Project List and Contingency List, authorizing SCAG staff to award funding for eleven (11) quick-build projects. SCAG will additionally support a project in partnership with the Los Angeles Department of Transportation, utilizing funding from a 2024 Safe Streets and Roads for All grant. Once implemented, these projects will enhance mobility options across the region during the LA28 Games. The projects are funded by the state's Active Transportation Program (ATP), federal Safe Streets and Roads for All (SS4A) grant, and REAP 2.0 grant funds, of which \$1.9 million must be expended by December 2026.

To deliver the projects and technical support within the funding horizon and by the LA28 Games, staff is requesting approval of a program to accelerate contracting for procurements that are consistent with SCAG's procurement policies, as modified by the recommended action for this item. The goal of the program is to streamline the procurement process and direct time savings towards quick-build implementation. The program will sunset with the closeout of the quick-build projects, in 2029. No more than \$5 million will be contracted through the program. Staff will provide informational reports on procurement activities related to this program to the Regional Council.

BACKGROUND:

In September 2025, the Regional Council approved the Games Mobility Program Framework, which confirms SCAG's planning priorities and activities in preparation for the 2028 Summer Olympic and Paralympic Games, or LA28 Games. As part of this program, SCAG is working with local jurisdictions to implement twelve (12) quick-build projects to improve connectivity and safety on the region's transportation system. The quick-build projects are interim improvements that use durable, low- to medium-cost materials and minor construction to rapidly address safety concerns and engage local communities on pilot designs.

These quick-build projects were selected through two initiatives:

- **Connect SoCal 2024 Sustainable Communities Program – Active Transportation and Safety (SCP-ATS).** In December 2024, the Regional Council approved the SCP-ATS Project List and Contingency List, authorizing SCAG staff to award funding for eleven (11) quick-build projects. The SCP-ATS provides funding and technical assistance to projects that improve roadway safety and achieve the mobility goals, planning policies, strategic investments, and implementation strategies of the Connect SoCal 2024 Regional Transportation

Plan/Sustainable Communities Strategy. The awarded projects represent approximately \$7.4 million of regional investments, utilizing the state Active Transportation Program (ATP), federal Safe Streets and Roads for All (SS4A) grant, and REAP 2.0 funding that must be expended by December 2026.

- **Pedestrianizing Roadways for the LA28 Games - Los Angeles Department of Transportation (LADOT) Partnership.** SCAG is supporting a project in partnership LADOT that pedestrianizes key corridors connected to LA28 Games venues and key destinations, utilizing \$6 million of funding from the 2024 Safe Streets and Roads for All grant and a local match contribution by the City of Los Angeles and SCAG.

On October 17, 2025, SCAG released a solicitation for regional on-call architectural and engineering (A&E) services where each on-call consultant is contracted to a designated area, following the Caltrans Local Assistance Procurement Manual (LAPM). SCAG defined a general scope of work and specified a task order procedure that required proposers to rank their preferred project areas. SCAG defined twelve (12) project areas as: Banning, Burbank, Covina, City of Los Angeles, Montebello, Monrovia, Pico Rivera, Port Hueneme, Santa Monica, Unincorporated LA County, Victorville, and Westminster. Staff would assign the pre-qualified consultants to provide on-call A&E services for the project areas based on their project area rankings and proposal evaluation score. The selected on-call consultants will also be assigned as backups for all project areas. The on-call services contracts are not to exceed a total value of \$5,000,000.

This on-call solicitation eliminates the need to issue individual requests for proposals, reducing the amount of time for the overall procurement. The time savings benefits will support the implementation of the quick-build projects.

FISCAL IMPACT:

Work associated with this item is included in the FY 2025-26 Overall Work Program (225.4955.01 - 2023 Safe Streets and Roads for All and 225.4955.02 - 2024 Safe Streets and Roads for All).

To: TC - Transportation Committee
RC - Regional Council

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Michael Gainor, Senior Regional Planner
213-236-1822, gainor@scag.ca.gov

A handwritten signature in blue ink that reads "Kome Ajise".

Subject: Regional Transportation Safety Targets for 2026

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council adopt SCAG's calendar year 2026 transportation safety targets, which are supportive of the adopted statewide safety targets.

RECOMMENDED ACTION FOR RC:

Adopt SCAG's calendar year 2026 transportation safety targets, which are supportive of the adopted statewide safety targets.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

In compliance with federal transportation performance management program provisions, State DOTs and Metropolitan Planning Organizations (MPOs) are required to establish annual targets for reducing the numbers and rates of transportation fatalities and serious injuries. The California Department of Transportation (Caltrans) released the updated statewide safety performance targets for calendar year 2026 in August 2025 and MPOs are provided 180 days from that date to determine regional safety performance targets. Therefore, SCAG will have until February 28, 2026 to adopt regional safety targets for calendar year 2026.

SCAG staff recommend adopting the regionally specific safety targets as presented in this report, which are supported by SCAG's existing transportation safety modeling capabilities that account for traffic, travel behavior, socioeconomic, and other emergent trends that impact regional safety performance. The recommended regional targets provide the ability for SCAG to accurately monitor ongoing regional transportation safety performance while maintaining consistency with the statewide targets. Since the safety targets are updated annually, SCAG will have the opportunity to revisit and update the regional targets each calendar year.

BACKGROUND:**Safety Performance Management Measures Final Rule**

The Federal Highway Administration (FHWA) issued a Final Rule, effective April 14, 2016, to establish performance measures for State Departments of Transportation (DOTs) to implement the Highway Safety Improvement Program (HSIP) as required by the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorization package. State DOTs and Metropolitan Planning Organizations (MPOs) are expected to use the information and data generated by the federally established performance management program to inform statewide and regional transportation planning and programming decision-making and to link investments to performance outcomes. The transportation safety performance measures and targets are intended to facilitate statewide and regional transportation investment decision-making that will provide the greatest possible reduction in fatalities and serious injuries resulting from collisions occurring on the multimodal transportation system.

The following five performance measures for transportation safety were established through federal rulemaking for which annual statewide and regional performance targets are required:

- **Number of fatalities**
- **Rate of fatalities per 100 million vehicle miles traveled (VMT)**
- **Number of serious injuries**
- **Rate of serious injuries per 100 million VMT**
- **Number of non-motorized fatalities and non-motorized serious injuries**

The development of annual performance targets for these five measures requires State DOTs to coordinate with MPOs to assess the number and rate of fatalities and serious injuries occurring on all public roads, regardless of ownership or functional classification. Caltrans established statewide safety targets in August 2025 for calendar year 2026. SCAG has until February 28, 2026 to establish the updated annual regional safety targets.

Caltrans is required to annually update the statewide targets in August of each year. SCAG is then required to adopt targets for the same five safety performance measures within 180 days of Caltrans establishing the statewide targets. SCAG has the option to either agree to support the statewide targets as provided by Caltrans, establish a separate set of safety targets specific to the SCAG region, or use a combination of both approaches.

Safety Performance Evaluation Process

The FHWA Final Rule established the process for State DOTs and MPOs to develop and report safety targets, and the process used by FHWA to assess whether states have made significant progress toward meeting their safety targets. FHWA determines whether significant progress has been made toward achieving the statewide safety targets when at least four of the five targets have either been

met, or the reported outcomes are better than the observed baseline performance. The significant progress determination only applies to the statewide targets, not to the regional targets set by MPOs. If FHWA determines that the state has not made significant progress toward achieving its targets, an HSIP Implementation Plan must be developed by Caltrans to identify a pathway for meeting the targets in subsequent years. Additionally, any flexibility in the use of HSIP funds will be suspended.

The purpose of the HSIP Implementation Plan is to identify tangible actions the State would take in the subsequent federal Fiscal Year to ensure progress will be made toward achievement of the targets. To help ensure improved future transportation safety performance outcomes, SCAG sought opportunities to further enhance coordination with Caltrans on statewide and regional transportation safety activities, including active participation on the Strategic Highway Safety Plan (SHSP) Steering Committee and Executive Leadership Committee.

Statewide Transportation Safety Targets

Starting in 2018, the statewide safety performance targets developed by Caltrans were supportive of 'Toward Zero Deaths, a core objective of California's Strategic Highway Safety Plan (SHSP), the statewide transportation safety plan. The Toward Zero Deaths National Strategy provides a framework for reducing fatalities and serious injuries on all public roads based on the understanding that even one traffic-related fatality is unacceptable. Toward Zero Deaths was launched in 2014, adopting the zero-focused imperative along with a strong commitment to fostering an integrated national transportation safety culture. The guiding principles of the Toward Zero Deaths framework include:

- People make mistakes which may lead to collisions, but no one should be killed or seriously injured on the roadway network because of these mistakes.
- The human body has a limited physical ability to tolerate crash forces.
- Road safety is a shared responsibility of everyone, including those that design, build, operate and use the road system.
- All parts of the road system must be strengthened to multiply its collective protective effects so that, if one part fails, the others will still protect people.

Caltrans now uses a trend line approach toward statewide safety performance target setting that extrapolates existing trends in rates of fatalities and serious injuries into the future with the assumption that the impacts of external factors are realized and that planned safety improvements, including development and implementation of local safety plans and the allocation of transportation safety grant funding, are implemented as expected. Caltrans does not currently use a safety model for purposes of target setting since it is challenging to precisely forecast the full impact of safety investments.

The calendar year 2026 statewide targets, reflecting trends based on five-year rolling averages, are as follows:

- Number of fatalities: **3,933.2**
- Rate of fatalities per 100 million VMT: **1.20**
- Number of serious injuries: **16,016.9**
- Rate of serious injuries per 100 million VMT: **5.21**
- Number of non-motorized fatalities and non-motorized serious injuries: **4,402.5**

Regional Safety Target Assessment

To develop the annual regional transportation safety performance targets, SCAG follows three basic steps: 1) Evaluation of existing safety data and trends to determine current regional conditions; 2) Identification of external factors that may impact regional safety performance over the upcoming calendar year; and 3) Estimation of appropriate performance targets based on forecasted fatality and serious injury reductions due to the implementation of regional safety strategies and investments and local safety plans.

Collisions and collision severity are impacted by a variety of factors, some of which are not under the direct control of transportation planning agencies, including vehicle safety features, weather events, and the state of the economy. The two economic variables of unemployment rate and per capita Gross Domestic Product (GDP) growth may account for a significant share of annual variation collision occurrence, as a more vigorous economy typical results in more vehicles on the road. Other external factors include regional population growth; demographic change (for example, an increasing share of older adults); changes in travel mode share; mobility trends and innovations; and the availability of funding for safety-related projects and programs.

While a multitude of external factors may impact regional transportation safety performance, there are still many actions local and regional agencies may take to influence the number and rate of transportation related fatalities and serious injuries, including implementation of safety improvement projects, roadway engineering adaptations, targeted educational and enforcement activities, and ongoing transportation safety performance evaluation.

SCAG is fully supportive of the national 'Toward Zero Deaths' strategy which seeks to achieve annual reductions in roadway fatalities and serious injuries through 2050, at which time the region would be anticipated to experience zero traffic-related fatalities. In February 2021 the SCAG Regional Council passed a resolution adopting a regional safety policy that endorses the Toward Zero Deaths strategy. SCAG provides regular updates on its progress toward achieving regional transportation safety targets, including performance reports provided within the RTP/SCS (Connect SoCal), and in updates to the Federal Transportation Improvement Program (FTIP).

The SCAG region is better situated to take effective safety improvement actions when existing safety conditions are fully understood. In late 2020, SCAG began coordinating with FHWA in the development of a series of predictive models for safety planning and target setting. This effort

resulted in the development of safety target setting modeling capacity that serves to predict fatalities, serious injuries, and non-motorized fatalities and serious injuries in correspondence with federal safety target requirements. The SCAG transportation safety modeling approach accounts for a variety of inputs including such spatially referenced variables as proposed transportation safety improvement projects, land use, population growth, VMT growth, roadway type, and intersection density.

A subset of these factors has been integrated into the SCAG transportation safety model used to support the annual setting of regional safety performance targets. The SCAG model accounts for the following factors:

Vehicle Miles Traveled (VMT)

- Total annual VMT
- Proportion of annual VMT by roadway type (Interstate System, principal arterials, major collectors, and local roadways).

Demographics

- Total population
- Proportion of population aged 65+

Mode Share

- Proportion of the population that commute by various modes: driving alone, carpooling, transit, bicycle, and walking

Socioeconomics

- Median household income
- Total employment
- Unemployment rate
- Gas prices

SCAG developed the draft regional safety targets for calendar year 2026 by forecasting future regional safety performance reflecting both current regional trends and expected safety improvements. For 2026, SCAG forecasts a 2.8 percent annual decrease in fatalities, a three percent annual decrease in serious injuries, and a three percent annual decrease in the combined non-motorized fatalities and serious injuries. The draft regional targets are consistent with 2026 statewide safety objectives.

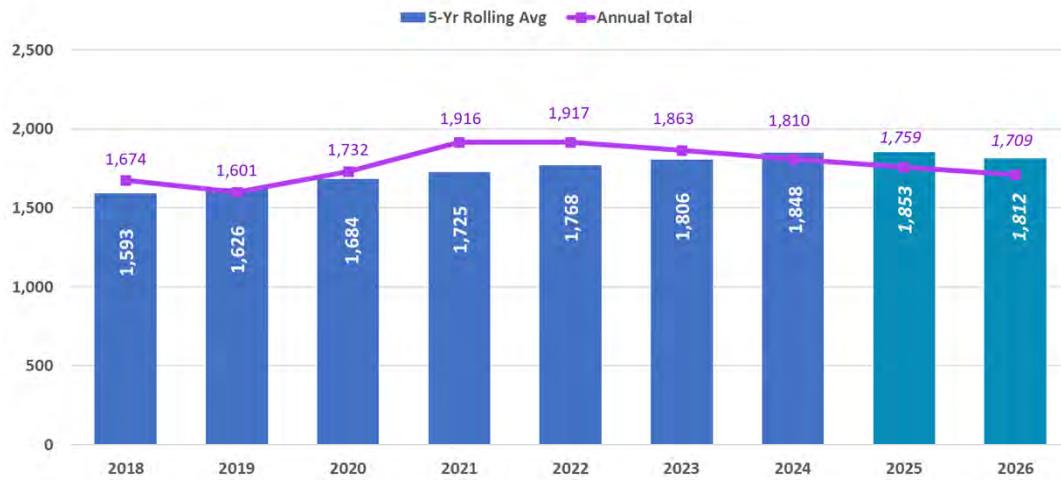
The proposed SCAG regional targets for calendar year 2026, based on five-year rolling averages, are as follows:

- Number of fatalities: **1,811.6**
- Rate of fatalities per 100 million VMT: **1.11**

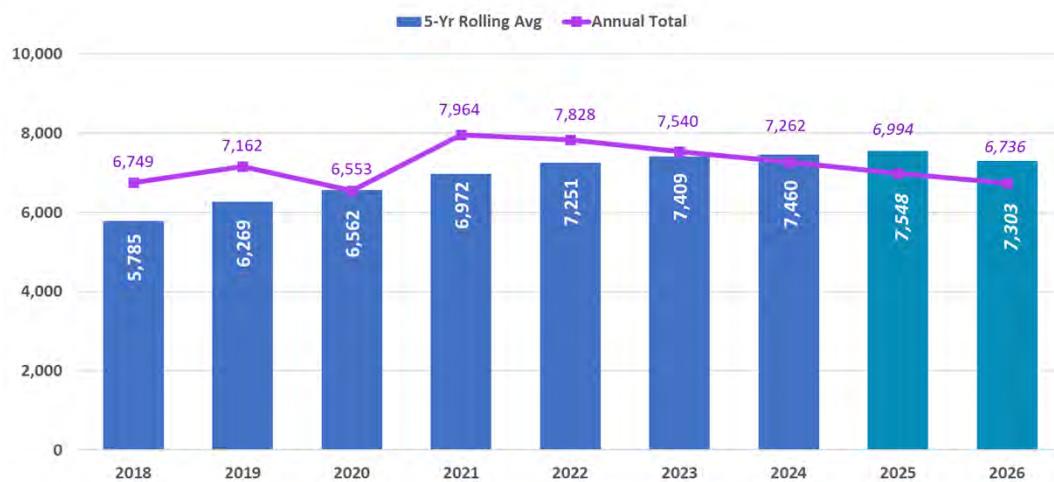
- Number of serious injuries: **7,302.8**
- Rate of serious injuries per 100 million VMT: **4.48**
- Number of non-motorized fatalities & serious injuries: **2,478.2**

The following graphics illustrate safety performance trends in the SCAG region since 2018, with the values shown for 2025 and 2026 being projections.

Regional Safety Trends: Fatalities



Regional Safety Trends: Serious Injuries



Regional Safety Trends: Non-Motorized Fatalities & Serious Injuries



To motivate reductions in safety incidents and improvements in regional safety outcomes, SCAG has developed a High Injury Network (HIN) to help local jurisdictions focus improvements where they are most needed. In addition, SCAG offers local jurisdictions opportunities to secure regional safety planning grants and has implemented a community outreach and advertising campaign, Go Human, which is focused on regional safety, particularly for vulnerable road users. SCAG's current long-range plan, Connect SoCal 2024, provides a framework to assist agencies in the development of local safety plans and strategies.

RECOMMENDATION

As previously indicated, SCAG has the option to support the statewide safety targets set by Caltrans, establish a separate set of targets specific to the region, or use a combination of both approaches. Because of the considerable influence of regionally specific factors on transportation safety performance, SCAG recommends adopting a set of regional targets which are enhanced by our safety modeling capability. This recommendation will allow SCAG to establish regional targets that are feasible for the region while still maintaining consistency with national transportation highway safety objectives and the statewide targets.

For calendar year 2026, SCAG recommends maintaining a long-term aspirational focus toward regional transportation safety, while adopting evidence-based near-term targets. The draft 2026 transportation safety targets for the SCAG region forecast a 2.8 percent annual decrease in fatalities, a three percent annual decrease in serious injuries, and a three percent annual decrease in non-motorized fatalities and serious injuries. Because the targets are updated annually, SCAG will have the opportunity to revisit and update the targets each calendar year.

FISCAL IMPACT:

No fiscal impact.

ATTACHMENT(S):

1. Statewide Safety Performance Targets for 2026



2026 Safety Targets



Performance Measure	FY 2026 Target (5-Year Average)	Average Annual Reduction
Number of Fatalities	3,933.2	2.84%
Fatality Rate (per 100M VMT)	1.20	4.61%
Number of Serious Injuries	16,016.9	3.69%
Serious Injury Rate (per 100M VMT)	5.205	3.69%
Number of Non-Motorized Fatalities and Serious Injuries	4,402.5	2.84% (F) 3.69% (SI)

TOWARD ZERO FATALITIES AND SERIOUS INJURIES
DOUBLE DOWN ON WHAT WORKS – SAFE SYSTEM APPROACH – ACCELERATE TECHNOLOGY – INTEGRATE EQUITY

To: EAC - Executive Administration Committee
RC – Regional Council

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

Subject: 2026 Public Participation Plan Update

**EXECUTIVE DIRECTOR'S
APPROVAL**

Kome Ajise

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee recommend the Regional Council adopt the 2026 update to SCAG's Public Participation Plan.

RECOMMENDED ACTION FOR RC:

Adopt the 2026 update to SCAG's Public Participation Plan.

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

EXECUTIVE SUMMARY:

SCAG's Public Participation Plan guides the agency's public and stakeholder involvement activities to ensure SCAG's regional plans and programs reflect the needs of the region, are acceptable for adoption, and can be implemented. SCAG's Public Participation Plan also provides guidance for public participation activities to comply with applicable laws and regulations.

This proposed update to the Public Participation Plan is an early step in the development of the next Connect SoCal - Regional Transportation Plan/Sustainable Communities Strategy, intended to bring the agency's approach to public engagement up to date for a compliant, inclusive, and effective participation phase to support overall plan development.

BACKGROUND:

Stakeholder and public engagement, as well as interagency coordination, is critical to SCAG's work and is required by federal and state law. This collaboration is foundational to SCAG's ability to create plans that reflect the needs of the region, are acceptable to SCAG's governing bodies, and can be implemented. SCAG's Public Participation Plan outlines SCAG's approach to this engagement, as well as applicable laws and regulations, which must be complied with in conducting this engagement.

Methods for public engagement regularly evolve as technology and other factors influence how information can be received and consumed. Regular updates to the Public Participation Plan allow SCAG to adapt to these changes, operate efficiently, and remain compliant with state and federal regulation. SCAG's Public Participation Plan was last updated in April 2022. This proposed update will inform the outreach and engagement that is part of the development of the next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The Proposed Final Public Participation Plan updates legacy language from previous versions of this document to align with the latest versions of foundational SCAG documents updated in 2024. This includes aligning SCAG's engagement approach to have greater consistency with performance-based planning approaches outlined in Connect SoCal 2024. This updated Public Participation Plan also coalesces participation approaches into "SCAG's Participation Standards," which provide a methodology for participation in alignment with SCAG's updated Strategic Plan, adopted in May 2024. Under Strategy Priority 2 of SCAG's 2024 Strategic Plan update, which is to "Be a cohesive and influential voice for the region," objective 2.1 calls for "understanding of the needs of all our communities and stakeholders to inform our work." To more clearly operationalize engagement work, this Proposed Final Public Participation Plan document categorizes audiences and their relationship to SCAG. The Proposed Final Public Participation Plan also summarizes applicable federal and state requirements and outlines the agency's commitments when facilitating public and stakeholder participation.

Public Comments

The Proposed Draft Public Participation Plan was presented to the Legislative, Communication, and Membership Committee, which approved it for public release, on September 16, 2025. The document was then publicly posted for a 45-day public comment period between September 22, 2025, to November 7, 2025. The draft Public Participation Plan public comment period was also announced during meetings of the Executive Administration Committee, Policy Committees, and Regional Council, and included in the Executive Director's Report published online. Staff also presented the document at the November 20, 2025, meeting of the Technical Working Group to receive public comments.

Notification of the comment period was included in SCAG newsletters, targeted emails, social media posts and in-person outreach to stakeholders in all counties of the region, with total reach of 15,184. In-person outreach included subregional council of governments, county transportation commissions and transportation corridor agencies, chambers of commerce and economic development corporations, county transportation commissions, individual city and counties, as well as advocacy and major employers in the region.

Overall, 42 comments were received during the public comment period. A summary of those comments is also included below:

- Request specific stakeholder groups be referenced in the document and/or included in outreach activities (7 comments)
- Support comprehensiveness of the document (4 comments)
- Expand use of interactive online tools for engagement (4 comments)
- Provide more detail on how public input is meaningfully considered and incorporated in planning process (2 comments)
- Support representative input methodology (2 comments)
- Expand partnerships for conducting outreach (2 comments)
- Clarify language in specific sections of the document (2 comments)
- Include other engagement metrics (1 comment)
- Publish engagement metrics (1 comment)
- Include details on SCAG audience research to demonstrate representation (1 comment)
- Change specific formatting and punctuation in the document (1 comment)
- Offer RTP/SCS public workshops both in person and virtually (1 comment)
- Post recordings of public meetings online (1 comment)
- Create a TIP process guide (1 comment)
- Gather information on regional transportation needs and security (comments1)
- Clarify applicability of PPP in processes beyond transportation planning (1 comment)
- Provide clearer definitions for key terms related to housing planning work (1 comment)
- Consider specific quality of life issues in housing planning (1 comment)
- Communicate expected level of participation at onset of a public input process (1 comment)
- Increase public participation to be on the same level as government agencies (1 comment)
- Clarify purpose of the Public Participation Plan (1 comment)
- Use intentional formats to make public comment spaces free of harassment (1 comments)
- Support audience categories to increase relevance of engagement (1 comment)
- Add more detail on how stakeholder groups are engaged (1 comment)
- Specify major transportation uses covered by stakeholder engagement (1 comment)
- Commit to subsequent comment periods if document circulated has been materially altered (1 comment)

Staff compiled, reviewed, and responded to all comments received, incorporating feedback where possible and as appropriate. All comments, responses, and notes on where corresponding edits were made in the Proposal Final Public Participation Plan document are included in the attached matrix.

FISCAL IMPACT:

Funding to support work outlined in the Public Participation Plan is identified in the agency's Overall Work Program (OWP) in 090-0148.01, Public Information and Communication, 095.1533.01 Regional Transportation Plan Outreach, and 095.1633.01 Public Involvement.

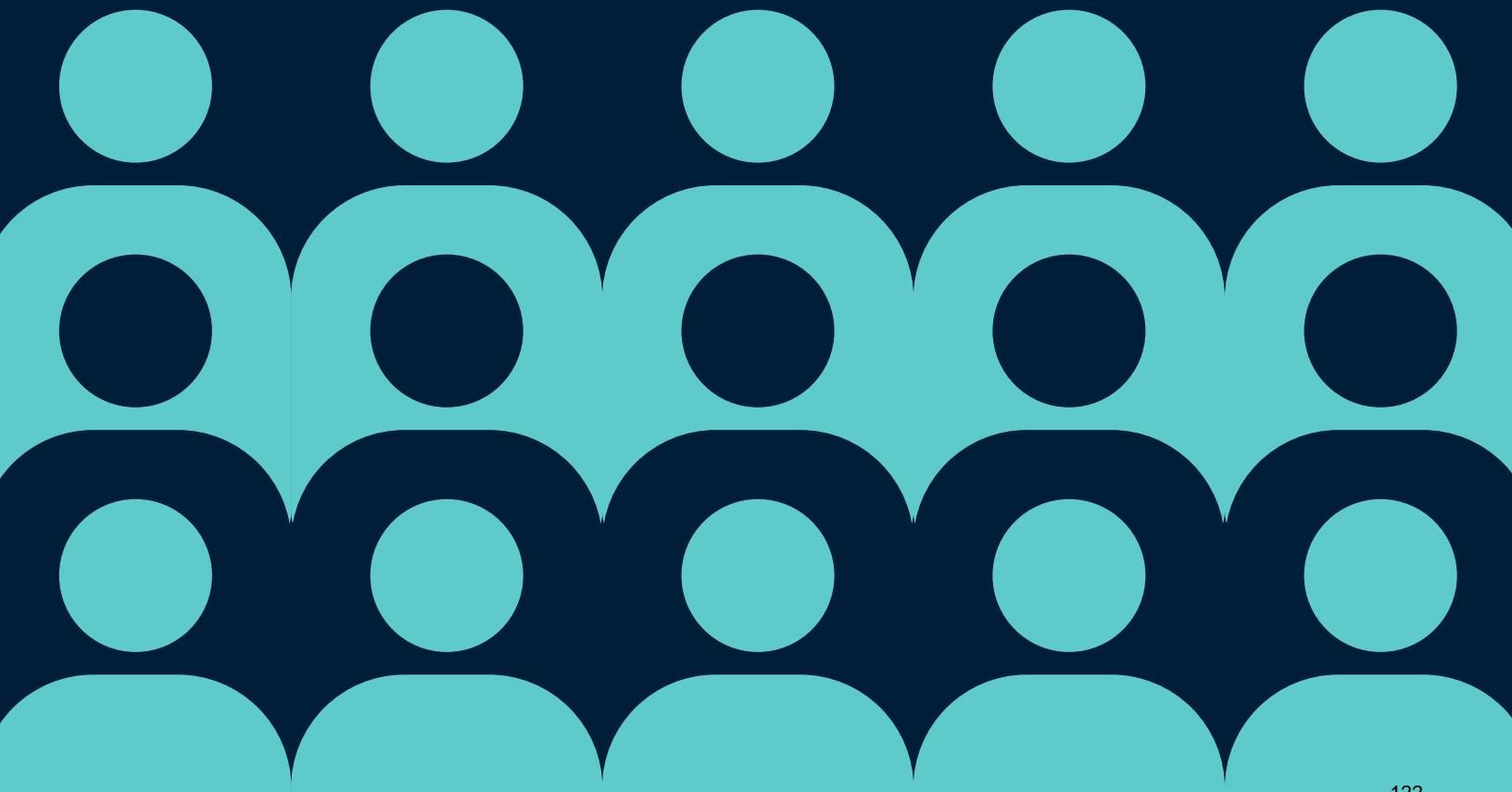
ATTACHMENT(S):

1. Proposed Final 2026 Update Public Participation Plan
2. Draft Public Participation Plan Comment Matrix
3. PowerPoint Presentation – Public Participation Plan



Public Participation Plan

Proposed Final | February 2026



Our Vision

Southern California's catalyst
for a brighter future

Our Mission

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing and promoting best practices.

Our Core Values

Be Open

Be accessible, candid, collaborative, and transparent in the work we do.

Lead by Example

Commit to integrity and equity in working to meet the diverse needs of all people and communities in our region.

Make an Impact

In all endeavors, effect positive and sustained outcomes that make our region thrive.

Be Courageous

Have confidence that taking deliberate, bold and purposeful risks can yield new and valuable benefits.

Cultivate Belonging

Embrace differences, foster equity, champion inclusion, and empower all.



Public Participation Plan

2026 Update - Proposed Final

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About SCAG

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) for a region encompassing the areas of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is responsible for developing the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and its associated Program Environmental Impact Report, the Regional Housing Needs Assessment (RHNA), the Federal Transportation Improvement Program (FTIP), the region's Overall Work Program (OWP) under Caltrans, and administering other state and federal funding programs, which involves collaborating across the region to support their implementation and engage on topics of regional significance.

SCAG is the nation's largest MPO and represents one of the most multi-faceted areas in the world, which is home to nearly 19 million people throughout 197 local jurisdictions. SCAG is governed by the Regional Council, a board of 86 elected officials who represent districts and agencies across the region.

Public participation is fundamental to SCAG's mission because understanding the needs of local governments, stakeholders, and the public strengthens planning processes. In many ways, SCAG's success relies on meaningful participation.

This Public Participation Plan (PPP) outlines SCAG's vision and commitments to representative, accessible, and effective engagement in the development of its plans, programs, and initiatives. This plan defines audience categories, methodology for conducting participation efforts, summarizes communication activities to be used, and describes SCAG's measures and processes for evaluating public and stakeholder participation.

As SCAG prepares the next RTP/SCS and other major initiatives, this document can guide staff and partners toward engagement that creates plans, programs, and pilots that truly serve the region and can be implemented, while meeting requirements under the law.

The SCAG Region





Public Participation Plan Purpose

SCAG is a regional forum and a conduit between local jurisdictions, local and regional agencies, and state and federal agencies. SCAG's Regional Council and policy committees bring together elected leaders from diverse geographies to guide regional planning in pursuit of shared goals to benefit the region. This level of collaboration requires balancing many different communities' needs, interests, and characteristics to create a cohesive region. Therefore, understanding the needs of the region, including its industries, communities, and lands, is key to making SCAG's plans, programs, and pilots responsive, visionary, and implementable.

As the voice and visioner for the Southern California region, SCAG's work must reflect the multitude of opinions, interests, and resources that play a part in the region's systems. The public participation methodology outlined in this document will guide how SCAG engages public entities, stakeholders, and the public, considers input, and balances numerous factors to ensure the success of such large-scale efforts for which SCAG is responsible, including the following major activities:

- ▶ Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal, RTP/SCS)
- ▶ Program Environmental Impact Report for Connect SoCal (Connect SoCal PEIR)
- ▶ Federal Transportation Improvement Program (FTIP)
- ▶ Southern California's Transportation Overall Work Program (OWP)
- ▶ Regional Housing Needs Allocation (RHNA)

SCAG takes a pragmatic approach to engaging across a variety of audiences that can be grouped into three broad categories: 1) public entities, 2) stakeholders, and 3) the public.

This Public Participation Plan is a policy adopted by SCAG intended solely for use as guidance. The PPP does not constitute a rulemaking by SCAG and may not be relied upon to create a specific right or benefit, substantive or procedural, enforceable at law or in equity, by any person. It does not supersede any existing law, regulation, or rule currently in effect. SCAG may modify/update this PPP as necessary.



- 1. SCAG's primary working relationships are with public entities, which both guide and implement SCAG's work.** Public entities, including municipalities, local government entities, state political subdivisions, and federally recognized tribal governments are part of SCAG's General Assembly, Regional Council and policy committees, as well as other ad-hoc committees that shape SCAG's work. Local jurisdictions also implement SCAG's regional plan, engaging with SCAG programs for funding, technical assistance, data, trainings, and other resources. SCAG also works with numerous other public entities, collaborating to ensure alignment across local, regional, state, and federal priorities as required by law across various processes.
- 2. As a convener in a complex region, SCAG interacts with numerous stakeholders across a broad range of topics and interests.** Throughout the agency's history, SCAG's Regional Council has approved various resolutions that have been integrated into the regional planning process. These resolutions call for collaboration with stakeholders across sectors on topics ranging from clean vehicle technology, water supply, resilience, social equity, broadband, goods movement, and more. These Regional Council actions demonstrate the breadth of stakeholders that SCAG must connect with to effectively inform and conduct its work; they are also consistent with Sustainable Communities Strategy planning requirements to include advocates and business interests in regional plan development.
- 3. When engaging with the general public, SCAG values representative input that identifies the region's needs and operates transparently.** All people who live in Southern California are stakeholders in regional planning outcomes. Federal Regulations (23 C.F.R. § 450.316), the Civil Rights Act, Sustainable Communities Strategy planning requirements, and SCAG's own Regional Council resolutions mandate that participation efforts emphasize underserved populations. SCAG's own Racial Equity Early Action Plan (2021) calls to reduce bias and barriers in the planning process. Considering this guidance and the size of the SCAG region, SCAG designs public engagement efforts to capture input representative of all facets of the region's population. As a government agency, transparency is also key, with all public input opportunities open to anyone who responds or seeks them out. SCAG conducts its business openly and transparently, with the availability of documents, meetings and other proceedings accessible online and open to the public. Additionally, SCAG provides ample availability for engagement and input. All members of the public are welcome to attend, and participate in publicly noticed meetings at SCAG, such as the various subcommittees, working groups, policy committees, Executive/ Administration Committee, and the Regional Council.

State and Federal Requirements

SCAG's Public Participation Plan was developed in accordance with federal and state laws and regulations which set forth SCAG's responsibilities as an MPO. In summary, these requirements direct SCAG's public engagement work as follows:

- ▶ **Inclusive Public Participation:** Public participation activities seek input, with effort to engage traditionally underserved groups, such as minorities, low-income households, people with limited English proficiency, seniors, and people with disabilities.
- ▶ **Accessibility and Transparency:** Information related to planning and public processes provided in clear, accessible formats. Public meetings and hearings are scheduled at accessible locations and times, with adequate notice.
- ▶ **Visualization and Clarity:** Visualization techniques to clearly communicate complex information to the general public.
- ▶ **Consultation and Coordination:** Various planning processes include consultation and coordination with relevant stakeholders, such as local and state agencies, tribal governments, federal land management agencies, resource agencies, and transportation service providers.
- ▶ **Response, Documentation, and Reporting of Public Input:** Public input received during engagement processes is documented and publicly reported. Consideration of public input and documentation of responses is provided to explain how input influenced final decision, especially when significant changes are involved. Mandatory minimum public review or comment periods are provided for significant planning documents.
- ▶ **Tribal Consultation:** Tribal governments are consulted regarding transportation projects and policies affecting tribal lands or resources in accordance with SCAG's [Tribal Consultation Policy](#).
- ▶ **Compliance with Non-Discrimination Laws:** Participation efforts comply with federal and state anti-discrimination laws and regulations, including Title VI of the Civil Rights Act, ADA requirements, and environmental justice provisions, to provide equitable treatment and accessibility.
- ▶ **Integration of Planning Processes:** Transportation planning integrates with other planning activities, such as land use, housing, environmental review, and air quality management, and considers multiple scenarios and performance measures.
- ▶ **Periodic Reviews and Updates:** Public participation procedures and strategies are regularly reviewed and updated to maintain effectiveness, responsiveness, and compliance with current regulations.

Please see the Appendix for a listing of SCAG's statutory requirements and applicable regulations.

Who SCAG Engages

In serving an expansive and diverse region, SCAG's decision-making and advisory bodies include elected officials from across Southern California, including counties, cities and tribal governments. These bodies play a vital role in setting regional priorities, approving plans, and ensuring that community needs are reflected in SCAG's work by giving a voice to all SCAG districts, including six seats for tribal government representatives. As such, members of SCAG's Regional Council, policy committee, and General Assembly are important bidirectional messengers in representing their communities' needs in SCAG's work and sharing it back out into the region.

Building on the role of this core governing group, SCAG structures its audiences into the following segments to organize engagement activities, creating deeper understanding of SCAG's relationship with each to improve communication and ensuring connection with groups at appropriate phases of the regional planning process.

SCAG Audiences (in alphabetical order)

1. County Transportation Commissions

County Transportation Commissions (CTCs) are essential funding and implementation partners in regional transportation planning. SCAG works closely with these commissions to coordinate planning efforts, align funding strategies, and ensure consistency between regional and county-level investments.

These entities have representation on SCAG's Regional Council and include (in alphabetical order):

- ▶ Imperial County Transportation Commission
- ▶ Los Angeles County Metropolitan Transportation Authority
- ▶ Orange County Transportation Authority
- ▶ Riverside County Transportation Commission
- ▶ San Bernardino County Transportation Authority
- ▶ Ventura County Transportation Commission

2. General Public

SCAG considers all members of the public, including all people who live in its six-county region to be part of the general public audience. This audience is broad and refers to all individuals, regardless of age, background, abilities, status, or education level. Consistent with federal and state requirements, SCAG puts special efforts into engaging historically underserved communities. SCAG also makes a point to engage with youth, who have a greater stake in the region's long-term future. Public Participation activities always include open input opportunities, information accessible to people of varying backgrounds, and efforts to capture representative input.

3. Grantees

SCAG provides funding and technical support to a range of grantees, many of whom are also part of other audience categories, including jurisdictions, stakeholders, county transportation commissions, or other government agencies. Through various competitive and non-competitive calls for applications and notices of funding availability, SCAG notifies prospective grantees of opportunities for grant subawards. The grantees often lead on-the-ground implementation of SCAG-supported projects and are responsible for conducting community engagement consistent with SCAG's public participation standards.

4. Legislators, Funders, and Regulators

This group includes appointed and elected officials and representatives of state and federal agencies, and the agencies themselves, that fund or regulate SCAG's planning efforts. Engagement with this audience ensures that SCAG's work aligns with policy objectives, funding criteria, and legal obligations. Examples of these include federal agencies, such as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), federal land management agencies, and state agencies including Caltrans, the California Air Resources Board (CARB) and the Department of Housing and Community Development (HCD).

5. Local Jurisdictions

SCAG's core membership consists of six counties, 191 cities, and 16 tribal governments. These local jurisdictions and tribal governments are instrumental in shaping regional plans through their data, forecasts, and input and implementation activities. SCAG also engages elected officials, subregional councils and associations of governments, and jurisdiction departments staff at the local level on a regular basis as part of its ongoing operations to understand the needs of the region and connect jurisdictions to resources.

6. Other Public Agencies

Other public entities beyond SCAG's direct membership play a key role in regional planning via coordination, input, and implementation. These include entities such as ports, transit operators, public utilities, air districts, the transportation corridor agencies, the California Coastal Commission, and any other government agencies that oversee or manage critical infrastructure and resources in Southern California.

7. Stakeholders

Stakeholders include business and industry representatives (freight, real estate, construction, manufacturing, etc.); community-based organizations, non-profit organizations, and advocacy groups; and other non-government entities that bring critical expertise, represent communities and sectors, and help shape SCAG's policy and program priorities.

Audience Communication Preferences

Since its last Public Participation Plan update, SCAG's collected qualitative and quantitative audience feedback across its six-county region. The effort recruited a targeted set of representatives from aforementioned SCAG audiences, including multiple cities within each county, Tribal Governments, and a range of public and private entities. This evaluation effort included surveys, listening sessions, and interviews designed to understand audience member priorities, identify barriers to participation, and assess communications and information-sharing preferences.

Findings confirmed that SCAG's audiences come from a variety of backgrounds, vary greatly in the level of time and resources available to them, and often serve as intermediaries to a more general public audience. Therefore, SCAG communication emphasizes:

- ▶ Readable, jargon-free materials that facilitate clear understanding that can assist audience members in communicating the information themselves.
- ▶ Information resources that can easily be shared and adapted by partner audiences for distributing to their own constituents or audiences.
- ▶ Varying levels of technical detail for different users, including summaries for lengthy documents, such as technical reports, large-scale plans, and research and white papers.



SCAG's Public Participation Standards

SCAG's public participation commitments are rooted in our strategic priorities, federal and state requirements, and the recognition that meaningful public input leads to better planning outcomes. The following principles guide all SCAG engagement activities:



1. Representative Input

SCAG will pursue public and stakeholder input that reflects the diversity of the region and is tailored to the specific needs and goals of each program or planning effort. SCAG makes all efforts to design participation activity so as to solicit input that is relevant and actionable, furthering SCAG's understanding of the needs of the region's population and how to be responsive to them. Engagement efforts are tailored to each audience, recognizing that different stakeholders require different tactics to reach them, have varying levels of familiarity with planning processes, and differing amounts of time available for sharing their input. SCAG's participation strategies aim to capture relevant viewpoints by targeting the specific audience for whom the program supports, as well as ensure representation of historically underserved communities, including limited English proficiency populations and persons with disabilities, as required by law.



2. Compliance

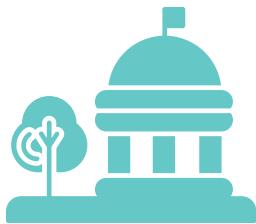
All engagement activities are structured to comply with federal and state mandates for public involvement, interagency coordination, and transparency. This includes compliance with 23 C.F.R. § 450.316, the Civil Rights Act, and Sustainable Communities Strategy planning guidance that require engaging underserved communities, as well as other state and federal regulations that specify coordination with specific agencies, and include requirements about making information, processes, and meetings open and available to the public.



3. Communication Best Practices

SCAG is committed to communication that encourages understanding of its content across various audiences. Plain language is used as much as possible in all public-facing materials and interactions, where technical terms are minimized and clearly defined, and key messages are prioritized using clear information hierarchies. This approach allows stakeholders of varying technical backgrounds, education levels, and time constraints to understand SCAG's plans, participate in discussions, and provide informed feedback. Visual communication, such as diagrams, infographics, and maps, are used wherever possible to help break down complex information and to increase accessibility for people with differing backgrounds, proficiencies, and learning styles. Consistency in terminology and framing across documents and presentations increases the likelihood of understanding.

Participation Methodology Based on Audience



Government and Stakeholder Participation

When working with government and stakeholder audiences, SCAG will approach engagement as a **collaborative and bidirectional process**. This means enabling dialogue through SCAG or partner hosted events and meetings that may include forums, listening sessions, working groups, and focused meetings.

SCAG recognizes that many government and stakeholder partners are also conduits to broader public audiences as well as secondary and tertiary audiences. Therefore, SCAG's commitment to **clarity and accessibility** carries into communication with these audiences. Participation materials and presentations should avoid excessive jargon, clearly convey key takeaways, and in some cases be sharable content that partners can use to inform their own constituencies.

Participation strategies should be **tailored to the specific needs and communication preferences** of each stakeholder group, considering factors such as technical expertise, organizational capacity, and time commitment. Where appropriate, SCAG will provide **toolkits, talking points, or co-branded resources** that stakeholders can adapt and distribute.



Public Participation

When engaging the general public, SCAG will design participation efforts to capture **representative input** from across the region's diverse communities, with particular attention to gathering input from populations that have been historically underserved.

Participation tactics should be **tailored to the scope and goals** of the specific planning effort. SCAG commits to carefully considering and selecting effective and feasible methods to reach and engage target audiences within available resources, timelines, and budgets. Tactics may vary (see Public Participation Tactics Toolbox below) and evolve over time as technology advances, costs evolve in the market, and public media and information consumption behaviors change. At minimum, SCAG's public-facing information will be made available via SCAG's owned channels, including the agency website, newsletters, and social media—and must be **open and accessible to all via open comment periods** with clear timelines and directions for how to participate.



Transparency and Accessibility

Transparency and accessibility are **separate from but complementary to participation** and are mandatory for compliance with the Americans with Disabilities Act (ADA), the Brown Act, and Title VI of the Civil Rights Act. When directly engaging with the general public, SCAG will conduct its business openly and transparently and will provide opportunities for all members of the public to participate and provide direct input. SCAG staff must ensure that the **public**

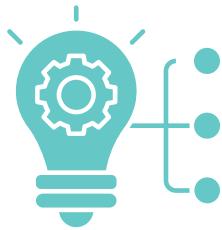
has ongoing access to information about government functions, use of public resources, planning processes, timelines, and key decision points. This includes:

- ▶ Making documents, data, and summaries related to SCAG processes and decisions easily **available online in accessible formats**, including [livestreaming](#) and [recordings of public proceedings](#).
- ▶ Providing **language translations and disability accommodations** in accordance with SCAG's [Title VI Program](#), ADA requirements, and upon request.
- ▶ Offering **email subscription options** for regular project updates and meeting notifications.

Staff will also **document, summarize, and report on public comments** received through public engagement activities, as well as how the input informed work or was incorporated into the program or project at hand.

SCAG may use a variety of approaches to receive and respond to public input. Examples include sharing what was heard and how it may be addressed through workshops, listening sessions, or other meetings, as well as including summaries of public comments and related considerations in board reports or other materials, when appropriate.

This process demonstrates that input has been meaningfully considered and supports accountability and transparency in SCAG's decision-making.



Public Participation Tactics Toolbox

SCAG maintains a menu of participation tactics that can be tailored to reach different audiences, depending on the goals, resources, and timeline for the individual effort at-hand. This toolbox is intended to implement participation according to SCAG's standards and methodology described in the previous sections.

A combination of these tactics are to be selected based on specific engagement objectives, which will include one or more of the following:

- ▶ **Reach:** For awareness and visibility (e.g., advertising, earned media)
- ▶ **Engagement:** For interaction and participation (e.g., events, social media)
- ▶ **Input:** For formal comment and feedback (e.g., surveys, meetings)
- ▶ **Transparency:** For open access to documents and data (e.g., web publication, livestreaming)

Public participation tactics are categorized based on the resources and amount of complexity required to deploy them, as well as the general levels of reach that can be achieved. In most cases, tactics from all categories will need to be combined to effectively provide information, create a mechanism for SCAG to receive feedback or input, and broaden the reach of other tactics to support SCAG's public participation commitments outlined earlier in this document.



SCAG-Owned Tactics

Owned tactics include platforms controlled by SCAG, which require the least amount of resources and shortest lead times. These tactics tend to reach audiences already connected to SCAG whom it engages with regularly, and are carried out in accordance with its Title VI Program.

- ▶ **Newsletters** to SCAG's subscriber lists on a regular basis and include regular updates about current work, such as meetings, publications, comment periods, and other input opportunities.
- ▶ **Email blasts** for special announcements to segments of SCAG's existing contact list.
- ▶ **SCAG's website**, which includes descriptions of the agency's programs and products; calendar of upcoming and past meetings; and a news feed where information is regularly published, such as new reports and studies, the monthly Executive Director's report, and funding processes, including guidelines, comment periods and more.
- ▶ **Organic social media**, or unpaid social media activity, where SCAG regularly posts news for its followers on popular platforms (i.e. Facebook, X, Instagram, LinkedIn, YouTube) about its work, including meetings, special events, funding awards, public comment periods and more. Social media platforms that SCAG uses may change over time as volume of users on each shift and SCAG identifies the most effective means for interaction with its audiences. These posts often include graphics, photos, videos, and links to SCAG publications and webpages. SCAG's current social media profiles are located at the following URLs:
 - ▶ www.facebook.com/SCAGmpo
 - ▶ www.x.com/SCAGnews
 - ▶ www.instagram.com/SCAGnews
 - ▶ www.youtube.com/SoCalAssociationGov
 - ▶ www.linkedin.com/company/southern-california-association-of-governments
- ▶ **Public and stakeholder meetings, events, and workshops** hosted by SCAG that include a variety of formats, such as meetings of a formal governing body, open houses, public hearings, listening sessions, and themed workshops. These meetings can include customized presentations, question and answer sessions, comments directly to elected officials, dialogue in breakout sessions, program demonstrations, and a number of other collaborative information gathering techniques. To the best of SCAG's ability, meetings are conducted in formats that promote a safe space for persons with different opinions to feel comfortable providing input, including multiple means of providing comments. Meetings that are open to the public can be viewed online at scag.ca.gov/tv-livestream and recordings are available at <https://scag.iqm2.com/Citizens/>.

This category of meetings include:

► SCAG General Assembly

At least once every year, SCAG convenes its General Assembly to bring together the official representatives of SCAG's membership and help set the agency's course for the coming year. This typically happens in May and is publicly noticed and open to the public in accordance with applicable laws.

► SCAG Regional Council

All of SCAG's plans and programs are led by decision making by its Regional Council, an 86-member governing board of elected officials, including city representatives from throughout the region, at least one representative from each county Board of Supervisors, a Transportation Commission member, and a representative of the Southern California Native American Tribal Governments. The region is divided into districts of roughly equal population to provide diverse, broad-based representation. The Regional Council meets monthly on the first Thursday of the month and meetings are open to the public. Specific meeting dates and times are posted on SCAG's website, along with agenda materials posted 72 hours in advance for regularly scheduled meetings. Members of the public are welcome to attend and provide input, either by submitting a comment on an individual agenda item or making general comments. Comments can also be provided by letter or email in advance of the meeting.

► SCAG Policy Committees

SCAG's policy-making process is guided by the work of three Policy Committees: Transportation Committee (TC); Community, Economic and Human Development (CEHD) Committee; and Energy and Environment Committee (EEC). Members of the Regional Council are appointed to one of the policy committees for two-year terms. Most of the discussion and debate of a policy issue occurs in these committees. Issues to be considered by the Regional Council must come through one or more of the committees. As opposed to Regional Council members, members of policy committees do not have to be elected officials. The policy committee meetings typically occur in the morning on the same day as the Regional Council meetings. Members of the public are welcome to attend and provide input, either by submitting a comment on an individual agenda item or making general comments. The posted agenda for regular meetings is available at least 72 hours before the meeting.

► Technical Advisory Committees and Working Groups

These are focused groups convened to work on specific topic areas and provide input to SCAG staff before items are brought to SCAG's Policy Committees or Regional Council. These meetings fall along a spectrum of more technical to more policy-focused agenda items with some groups covering items from both categories. A few examples of the technical groups include the Modeling Task Force, Transportation Conformity Working Group, and the Technical Working Group. SCAG also hosts a series of Regional Planning Working Groups which

function as a forum for SCAG staff to engage stakeholders in the development and implementation of the agency's plans and policies. These policy groups focus on areas such as Safe and Active Streets; Equity; Natural and Farmlands Conservation; Housing; and Sustainable and Resilient Communities. The frequency of meetings varies per group, but most meet on at least a quarterly basis.

► Special Public Meetings, Conferences, and Forums

Public and stakeholder meetings on specific issues are held as needed. If statutorily required, formal public hearings are conducted and publicly noticed. SCAG typically provides notice through posting information on SCAG's website and, if appropriate, through email notices, newsletters, partnership channels, in-person contact, and to local media outlets when appropriate. Materials to be considered at SCAG public hearings are posted on SCAG's website and are made available to interested persons upon request.

► Stakeholder Workshops, Listening Sessions, and Forums

For specialized programs and targeted efforts, SCAG engages directly with public agencies, jurisdictions, and specific stakeholder groups with experience and expertise in these areas. At these gatherings, audience members are engaged on technical information, encouraged to share input with SCAG, and collaborate on specific planning issues.

► Public Workshops, Community Forums, and Other Events

SCAG conducts workshops, community forums, and other events to keep the public informed and involved in various high-profile transportation projects and plans, and to elicit feedback from the public, interested parties, and stakeholders. SCAG holds meetings throughout the six-county region to solicit comments on major plans and programs. Meetings may take place where people are already gathered. When SCAG hosts an event, it does so at locations and at times that maximize public participation, including evenings and weekends. During these types of events, SCAG will encourage civility by allowing comments to be provided in a variety of formats, including providing comments anonymously. Depending on the audience for these events, SCAG will provide notice as appropriate through the public outreach channels noted in Participation Tactics Toolbox section.

In accordance with the law, these meetings offer accommodation for disabilities or those needing translation and are often livestreamed, hosted virtually or during evenings and weekends to increase accessibility. Most of these meetings are available for viewing virtually and all public meetings can be viewed in-person at any SCAG location:

Main Office (for in-person meetings and U.S. Post mail):
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

Imperial County
1503 N. Imperial Ave., Ste. 104
El Centro, CA 92243

Orange County
600 S. Main St., Ste. 1143
Orange, CA 92868

Inland Empire
(Riverside and San Bernardino Counties)
3403 10th St., Ste. 805
Riverside, CA 92501

Ventura County
4001 Mission Oaks Blvd., Ste. L
Camarillo, CA 93012

- **One-on-one or group in-person engagement** is often conducted by staff reaching out to stakeholder contacts via phone call, email, or having virtual or in-person meetings. Government Affairs act as point of contact for many of SCAG's audiences and are assigned by geographical subregion:

Imperial County and Coachella Valley:

David Salgado
salgado@scag.ca.gov
(213) 236-1967

Orange County:

Jonathan Davis
davis@scag.ca.gov
(213) 630-1599

Inland Empire:

Ivette Macias
macias@scag.ca.gov
(213) 630-1499

Ventura County and North Los Angeles County:

Rachel Wagner
wagner@scag.ca.gov
(213) 236-1960

Los Angeles County:

Erik Rodriguez
rodrigueze@scag.ca.gov
(213) 630-1525

- SCAG creates and produces **informational printed materials** for distributing at events, meetings, or other gatherings when appropriate. These materials are translated in instances of engagement with Limited English Proficiency (LEP) populations in accordance with its [Title VI Program](#).
- **Interactive online tools and video** are used to visualize and convey information that enables audiences to gather context and details that can facilitate their engagement and, in some cases, gather their input. These are created and published by SCAG with language-neutral visual information or translated to ensure engagement by LEP populations in accordance with its [Title VI Program](#).
- **Forms and surveys**, created by SCAG in both online, mobile-friendly, and printed formats, are used to gather input in structured and open-ended ways, depending on the nature of the effort for which input is being collected.
- SCAG maintains a **dedicated phone line** at (213) 236-1895 where anyone can request accommodations or translations, leave public comments, or receive information on procedures for filing a Title VI complaint. This phone number is included in public meeting materials and offered as a means for public comment on informational materials in print and on the website.

- ▶ SCAG accepts **public comment** in person at meetings, via U.S. Post and email, and via a dedicated phone line. Comments are summarized and publicly reported according to SCAG's participation standards for transparency.

Main Office (for in-person meetings and U.S. Post mail):

Southern California Association of Governments

900 Wilshire Blvd., Ste. 1700

Los Angeles, CA 90017

Email: contact@scag.ca.gov

Telephone: (213) 236-1895



Partnership Tactics

Activity in this category relies on third-party messengers who share SCAG's information at no cost because it aligns with their mission. These tactics are akin to earned media and help to extend SCAG's reach to these partners' audiences. These tactics have the potential for greater reach than owned tactics but can be more complicated to execute because they often require greater coordination and lead time. Partner organizations can include public agencies, local institutions, professional and community groups, and others depending on the effort at hand. Examples of partnership, or earned, tactics include:

- ▶ **SCAG reaches out and responds to media outlets and publications**, including broadcast, print, digital, and in languages other than English to share its work and potentially generate earned media coverage. This can be conducted via news releases, media advisories, media interviews, and editorial placements and meetings – and allows SCAG to share about public involvement processes, plans, and other activity more broadly if media outlets determine it to be newsworthy.
- ▶ SCAG works with various partner groups to carry its information via **partner channel placements**, such as newsletters, websites, podcasts, or organic social media posts via partner organization handles. These are provided at no cost to SCAG and reach individuals who may not be in SCAG's contact list or subscribe to updates directly from SCAG.
- ▶ Similarly, SCAG pursues opportunities to share information at **partner events or partner sites** at no cost. Examples of may include speaking, tabling to hand out printed materials and engage with attendees at a partner's event, or gathering survey input via intercept on partners' property, such as at transit stops, public plazas, businesses, or other areas where audiences that SCAG wishes to reach are present or gathered.
- ▶ These tactics may include other types of unpaid **community partnerships** wherein SCAG works with local groups to generate input in various ways that can help it to gather representative input. This can take many forms and may include in-kind presence at a partner's event, partner organization staff assisting in distributing SCAG materials or surveys, or partner groups publicly speaking about SCAG programs, publications, funding opportunities, or comment periods.



Paid Tactics

Paid tactics involve a monetary cost, making them the most time and resource intensive category. However, these tactics can reach audiences far beyond SCAG's and its partners' existing networks, and can be an important means of gathering representative input.

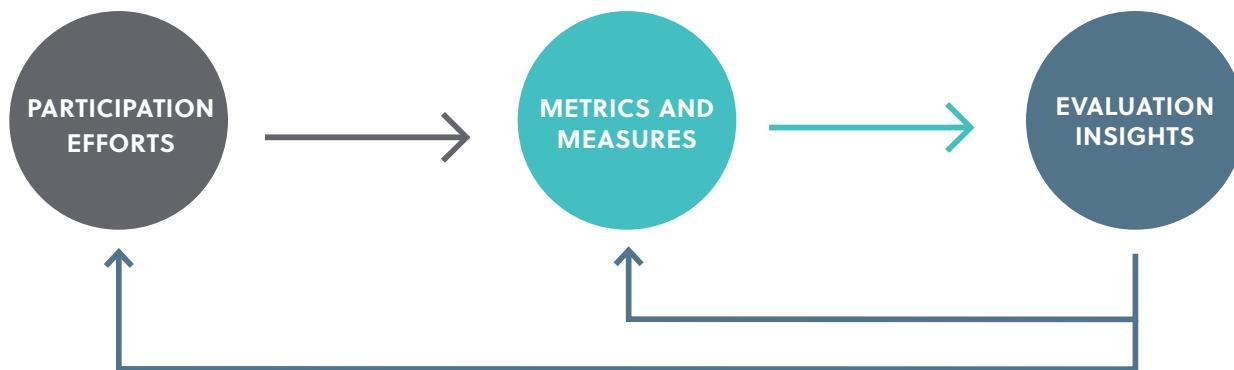
- ▶ **Advertising** placements, including in-home and out-of-home. This includes but is not limited to outdoor advertising, such as billboards and bus shelters; online advertising, such as digital programmatic, pre-roll, or paid social media; print advertising in local or trade publications; broadcast advertising on various forms of television or radio; or unique advertising placement locations, geographically targeted flyer distribution, influencer marketing, etc.
- ▶ **Event sponsorships** that often include exposure via speaking roles, tabling, or other integration in the event program. These types of placements may also include **event tabling**, which includes the purchase of a booth space at events like community festivals or farmers' markets where people gather.
- ▶ **Direct mail** allows SCAG to send printed information directly to audiences in a specific geographical area or target individuals with certain interests via purchased mailing lists.
- ▶ Similarly, SCAG may pursue paid **text campaigns** or **telephone town halls** in instances where these activities align with engagement objectives and provide reach to desired audiences.
- ▶ **Research methods**, such as paid survey participation and panels, focus groups, and research interviews can allow SCAG to generate representative input at a smaller scale with representative samples and to access population groups that may be otherwise difficult to identify and reach.
- ▶ **Community partnerships** can also function in a paid arrangement wherein SCAG enters into an agreement with another group to help it gather representative input for an agreed upon amount of funding. Similar to unpaid partnerships, these can take many forms, examples of which may include partner organization staff assisting in distributing SCAG materials or surveys to their existing audiences, assisting SCAG in fielding input and comment periods, or partner groups publicly speaking about SCAG programs, publications, funding opportunities, or comment periods.

Evaluation and Iteration

SCAG is committed to continuous improvement in its engagement practices and regularly measures the effectiveness of its communication and engagement work. Quarterly internal reporting measures the following key metrics and measures corresponding user data when available.

- ▶ **Audience reach**, such as email opens, website or video views, or ad impressions to gauge overall visibility.
- ▶ **Engagement**, such as clicks, resource downloads, interactions in-person and/or online, etc. to understand audience interest and interactions.
- ▶ **Attendance** at in-person meetings, webinar trainings, etc., to measure the impact of SCAG-hosted touchpoints.
- ▶ **Input received**, such as survey responses, web form entries, or email feedback that provides qualitative and quantitative insights into audiences' preferences and priorities. Measuring the amount of input received also provides insight on the effectiveness of the participation tactics used to generate it.

Evaluation findings are synthesized to identify trends, highlight opportunities, and elevate successful strategies. These insights are used to refine future participation efforts in regional planning cycles to ensure that each round of engagement is effective and aligned with audience preferences and participation standards.



Appendix – State and Federal Requirements

Federal Requirements

Federal Metropolitan Transportation Planning

The provisions of Title 23 USC Section 134 et seq. provides direct authority for Metropolitan Planning Organizations (MPOs) such as SCAG to act as a regional transportation planning organization with direct responsibility for carrying out the Regional Transportation Plan (RTP). SCAG is tasked with carrying out the transportation planning process and adopting long-range transportation plans.

Collaborating with state and public transportation operators, SCAG undertakes a performance-driven, outcome-based approach to planning for the six-county SCAG region. SCAG must prepare a transportation plan to be updated every four years, including identification of transportation facilities and factors for each mode of non-motorized transport to major roadways, transit, multimodal and intermodal facilities, and connectors that should function as an integrated system serving regional transportation functions. The scope of transportation planning process is to provide consideration of projects and strategies that will achieve the following objectives (23 U.S.C. Section 134(h)(1)):

- ▶ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- ▶ Increase the safety of the transportation system for motorized and non-motorized users;
- ▶ Increase the security of the transportation system for motorized and non-motorized users;
- ▶ Increase the accessibility and mobility of people and for freight;
- ▶ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- ▶ Promote efficient system management and operation;
- ▶ Emphasize the preservation of the existing transportation system;
- ▶ Improve the resiliency of and reliability of the transportation system, and reduce stormwater impacts of surface transportation; and
- ▶ Enhance travel and tourism.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

On August 10, 2005, President George W. Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, at the time the largest surface transportation investment in the United States. The goals of SAFETEA-LU were to improve safety, reduce traffic congestion, improve efficiency in freight movement, increase intermodal connectivity, protect the environment, and lay the groundwork for addressing future challenges.

Moving Ahead for Progress in the 21st Century Act (MAP-21)

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy—it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure.

Fixing America's Surface Transportation (FAST) Act

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94), enacted in 2015, builds on the changes to federal transportation planning law made by MAP-21. It was the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation (FHWA 2018). The FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highway improvements, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains the focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight projects.

Under the FAST Act and its predecessors, MPOs such as SCAG must prepare long-range transportation plans and update them every four years if they are in areas designated as "nonattainment" or "maintenance" for federal air quality standards. Per federal requirements, long-range transportation plans must:

- ▶ Be developed through an open and inclusive process, that ensures public input; seeks out and considers the needs of those traditionally underserved by existing transportation systems;
- ▶ Consults with resource agencies to ensure potential problems are discovered early in the planning process;
- ▶ Be developed for a period of not less than 20 years into the future; long-range transportation plans must reflect the most recent assumptions for population, travel, land use, congestion, employment and economic activity;
- ▶ Have a financially constrained element, transportation revenue assumptions must be reasonable, and the long-range financial estimate must take into account construction-related inflation costs;

- ▶ Include a description of the performance measures and performance targets used in assessing the performance of the transportation system;
- ▶ Include a system performance report evaluating the condition and performance of the system with respect to performance targets adopted by the state that detail progress over time;
- ▶ Include multiple scenarios for consideration and evaluation relative to the state performance targets as well as locally developed measures;
- ▶ Conform to the applicable federal air quality plan, called the State Implementation Plan, for ozone and other pollutants for which an area is not in attainment; and
- ▶ Consider planning factors and strategies in the local context.

Infrastructure Investment and Jobs Act

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in US history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

23 C.F.R. § 450.316 Requirements

Title 23 of the Code of Federal Regulations Section 450.316 describes the specific requirements for a metropolitan planning organization's public participation plan. The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies and desired outcomes for:

- ▶ Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan (SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the regional transportation improvement program (TIP);
- ▶ Providing timely notice and reasonable access to information about transportation issues and processes;
- ▶ Employing visualization techniques to describe metropolitan transportation plans and TIPs;
- ▶ Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
- ▶ Holding any public meetings at convenient and accessible locations and times;
- ▶ Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
- ▶ Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

- ▶ Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
- ▶ Coordinating with the statewide transportation planning public involvement and consultation processes; and
- ▶ Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- ▶ When significant written and oral comments are received on the draft RTP/SCS and TIP as a result of the public participation process in this section or the interagency consultation process under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- ▶ Providing a minimum 45-day public comment period for the PPP with copies of the plan provided to FHWA and FTA and posted to the internet.

When developing the RTP/SCS and TIP, the MPO should consult with agencies and officials responsible for planning activities in the area that are affected by transportation with such planning activities. In addition, the MPO shall develop the RTP/SCS and TIP with due consideration of other related planning activities in the area with the processing allowing for the design and delivery of transportation services that are provided by: (1) recipients of assistance under title 49 U.S.C. Chapter 53; (2) governmental agencies and non-profit organizations that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and (3) recipients of assistance under 23 U.S.C. 201-204.

When the Metropolitan Planning Area (MPA) includes Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the RTP/SCS and TIP. Likewise, when the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the RTP/SCS and the TIP. The MPO must also develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies. (See 23 C.F.R. § 450.316).

Title VI of the Civil Rights Act of 1964

Title VI of the Civil rights act of 1964 requires that transportation planning and programming be nondiscriminatory on the basis of race, color, national origin, or disability. Title VI serves as the legal foundation for what is today referred to as Environmental Justice. Under Title VI, the U.S. Department of Transportation (DOT) has oversight responsibility for ensuring that recipients do not use DOT funds to subsidize discrimination based on race, color, or national origin. As part of Title VI requirements, SCAG provides an annual Title VI certification and assurance. ([See separate document](#)).

Tribal Consultation Policy

SCAG adopted its [Policy for Consultation with Federally Recognized Indian Tribal Government and Federal Land Management Agencies](#) in January 2019 and is updating that document concurrent with the adoption of this PPP. This policy sets forth SCAG's procedures in consulting with Tribal Governments and federal land management agencies with the goal of maximizing opportunities for Tribal Governments and federal agencies to engage in SCAG's planning, programming and policymaking processes, especially in relation to the development of its RTP/SCS and TIP.^[1]

Americans with Disabilities Act of 1990 (ADA)

The Americans with Disabilities Act of 1990 (ADA) describes actions for non-discrimination against people with disabilities. The ADA calls for equal employment opportunities, non-discrimination on the basis of having a disability in state and local government services, including public transportation access, providing public accommodations, and telecommunications services.

Section 504 of the Rehabilitation Act of 1973

Section 504 of the Rehabilitation Act of 1973 requires any Executive Agency (including the Department of Transportation (DOT) to ensure that qualified individuals with disabilities are not excluded from or discriminated against by any federally funded program or activity because of their disabilities. Federally funded programs and activities must be accessible and usable to qualified individuals with disabilities, including any aid, benefit, or service. DOT must take proactive steps to ensure events and programs are accessible to persons with disabilities.

Section 508 of the Rehabilitation Act of 1973

Section 508 requires access to information and communication technology (ICT) developed, procured, maintained, or used by federal agencies. Examples of ICT include "Computers and peripheral equipment; information kiosks and transaction machines; telecommunications equipment; customer premises equipment; multifunction office machines; software; applications; Web sites; videos; and electronic documents."^[2]

Executive Order 13175 – Consultation and Coordination with Indian Tribal Governments

Executive Order 13175 was issued by President Bill Clinton on November 6, 2000, and it charges all executive departments and agencies (agencies) with engaging in regular, meaningful, and robust consultation with Tribal officials in the development of Federal policies that have Tribal implications. Executive Order 13175 also sets forth fundamental principles and policymaking criteria.

The Presidential Memorandum of January 26, 2021 (Tribal Consultation and Strengthening Nation-to-Nation Relationships) issued by President Joe Biden, requires agencies to submit detailed plans of action to implement the policies and directives of Executive Order 13175. In response, all agencies subject to Executive Order 13175 submitted plans of action, including over 50 agencies that submitted a consultation plan of action for the first time. Agencies also conducted more than 90 national-level Tribal consultations, focusing specifically on agency Tribal consultation policies. Subsequently, on November 30, 2022, President Biden issued a Memorandum on Uniform Standards for Tribal Consultation.

State Requirements

SB 375

SB 375 (Chapter 728, Sustainable Communities and Climate Protection Act of 2008), adopted in 2008, is a first-of-its-kind law to recognize the critical role of integrated land use planning, housing planning, and regional transportation planning to meet the State's climate goals. By coordinating these efforts, the Legislature envisioned that vehicle congestion and travel can be reduced resulting in a corresponding reduction in emissions. SB 375 directed CARB to set regional targets to reduce GHG emissions for each of the State MPOs on a per capita basis. SB 375 requires that each MPO prepare a Sustainable Communities Strategy (SCS) that will reduce GHG emissions to achieve these regional targets.

SB 375 has three major components:

- ▶ Using the regional transportation planning process to achieve reductions in GHG emissions consistent with AB 32's goals.
- ▶ Offering California Environmental Quality Act (CEQA) incentives to encourage projects that are consistent with a regional plan that achieves emissions reductions.
- ▶ Coordinating the Regional Housing Needs Assessment (RHNA) process with the regional transportation planning process while maintaining local authority over land use decisions.

An SCS is a required component of the RTP. The SCS is a land use pattern for the region which, in combination with transportation policies and programs, strives to reduce emissions and helps meet CARB's targets for the region. An alternative planning strategy (APS) must be prepared if the SCS is unable to reduce emissions and achieve the emissions reduction targets established by CARB. The APS to the SCS shows how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

SB 375 expressly provides that the SCS does not regulate the use of land and further provides that local land use plans and policies (e.g., general plans) are not required to be consistent with either the RTP or SCS. CARB updated GHG emission reduction targets on March 22, 2018; CARB set reduction targets for the SCAG region at 8 percent for 2020 and 19 percent for 2035 in GHG per capita emissions from light-duty passenger vehicles as compared to 2005. This was an update to the previous 2035 GHG per capita emissions reduction target of 13 percent.

In accordance with SB 375, CARB is required to update the regional GHG emissions reduction targets every eight years for each of the State MPOs with each MPO's timeframe for updating its RTP under federal law until 2050. The next SB 375 targets for MPOs will likely consider the 2022 Scoping Plan adopted by CARB. Pursuant to SB 375, CARB must exchange technical information with the Department of Transportation, MPOs, local governments, and affected air districts and engage in a consultative process with public and private stakeholders prior to updating these targets.

AB 52

AB 52 was approved by Governor Edmund Gerry "Jerry" Brown, Jr. on September 25, 2014. AB 52 applies specifically to projects for which a Notice of Preparation (NOP) or a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration (MND) will be filed on or after July 1, 2015, pursuant to the California Environmental Quality Act (CEQA). The primary intent of AB 52 was to include California Native American tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration under CEQA, known as tribal cultural resources.

On July 30, 2016, the California Natural Resources Agency adopted the final text for tribal cultural resources update to Appendix G of the CEQA Guidelines, which was approved by the Office of Administrative Law on September 27, 2016.

California Environmental Quality Act

Enacted in 1970, CEQA requires public agencies and local governments to evaluate and disclose the environmental impacts of projects or other major land use decisions, and to limit or avoid those impacts to the extent feasible. The CEQA review process is intended to: (1) inform government decisionmakers and the public about the potential environmental effects of proposed activities; (2) identify the ways that environmental damage can be avoided or significantly reduced; (3) prevent significant, avoidable environmental damage by requiring changes in projects, either by the adoption of alternatives or imposition of mitigation measures; and (4) disclose to the public why a project was approved if that project has significant environmental impacts that cannot be mitigated to a less than significant level. As such, CEQA requires robust public participation and consultation among lead and responsible agencies.

Ralph M. Brown Act

The Brown Act is California's open meeting law for public agencies. The Brown Act ensures that members of the public remain informed on the views, discussions, and actions of a local agency and allows members of the public to openly comment on agenda and non-agenda items during public meetings.

Regional Transportation Plan Development Guidelines

The 2024 Regional Transportation Plan Guidelines provides that the development of the Public Participation Plan (PPP) and the RTP/SCS "shall include consultation and coordination with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes (Title 23 CFR Part 450.316)." In summary, the consultation process shall:

1. Provide adequate public notice and the opportunity to comment on proposed RTPs and public participation plans;
2. Employ visualization techniques to describe the RTP;
3. Make the RTP electronically accessible, such as placing it on the Internet;
4. Hold public hearings at convenient and accessible locations and times;
5. Demonstrate explicit consideration and response to public input on the RTP (documentation);
6. Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income households and people of color;
7. Provide additional opportunities to comment on the RTP and the FTIP, if the final version differs significantly due to additional comments;
8. Coordinate with the state transportation planning and public involvement processes; and,
9. Periodically review intended RTP outcomes, products and/or services.^[3]

SCAG's Federal Transportation Improvement Program Guidelines

SCAG's Final 2027 Federal Transportation Improvement Program (FTIP) Guidelines (adopted in November 2025) also set forth public participation requirements. The following is a summary of the different types of amendments identified by SCAG and FHWA for the FTIP and the public participation requirements for each amendment type.

Category 1. Administrative Modification

An administrative modification as defined under MAP 21, includes minor changes to project cost, schedule, scope, or funding sources. Please see the Procedures for Federal Statewide Transportation Program (FSTIP) Administrative Modifications in Section 1 of this chapter for a complete definition of administrative modifications.^[4]

Category 2. Formal Amendment – Changes that do not impact the existing conformity determination

This category of formal amendments may include project cost changes that are greater than 50 percent of the total project cost or project phase, or \$20 million programmed in the quadrennial, whichever is higher. This amendment may also include adding or deleting projects that are exempt from regional emission analyses.

Category 3. Formal Amendment – Relying on the existing Conformity Determination

This amendment may include adding a project or a project phase to the program. This amendment category consists of projects that are modeled and are included in the regional emissions analysis.

Category 4. Formal Amendment – New Conformity Determination

This amendment may include adding or deleting projects that are not currently included in the regional emissions analysis nor part of the existing conformity determination. This amendment may involve adding or deleting projects that must be modeled for their air quality impacts: significantly changing the design concept, scope; or schedule of an existing project. SCAG in consultation, coordination and collaboration with its stakeholders, partners, and interested parties have agreed that the above amendments will be circulated as prescribed in the following table:

PUBLIC HEARING - PUBLIC REVIEW AND COMMENT PERIOD REQUIREMENT		
AMENDMENT CATEGORY	PUBLIC HEARING REQUIREMENT	PUBLIC REVIEW PERIOD NUMBER OF DAYS
Category 1. Administrative Modification	N/A	N/A
Category 2. Formal - Changes that do not impact the existing conformity determination	No	10
Category 3. Formal - Relying on existing conformity determination	No	10
Category 4. Formal - Requires a new conformity determination	Yes	30

Caltrans MOU

SCAG entered into a memorandum of understanding (MOU) for Comprehensive Federal and State Transportation Planning and Programming on or about July 7, 2017 (note that the parties are currently negotiating an updated MOU). The MOU requires that in accordance with 23 C.F.R. 450.212 and 23 C.F.R. 450.316(b), the MPO planning process shall be conducted in an open manner so members of the public, civic groups, interest groups, businesses and industries, and other agencies can fully participate. Public participation procedures shall be documented, periodically revised, and their effectiveness regularly evaluated. MPO shall take appropriate actions to ensure public participation through such formal means as:

- (a) posting of public hearing agendas,
- (b) appointment of eligible citizen members, where appropriate and allowed, to serve as committee members,
- (c) innovative and creative outreach efforts targeting particularly the traditionally underserved public (e.g., minorities, senior citizens, low income citizens, and Native Americans), and
- (d) creation of standing advisory committees. These committees not composed entirely of citizen members shall post public hearing agendas in accordance with the Brown Act ... when applicable, and all committees shall operate according to their adopted bylaws.

References

- [¹] See <https://scag.ca.gov/sites/default/files/old/file-attachments/consultationpolicy-tribalgovts-fimas.pdf>.
- [²] See 36 CFR Part 1194, Appendix A, E103.4; see also <https://www.access-board.gov/ict/>.
- [³] See 2024 RTP Guidelines at p. 68.
- [⁴] See SCAG's Final 2027 FTIP Guidelines at p.156
https://scag.ca.gov/sites/default/files/2025-10/25-412-FTIP-0204-Final-2027-FTIP-Guidelines-Final_0.pdf



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SCAG 2026 DRAFT PUBLIC PARTICIPATION PLAN COMMENTS

Matrix of Comments Received and Responses

	Comment	SCAG Response
1	<p>In addition to X, SCAG needs to have a presence on Bluesky, Reddit, and Threads. In particular, Bluesky is a forum where significant planning and transportation related discussion occurs. At the minimum, posts on X announcing SCAG programs or public meetings should be posted on Bluesky and Threads as well. This is especially important as the X and Instagram algorithms downgrade content with links in them.</p>	<p>Added notes on page 12 to indicate potential to expand or change social platforms over time.</p>
2	<p>Public meetings for the RTP/SCS should be held both virtually and in person, as some people prefer in person while others prefer virtual.</p>	<p>Document includes commitment to online outreach opportunities for the RTP/SCS to make engagement as accessible as possible. Not all engagement activities are conducive to virtual participation.</p>
3	<p>Produce a Guide to the Transportation Improvement Program process and use it as the basis for education and outreach related to transportation funding processes that lead to the (F,S,R,) TIPs. The call-for-projects to funded program process is an administratively complex with several opportunities for public participation. However, external stakeholders do not understand this complex process. To be honest, many people don't understand it so the guide can be useful in training internal staff and working with local agency partners. Fortunately, MTC has developed a Guide to the TIP as part of a past PPP and SCAG could probably ask MTC about using it, modifying it, or otherwise adapting it. MTC updates this guide every two years.</p>	<p>Comment noted. The PPP is a programmatic plan that does not address specific tactics for individual programs. This comment will be considered by SCAG in relevant programs.</p>

4	<p>As part of a goal of collecting representative input, conduct a survey to get baseline information on how transportation needs differ based on location and demographics. Some travel survey and travel modeling seeks to understand people's travel needs. However, most existing approaches infer these needs rather than asking people directly. The University of Michigan's Travel Security Index (TSI) instrument is a direct way to ask people directly about how transportation security (or a lack thereof) impacts their ability to meet their needs. The TSI is 3, 6, or 16 questions that are used to identify the category of transportation security some individual household is facing. The questions can be an independent survey or dropped into some other representative survey.</p>	<p>SCAG regularly conducts its SoCal Transportation Study via a representative survey effort throughout the region. This comment will be considered in gathering input for the next Connect SoCal plan development cycle.</p>
5	<p>I commend SCAG for developing a comprehensive and forward-thinking Public Participation Plan that reflects a deep commitment to transparency, inclusivity, and collaboration across our region. The plan's clear inclusion of engagement tactics and focus on public input demonstrate the agency's dedication to ensuring that regional planning efforts are informed by a range of voices. This approach sets a strong foundation for equitable, innovative, and implementable transportation and infrastructure solutions that will benefit all communities across the region.</p>	<p>Comment noted. No action or changes suggested.</p>
6	<p>Expand your digital engagement to integrate multilingual online tools such as ArcGIS, mobile surveys, virtual town halls.</p>	<p>Incorporated language to address on page 16 in the "Owned Tactics" section of the Communication Toolbox.</p>
7	<p>Leverage PPPs to include collaborations with local businesses, universities, media outlets, and civic organizations.</p>	<p>Incorporated language to address on page 18 in the introduction of "Partnership Tactics" section of Communication Toolbox.</p>
8	<p>Intensify influencer outreach to help reach younger demographics and traditionally hard-to-engage populations by identifying champions in communities who can carry the agency's message.</p>	<p>Comment noted. Influencer tactics covered in "Partnership Tactics" and "Paid Tactics" sections, as they could be implemented as part of community</p>

		partnerships or paid social media partnerships.
9	<p>As the owner of a DBE/SBE public outreach firm based in southern California, I appreciate the thought SCAG has put into developing a Public Participation Plan that values transparency and authentic engagement. My firm truly believes that every stakeholder should have a voice in shaping the policies and projects that impact their daily lives. It's encouraging to see that same philosophy reflected in SCAG's plan, one that prioritizes outreach strategies designed to reach people where they are and truly listen to their input. This kind of commitment lays the groundwork for more equitable, informed, and effective regional planning that benefits all communities across our region.</p>	Comment noted. No action or changes requested.
10	<p>Nowhere in the entire report does it mention Councils of Governments. At least in the South Bay, we conduct your Regional Council elections and provide our cities with regular reports through our Board agendas. We appoint members to your policy committees. Additionally, several of the COG's are working with you on REAP projects. I would think that is more than just a generic partner. This just builds on my frustration that SCAG does not create a formal relationship with Councils of Governments.</p>	Added mention of local and subregional agencies on page 3. Added specific mentions of Councils and Associations of Governments to "Local Jurisdictions" audience category on page 7.
11	<p>On Page 11 of the plan, under Transparency and Accessibility, the last paragraph of that section states:</p> <p>"Staff will also document, summarize, and report on public comments received through public engagement activities. This process demonstrates that input has been meaningfully considered and supports accountability and transparency in SCAG's decision-making."</p> <p>Documenting, summarizing and reporting public comments does not demonstrate that they have been meaningfully considered. It shows they have been reported but it gives no indication of what the response to the comments is. When SCAG establishes a matrix of comments and summarizes them, unless it says something about what the response to the comment is,</p>	Added language on page 11 to clarify that comment reporting will also include information on how comments were considered and/or incorporated.

	there is no demonstration of meaningful consideration.	
12	Overall strong document, well organized, user friendly and explanatory.	Comment noted. No action or changes requested.
13	Hoping to understand if document will apply to other processes outside of transportation planning, and, if so, can that be clarified in the introductory section?	Edited language on page 3 to clarify purview of PPP to major SCAG efforts.
14	Also including line edit for minor copy edit notes intended to clarify SCAG's representation of local agencies.	Added mention of local and subregional agencies on page 3. Added specific mentions of Councils and Associations of governments to "Local Jurisdictions" audience category on page 7.
15	Also including line edit for minor copy edit notes intended [for] adding definitions to help explain different uses of social media.	Line edit incorporated to clarify definitions of different social media uses on page 14.
16	What is the definition of affordable housing? I was told it is based on number of units per acre lot instead of actual affordability. We need more clear and concise definitions of how SCAG is coming up with requirements for each city...	Clear definitions of individual terms will be used in outreach related to efforts, as covered in "Communication Best Practices" on page 9.
17	... and I don't feel SCAG is taking into account the whole city plan (meaning amount of open space and housing in proximity to groceries/food should also be a consideration on top of just housing when discussing development plans.	Consideration of specific issues in housing studies out of the scope of this document but shared with appropriate SCAG department.
18	Thank you for the opportunity to provide comments on the SCAG Draft Public Participation Plan. As stated, public participation is fundamental and SCAG relies on meaningful participation. However, Meaningful engagement is a very nebulous and hard-to-measure concept. The Public Participation Plan discusses metrics for engagement like 'email opens, website or video views, ad impressions....clicks, downloads, interactions in-person and/or online'. Those are quantifiable metrics of visibility and reach, but not of 'engagement'. Engagement is participation in decision-making.	As noted in the plan SCAG seeks to engage partners to shape planning efforts through activities including but not limited to workshops, comment periods, and surveys; these activities are measured by attendance and input metrics as noted in the document.

19	<p>The U.S. Environmental Protection Agency¹ released a guidance document on public participation that I find provides a useful framework based on the International Association of Public Participation² spectrum of public participation. This helps to define the range of roles the public might play in a decision process. Figure 1 shows the range of possible levels of public participation. SCAG decisions can span any of these levels of public participation. Communicate the expected level of public participation to all stakeholders in the process at the outset of any process. For example, previous iterations of Connect SoCal follow a Consult level of public participation, where CEQA requires public feedback, but SCAG and its consultants simply acknowledge that public feedback from stakeholders but does not actually change the plan as a result.</p>	<p>Included as part of SCAG's commitment to transparency, the purpose of engagement and overall process for effort at hand should be made clear in informational material related to each individual outreach effort. Added language on page 11 to clarify that reporting on comments also includes notes on how comments were considered and/or incorporated.</p>
20	<p>Ensure that the seven stakeholder groups identified as the SCAG audiences have equitable levels of public participation. At the moment, it feels like Transportation Commissions, Jurisdictions, and Legislators/Funders/Regulators have Collaborate/Empower levels of public participation, Public Agencies are at Involve levels, and the stakeholders and general public are at Consult levels of public participation. Measuring clicks and email opens is the lowest Inform level of public participation. It is not engagement and is certainly not meaningful involvement. Lack of communication on the expected level of impact on decision-making and inequitable decision-making access is why Connect SoCal can be a disempowering and terrible process for the general public. SCAG chooses to give some of its audiences more impact in the decision-making process and that is why the results reflect the influence of a subset of SCAG audiences and underweight the public interest.</p> <p>SCAG's public participation is not representative and does not follow the best communication practices as shown in the leading participation organization methodology. Please adopt best</p>	<p>Much of SCAG's work is intergovernmental; however, SCAG's transparency commitments in this document are intended to provide access to members of the public and allow them to comment and engage on any item or process.</p>

	practices to ensure that all stakeholders are on as equitable a footing as possible in helping to shape the decision-making process.	
21	Among the stakeholders that should be included are: League of Women Voters and Parent-Teacher Association. Both are nonpartisan, and structured similarly (national-->state-->County-->local). Both also have position papers on topics that pertain to urban planning, including housing and transportation. The League's mission is to literally empower people to participate in our democracy through voter education, advocacy and promoting an understanding of public policy issues. PTAs are advocacy organizations that seek to speak on behalf of all children under "one voice", and their participation reflects the SCAG region's rich diversity. Both have positions on housing and transportation.	Confirm these groups would be covered in "Stakeholders" audience category. Comment noted for tactical level for SCAG outreach.
22	Since this is an electronic document, every page footer should reference SCAG PPP and date so the information is easily referenced if a single page is extracted.	Added footers to document.
23	[SCAG Audiences] section has no reference to subregions or COGs. Please add.	Added mention of local and regional agencies on page 3. Added specific mentions of Councils and Associations of governments to "Local Jurisdictions" audience category on page 7.
24	[Sentence on page 23] implies SCAG has authoritative power over some agencies, suggest rewording to clarify.	Incorporated line edits to clarify on page 23.
25	What exactly is the plan? The document thoroughly explains how SCAG solicits input. Everything in the document sounds great, but is what SCAG does the same as what it plans to do? I just don't know, find it confusing. I am used to public comment being reserved for a proposed policy change or project, this document is just about business processes.	Added language to page 3 to clarify the purpose of the document.
26	I support the plan's emphasis on Representative Input. Too often, local agencies focus outreach efforts on more affluent stakeholder groups with the privilege of time to be able to participate in a public outreach process. This methodology excludes low income communities, who in many	Comment noted. No action or changes requested.

	<p>cases are the most impacted by projects or the most likely to make use of projects, and whose feedback can be the most beneficial to preparing a successful project.</p>	
27	<p>My comment is that the PPP should provide more clear guidance on how to ensure that outreach processes make every effort to provide spaces that are harassment-free for participants. We have seen over the past decade that typical public hearings—in which a microphone is provided to individual speakers before a gathered audience—can lead to raucous and toxic environments where differing opinions are shouted down and met with harassment. Members of the public, and especially at-risk communities, should not be forced to subject themselves to harassment in order to have their voices heard. Where the Public Participation Tactics Toolbox notes public hearings as a format of meeting, it should make clear that efforts must be made to provide harassment-free spaces, such as taking written comments, or taking oral comments in separate one-on-one spaces with staff. Better yet, the toolbox should emphasize the value of open house format and other focused stakeholder meetings, where individuals are not presented with a soapbox to obstruct projects and/or stifle participation by others.</p>	<p>Addressed by adding language to "Public and Stakeholder Meetings, Events and Workshops" section on page 13. Added language on page 15 in the "Workshops, Community Forums and Other Events" section about allowing anonymous comments at broad public events.</p>
28	<p>Nice work SCAG. I work in the public sector and rarely see such a clear articulation of audiences. I usually just see "the public", which results in blunt, ineffective communication. It was refreshing to see the critically important approach to get representative input. Too often governments make decisions based on the loud few voices that had the resources to make their voice heard and the influence to sway public officials.</p>	<p>Comment noted. No action or changes requested.</p>
29	<p>Ensuring representative feedback, gives everyone their proportionate level of voice. Kudos to SCAG for building representation into their plan.</p>	<p>Comment noted. No action or changes requested.</p>
30	<p>The Port is lumped under 'Other Public Agencies' and 'freight' under 'Stakeholders.' Would it be possible for the final PPP to include</p>	<p>Added a section to distinguish stakeholder-specific engagement from</p>

	callouts (i.e. subbullets) for major transportation uses (i.e. freight, active transportation)?	community forums on page 15.
31	The PPP is largely focused on general community participation. Would it be possible to include a section specifying how economic stakeholders (such as port freight) can be engaged?	Added a section to distinguish stakeholder-specific engagement from community forums on page 15.
32	As a regional agency representing one of the most diverse populations in the nation, SCAG's continued focus on inclusive engagement is commendable. The 2026 Draft PPP outlines a solid framework for transparency and accessibility.	Comment noted. No action or changes requested.
33	However, to strengthen the plan's effectiveness, I recommend: Deeper focus on underrepresented communities: Expand on how SCAG will reach populations with limited digital access, language barriers, or low civic participation.	Confirmed mentions of underrepresented audiences throughout the document and inclusion of non-digital and community-oriented tactics such as community partnerships, workshops, and community events.
34	Evaluation transparency: Consider publishing engagement metrics and lessons learned after each major planning cycle to demonstrate accountability and progress.	Confirmed inclusion of metrics reporting as related to outreach on specific efforts.
35	Integration with partner agencies: Encourage closer alignment with Metro and other local transit operators, CBOs, and housing agencies to create more coordinated outreach and messaging, especially around environmental justice and mobility equity topics.	Greater description of community-oriented tactics incorporated on page 16 in "Owned Tactics" section of Communication Toolbox.
36	Innovation in outreach: Explore interactive tools, mobile engagement units, and social media partnerships to make regional planning more accessible and relatable to everyday residents. These additions would help ensure SCAG's participation efforts not only meet compliance but truly embody the spirit of inclusive, community-informed regional planning.	Comments on partnerships incorporated on page 18 in introduction of "Partnership Tactics" of Communication Toolbox.
37	SCAG frequently endeavors to conduct public engagement activities and input opportunities on its work items. The PPP could add specific actions SCAG will take following public input collection processes. As an example, SCAG asks its member jurisdictions to review and provide input on the Data Map Books it prepares	Added information on page 11 to clarify that reporting on comments also includes notes on how comments were considered and/or incorporated.

	<p>during the local data exchange (LDX) process to inform the development of the RTP/SCS. The Data Map Books included parcel level data that identified General Plan designations, zoning, vacant land, potential infill parcels, and permanent open space areas. The City of Huntington Beach previously participated in the Data Map Book process and provided comments to SCAG, which included clarifying inaccurate information and providing updated GIS data. However, the City is unaware if the Data Map Book was ever updated to incorporate the City's comments. The City recommends the PPP specify SCAG's actions following all public input collection processes (such as the LDX process) and include a plan to ensure that these processes reflect local input. This is directly consistent with Purpose #1 of the PPP, which states that, "SCAG's primary working relationships are with public entities, which both guide and implement SCAG's work." This aligns with the Values listed in SCAG's 2024 Strategic Plan to, "Be Open: Be accessible, respectful, collaborative and transparent in the work we do," and, "Lead by Example: Lead with integrity and fairness in working to meet the diverse needs of all people and communities in our region." This also furthers SCAG's 2024 Strategic Plan, Objective 3.1: Ensure SCAG is a trusted source for accurate data and intelligence dedicated to objective analysis of regional plans and assisting local jurisdictions with planning, and, Objective 2.1: Build a deep understanding of the needs of all our communities and stakeholders to inform our work.</p>	
38	<p>The City recommends the section titled, "SCAG Audiences" expressly include the California Coastal Commission under #4: Legislators, Funders, and Regulators. SCAG should engage the CCC throughout its planning processes as part of SB 375 requirements to address climate change, transportation, and land use. This also</p>	<p>Added California Coastal Commission on page 8 as an example in "Other Government Agencies" audience category.</p>

	<p>aligns with SCAG's 2024 Strategic Plan Objective</p> <p>1.8, "Coordinate with partners to meet federal and state ambient air quality standards and support local and regional climate adaptation, mitigation and resilience activities;" and</p> <p>Objective 2.1: Build a deep understanding of the needs of all our communities and stakeholders to inform our work.</p>	
39	<p>While SCAG provides archived video recordings of its Regional Council meetings on its website, video recordings of other public meetings (Committees, Subcommittees, etc.) are not available on the SCAG website nor via its owned media accounts. The City recommends making recordings of all public meetings permanently available on the SCAG website and/or its YouTube channel for increased equity and public access.</p>	<p>Added links to where SCAG public meetings are available online on pages 1 and 13. Will also look to revise locations of this link on SCAG's website to improve accessibility.</p>
40	<p>"The section titled, "Audience Communication Preferences," states that, "Since its last Public Participation Plan update, SCAG's collected qualitative and quantitative audience feedback," and that, "Findings confirmed that SCAG's audiences come from a variety of backgrounds, vary greatly in the level of time and resources available to them, and often serve as intermediaries to a more general public audience." The PPP could be updated to include the background dataset (survey questions, feedback from listening sessions, interview summaries, etc.) and other meaningful information (identify if participation included all SCAG counties, participating audience types, etc.) as an appendix. This would ensure the needs of all audience types and all SCAG counties are reflected in the PPP. This aligns with SCAG's 2024 Strategic Plan, Objective 2.1: Build a deep understanding of the needs of all our communities and stakeholders to inform our work, and, Objective 2.2: Facilitate regional dialogue and collaboration on key issues for effective policy development."</p>	<p>Expanded description of methodology for SCAG audience research effort on page 9.</p>

41	<p>“The City recommends that, “SCAG Public Participation Standards #3: Communication Best Practices,” include language to specify when any agenda item that has been through a public review or comment period is materially altered after the end of the public review/comment period or during a public meeting, an additional public notice and review/comment period of the same length be required prior to final action on the item. Generally, a substantially similar public participation process should be required for any substitutes or alternatives prior to final action. This aligns with the Values listed in SCAG’s 2024 Strategic Plan to, Be Open: Be accessible, respectful, collaborative and transparent in the work we do,” and “Lead by Example: Lead with integrity and fairness in working to meet the diverse needs of all people and communities in our region.”</p>	<p>Confirm that public comment is available when documents appear at Regional Council for adoption following any changes in response to or following a public comment period.</p>
42	<p>Include references to subregions and COGs.</p>	<p>Added mention of local and subregional agencies on page 3, and specific mentions of councils and associations of governments to local jurisdictions audience category on page 7.</p>

Public Participation Plan Update

Executive Administration Committee
February 4, 2026

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Public Participation Plan Update

Public Participation Plan Overview

- A Public Participation Plan (PPP) is a required document for organizations receiving federal funding, which outlines approaches for meeting requirements for public participation, stakeholder engagement, and interagency coordination.
- SCAG's PPP also reviews approaches for meeting state requirements for participation on efforts under state jurisdiction.
- PPPs also act as guidance for staff in planning and implementing stakeholder, public, and interagency participation activities.
- SCAG's PPP was last updated in 2022 ahead of the last Connect SoCal RTP/SCS development cycle.

Changes in this Proposed PPP Update

- Coalesces participation approaches into "SCAG's Participation Standards," a methodology for participation in alignment with SCAG's 2024 Strategic Plan:
 - Strategic Priority 2: "Be a cohesive and influential voice for the region."
 - Objective 2.1: "Build a deep understanding of the needs of all our communities and stakeholders to inform our work."
- Participation Standards rooted in strategic priorities, legal requirements, and recognition that meaningful public input leads to better planning outcomes:
 - Representative input
 - Federal and state compliance
 - Communication best practices

Changes in this Proposed PPP Update

- Creates broad categories of audiences to guide planning and execution of participation work:
 - Public entities
 - Stakeholders
 - General Public
- Organizes participation activities into Participation Tactics Toolbox according to resources and level of effort:
 - Owned tactics
 - Partnership tactics
 - Paid tactics

Review Process

- LCMC approved draft to be released for public comment in September 2025.
- Draft PPP was posted for public comment for 45 days between September 22 and November 7, 2025.
 - Notified comment period with emails, newsletters, social posts, and in-person outreach.
- Public comment period announced at Executive Administration Committee, Policy Committees, and Regional Council and included in Executive Director's Report.
- Staff presented and received public comments on Draft PPP at the November 2025 meeting of the Technical Working Group.
- 42 comments received, reviewed, and incorporated into the document.

Comment Summary

- Request specific stakeholders be referenced and/or included in outreach (7 comments)
- Support comprehensiveness of the document (4 comments)
- Expand use of interactive online tools for engagement (4 comments)
- Provide more detail on how public input is meaningfully considered and incorporated in planning processes (2 comments)
- Support representative input methodology (2 comments)
- Expand partnership for conducting outreach (2 comments)

Comment Summary

- Staff compiled, reviewed, and responded to all comments received, incorporating feedback where possible.
- The matrix attached to the staff report includes all comments, responses, and notes on where corresponding edits were made in the Proposed Final Public Participation Plan document.



THANK YOU

Southern California Association of Governments

February 5, 2026

To: RC - Regional Council
EAC - Executive Administration Committee

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

Subject: SCAG Memberships and Sponsorships

**EXECUTIVE DIRECTOR'S
APPROVAL**

Kome Ajise

RECOMMENDED ACTION:

Approve up to \$111,400 for memberships and sponsorship with 1) The METRANS Transportation Consortium (\$25,000), 2) Southern California Leadership Council (SCLC) (\$20,000), 3) National Association of Regional Councils (NARC) + Major Metros (\$33,900), 4) Mobility 21 (\$25,000), and sponsor 5) UCLA's Lake Symposium (\$7,500).

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

At its January 20, 2026, meeting, the Legislative/Communications and Membership Committee (LCMC) recommended approval of up to \$111,400 to maintain membership with 1) The METRANS Transportation Consortium (\$25,000), 2) Southern California Leadership Council (\$20,000), 3) National Association of Regional Councils (NARC) + Major Metros (\$33,900), 4) Mobility 21 (\$25,000), and sponsor 5) UCLA's Lake Symposium (\$7,500)

BACKGROUND:

Item 1: The METRANS Transportation Consortium

Type: Membership **Amount:** \$25,000

The METRANS Transportation Center operates through a partnership with the University of Southern California and California State University, Long Beach. METRANS focuses on solving the most pressing transportation problems facing large metropolitan regions, like the Los Angeles Metropolitan area, through interdisciplinary research, education, and outreach. METRANS facilitates collaboration between the University community, the private sector, and the public sector to study trends in goods movement and international trade and to discuss the latest updates, developments, and policies in the transportation sector.

SCAG staff is recommending that the agency retain membership at the "Silver" level, which will provide SCAG with the following:

- Membership on the METRANS Advisory Board
- Opportunities to propose special topical events related to current transportation issues
- Customized opportunities for student engagement and recruitment, and METRANS approved/recommended intern for one semester
- Sponsorship acknowledgment and participation in the annual Careers in Transportation panel
- Feature article in various METRANS/CITT publications and online media
- Admission to all METRANS events and VIP receptions, including four (4) complimentary admissions to the biennial International Urban Freight Conference (I-NUF)
- Recognition on the METRANS website and other communication materials and at all METRANS events, including I-NUF, Town Hall meetings, and the annual Seminar Series

Item 2: Southern California Leadership Council (SCLC)

Type: Membership **Amount:** \$20,000

Established in 2005, the Southern California Leadership Council is comprised of business and community leaders from throughout the seven counties of Southern California, including three former California Governors. The SCLC is currently partnered with many business organizations in the SCAG region, including the LA County BizFed, Inland Empire Economic Partnership, LA Area Chamber of Commerce, Orange County Business Council, and the Ventura County Economic Development Association, among others. The SCLC's work and strategic partnerships focus on shaping and addressing public policy issues, including business vitality, resources (energy, water, and environment), and transportation (goods and people), that are critical to SCAG and the region's economic vitality and quality of life. The SCLC also co-hosted (with SCAG) the 9th and 10th annual Southern California Economic Summits. SCAG Executive Director Kome Ajise serves on the SCLC Board, and SCAG Board officers and executive leadership regularly attend and participate in SCLC meetings and other activities.

Item 3: National Association of Regional Councils (NARC) + Major Metros

Type: Membership **Amount:** \$33,900

The National Association of Regional Councils (NARC) is the leading advocate for Metropolitan Planning Organizations (MPOs) in Washington, D.C. NARC serves as the national voice for regionalism, advocating regional cooperation as the most effective way to address community planning and development opportunities and issues. NARC's member organizations are composed of multiple local governments that work together to serve American communities – large and small, urban and rural.

NARC regularly provides solutions that positively impact American communities through effective inter-jurisdictional cooperation.

SCAG participates in the Major Metros Roundtable, facilitated by NARC, which brings together executive directors of planning organizations from major metropolitan areas with populations over 1 million to discuss challenges, share insights, and collaborate on policy solutions. This group is supported by voluntary supplemental dues to support the staff time NARC provides to facilitate meetings and other activities.

SCAG has been an active member of NARC for years and recommends continuing its membership, as this organization aligns with SCAG's core responsibilities and Mission. LCMC Member Alan Wapner serves on the NARC Board of Directors. As a national public interest organization, NARC works with and through its members to:

- Shape federal policy that recognizes the increased value of local intergovernmental cooperation;
- Advocate effectively for the role of regional councils in the coordination, planning, and delivery of current and future federal programs;
- Provide research and analysis of key national issues and developments that impact members;
- Offer high-quality learning and networking opportunities for regional organizations through events, training, and technical assistance; and,
- Participate in four policy committees: Transportation, Economic & Community Development, Public Safety & Emergency Management, and Environment & Energy, and two working groups: Communications & Government Affairs and Fiscal Officers.

Item 4: Mobility 21
Type: Membership **Amount:** \$25,000

Mobility 21 is a coalition of public, business, and community stakeholders to pursue regional solutions to transportation challenges facing the SCAG region and San Diego County. SCAG is a founding member of Mobility 21, and Kome Ajise, SCAG's Executive Director, is a member of the coalition's board of directors. Created in 2002 as an effort in Los Angeles County, Mobility 21 became a regional effort in 2007 with the primary goals to:

- Support practical solutions to Southern California's transportation challenges;
- Mobilize regional support for transportation funding and legislative priorities at the federal and state levels;
- Unite political leaders around common priorities for transportation; and

- Bring together residents, civic leaders, business groups, and industry experts to inspire them to act and educate them on how to effectively speak out in support of transportation initiatives.

SCAG is a founding member of Mobility 21, and Kome Ajise, SCAG's Executive Director, serves on the coalition's board of directors, which includes representation from various SCAG stakeholders and agencies.

Mobility21 hosts an annual conference, which SCAG usually sponsors, and this year's 2026 Mobility 21 Southern California Transportation Summit will be held on Friday, October 1, 2026, at the Disneyland Hotel in Anaheim, California. Last year's Summit, which SCAG attended, focused on the 'power of partnership' in transportation.

Item 5: 2026 UCLA Lake Arrowhead Symposium

Type: Sponsorship **Amount:** \$7,500

The University of California, Los Angeles (UCLA) Lewis Center and Institute of Transportation Studies Program holds a symposium dealing with regional and public policy issues each year. This year's Symposium – *New Mobility, Automated Vehicles and Cities* – will convene from April 12-14, 2026, at the UCLA Lake Arrowhead Conference Center and will bring together a diverse and intimate group of influential policymakers, private sector stakeholders, public sector analysts, consultants, advocates, and researchers to delve into the pressing public policy challenges at the nexus of transportation, land use, and the environment.

SCAG staff recommends that the agency sponsor the event at the "Gold Sponsor" level for \$7,500, which provides SCAG with the following:

- Two (2) complimentary registrations;
- Two (2) registrations at 50% off (Early Bird registration costs \$1,095);
- Two (2) exclusive access passes;
- One (1) elected official registration for government sponsors;
- Exclusive recognition as sponsor of a portion of the Symposium (Breakfast, Lunch, or Reception);
- Logo recognition in online program and printed materials (small)

Opportunity to network with speakers, faculty, and prominent public officials.

PRIOR COMMITTEE ACTION:

Staff presented the agenda item for up to up to \$111,400 to maintain membership with 1) The METRANS Transportation Consortium (\$25,000), 2) Southern California Leadership Council (\$20,000), 3) National Association of Regional Councils (NARC) + Major Metros (\$33,900), 4) Mobility 21 (\$25,000), and sponsor 5) UCLA's Lake Symposium (\$7,500) to the LCMC at its meeting on January 20, 2026. The LCMC approved this item unanimously as part of the consent calendar.

FISCAL IMPACT:

\$83,900 for Coalition for the METRANS Transportation Consortium, National Association of Regional Councils (NARC) + Major Metros, Mobility 21 membership is included in the approved FY 26 Indirect Cost Budget. \$27,500 for the Southern California Leadership Council membership and sponsorship of the 2026 UCLA Lake Arrowhead Symposium is included in the FY 26 General Fund Budget.



AGENDA ITEM 13

REPORT

Southern California Association of Governments
February 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

Subject: February 2026 State and Federal Legislative Update

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

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

STATE

State Legislature Reconvenes

The California State Senate and Assembly reconvened the second and final year of the 2025-2026 legislative session on January 5, 2026. The Senate inaugurated its new President Pro Tempore, Monique Limón, from Senate District 21, which includes Santa Barbara, Ventura, and San Luis Obispo counties. Limón holds the distinction of being the first Latina and mother to hold this influential position.

Both Speaker Robert Rivas and Pro Tem Limón have expressed their intention to prioritize efforts relating to the cost of living, housing, workforce needs, and the environment.

As the session progresses, staff will continue to provide an updated calendar of legislative deadlines. The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
January 5, 2026	Legislature Reconvenes for 2025-2026 Legislative Session
January 10, 2026	The budget must be submitted by the Governor
January 23, 2026	Last day to submit bill requests to the Office of Legislative Counsel
February 20, 2026	Last day for bills to be introduced
March 26, 2026	Spring Recess begins upon adjournment
April 6, 2026	Legislature reconvenes from Spring Recess
June 15, 2026	Budget must be passed by midnight

Governor Newsom's Budget

Governor Newsom presented his January Budget Proposal for the 2025-26 fiscal year on Friday, January 10, 2025, as required by the State's constitution. The budget includes \$348.9 billion in spending in all categories, of which \$248.3 billion are General Fund resources. During last year's budget cycle, the Governor and Legislature had to address a nearly \$12 billion deficit, requiring various reductions, fund shifts, and transfers from reserve accounts. This year, the Governor's budget forecasts a much smaller, \$2.9 billion shortfall, resulting from growth in state expenditures, but still reflective of reduced federal support and economic instability. Thus, the Governor's team has characterized this year's proposal as a "workload budget" because it does not include significant cuts or increases in spending. Instead, the budget proposal focuses on maintaining current spending levels outside any mandated spending, such as minimum funding levels for K-12 and minimum reserves/debt payments.

In November, however, the Legislative Analyst's Office (LAO) released a contrasting fiscal outlook, estimating a nearly \$18 billion shortfall that could reach \$35 billion by fiscal year 2027-28 due to rising spending and maturing debt. The Governor's office explained that the difference between the two forecasts is due to the LAO including potential stock market dips and excluding certain revenue sources, such as gains from Artificial Intelligence (AI) and technology stocks. Below are a few highlights that are relevant to SCAG from the Governor's January Budget proposal:

- \$500 million in homelessness funding, a 50% reduction from the last round of funding through the Homeless Housing, Assistance and Prevention (HHAP) program.
- Maintains the entirety of investments from a multi-year \$14.6 billion transportation package.
- Proposes \$200 million in one-time, special funding to establish a new light-duty zero-emission vehicle incentive program, which is funded in part from the canceled \$166 million Greenhouse Gas Reduction Fund (GGRF) transfer to the Motor Vehicle Account (MVA).
- Proposes \$560 million from Cap-and-Invest to the Affordable Housing Sustainable Communities (AHSC) program but proposes to create a separate sustainable communities program within the AHSC program.

The Governor's proposal is the first step in the budget process, which will culminate in the adoption of the FY 2026-27 budget by June 15, 2026, as required by our state constitution. Over the next several months, the Legislature will convene its budget committees, identify its priorities, and negotiate with the Governor.

Cruz Strategies, LLC represents SCAG in Sacramento and has provided a comprehensive summary of the budget attached to this report. To access the Governor's proposed budget, visit www.ebudget.ca.gov.

Governor Newsom Appointed New Chief Deputy Director at Caltrans, Cory Binns

On January 13, 2026, Governor Newsom appointed Cory Binns as the new Chief Deputy Director at the California Department of Transportation. Mr. Binns previously served as a Retired Annuitant Director of Construction and Engineering at the San Diego Association of Governments since 2025, and as a Pre-Construction Manager of Alternative Delivery at Flatiron Construction from 2023-2024. Prior to this, Binns served in a variety of roles at the California Department of Transportation from 1999 to 2023, including Deputy Director of Maintenance and Operations, District 11 Director, and Corridor Manager.

FEDERAL

Federal FY 2025-2026 Appropriations

After failing to reach an agreement on FY 2025 funding in early 2025, Congress passed a continuing resolution (CR) on March 14, 2025, extending government funding at previously enacted levels through September 30, 2025. Although both the House and Senate continued working on FY 2026 appropriations throughout the spring and summer, they were unable to finalize a spending package before the end of the fiscal year, which ended on September 30, 2025. Congress was unable to pass an additional CR due to a disagreement over whether to include an extension of Affordable Care Act premium tax credits, and the federal government subsequently entered what became the longest government shutdown in US history on October 1, 2025, lasting 43 days until November 12, 2025, when President Trump signed a new CR. The new CR included three of the 12 appropriations bills needed to fully fund the federal government, providing full-year FY 26 funding for the Department of Agriculture, Military Construction & Veterans Affairs, and the Legislative Branch, while temporarily funding the rest of the government until January 31, 2026.

Congress then went on recess for the holidays, but returned on January 3, 2026, to finalize the remaining nine appropriations bills before January 31, 2026. On January 14, the House passed a bipartisan minibus package by a vote of 341 to 79, covering the Financial Services & General Government and the National Security & State Department appropriations bills. That bill now awaits Senate approval. On January 15, the Senate passed legislation containing the Commerce-Justice-Science, Energy & Water Development, and Interior & Environment appropriations by a vote of 82 to 15. Since the House had previously passed that bill by a vote of 397 to 28, it is now on President Trump's desk at the time of writing this report. Finally, on January 20, 2026, Congressional Leaders released the text for a final bipartisan funding package, which includes the Defense, Homeland Security, Labor-HHS-Education, and Transportation-HUD (T-HUD) appropriations bills. Votes in the House and Senate are expected imminently at the time of writing this report.

Among all of these bills, the transportation component of the T-HUD bill is most relevant to SCAG. Overall, that bill provides the Department of Transportation with \$111.8 billion in total spending authority, including:

- **\$65 billion – Federal Highway Administration (FHWA)**
 - \$2.396 billion for Highway Infrastructure Programs
 - \$350 million for competitive bridge repair program
- **22.6 billion – Federal Aviation Administration (FAA)**
 - \$4 billion for Grants-in-Aid for Airports to hire new air traffic controllers
- **\$16.7 billion – Federal Transit Administration (FTA)**
 - \$1.7 billion for Capital Investment Grants (CIG)
- **\$3 billion – Federal Railroad Administration (FRA)**
 - \$137 million for Consolidated Rail Infrastructure and Safety Improvements (CRISI) grants
 - \$65 million for the FedState Partnership grant
 - \$1.6 billion for Amtrak's National Network grants

At the time of writing this report, Congress had passed six of the 12 regular appropriations bills for FY 2026 and was on track to pass all 12 bills by January 31, 2026. A complete table of the status of each appropriation package is included below.

Item	House	Senate
Budget Resolution	TBD	TBD
302(b) – sets spending limit for each of the 12 subcommittees	Approved by full committee on 7/17/25 by a vote of 35 to 26	TBD
Commerce, Justice, Science		
Energy & Water Development		Passed both houses of Congress in a minibus Awaiting Presidential Signature
Interior, Environment		
Defense		
Homeland Security		Contained in a bipartisan omnibus package Awaiting House and Senate Floor Votes
Labor, HHS, Education		

Transportation, HUD		
Legislative Branch		
Military Construction, VA	Signed by the President on 11/12/25	
Agriculture		
National Security, State	Contained in a minibus Passed by a 341-79 vote on 1/14/26	Minibus awaiting Senate Floor Vote
Financial Services & General Government		

Continuum of Care (CoC) Update

In November 2025, the US Department of Housing and Urban Development (HUD) released its FY 25 Continuum of Care (CoC) notice of funding opportunity (NOFO), announcing \$3.8 billion in grant funding. The CoC program is the largest federal grant program supporting efforts to address homelessness nationwide. The NOFO unexpectedly included a provision to reduce the cap on funding for permanent supportive housing to 20 percent, a significant reduction given that the National Low Income Housing Coalition estimates that approximately 87 percent of CoC funds are used for permanent housing.

In response, 20 states filed a lawsuit against the Trump Administration over changes to the CoC NOFO. HUD, in response to the lawsuit, withdrew the FY 25 CoC NOFO. However, on December 23, 2025, a Rhode Island District Court issued a preliminary injunction prohibiting HUD from rescinding the FY 25 CoC NOFO, issuing a replacement NOFO, or implementing the 30 percent cap on supportive housing. The preliminary injunction also required HUD to process eligible FY 25 grant renewals in accordance with the FY 24 NOFO guidelines. While HUD is complying with the preliminary injunction by reopening the application on January 9, 2026 with a February 9, 2026, deadline, the department has stated that it may consider appealing the preliminary injunction at a later date.

The lawsuit is moving through the process on an expedited basis and will determine whether the Trump Administration can move forward with its proposed changes to the CoC. HUD has stated that it intends to implement the FY 25 NOFO, with the 30 percent cap, if courts ultimately rule in its favor.

House passes SPEED Act

On December 18, 2025, the House passed the Standardizing Permitting and Expediting Economic Development (SPEED) Act (H.R. 4776) with a bipartisan vote of 221-196. The SPEED Act, introduced by House Natural Resources Chair Bruce Westerman (R-AR) and Rep. Jared Golden (D-ME), aims to

accelerate permitting reviews and reduce legal challenges for projects under the National Environmental Policy Act (NEPA). It proposes amending NEPA agency procedures and expanding the list of exemptions available to agencies when preparing NEPA documents. The bill will now proceed to the Senate for review in 2026. However, House Republican leadership amended the bill at the last minute to address concerns from members opposed to offshore wind, prompting several Democrats to withdraw their support. The last-minute amendment may decrease the bill's chances of success in the Senate, where it faces a 60-vote threshold.

USDOT Announces FY 25 SS4A Awards

On December 23, 2025 the Department of Transportation (DOT) announced its selections for the 2025 Safe Streets and Roads for All (SS4A) funding opportunity, awarding over \$982 million to 521 projects nationwide. The SS4A program enhances roadway safety by funding projects and strategies that reduce serious injuries and fatalities among pedestrians, bicyclists, transit riders, and motorists. Last year, SCAG provided 26 support letters for SS4A applications in the region. In total, California received \$56 million, representing 5.7 percent of the total funding. Of that, the SCAG region was awarded \$28.9 million for the following projects:

2025 SS4A SCAG Region Implementation Grants		
Applicant	Project	Award
Town of Apple Valley	Apple Valley Complete Streets Implementation Project	\$9.9 million
City of Palm Desert	Advancing Palm Desert's Vision Zero Strategy	\$5.7 million
City of Glendora	Safety Improvements on Glendora's High-Injury Network	\$2.6 million
2025 SS4A SCAG Region Planning & Demonstration Grants		
Applicant	Project	Award
City Of Ontario	Ontario Prehospital Blood Delivery via Uncrewed Aircraft Systems (UAS)	\$3.4 million
San Bernardino County Superintendent of Schools	Prioritizing Safety for School-Aged Youth in San Bernardino County, California	\$1.6 million
Ventura County Fire Protection District	Ventura County Fire Department SS4A Vision Zero Action Plan	\$800,000
City of Huntington Beach	Pacific Coast Highway (SR-1) and Beach Boulevard (SR-39) Safety Action Plan	\$640,000
City of Commerce	Commerce Safety Action and Vision Zero Plan	\$639,000
City of La Quinta	City of La Quinta Comprehensive Safety Action Plan	\$400,000
City of Palmdale	Active Transportation Plan for Palmdale	\$400,000
City of Los Alamitos	Los Alamitos Comprehensive Safety Action Plan	\$380,000

City of Agoura Hills	City of Agoura Hills Comprehensive Safety Action Plan	\$360,000
City of Torrance	Torrance Local Roadway Safety Action Plan	\$360,000
City of El Cajon	El Cajon Comprehensive Safe Streets Planning Initiative	\$320,000
City of Industry	City of Industry Comprehensive Safety Action Plan	\$320,000
City of Tustin	Tustin Citywide Vision Zero Action Plan	\$280,000
City of Lawndale	City of Lawndale SS4A Comprehensive Safety Action Plan	\$200,000
City of Rancho Palos Verdes	Rancho Palos Verdes SS4A Comprehensive Safety Action Plan	\$200,000
City of Hawaiian Gardens	City of Hawaiian Gardens – Comprehensive Safety Action Plan	\$160,000
City of San Dimas	City of San Dimas Comprehensive Safety Action Plan	\$144,000
City of Victorville	City of Victorville's Comprehensive Action Plan	\$120,000

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
Federal-State Partnership for Intercity Passenger Rail	February 6, 2026	FRA
Better Utilizing Investments to Leverage Development (BUILD)	February 24, 2026	US DOT
Round 2: Strengthening Mobility & Revolutionizing Transportation (SMART) Grants Program	TBD	US DOT
Bridge Investment Program, Bridge Project Grants	TBD	FHWA
All Stations Accessibility Program	TBD	FTA
Reduction of Truck Emissions at Port Facilities (RTEPF) Program	TBD	FHWA
Grid Resilience and Innovation Partnerships (GRIP) Program	TBD	DOE
Rail Vehicle Replacement Grants	TBD	FTA
Nationally Significant Federal Lands and Tribal Projects Program	TBD	FHWA

FISCAL IMPACT:

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

ATTACHMENT(S):

1. SCAG LCMC Budget Update. Cruz Strategies 1.9.26



Governor Newsom's January Budget Proposal FY 2026-2027 Key Highlights January 09, 2026

Following Governor Newsom's high-level [preview](#) of the Fiscal Year 2026-2027 budget proposal during his final State of the State speech, the Department of Finance (DOF) provided an in-depth presentation of the proposed \$349 billion spending plan.

The Governor's proposal comes against the backdrop of a projected \$18 billion deficit by the Legislative Analyst's Office. The Administration estimates a more modest \$2.9 billion deficit that it has solved for with state revenues being boosted by AI and tech stocks (\$42 billion above projection) in the budget window. The shortfall reflects several converging pressures, including sustained growth in state expenditures, reductions in federal support, and broader economic instability.

While acknowledging the evolving conditions, DOF Director, Joe Stephenshaw, captured the essence of the proposal by calling it a "workload budget." The administration is proposing neither major cuts nor significant expansions. Key proposals:

- **Medi-Cal** - Increased Medi-Cal expenditures of approximately \$2 billion General Fund
- **Food Aid** – Increase spending of \$382.9 million to reflect the federal share of CalFresh administrative cost reduction from 50 percent to 25 percent
- **Zero-Emission Vehicles** – Provides \$200 million to establish a new light-duty ZEV incentive program.
- **High-Speed Rail** – Maintains \$1 billion annually from Cap-and-Invest for the project.

- **Modernizing the Affordable Housing and Sustainable Communities –** Separates the affordable housing components from the sustainable communities components.
- **Homelessness** - Maintains \$500m for Round 7 of HHAP.
- **Climate Bond** - Allocates \$2.1 billion in the second year of a multi-year investment plan.
- **Data Centers** - Funds an assessment report on the ratepayer impacts of large new electricity loads, including data centers. The budget also proposes ongoing staffing capacity to support continued electric rate design and cost allocation rules, data analysis, and other efforts to avoid potential cost impacts to existing customers.
- **Community Schools** – Provides \$1 billion to expand the model for more school sites that have large populations of low-income families.
- **Teacher Preparation** - Provides \$250 million one-time Proposition 98 General Fund to continue educator residency programs through 2029-30.
- **Reproductive Health Grant Program**—Provides \$60 million one-time General Fund in 2025-26 for the Department of Health Care Access and Information to provide grants to reproductive health care providers.
- **Bay Area Transit Loan**—Authorizes the Metropolitan Transportation Commission (MTC) to provide short-term loans to transit agencies facing cash flow challenges, preserving essential services for Bay Area riders.
- **Continuation of Debt Collector Licensing and Regulation Funding**— Provides \$13.5 million Financial Protection Fund annually through 2029-30 to continue implementing Chapter 163, Statutes of 2020 (SB 908), the Debt Collection Licensing Act
- **CalCompetes** - Extends the CalCompetes Tax Credit program at its current level of \$180 million in annual allocations for five years through 2032-33.
- **Sustainable Aviation Fuel** - The budget includes a tax credit against diesel excise tax liability to incentivize the in-state production of sustainable aviation fuel, a lower-carbon alternative to petroleum-based jet fuel.

The Department of Finance reiterated that the multi-year budget strategy to remain fiscally prudent remains in place. The Legislature will soon convene hearings to review the budget proposal and begin developing its own priorities ahead of the May Revise.

[Governor Newsom YouTube Page](#)



Highlights by Issue Areas

Below, we have included proposals of interest or significance in the Governor's budget by subject area. Click [here](#) for a link to the Governor's Summary if you need additional information.

Health and Human Services

- **House of Representatives (H.R.) 1 of 2025**—The Budget reflects the following significant adjustments related to the implementation of federal requirements included in H.R. 1:
 - **Work and Community Engagement Requirement**—An estimated reduction of \$373 million (\$102 million General Fund) in 2026-27 and \$13.1 billion (\$3.6 billion General Fund) by 2029-30, resulting from the new work and community engagement requirements for the Affordable Care Act adult expansion population, effective January 1, 2027. Under this federal policy, these individuals must comply with federal work or community engagement requirements as a condition of Medi-Cal eligibility unless they meet an allowable exemption or short-term exception.
 - **Medical Assistance Percentage for Emergency Services**—A cost of \$658 million General Fund in 2026-27 and \$872 million General Fund by 2029-30 due to the federal match reduction from 90 percent to 50 percent for emergency services for Affordable Care Act adult expansion population members with unsatisfactory immigration status.
 - **Restrictions on Immigrant Eligibility**—Transitions individuals impacted by the federal eligibility change for qualified non-citizens to restricted-scope Medi-Cal. Effective October 1, 2026, the federal policy will exclude individuals with certain immigration statuses from federal eligibility for full-scope Medi-Cal, which significantly reduces federal funding for this population. If the state were to provide full-scope Medi-Cal to this population, the cost is estimated to be \$786 million General Fund in 2026-27 and \$1.1 billion General Fund ongoing.

- **Affordable Care Act Adult Expansion Six-Month Redeterminations**—A reduction of \$463 million (\$74 million General Fund) in 2026-27 and \$3 billion (\$474 million General Fund) by 2029-30 for decreased caseload resulting from the required federal eligibility redetermination frequency changing from once per year to every six months for this population.
- **Reduced Retroactive Medi-Cal Timeframes**—A reduction of \$23 million (\$10 million General Fund) in 2026-27 and \$48 million (\$20 million General Fund) ongoing from the reduction of retroactive Medi-Cal coverage changes from three months before an individual's application date to one month for the Affordable Care Act adult expansion population and two months for all other members, effective no sooner than January 1, 2027.
- **Managed Care Organization (MCO) Tax**—\$4.5 billion in 2025-26 and \$2.5 billion in 2026-27 MCO Tax revenue to support the Medi-Cal program and \$1.6 billion across 2025-26 and 2026-27 to support increases in managed care payments relative to calendar year 2024 in certain domains.
- **H.R. 1**—Federal policy and cost sharing changes included in H.R. 1 resulted in significant changes to CalFresh eligibility and increased the state's share of costs for the CalFresh program.
 - **Cost-Sharing Provisions**—The Budget includes an increase of \$382.9 million General Fund in 2026-27 to reflect the federal share of CalFresh administrative cost reduction from 50 percent to 25 percent. As a result, the Budget assumes General Fund and county share of cost increases beginning October 1, 2026. The state continues to assess the potential fiscal impact of the benefit cost sharing provision of H.R. 1 based on the payment error rate beginning October 1, 2027. The 2025 Budget Act includes \$39.9 million (\$20.1 million General Fund) to support various initiatives to improve the state's payment error rate.
 - **Eligibility Provisions**—The Budget includes \$66.2 million in anticipated reduced General Fund costs in 2026-27 due to changes in federal policy, resulting in fewer individuals remaining eligible for CalFresh benefits. These federal policy changes include, but are not limited to ineligibility for certain lawfully present non-citizens; updated Able-bodied Adults without Dependents work requirements, and State Utility Assistance Subsidy limitations.
- **Administrative Efficiency: Streamlining Eligibility to Align with Medi-Cal**—A reduction of \$86 million General Fund to conform the IHSS Residual Program with the timing of Medi-Cal coverage, beginning in 2026-27.



- **IHSS Backup Provider System**—A reduction of \$3.5 million General Fund to eliminate the IHSS Backup Provider System, beginning in 2026-27.
- **Behavioral Health Funding**—A placeholder of \$150 million Behavioral Health Services Fund in lieu of General Fund for workforce and prevention programming at the Department of Health Care Access and Information and the California Department of Public Health with the specific proposal to be updated at the May Revision.
- **Reproductive Health Grant Program**—\$60 million one-time General Fund in 2025-26 for the Department of Health Care Access and Information to provide grants to reproductive health care providers. This is in addition to \$90 million MCO Tax funds and \$56 million Abortion Access Fund in 2025-26 to support reproductive health care providers.

Public Safety

- **Post-Release Community Reentry Programs**—\$5.3 million General Fund in 2026-27, increasing to \$14.3 million General Fund in 2030-31, to increase contract rates for post-release reentry programs. This completes the right-sizing of all post-release reentry programs, a process that started in the 2024 Budget Act.
- **CalVIP**—The Budget includes \$56.4 million Gun Violence and Prevention and School Safety Fund in 2025-26 and \$51.9 million in 2026-27 for CalVIP.
- **Drug Interdiction Continuation**—The Budget includes \$30 million General Fund (\$15 million in 2026-27 and \$15 million in 2027-28) to further expand the Military Department's existing drug interdiction efforts to prevent drug trafficking by transnational criminal organizations throughout the state, with a particular focus on assisting federal, state, local, and tribal law enforcement agencies in combating fentanyl.
- **The California Community Corrections Performance Incentive Act**, Chapter 608, Statutes of 2009 (SB 678), was created to provide incentives for counties to reduce the number of felony probationers sent to state prison. Since inception, the program has allocated more than \$1.5 billion to counties

for their role in reducing prison admissions. The Budget includes \$127.9 million General Fund for the program.

- **Online and App-Based Illegal Gambling Enforcement**—\$1.1 million Unfair Competition Law Fund and 3 positions in 2026-27 and ongoing to conduct investigations and litigation against illegal online and app-based gambling operations.
- **Orange County Central Justice Center Facility Modification**—\$36 million General Fund in 2026-27 and \$35 million General Fund in 2027-28 to complete the ongoing facility modification to provide Fire Life Safety upgrades at the Central Justice Center in Orange County.
- **Body-Worn Camera Statewide Implementation**—The CHP received budget augmentations of \$9.8 million in 2023-24; \$9.9 million in 2024-25; and \$4.9 million in 2025-26 and ongoing and 11 positions to implement body-worn cameras statewide.
- **Organized Retail Crimes Task Force**—Chapter 803, Statutes of 2018 (AB 1065) required the CHP to create a task force to enhance and improve California's response to organized retail crimes in the most heavily-impacted regions of the state. The 2019 and 2021 Budget Acts included one-time funding to create the new Organized Retail Crimes Task Force, and the 2022 Budget Act expanded the Task Force and made it permanent. Since its inception in 2019, the CHP has recovered \$68.7 million in stolen property.
- **Highway Violence Task Force**—Prior budgets included a total of \$15.5 million in one-time funding for the Highway Violence Task Force to address violent crimes occurring on state highways. The Governor's Budget proposes \$885,000 and 7 permanent positions to analyze crime data and conduct criminal research in support of the Task Force.
- **Hemp Enforcement and Regulation**—\$7.3 million (\$5.6 million Cannabis Control Fund and \$1.7 million Cannabis Tax Fund) in 2026-27 and \$5 million (\$4.1 million Cannabis Control Fund and \$852,000 Cannabis Tax Fund) in 2027-28 and ongoing to integrate hemp into the cannabis regulatory framework, as required by Chapter 248, Statutes of 2025 (AB 8).

Housing

- **New Housing & Homeless Agency**— The Administration is proposing to establish a new California Housing and Homelessness Agency to create a more integrated and effective administrative framework for addressing the state's housing and homelessness challenges.



- **Affordable Housing and Sustainable Communities** —Up to \$560 million annually from Cap-and-Invest proceeds will be shifted to administer affordable housing programs as part of the Administration’s modernization of the AHSC Program to streamline administration, better leverage complementary housing subsidies, and accelerate delivery of climate-aligned affordable housing.

Homelessness

- **HHAP** - Maintains the sixth round of HHAP totaling \$1 billion. In addition, there is a \$500 million for a planned seventh round, contingent on ‘enhanced accountability and performance requirements.’

Energy

- **California Ratepayer Protection Act (AB 1167)**—\$952,000 ongoing and 4 positions to strengthen CPUC enforcement and oversight of political and promotional advertising to protect ratepayers from ‘unreasonable utility costs and ensure accountability in utility practices.’

Transportation & Infrastructure

- **Bay Area Transit Loan**— Proposes statutory changes to authorize the Metropolitan Transportation Commission (MTC) to provide short-term loans to transit agencies facing cash flow challenges, preserving essential services for Bay Area riders.
- **2025 Investments**—The Budget maintains the entirety of the one-time transportation investments included in the 2025 Budget Act, totaling \$14.6 billion.
- **High Speed Rail Authority**—The Plan includes a \$5 billion Greenhouse Gas Reduction Fund (GGRF) over the next five years for the High-Speed Rail project. With the passage of SB 840 (Ch. 121, Stats 2025), the Authority is provided \$1 billion per year through 2045 from the GGRF.

Higher Education

- **Master Plan for Career Education** - \$100 million for community colleges for credit for prior learning and career passports.
- **Golden State Teacher Grant Program Reappropriation** - Reappropriation of \$14.4 million General Fund from the 2021 Budget Act to support the Golden State Teacher Grant Program in 2026-27.
- **Middle Class Scholarship** - The Budget provides \$1.1 billion General Fund for the Middle Class Scholarship.

TK-12 Education

- **TK-12 Education Spending** : \$137.1 billion
 - One adjustment in budget is to appropriate \$1.6 billion less in the current year based on budget volatility and expect to true up
- **Universal Transitional Kindergarten** - Fully funds implementation.
- **Proposition 28 (Arts and Music)** - Projected Guarantee of \$1,066,698

Labor & Workforce Development

- **California Export Promotion Program**—\$1.3 million General Fund in 2026-27 and ongoing to support international trade and to provide export promotion services.
- **Innovation and Emerging Technologies**—\$400,000 General Fund in 2026-27 and ongoing to engage and grow emerging business sectors such as artificial intelligence, quantum, and cloud/data platforms, among others, by facilitating relationships between the private sector and R1 universities, national laboratories, and federal funding opportunities.

To: EAC - Executive Administration Committee
 RC - Regional Council
 EXECUTIVE DIRECTOR'S APPROVAL

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

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

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

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

BACKGROUND:

SCAG executed the following Purchase Orders (POs) for more than \$5,000 but less than \$500,000 in November and December 2025:

Vendor	Description	Amount
ASSOCIATION OF METRO PLANNING ORGANIZATION	FY26 MEMBERSHIP RENEWAL	\$30,000
BENEFIT FINANCIAL SERVICES GROUP	FY26 INVESTMENT ADMIN FEES	\$27,365
INTELLIGENT TRANSPORTATION SOC OF AMERICA	FY26 MEMBERSHIP RENEWAL	\$10,000
COALITION FOR AMERICAS GATEWAY AND TRADE CORR	FY26 MEMBERSHIP RENEWAL	\$7,200
LOS ANGELES COUNTY BUSINESS FEDERATION	FY26 BIZFED BRONZE LEVEL MEMBERSHIP	\$7,000

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

Consultant/Contract No.	Description	Amount
Harris & Associates, Inc. 24-012-MRFP 10	The consultant will collaborate with the Westside Cities Council of Governments (WSCCOG) on the implementation of an Affordable Housing Trust Fund and provide Housing Element Technical Assistance.	\$296,045
RICK Engineering Company 24-012-MRFP 15	The consultant will collaborate with the City of Calexico on the Environmental Review and Assessment for Calexico Housing Element Update.	\$249,278
GHD, Inc. 24-012-MRFP-16	The consultant will provide services for the City of Imperial Community Development Permit Streamlining.	\$39,788
Steer, Davies & Gleave, Inc. 26-012-C01	The consultant will develop a comprehensive Smart Cities Strategic Plan for SCAG focused on advancing mobility, transportation, and clean, emerging technologies across the region.	\$389,620
Cvent, Inc. 26-015-C01	This agreement is to provide an Event Management System software for SCAG signature events.	\$478,500
SoftwareOne, Inc. 26-039-C01	This agreement is for the FY26 Adobe Enterprise Renewal, which provides continued access to Adobe enterprise software for SCAG.	\$76,551

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

Consultant/Contract No.	Description	Amount
TraffiQure LLC 24-031-C01, Amendment 2	The consultant will provide additional work to develop a subarea simulation based on the dynamic traffic assignment (DTA) tool. This simulation will be used for the case study in the original scope of work.	\$32,785

ATTACHMENT(S):

1. 24-012-MRFP 10 Contract Summary
2. 24-012-MRFP 15 Contract Summary
3. 24-012-MRFP-16 Contract Summary
4. 26-012-C01 Contract Summary

- 5. 26-015-C01 Contract Summary
- 6. 26-039-C01 Contract Summary
- 7. 24-031-C01, Amend. 2 Contract Summary

CONSULTANT CONTRACT NO. 24-012-MRFP 10

Recommended Consultant:	Harris & Associates, Inc.												
Background & Scope of Work:	<p>The Westside Cities Council of Governments (WSCCOG) subregion is required to plan for 9,621 affordable housing units by 2031. To help meet this need and strengthen the region's ability to secure matching funds and provide gap financing for affordable housing development, SCAG has retained a consultant on behalf of WSCCOG to develop an implementation plan for the formation of a regional housing trust fund.</p> <p>This work will include establishing and facilitating a Steering Committee of interested member jurisdictions; engaging key stakeholders, including elected officials, housing developers, funders, equity-focused community organizations, and service providers; and analyzing housing and homelessness data to inform regional housing priorities and funding strategies.</p> <p>The consultant will collaborate with WSCCOG staff and the Steering Committee to develop the Trust's governance and operational framework, including formation documents, governance structure, policies, staffing plan, and project priorities, and evaluate options for establishing the Trust, including the potential formation of a joint powers authority.</p> <p>Finally, the consultant will design the Trust's funding programs and prepare program guidelines, underwriting standards, and eligibility criteria to ensure the Trust is positioned to effectively support affordable housing development, preservation, and related housing initiatives across the WSCCOG subregion.</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"> • Provides a clear, actionable roadmap to establish a regional housing trust fund that supports delivery of the WSCCOG subregion's affordable housing needs. • Positions WSCCOG and its member jurisdictions to compete more effectively for state and federal matching funds and leverage public and private investment. • Creates a coordinated regional approach to affordable housing funding, reducing fragmentation and duplication across jurisdictions. • Supports long-term housing production and preservation strategies aligned with regional goals and RHNA requirements 												
Strategic Plan:	This item supports SCAG's Strategic Priority 1: Establish and implement a regional vision for a sustainable future.												
Contract Amount:	<p>Total not to exceed \$296,045</p> <table> <tr> <td>Harris & Associates, Inc (prime consultant)</td> <td>\$149,933</td> </tr> <tr> <td>CivcHome (subconsultant)</td> <td>\$57,928</td> </tr> <tr> <td>Community Planning Collaborative (subconsultant)</td> <td>\$15,220</td> </tr> <tr> <td>Mobius Planning (subconsultant)</td> <td>\$42,705</td> </tr> <tr> <td>Homefrontally (subconsultant)</td> <td>\$8,060</td> </tr> <tr> <td>Greatrake, McBride & Associates (subconsultant)</td> <td>\$5,700</td> </tr> </table>	Harris & Associates, Inc (prime consultant)	\$149,933	CivcHome (subconsultant)	\$57,928	Community Planning Collaborative (subconsultant)	\$15,220	Mobius Planning (subconsultant)	\$42,705	Homefrontally (subconsultant)	\$8,060	Greatrake, McBride & Associates (subconsultant)	\$5,700
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	<p>Chanda Parrett Consulting (subconsultant) Etched in Gray LLC (subconsultant)</p> <p>Note: Harris & Associates originally proposed \$349,919, but staff negotiated the price down to \$296,045.</p>	<p>\$15,000 \$1,500</p>						
Contract Period:	November 10, 2025 through June 30, 2026							
Project Number(s):	305-4927Y1.04 Funding source: REAP 2.0	Funding of \$296,045 is available in the Fiscal Year (FY) 2025-26 Overall Work Program (OWP) Budget in Project Number 305-4927Y1.04, and any unused funds are expected to be carried forward into future fiscal year budget(s), subject to budget availability.						
Request for Proposal (RFP):	<p>SCAG staff notified 30 firms on REAP 2 bench of the release of RFP 24-012-MRFP 10 via SCAG's Solicitation Management System website. A total of 20 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:</p> <table> <tr> <td>Harris & Associates (2 subconsultants)</td> <td>\$349,919</td> </tr> <tr> <td>Arup US, Inc (2 subconsultants)</td> <td>\$297,184</td> </tr> <tr> <td>ECOnorthwest (1 subconsultants)</td> <td>\$299,547</td> </tr> </table>		Harris & Associates (2 subconsultants)	\$349,919	Arup US, Inc (2 subconsultants)	\$297,184	ECOnorthwest (1 subconsultants)	\$299,547
Harris & Associates (2 subconsultants)	\$349,919							
Arup US, Inc (2 subconsultants)	\$297,184							
ECOnorthwest (1 subconsultants)	\$299,547							
Selection Process:	<p>The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors.</p> <p>The PRC consisted of the following individuals:</p> <p>David Kyobe, Senior Regional Planner, SCAG Jacob Noonan, Planning Supervisor, SCAG Lauren Wrenn, Associate Planner, Culver City Ayala Scott, Senior Development Analyst, Santa Monica Chloe Chen, Principal Planner, Beverly Hills</p>							
Basis for Selection:	<p>The PRC recommended Harris & Associates for the contract award because the consultant:</p> <ul style="list-style-type: none"> • Demonstrated the best understanding of the project, specifically because they have extensive experience developing and managing house trust funds in the region. Proven track record of forming and managing three trusts—a fourth currently underway. <p>This includes work on the San Gabriel Valley Regional Housing Trust (SGVRHT), Gateway Cities Affordable Housing Trust (GCAHT), Orange County Housing Finance Trust (OCHFT), South Bay Regional Housing Trust (SBRHT), Burbank-Glendale-Pasadena Regional Housing Trust (BGPRHT), and the Cities of Santa Monica and West Hollywood.</p>							

- Provided the best technical approach, the consultant has done their research including familiarity with the REAP 1 WSCCOG HTF feasibility study. They have demonstrated knowledge of each city's potential challenges and opportunities, as well as pros and cons for different approaches to form a housing trust fund. In addition, the consultant's approach to community engagement and feeding information received from the community up to the steering committee was well thought out

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

- One firm did not clearly demonstrate a sufficient level of effort, primarily in the form of staff hours, to satisfactorily complete the tasks in the Scope of Work. The budget did not include the optional tasks. Furthermore, did not have directly broad and relevant housing trust fund experience and instead relied on the fact that they have worked on other complex projects
- The other firms proposed lower prices but did not propose a technical approach that fully met the RFP scope in terms of an understanding of all the nuances and requirements of establishing a housing trust fund and did not demonstrate the familiarity and breadth of experience as did the selected consultant.

CONSULTANT CONTRACT NO. 24-012-MRFP 15

Recommended Consultant:	RICK Engineering Company					
Background & Scope of Work:	<p>The consultant shall provide services for a Regional Early Action Planning Grant for the City of Calexico. Specifically, the consultant shall conduct an environmental assessment of rezone sites related to the Sixth Cycle (2021-2029) Housing Element update and Regional Housing Needs Allocation (RHNA). These sites would need to be rezoned primarily from lower density zones to a higher density zones that would allow a greater number of residential units within the city and therefore, increase housing supply across all affordability levels. The City will complete and provide all General Plan and map and Zoning Code and map amendments to be evaluated for environmental impact by the selected consultant.</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"> • Facilitates Housing Element compliance and progress for the Sixth Cycle Regional Housing Needs Assessment; • Increases housing supply, choice, and affordability across all income levels; • Final Program Environmental Impact Report documents ; and • Adopted land use amendments and rezones meeting Housing Element requirements. 					
Strategic Plan:	<p>This item supports SCAG's Strategic Priority #1: Establish and implement a regional vision for a sustainable future.</p>					
Contract Amount:	<p>Total not to exceed \$249,278</p> <table> <tr> <td>RICK Engineering Company (prime consultant)</td> <td>\$182,840</td> </tr> <tr> <td>RECON (subconsultant)</td> <td>\$66,438</td> </tr> </table> <p>Note: RICK Engineering Company originally proposed \$260,118, but staff negotiated the price down to \$249,278 without reducing the scope of work.</p>		RICK Engineering Company (prime consultant)	\$182,840	RECON (subconsultant)	\$66,438
RICK Engineering Company (prime consultant)	\$182,840					
RECON (subconsultant)	\$66,438					
Contract Period:	<p>December 18, 2025 through June 30, 2026</p>					
Project Number(s):	<p>305-4927Y1.04 \$249,278 Funding source(s): REAP 2.0 Early Program Initiatives SRP 2.0 Funding of \$249,278 is available in the Fiscal Year (FY) 2025-2026 Overall Work Program (OWP) Budget in Project Number 305-4927Y1.04.</p>					
Request for Proposal (RFP):	<p>SCAG staff notified 1856 firms of the release of MRFP 24-012-MRFP 15 via SCAG's Solicitation Management System. A total of 50 firms downloaded the RFP. SCAG received the following one (1) proposal in response to the solicitation:</p> <table> <tr> <td>RICK Engineering Company (prime consultant)</td> <td>\$182,840</td> </tr> <tr> <td>RECON (subconsultant)</td> <td>\$66,438</td> </tr> </table>		RICK Engineering Company (prime consultant)	\$182,840	RECON (subconsultant)	\$66,438
RICK Engineering Company (prime consultant)	\$182,840					
RECON (subconsultant)	\$66,438					

	<p>After receiving only one proposal, staff surveyed 49 firms that downloaded the RFP to determine why each did not submit a proposal. Eight firms responded to staff's inquiry, which disclosed the main reason these firms did not respond was they were too busy or did not provide the services in the Scope of Work. One respondent said they could not team up with a prime. Although staff only received one proposal, staff proceeded with the evaluation process given:</p> <ul style="list-style-type: none"> • The solicitation process and requirements were not overly restrictive; • We adequately advertised the procurement; initially for four weeks and extended additional five weeks; and • The firm that responded is capable of performing the scope of work. <p>Staff believed that resoliciting was not likely to yield a different result and needed to maintain the project's schedule and therefore proceeded to evaluate the two offers received.</p>
Selection Process:	<p>The Proposal Review Committee (PRC) evaluated the proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposal, the PRC did not conduct interviews because the proposal contained sufficient information on which to base a contract award.</p> <p>The PRC consisted of the following individuals:</p> <p>Zacharia Gardia, Associate Planner, SCAG Edith Avila, Assistant Regional Planner, SCAG Michael Coyne, Planning and Building Director, City of Calexico</p>
Basis for Selection:	<p>The PRC recommended RICK Engineering Co for the contract award because the consultant:</p> <ul style="list-style-type: none"> • Demonstrated the best understanding of the project, specifically the firm has vast experience completing environmental clearance projects in Imperial Valley and other similarly sized, inland cities; • Provided the best technical approach, for example it provides a detailed description for preparing program-level environmental documents covering air quality, greenhouse gases, biological resources, cultural and tribal resources, noise, traffic, and water supply; • Provided a strong overall value for the level of effort proposed; and • Proposed a realistic price to perform all the scope of work.

CONSULTANT CONTRACT NO. 24-012-MRFP-16

Recommended Consultant:	GHD Inc.							
Background & Scope of Work:	The City of Imperial Community Development Permit Streamlining project aims to create step-by-step visual guides and implement streamlined planning and development processes to improve housing production in infill areas in the City of Imperial while also fulfilling Program 9: Expediting Project Review in the Housing Element. This initiative aims to align local planning frameworks with REAP 2.0 goals and ensure compliance with State requirements while addressing community and stakeholder needs.							
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">• Development of Entitlement Guides• Streamline Permit Procedures• Stakeholder Engagement & Communication Strategy							
Strategic Plan:	<p>This item supports SCAG's Strategic Plan Priority:</p> <ol style="list-style-type: none">1. Establish and implement a regional vision for sustainable future							
Contract Amount:	Total not to exceed	\$39,788.00						
	GHD, Inc. (prime consultant)	\$39,787.76						
Contract Period:	January 1, 2026, through June 30, 2026							
Project Number(s):	<p>305-4927.04 \$39,788.00 Funding source: REAP 2.0</p> <p>Funding source(s): Funding of \$39,788.00 is available in the Fiscal Year (FY) 2026 REAP Program Budget. City of Imperial Community Development Permit Streamlining, funds are expected to be used subject to budget availability.</p>							
	<p>SCAG staff notified 1,945 firms of the release of RFP 24-012-MRFP-16 via SCAG's Solicitation Management System website. A total of 38 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:</p> <table><tr><td>GHD, Inc. (No subconsultants)</td><td>\$39,787.76</td></tr><tr><td>Precision Civil Engineering Inc. (no subconsultants)</td><td>\$39,915.00</td></tr><tr><td>Rangwala Associates (No subconsultants)</td><td>\$39,950.00</td></tr></table>		GHD, Inc. (No subconsultants)	\$39,787.76	Precision Civil Engineering Inc. (no subconsultants)	\$39,915.00	Rangwala Associates (No subconsultants)	\$39,950.00
GHD, Inc. (No subconsultants)	\$39,787.76							
Precision Civil Engineering Inc. (no subconsultants)	\$39,915.00							
Rangwala Associates (No subconsultants)	\$39,950.00							
Selection Process:	The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information on which to base a contract award.							

	<p>The PRC consisted of the following individuals:</p> <p>Sergio Heredia-Melchor, Associate Regional Planner, SCAG Jacob Noonan, Planning Supervisor, SCAG Kaitlyn McCafferty, Associate Regional Planner, SCAG</p>
Basis for Selection:	<p>The PRC recommended GHD, Inc. for the contract award because the consultant:</p> <ul style="list-style-type: none"> • Demonstrated the best understanding of the project, specifically reviewing the existing code and housing element, and having extensive municipal planning experience. • Provided the best technical approach, for example having a fully developed schedule by subtask and having an urban designer on the team; their “educating to understand” principle and urban designer staff will be crucial in developing comprehensive entitlement visual guides and permit streamlining recommendations • Proposed extensive stakeholder engagement, including conducting strategic outreach to local builders and developers to gather feedback on proposed streamlining measures. • Recognized by the City of Bradenton, Florida for their work on the zoning handbook, a user-friendly visual guide designed to educate residents, businesses, and city staff on the city’s land use regulations, as well as by the City of Buena Park for their work on the quick reference zoning guides, which improved public understanding, reduced routine inquiries to staff, and supported more efficient planning reviews. This prior work will prove valuable as they develop clear, user-friendly visual aids to support residents, developers, and city staff. • Proposed the lowest price.

CONSULTANT CONTRACT NO. 26-012-C01

Recommended Consultant:	Steer, Davies & Gleave, Inc.
Background & Scope of Work:	<p>The consultant will develop a comprehensive Smart Cities Strategic Plan for SCAG focused primarily on advancing mobility, transportation, and clean, emerging technologies across the region. The foundational element of the plan involves a systematic analysis of existing conditions which establishes a data-driven baseline of regional smart cities needs, gaps, opportunities, and challenges. This analysis includes a general assessment of physical and digital infrastructure readiness, current charging infrastructure (particularly noting barriers in multi-unit dwellings), and a review of the policy and funding landscape.</p> <p>The planning process will include extensive stakeholder engagement and visioning led by a Technical Advisory Committee (TAC), to be composed of 20–30 experts from various sectors like government agencies, utility companies, and academic institutions. Steer, Davies & Gleave, Inc., will facilitate TAC meetings to define what constitutes an "actionable Smart Region" and collect crucial feedback on draft recommendations. Targeted outreach will gather insights from local government staff, vendors, and community organizations, ensuring input informs strategy development.</p> <p>Building upon the existing conditions analysis and TAC feedback, Steer, Davies & Gleave, Inc., will develop the core components of the Strategic Plan. This includes a guiding policy framework structured around thematic areas such as technology and infrastructure readiness, data governance, privacy, and accessibility, as well as a central strategy matrix to prioritize actions based on feasibility, impact, and alignment with SCAG's goals. Potential opportunity zones will be identified and mapped, highlighting designated areas best suited for early implementation of prioritized strategies.</p> <p>The consultant will summarize all project findings in a final Strategic Plan and present to SCAG's Regional Council and relevant policy committees. Additionally, the contract allows for up to 300 hours of General Advisory Services to support the long-term implementation of the plan, including assistance with upcoming technical assistance programs and contributing to the development of Connect SoCal 2028. Consistent with the requirements of the Carbon Reduction Program (CRP), this project will develop carbon reduction strategies, comprehensively addressing the region's readiness for smart technologies and the potential for decarbonization to help meet relevant regional, state, and federal climate goals.</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">• Final Existing Conditions Analysis Memo, establishing a foundational, data-driven baseline and clear snapshot of regional smart cities needs;• Guiding Policy Framework and Strategy Matrix, creating a structured approach for advancing smart cities goals and policy recommendations;• Potential Opportunity Zones and Implementation Monitoring Framework, enabling SCAG and partners to strategically allocate resources, pursue early actions, and track progress;

	<ul style="list-style-type: none"> Final Smart Cities Strategic Plan and Executive Summary, a comprehensive report to serve as the region's roadmap and align shared policy objectives. 																								
Strategic Plan:	This item supports SCAG's Strategic Plan Goals: #1: Establish and implement a regional vision for a sustainable future; #2: Be a cohesive and influential voice for the region; and #3: Spur innovation and action through leadership in research, analysis and information sharing.																								
Contract Amount:	Total not to exceed \$389,620 <table> <tr> <td>Steer Davies & Gleave, Inc. (prime consultant)</td> <td>\$147,507</td> </tr> <tr> <td>Transpo Group (subconsultant)</td> <td>\$75,016</td> </tr> <tr> <td>Journey Mobility (subconsultant)</td> <td>\$72,491</td> </tr> </table> <p>Note: Steer, Davies & Gleave, Inc., originally proposed \$389,620 and staff determined the proposed amount was fair and reasonable for the type of work being performed.</p>	Steer Davies & Gleave, Inc. (prime consultant)	\$147,507	Transpo Group (subconsultant)	\$75,016	Journey Mobility (subconsultant)	\$72,491																		
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Journey Mobility (subconsultant)	\$72,491																								
Contract Period:	January 14, 2026 – December 31, 2027																								
Project Number(s):	100-4911HA.01 \$354,634 100-4911E.01 \$34,986 <p>Funding sources: Carbon Reduction Program (CRP) & Transportation Development Act (TDA)</p> <p>Funding of \$389,620 is available in the Fiscal Year (FY) 2025-26 Overall Work Program (OWP) Budget in Project Number(s) 100-4911HA.01 & 100-4911E.01, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.</p>																								
Request for Proposal (RFP):	SCAG staff notified 5,497 firms of the release of RFP 26-012 via SCAG's PlanetBids website. A total of 198 firms downloaded the RFP. SCAG received the following twelve proposals in response to the solicitation: <table> <tr> <td>Steer Davies & Gleave, Inc. (2 subconsultants)</td> <td>\$389,620</td> </tr> <tr> <td>Casuba Smart Talent (no subconsultant)</td> <td>\$308,710</td> </tr> <tr> <td>TRC Environmental Corporation (1 subconsultant)</td> <td>\$374,729</td> </tr> <tr> <td>Parsons Transportation Group (4 subconsultants)</td> <td>\$399,961</td> </tr> <tr> <td>Michael Baker International, Inc. (2 subconsultants)</td> <td>\$409,576</td> </tr> <tr> <td>HNTB (1 subconsultant)</td> <td>\$416,602</td> </tr> <tr> <td>ITG Communications (3 subconsultants)</td> <td>\$420,476</td> </tr> <tr> <td>Cityfi (2 subconsultants)</td> <td>\$442,771</td> </tr> <tr> <td>Calstart (2 subconsultants)</td> <td>\$443,716</td> </tr> <tr> <td>VSI (no subconsultant)</td> <td>\$444,650</td> </tr> <tr> <td>ARUP (3 subconsultants)</td> <td>\$448,500</td> </tr> <tr> <td>Guidehouse, Inc. (1 subconsultant)</td> <td>\$449,000</td> </tr> </table>	Steer Davies & Gleave, Inc. (2 subconsultants)	\$389,620	Casuba Smart Talent (no subconsultant)	\$308,710	TRC Environmental Corporation (1 subconsultant)	\$374,729	Parsons Transportation Group (4 subconsultants)	\$399,961	Michael Baker International, Inc. (2 subconsultants)	\$409,576	HNTB (1 subconsultant)	\$416,602	ITG Communications (3 subconsultants)	\$420,476	Cityfi (2 subconsultants)	\$442,771	Calstart (2 subconsultants)	\$443,716	VSI (no subconsultant)	\$444,650	ARUP (3 subconsultants)	\$448,500	Guidehouse, Inc. (1 subconsultant)	\$449,000
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Guidehouse, Inc. (1 subconsultant)	\$449,000																								

Selection Process:	<p>The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the four (4) highest ranked offerors.</p> <p>The PRC consisted of the following individuals:</p> <ul style="list-style-type: none"> • Marisa Laderach, Principal Regional Planner, SCAG • Shannon McAlpine, Assistant Regional Planner, SCAG • Roland Ok, Planning Supervisor, SCAG • Hunter Owens, Research Data Manager, CA DOT
Basis for Selection:	<p>The PRC recommended Steer Davies & Gleave, Inc., for the contract award because the consultant:</p> <ul style="list-style-type: none"> • Demonstrated the best understanding of the project, specifically acknowledging the unique needs for this kind of regional transportation planning exercise in the SCAG region, and with thorough, relevant experience of similar scale for SCAG and partner agencies such as LADOT, SACOG, and others. • Provided the best technical approach, one that was thoughtfully developed with the intricacies of SCAG's existing transportation policies and the wide range of stakeholders typically engaged within SCAG's transportation planning and supported by a valuable draft definition for "Smart Cities." • Recognized the importance of SCAG's regional stakeholder ecosystem and identified critical engagement needs, including a draft Technical Advisory Committee (TAC) member list based on other SCAG advisory working groups, some led by the Steer Davies & Gleave team in previous initiatives. • Provided the best overall value for the level of effort proposed, and of the final four proposal teams that participated in the interview process, offered the lowest proposed price total. <p>Although other firms proposed lower prices and submitted compliant proposal packages, the PRC did not recommend these firms for contract award because the firms:</p> <ul style="list-style-type: none"> • Did not propose innovative planning strategies or interventions within their respective technical approaches relative to the complexity of the proposed project; • Did not demonstrate the same understanding within their proposed technical approach than the selected consultant and ultimately did not represent a good value; • Did not have enough documented experience on projects, programs, and initiatives of similar scope and scale, either in California or similar planning agencies; • Did not clearly demonstrate a sufficient level of effort, primarily in the form of staff hours or overall budget, to satisfactorily complete the tasks in the Scope of Work; and • Other firms proposed lower prices but did not propose a technical approach that aligned with the scale of the RFP scope and did not demonstrate the familiarity and breadth of experience as did the selected consultant.

CONSULTANT CONTRACT NO. 26-015-C01

Recommended Consultant:	Cvent, Inc.
Background & Scope of Work:	The purpose of the SCAG Event Management System project is to create operational efficiencies for event registration and coordination, as well as standardize the event registration and hotel booking experience for SCAG event attendees. Aspects of SCAG's Regional Conference & General Assembly, Demographic Workshop and Economic Update are all managed through this software. This software creates a streamlined, secure, and customizable registration process for external partners, allows internal staff to manage aspects of operations, and supports efficient and robust performance reporting on events.
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"> • Creating efficiencies in running registration processes and venue logistics, including hotel booking, for SCAG signature events; • Contributing to operational efficiencies by preparing integrated online forms for various SCAG programs and projects, in an as needed and ongoing manner; and • Streamlining reporting for event registrations and attendance.
Strategic Plan:	This item supports SCAG's Strategic Priority 4: Build a unified culture anchored in the pursuit of organizational excellence.
Contract Amount:	<p>Total not to exceed \$166,765</p> <p>Cvent, Inc. (prime consultant) \$166,765</p> <p>Note: Cvent, Inc., originally proposed \$170,440, but staff negotiated the price down to \$166,765 without reducing the scope of work.</p>
Contract Period:	December 21, 2025 through December 31, 2028
Project Number(s):	<p>700-4743E.05 \$166,765</p> <p>Funding source: Transportation Development Act (TDA)</p> <p>Funding of \$46,200 is available in the Fiscal Year (FY) 2025-26 Overall Work Program (OWP) Budget in Project Number 700-4743E.05, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.</p>
Request for Proposal (RFP):	This procurement was processed as a sole source with approval from SCAG's Chief Operating Officer.
Selection Process:	N/A

Basis for Selection:	<p>Cvent, Inc., demonstrates the most comprehensive and broadest range of services and solutions to meet SCAG's requirements. Specifically, these services include attendee registration and data collection, accommodation management, custom presentation to match SCAG's materials, event analytics, program management (tools for planning and managing event logistics) and the potential for integrations with other software programs that SCAG uses. Cvent delivers high-quality services and products, including hotel registration integrations, on-site and virtual support outside of standard business hours and during events to address any on-site issues, as well as on-demand online training resources. Notably, Cvent provides the most practical and well-considered catalog pricing for integration with SCAG's CRM system, which will require detailed coordination and ongoing maintenance. Cvent is the best choice for SCAG's event management software now because it is the only software that integrates with the hotel contracted as the venue for SCAG's Regional Conference & General Assembly and staff have invested significant time configuring it to the agency's needs after it was competitively awarded in a procurement three years ago.</p> <p>The subject contract award is in accordance with the SCAG Procurement Manual which authorizes the Executive Director or his designee to approve a contract without competition, if the contract is in the best interest of the agency up to \$200,000.</p>
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CONSULTANT CONTRACT NO. 26-039-C01

Recommended Consultant:	SoftwareOne, Inc.	
Background & Scope of Work:	<p>This agreement is for the FY26 Adobe Enterprise Renewal, which provides continued access to Adobe enterprise software currently in use across SCAG. The renewal ensures uninterrupted availability of licensed Adobe products that support document creation, editing, collaboration, accessibility, and digital workflow requirements for staff. The scope of work is limited to the renewal of existing enterprise licenses and associated maintenance and support for the defined contract period. No new products, services, or scope expansion are included as part of this action.</p>	
Project's Benefits & Key Deliverables:	<p>The primary benefit of this project is the continued availability of Adobe enterprise software required for daily business operations, communications, and document production. The renewal supports staff productivity, consistency in workflows, and compliance with document accessibility and publishing standards. Key deliverables consist of active enterprise licenses for the contract term, continued vendor support and updates, and uninterrupted access to Adobe tools already integrated into SCAG's operational environment.</p>	
Strategic Plan:	<p>This item supports SCAG's Strategic Priority 3: Spur innovation and action through leadership in research, analysis and information sharing. Continued access to enterprise document and collaboration tools enables staff to efficiently develop, review, and distribute regional plans, reports, and policy materials in support of informed decision making and regional coordination.</p>	
Contract Amount:	Total not to exceed SoftwareOne, Inc. (prime consultant)	\$76,551 \$76,551
Contract Period:	December 11, 2025 through December 11, 2026	
Project Number(s):	<p>811-1163.08 \$76,551</p> <p>Funding source(s): Indirect Cost (IC)</p> <p>Funding of \$76,551 is available in the FY 2025-26 Indirect Cost Budget in Project Number(s) 811-1163.08.</p>	
Basis for Selection:	<p>To foster greater economy and efficiency, SCAG's Procurement Manual authorizes the procurement of goods and services by using a Master Service Agreement (MSA). The goods and services procured under an MSA were previously competitively procured by another governmental entity. SCAG utilized an MSA with TIPS https://tipsusa.com/vendorProfile.cfm?RecordID=D089D9BC126574974A11E22B9DAD0DBC (Agreement No. #210101), that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.</p>	

CONSULTANT CONTRACT NO. 24-031-C01 AMENDMENT NO. 2

Consultant:	TraffiQure LLC								
Background & Scope of Work:	<p>On May 2, 2024, SCAG awarded Contract No. 24-031-C01 to TraffiQure LLC to develop a dynamic traffic assignment (DTA) tool as an optional module for SCAG's regional travel demand model.</p> <p>The dynamic traffic assignment (DTA) model is the most advanced state-of-the-art traffic assignment model, and it is expected to increase model precision and provide more realistic predictions of traffic flow and speed on our highway network. The dynamic traffic assignment model will better estimate traffic congestion patterns for mobility analysis and more accurate emission calculations for transportation conformity analysis. It will also help to evaluate policies for transportation demand management strategies. With much finer time resolution in dynamic traffic assignment, it will provide accurate predictions of demands on Toll/HOV roads and support policies such as dynamic congestion pricing and cordon pricing, among others.</p> <p>Amendment No. 2 is for the additional work to develop a subarea simulation based on the tool in original scope of work. This simulation will be used for the case study in original scope of work. This amendment also increases the contract value from \$115,993 to \$150,493.</p>								
Project's Benefits & Key Deliverables:	<p>The project's benefits and deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> • Enhance traffic assignment model precision and provide more realistic predictions on traffic flow and speed on our highway network, • Provide better estimation of traffic congestion patterns for mobility analysis and more accurate emission calculations for transportation conformity analysis. • Implement model, technical memo, and user guides, validation report and case study report. 								
Strategic Plan:	This item supports SCAG's Strategic Plan Priorities: #1 Establish and implement a regional vision for a sustainable future; and #3 Spur innovation and action through leadership in research, analysis and information sharing.								
Amendment Amount:	<table> <tr> <td>Amendment 2</td> <td align="right">\$34,500</td> </tr> <tr> <td>Amendment 1 (administrative - no change to contract's value)</td> <td align="right">\$0</td> </tr> <tr> <td>Original contract value</td> <td align="right"><u>\$115,993</u></td> </tr> <tr> <td>Total contract value is not to exceed</td> <td align="right">\$150,493</td> </tr> </table>	Amendment 2	\$34,500	Amendment 1 (administrative - no change to contract's value)	\$0	Original contract value	<u>\$115,993</u>	Total contract value is not to exceed	\$150,493
Amendment 2	\$34,500								
Amendment 1 (administrative - no change to contract's value)	\$0								
Original contract value	<u>\$115,993</u>								
Total contract value is not to exceed	\$150,493								
Contract Period:	May 2, 2024 through June 30, 2026								
Project Number:	<p>070-0130E.10 \$34,500 Funding source(s): Transportation Development Act (TDA)</p> <p>Funding of \$34,500 is available in the current Fiscal Year (FY) 2025-26 Overall Work Program (OWP) Budget OWP in Project Number 070-0130E.10.</p>								

Basis for the Amendment:	The amendment will enable the consultant to develop a subarea simulation based on the tool in original scope of work. This subarea simulation will be used for the case study.
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AGENDA ITEM 15 REPORT

Southern California Association of Governments
February 5, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

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

Subject: CFO Monthly Report

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EAC AND RC:

Receive and File

STRATEGIC PRIORITIES:

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

Completed Planning Contracts Ended 12-31-25

Project: SPM Transportation Engine Enhancement

Contract Number: 24-041-C01

Vendor: HBA Specto Inc

PM: Jung A Uhm

Summary: This project advanced the Scenario Planning Model (SPM) by enhancing its transportation analysis module, specifically improving its ability to estimate trip generation and vehicle miles traveled (VMT) under varying land-use and transportation conditions. The updated module enables rapid testing of alternative land-use scenarios while remaining consistent with the regional Activity-Based Model (ABM). Together, these improvements create a more agile and responsive analytical framework, strengthening SCAG's capacity to evaluate alternative futures and support more informed, data-driven planning and investment decisions.

Tribal Engagement and General Outreach

Contract Number: 22-066-C01

Vendor: Peacock Sinning Public Relations Inc.

PM: Alisha James

Summary: This project supported the Regional Early Action Planning Grants (REAP) 2.0 program development through targeted outreach and engagement activities, helping ensure inclusive and

meaningful input. A key outcome of this effort was engagement with several Tribal Nations and the development of an internal Tribal Action Plan. These outreach efforts significantly contributed to SCAG's broader REAP program development by engaging stakeholders and increasing awareness of funding opportunities.

City of Moreno Valley Pedestrian Access Plan

Contract Number: 24-043-C01

Vendor: Kimley-Horn and Associates

PM: Anikka Van Eyl

Summary: This project developed a citywide Pedestrian Access Plan with a focus on the priority community of Edgemont, to address significant gaps in pedestrian infrastructure. The citywide plan identified the pedestrian network needed to improve pedestrian accessibility to major destinations within the city and provide safe and efficient routes for pedestrians and other vulnerable road users, as well as developed strategies and priority projects that can be implemented to improve connectivity in Moreno Valley.

Economic Roundtable Consultants

Contract Number(s): 22-055-C08, 22-055-C07, 22-055-C06, 22-055-C04, 22-055-C02, 22-055-C01, 22-055-C09

Vendor(s): Tech Coast Consulting Grp LLC, LAEDC, Inland Empire Economic Partnership, Development Management Group Inc, California Economic Forecast, David Wells Roland Holst DBA Bear, Regents of the University of CA

PM: Kevin Kane

Summary: Since 2009, SCAG has convened a team of independent economists representing the region's counties and key specialty areas to collaborate with SCAG expert staff to assess the economic landscape of Southern California. In 2022, the renamed "Economic Roundtable" began meeting quarterly to discuss trends, data, and current events impacting the region's economy. This set of contracts has supported quarterly roundtable meetings since 2022 in addition to the annual December economic event, known in 2022 and 2023 as the Economic Summit and 2024 and 2025 as the Economic Update. Roundtable updates are provided quarterly online at <https://scag.ca.gov/economic-insights-data-resources> and, in some quarters, as policy committee or Regional Council staff reports. The December economic event involves a comprehensive briefing on the economy of the SCAG Region, reports on individual counties, and topical briefs sourced from the roundtable economists. These updates and reports provide current and localized economic insights to the stakeholders and decisionmakers in the region from the shared perspective of regionalism and regional planning that SCAG brings through its convening role and its statutory authority as a Metropolitan Planning Organization. Insights improve the understanding of the near-term (i.e.

quarterly, or 1-2 year) socioeconomic conditions under which regional plans (which usually have a multi-decade outlook) are developed and implemented.

ACCOUNTING:

Membership Dues

As of December 31, 2025, 189 cities, 6 counties, 7 commissions, and 8 tribal governments have paid their Fiscal Year (FY) 2025-2026 membership dues. SCAG has collected \$2.84 million out of \$2.85 million billed. This represents 99.64% of the membership assessment.

Investments & Interest Earnings

As required by SCAG's investment policy adopted by the Regional Council in July 2018, staff will provide a monthly report of investments and interest earnings. As of December 31, 2025, SCAG has invested \$22.81 million in the LAIF account and has earned \$516,878.69 in interest income. The interest earnings are distributed on a quarterly basis with an average interest rate of 4.20%. Additionally, SCAG has opened a Money Market Account to maximize interest income while monitoring the REAP's funding balance, interest earnings from this account are distributed monthly. As of December 31, 2025, SCAG has invested \$70.41 million in the Money Market Account and has earned \$814,493.96 in interest income.

Grant Billing as of December 31, 2025

During FY 2025-26, staff have prepared and submitted requests for reimbursements of approximately **\$20.08 million** to the following agencies (\$2.25 million is for work completed in FY 2024-25). Additionally, since inception of the REAP programs, SCAG received advance funds of \$61.51 million for REAP 2.0 Program.

1. **CPG Billing:** **\$10.96 million** to Caltrans for work funded with federal and state grants; \$0.82 million was for work completed in June 2025 (Final Close) while \$10.14 million was for work completed in July 2025 to September 2025. The entire amount has been received.
2. **MSRC:** **\$5.98 million** to the Mobile Source Air Pollution Reduction Review Committee for work funded with the Mobile Source Air Pollution Reduction (MSRC) grant that was completed in October 2021 to June 2025. Of the \$5.98 million, \$3.6 million has been received.
3. **Office of Local Assistance:**
 - a. **\$0.74 million** to Caltrans District 7, Office of Local Assistance for work funded with the Carbon Reduction Program (CRP) grants; \$0.48 million was for work completed in April 2025 to June 2025 while \$0.26 million was for work completed in July 2025 to September 2025. Of the \$0.74 million, \$0.64 million has been received.
 - b. **\$0.57 million** to Caltrans District 7, Office of Local Assistance for work funded with the Active Transportation Program (ATP) grants; \$0.44 million was for work completed in April 2025 to June 2025 while \$0.13 million was for work completed in July 2025 to December 2025. Of the \$0.57 million, \$0.44 million has been received

- c. **\$0.46 million** to Caltrans District 7, Office of Local Assistance for work funded with the Congestion Mitigation and Air Quality Improvement program (CMAQ) grants; \$0.26 million was for work completed in February 2025 to June 2025 while \$0.20 million was for work completed in July 2025 to September 2025. The entire amount has been received.
- d. **\$0.41 million** to Caltrans District 7, Office of Local Assistance for work funded with the Surface Transportation Block Grant program (STBG) grant; \$0.18 million was for work completed in February 2025 to June 2025 while \$0.23 million was for work completed in July 2025 to September 2025. The entire amount has been received.
- e. **\$14,616** to Caltrans District 7, Office of Local Assistance for work funded with the FHWA Highway Infrastructure Programs (HIP) grant that was completed in April 2025 to June 2025. The entire amount has been received.

4. **OTS Billings: \$0.86 million** to Office of Traffic Safety for work funded with OTS grants for work completed in July 2025 to September 2025. The entire amount has been received.
5. **SALC: \$88,441** to the State of California Department of Conservation for work funded with the Sustainable Agricultural Lands Conservation Planning grant that was completed in March 2025 to September 2025. The entire amount has been received.
6. **ATN: \$284** to Anaheim Transportation Network (ATN) for SCAG staff time funded with ATN local funds that was completed in April 2025 to June 2025. The entire amount is still outstanding.
7. **REAP 2.0: \$61.51 million** in funds have been received from Housing and Community Development for the Regional Early Action Planning Grants 2.0 as of December 31, 2025. Approximately \$49.20 million has been expended to date (\$3.23 million during FY 2025-26).

BUDGET & GRANTS (B&G):

On January 15, 2026, SCAG had its annual Overall Work Program (OWP) development and coordination meeting with Caltrans, FHWA and FTA representatives. SCAG staff presented the proposed work program for FY 2026-27 and reported accomplishments and progress on major projects in the current fiscal year. A draft FY 2026-27 OWP budget will be presented to the Executive/Administration Committee (EAC) and Regional Council (RC) in March 2026.

Staff worked on FY 2025-26 2nd Quarter OWP Progress Report. This mid-year progress report for OWP projects was submitted to Caltrans before its deadline, January 30, 2026.

Staff successfully submitted two applications for the California Office of Traffic Safety Program. The award announcements for these opportunities are anticipated to occur between Spring and Summer of this calendar year.

CONTRACTS ADMINISTRATION:

In the second quarter of FY26, the Contracts Administration Department supported an average of 30 formal procurements and 193 active contracts for goods & services.

In addition, staff completed comprehensive updates to the SCAG Procurement Policy and Procedures Manual, with agency-wide training scheduled for February and full implementation planned for March.

ATTACHMENT(S):

1. CFO Quarterly Report



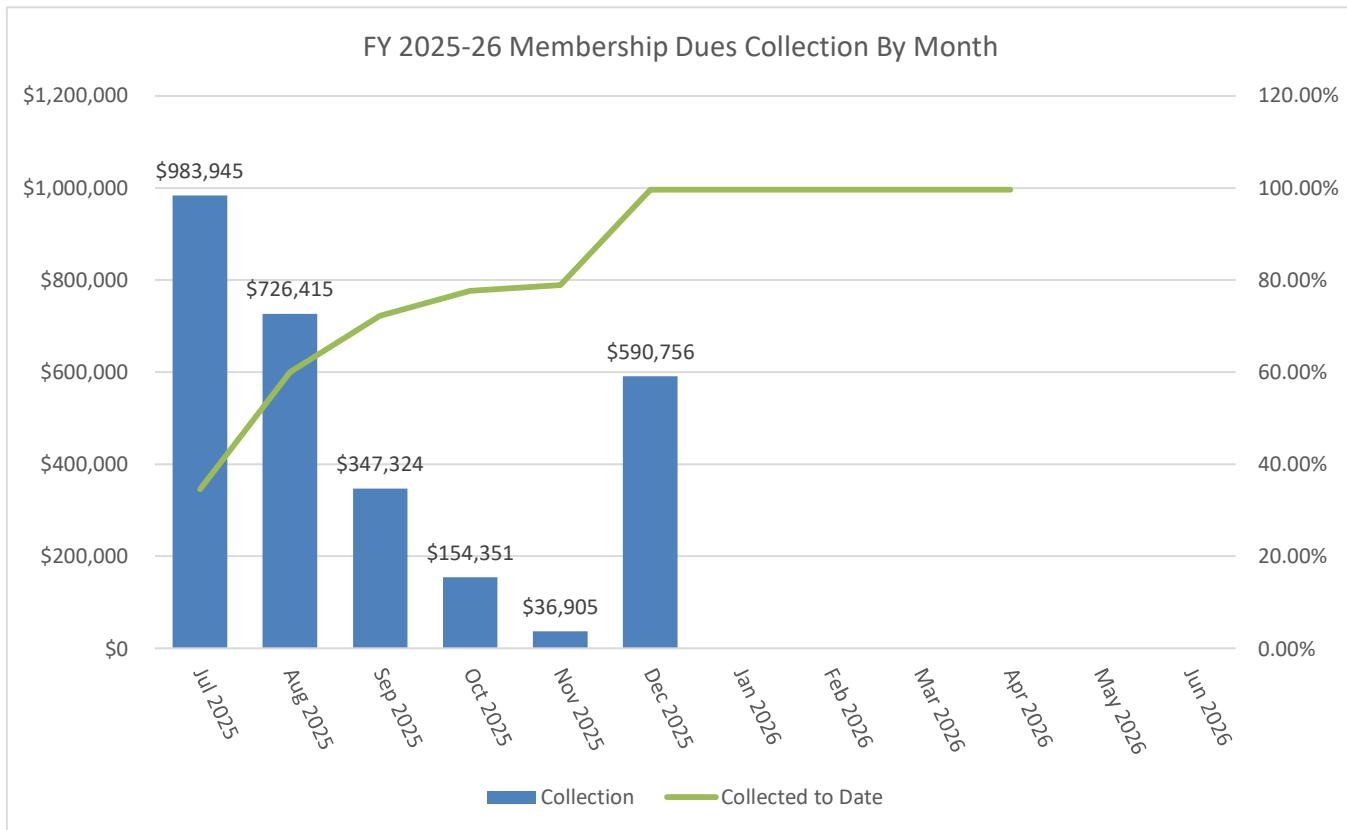
Office of the Chief Financial Officer

Quarterly Report

December 2025



Membership Dues & Collections
July 1, 2025 through December 31, 2025



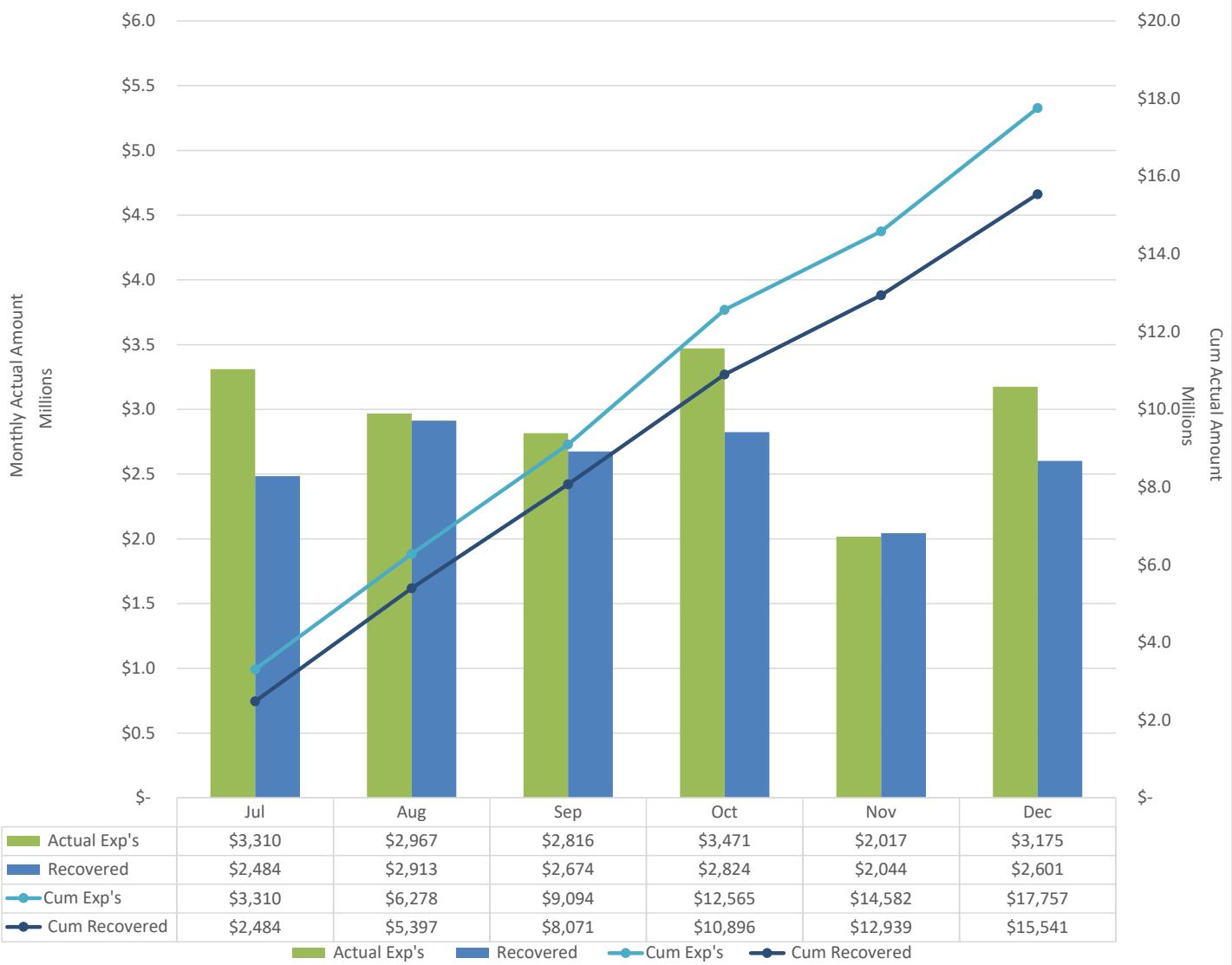
Summary

As of December 31, 2025, 189 cities, 6 counties, 7 commissions and 8 tribal governments paid their FY26 membership dues. This represents 99.64% of the dues assessed.

FY25 Membership Dues	<u><u>\$ 2,850,089</u></u>
Total Collected	<u><u>\$ 2,839,696</u></u>
Percentage Collected	<u><u>99.64%</u></u>



Indirect Cost & Recovery
July 1, 2025 through December 31, 2025



Summary

This chart shows a comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants. Through December 2025, SCAG was under recover by \$2.21 million due to lower IC rate in FY2025-26. The IC rate was adjusted to reduce the over-recovery from prior year. The FY 2025-26 IC rate includes a carry-forward of approximately \$3.2 million, which represents an over-recovery costs from FY 2023-2024.



Consolidated Balance Sheet
As of December 2025

	<u>September, 2025</u>	<u>December, 2025</u>	<u>Increase/(Decrease)</u>
Cash & Investment	44,806,954.5	94,639,895	49,832,941
Other Assets	14,431,797.7	19,967,284	5,535,486
Total Assets	59,238,752	114,607,179	55,368,427 (1)
 Total Liabilities	 19,225,838	 74,618,948	 55,393,110 (2)
 Fund Balance	 40,012,914	 39,988,231	 (24,683)
 Total Liabilities & Fund Balance	 59,238,752	 114,607,179	 55,368,427

1. Cash and investments increased primarily due to the \$57.8M REAP advance received in October. Other current assets also increased, driven mainly by a combined \$5.8M increase in accounts receivable and unbilled revenue, partially offset by lower prepaid expenses.

2. Total liabilities increased primarily due to a \$56.5 million increase in deferred revenue related to the REAP cash advanced received in October.



Consolidated Statement of Revenues, Expenditures, and Changes in Fund Balances
Quarter Ended December 2025

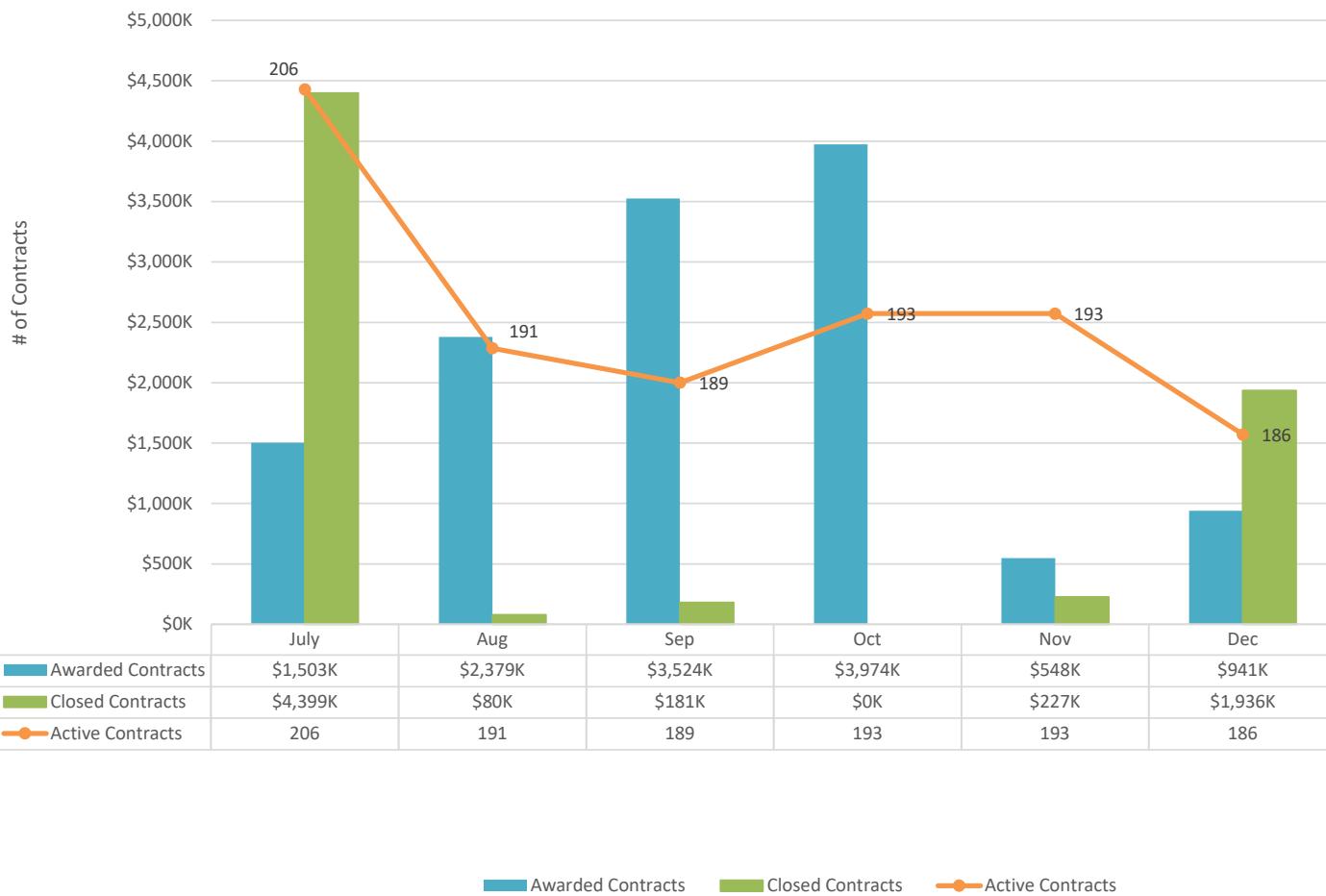
	December 2025 Budgetary Comparison Statement				
	July 1, 2025 to September 30, 2025	July 1, 2025 to December 31, 2025	Increase / (Decrease)	FY 2025-26 Budget	Under / (Over) Budget
Revenues	45,395,902	79,847,880	34,451,978	525,480,520	445,632,640 (1)
Expenditures:					
Salaries & Benefits	28,307,561	50,737,615	22,430,055	105,624,005	54,886,390
Services & Supplies	12,234,980	24,281,586	12,046,606	419,856,515	395,574,929
Total Expenditures	40,542,541	75,019,202	34,476,660	525,480,520	450,461,318 (1)
Change in Fund Balance	4,853,361	4,828,678	(24,683)	-	(4,828,678)
Fund Balance Beginning of the Year	35,159,553	35,159,553	-	35,159,553	-
Fund Balance at End of the Period	40,012,914	39,988,231	(24,683)	35,159,553	(4,828,678)

(1) Note that multi-year grant revenues and services & supplies expenditures are budgeted in the award year including any beginning Fund Balance. The \$445.6 million revenue variance and the \$450.5 million expenditure variance are predominately related to anticipated implementation timing for various multi-year grants.

Any remaining balances at the end of the fiscal year will be carried over to subsequent years of the grant period.



SCAG Contracts FY 2025-26



Summary

As of December 2025, the Contracts Administration Department is managing a total of 186 contracts. Twelve (12) are Cost Plus Fixed Fee contracts; 88 are Lump Sum contracts, 36 are Specified Rates of Compensation (includes Time and Materials, Labor Hour and Retainer), and 50 are On-Call Services/Bench contracts.

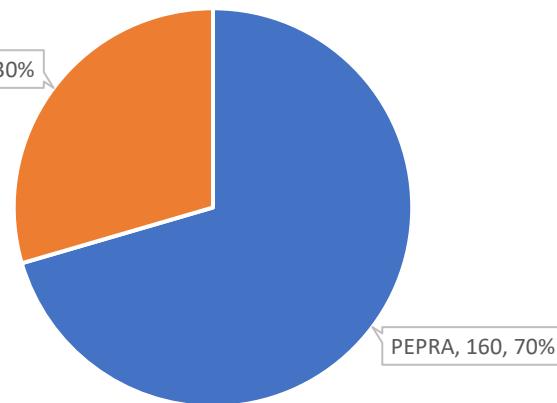
CFO Report

As of January 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	51	42	9	1	0	0	43
Gov. & Public Affairs	25	25	0	2	0	0	27
Human Resources	11	11	0	1	1	0	13
Information Technology	30	30	0	1	0	0	31
Legal	3	3	0	0	0	0	3
Planning	116	108	8	10	0	0	118
Total	244	227	17	15	1	0	243

CalPERS Membership



To: RC - Regional Council **EXECUTIVE DIRECTOR'S APPROVAL**

From: Elizabeth Carvajal, Deputy Director (Land Use)
213-236-1801, carvajal@scag.ca.gov

Subject: Regional Leadership on Housing Production

Kome Ajise

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

President Allen, in discussion with the Executive Administration Committee, identified three key priorities areas for focused policy leadership and discussion during her term to accelerate progress on the vision and strategies adopted in Connect SoCal 2024. These policy areas include: Clean Transportation Technology, Housing Production, and Regional Planning in support of the 2028 Olympic & Paralympic Games. To reflect on regional progress and facilitate discussion on housing production, staff will provide an update on efforts to address regional housing need and showcase partner projects that are supporting the region in tackling the housing crisis.

BACKGROUND:

Like so many of the challenges facing Southern California, the housing affordability crisis crosses local boundaries. The housing market in one part of the region directly impacts transportation issues like congestion throughout the region, just like the housing market can influence the entire region's economy and environment. With support from partners at the state level, SCAG is uniquely positioned to convene and lead the region in accelerating housing production for improved affordability and access to housing.

SCAG's role as a regional housing agency has shifted significantly from administering the Regional Housing Needs Assessment (RHNA) every eight years to supporting jurisdictions and other partners across the region to undertake the work that is critical to housing production across the region. This shift has been made possible largely due to funding from the state as part of the Regional Early Action Planning (REAP) Grant Program.

Through two phases of the visionary Regional Early Action Planning grant program (REAP), the state contributed millions to support housing production and Sustainable Communities Strategies (SCS) implementation in California. This program represents a new approach to addressing the housing crisis, providing resources to pilot and test solutions at the local level and confront multiple barriers to housing production. SCAG received \$47 million in REAP 1 and \$231.5 million in REAP 2.0, which SCAG then suballocated to grantees across Southern California to fund cities and counties in critical efforts to support housing growth. This one-time funding, provided in two phases, has helped to build momentum to accelerate housing production, but more work is needed.

The REAP program has built momentum in housing planning and production and highlighted the value that SCAG lends to this important work. As a regional organization, SCAG is positioned to tackle complex systems and has experience developing solutions that align actions across disciplines and sectors to achieve regional goals. Ongoing partnership with the state and local communities and leaders will continue to be essential to making progress in tackling the housing crisis.

The Regional Council will hear presentations from SCAG partners who will highlight how their work furthers housing production in the SCAG region. The presentation will be followed by discussion among Regional Council members about the successes and challenges faced in accelerating housing production in their communities and opportunities for regional collaboration and leadership.

FISCAL IMPACT:

None.

To: Regional Council (RC)

From: Lucy Dunn, Ex-Officio Member; Business Representative

Subject: Business Report – February 5, 2026

Here are a few items that business and industry leaders have been engaged in which may also be of interest to regional public leaders:

1. **GLUE Council meeting** of business and industry will be held February 2, 2026, at 10am via Zoom and will feature discussions on the proposed CEQA reform ballot measure by CalChamber, now gathering signatures, as well as an update on SB375 reform efforts.
2. **Housing--Addressing Housing Insecurity and Homelessness.** On January 18, 2026, *OC Register* published my recent opinion piece:

We're about to undo what works on homelessness--at everyone's expense. - By Lucy Dunn

In the hustle and bustle of everyday life, most of us end the day with a warm meal and a secure roof over our heads. Even as affordability tightens, we stretch our budgets to make it work.

But there is a quieter, often invisible group of families, seniors, and veterans in Orange County who are barely hanging on – struggling to pay rent, buy groceries, afford medicine, and keep the lights on. They are one paycheck away from losing housing.

That's housing insecurity. It's one step away from homelessness – and it's preventable.

Unfortunately, prevention is not how California has traditionally addressed homelessness. Instead, we have relied on a costly system of crisis response.

A 2015 study led by UC Irvine, in partnership with Jamboree Housing and United Way, found that Orange County spent nearly \$299 million in a single year “managing” homelessness. For individuals experiencing chronic homelessness, the public costs – including law enforcement, emergency medical services, and hospital care – averaged \$100,759 per person per year. Ten years later, that figure is undoubtedly higher.

By comparison, the average annual cost of permanent supportive housing – housing paired with professional services such as medical care, addiction treatment, and job training – was approximately \$51,587 per person per year. It costs taxpayers nearly half as much to house someone than to leave them on the street.

A 2022 UC Irvine Livable Cities Lab study examined what happens when affordable housing is built locally. Crime does not increase, and nearby home values do not fall. In fact, the study found that affordable housing increased nearby property values by about \$16,000 and reduced crime rates in surrounding areas.

Consider Irvine – Orange County's jobs magnet and the city with the most affordable housing units – which consistently ranks among the safest cities in the nation. Well-designed affordable housing strengthens communities.

Equally important is the Housing First approach, which prioritizes moving people into permanent housing immediately – without preconditions – followed by voluntary supportive services once they are stable enough to benefit.

Jamboree Housing, Orange County's largest developer of permanent supportive housing, operates more than 1,250 supportive housing units statewide. Once housed, formerly chronically homeless residents experience 78 percent fewer ambulance transports and no arrests, according to the UCI study, generating an estimated \$42 million in annual taxpayer savings.

These residents live in thoughtfully designed communities that complement existing neighborhoods. They are stabilized and reintegrated.

A strong example of public-private collaboration is Buena Esperanza in Anaheim. In 2019, with leadership from the Orange County Business Council and the Orange County Housing Trust – and a \$5 million kick-start from Disneyland Resort – the city converted a former motel into permanent supportive housing for veterans and essential workers.

These are proven solutions funded through collaboration among nonprofits, businesses, local governments, and taxpayers.

As California enters a new year of housing and budget decisions, progress is now at risk.

In late 2025, the U.S. Department of Housing and Urban Development issued new guidance shifting away from its long-standing Housing First framework. Under the new rules, no more than 30 percent of federal Continuum of Care funds may be used for permanent supportive housing – resulting in a 60 percent cut to these programs in California.

Programs have limited time to secure replacement funding, creating service gaps that could place 26,000 Californians at risk of losing stable housing and treatment. When homelessness rises, the costs do not disappear – they shift back to emergency rooms, jails, and law enforcement, where taxpayers pay more for worse outcomes.

Housing with supportive services is sound fiscal policy. Orange County has made real progress, and we cannot afford to reverse course.

Residents can help by encouraging cities to streamline housing developments that meet local rules, supporting solution-oriented developments, staying informed through trusted sources such as OC United Way's [United to End Homelessness](#), and urging congressional representatives to protect Housing First strategies and retain federal funding that have proven effective.

Orange County has already learned what works on homelessness – the real question is whether we can afford to ignore it.

Lucy Dunn is CEO Emeritus of the Orange County Business Council and former CA Director of Housing and Community Development under Governor Schwarzenegger. She serves as an advisory board member to both Jamboree Housing and United Way of Orange County.

3. **So Cal Housing Notes from Randall Lewis.** The last three weeks I've spent a lot of time in the field talking to real estate salespeople and apartment leasing managers. Here are their observations: 2025 was a sluggish year with prices either stable or going down. There is a lot of fear with customers over tariffs, the economy, and the political situation in the world. Many customers are choosing to stay on the sidelines to see what happens. There are real concerns about affordability with prices being high and, more importantly, many customers just don't have disposable income after paying for groceries, energy, insurance, etc.
February is typically when the market picks up after the holidays slow down. Let's hope we get more enthusiasm.

One bit of good news is that construction costs have stabilized and, in some cases, have gone down. This is because new housing starts are lower than historic levels and subcontractors are hungrier for work. This is good news and if cities are looking at doing any projects, 2026 might be a good year.

4. **Economy--California's Affordability Squeeze is Real** reports Rob Lapsley on [data](#) from the California Center for Jobs & the Economy:
 - Residential energy costs are 97% higher than average for the rest of the states.
 - Industrial electricity price was 172% higher, and a key reason manufacturing jobs are down.

- California consistently has the highest gas prices in the nation—transportation costs show up in the price of nearly all purchased goods.
- California also has the highest top marginal state income tax rate in the country (13.3%). And California has the highest statewide base sales tax rate at 7.25%—before local add-ons.

5. **November Ballot--Billionaire's Tax an Issue for Business.** A proposed [Billionaire Wealth Tax](#) has been criticized in many quarters, including by the governor, for its potential to encourage these targeted taxpayers and their companies to move to other states. Both personally (including through philanthropic activity) and through their companies, wealthy business members are part of the very limited portion of the taxpayer base supporting the state budget revenues and more importantly the critical factor in whether the budget is in deficit or surplus in any given year. [California Center for Jobs & The Economy](#) is tracking this closely given the outsized importance these taxpayers have on the state economy, job growth and tax revenue. A note for cities to follow this as well.

6. **Transportation News--Express Lanes Come of Age.** In my years as CEO of OCBC and serving as both Governor Schwarzenegger's and Governor Brown's appointee to the California Transportation Commission, I gained much experience in the deployment of California's express lane system—and am proud to be an early supporter with the business community. As regional transportation agencies plan for future needs, expansion of express lanes must be part of the strategy. In the November issue of *Public Works Financing*, Gordon Feller has an overview article: "[The Evolution of U.S. Express Lane P3s and TIFIA](#)." Here are the main points worth noting:

- Priced managed lanes are maturing, with **revenue often exceeding projections and investment-grade bond ratings**.
- Delivery is evolving from projects to programs. What we are seeing is express toll lane networks, exemplified by Atlanta, Dallas/Ft. Worth, and the Virginia suburbs of Washington, D.C.
- Risk allocation is becoming more nuanced and collaborative. This is partly due to the experience gained from projects successfully developed and implemented.
- **Tolling technology and customer acceptance are now central to success.** The large amount of data from the proliferation of successful projects is a key factor.
- Data is transforming forecasting, design, and operations. **Today, we have far more data on willingness to pay, with customers valuing reliability in addition to time savings.**
- The forecasting model itself is being reimagined. Lenders and rating agencies are getting comfortable with improved forecasting models, based on a lot more data.
- **Public support hinges on early messaging and transparency.** It used to be that the first priced managed lanes project in a metro area (or even in a new portion of it) was immediately attacked as "Lexus Lanes." That term, while not gone, is much less heard today.
- TIFIA and PABs are still foundational. There are still risks in these projects, and tax-exempt PABs put investor-financed projects on a level playing field with state-run projects.

- Technology uncertainty must be addressed with flexible contracts. Autonomous vehicles and artificial intelligence are on the horizon in transportation, so long-term P3s must be flexible in facing their future.
- **Capacity constraints are real, but surmountable.** He refers to factors such as the limited number of experienced P3 developers and competition from other global infrastructure projects.

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