



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

MEETING NO. 681 - IN-PERSON PARTICIPATION ONLY

REGIONAL COUNCIL

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

Thursday, May 7, 2026
9:00 a.m. – 10:00 a.m.

JW MARRIOTT DESERT SPRINGS RESORT & SPA
SINATRA BALLROOM
74-855 County Club Drive
PALM DESERT, CA 92260
(760) 341-2211

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PUBLIC ADVISORY

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

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



Instructions for Participating and Public Comments

You may submit public comments in two (2) ways:

1. **Submit written comments via email to: ePublicComment@scag.ca.gov by 5pm on Wednesday, May 6, 2026.**

Members of the public are encouraged, but not required, to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Wednesday, May 6, 2026. Such comments will be transmitted to members of the Regional Council and posted on SCAG's website prior to the meeting. Written comments received after 5pm on Wednesday, May 6, 2026, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

2. **Submit Comments in person:**

The Regional Council will be meeting in-person (not by telephonic means) and the public is welcome to attend this meeting of the Regional Council. As such, public comments may be delivered either in writing (as noted above) or in-person at the Regional Council meeting. There will not be any opportunity to provide public comment by remote, telephonic or video-conference means.

General Information for Public Comments

Members of the public desiring to speak on items on the agenda are invited to fill out and present a Public Comment Card to the Clerk of the Board prior to speaking. Comments will be limited to a total of three (3) minutes per speaker for all items on the agenda (including comments made for items not appearing on the agenda), with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting.

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 upon 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 – May 2026

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Imperial County
17. **Hon. Margaret Clark**
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- 32. Hon. Mark Henderson**
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- 34. Hon. Laura Hernandez**
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 - 51. Hon. Larry McCallon**
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- 52. Hon. Marsha McLean**
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 - 53. Hon. Tim McOsker**
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 - 59. Hon. Curren Price**
Los Angeles, RC District 56
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 - 66. Hon. Steve Sanchez**
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 - 68. Hon. Suely Saro**
Long Beach, RC District 29

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 - 70. Hon. David J. Shapiro**
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 - 71. Hon. Emma Sharif**
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86. Hon. Frank A. Yokoyama
Cerritos, RC District 23



REGIONAL COUNCIL AGENDA

Southern California Association of Governments
JW Marriott Desert Springs Resort & Spa
Sinatra Ballroom
74-855 Country Club Drive
Palm Desert, CA 92260
Thursday, May 7, 2026
9:00 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

ACTION ITEM

1. 2026 SCAG Scholarship Program PPG. 11
(The Honorable Jan C. Harnik, Chair, Scholarship Committee)

RECOMMENDED ACTION:

Approve Scholarship Committee recommendations for the 2026 SCAG Scholarship Program Award.

2. Connect SoCal 2050: Special Subcommittee PPG. 15
(Sarah Jepson, Chief Planning Officer, SCAG)

RECOMMENDED ACTION:

Establish a special Connect SoCal 2050 Subcommittee to provide overarching policy leadership for development of the Connect SoCal 2050 Regional Transportation Plan/Sustainable Communities Strategy.

3. 2028 Games Regional Transportation Demand Management (TDM) Approach PPG. 27
(Sarah Jepson, Chief Planning Officer, SCAG)

RECOMMENDED ACTION:

Approve the 2028 Games Regional Transportation Demand Management (TDM) Approach; direct the Executive Director to take the necessary administrative actions to program resources; and pursue additional funding.



CONSENT CALENDAR

Approval Items

- 4. Minutes of the Meeting – April 9, 2026 PPG. 63
- 5. Resolution No. 26-681-1 Approving the Fiscal Year 2026-27 Final Comprehensive Budget PPG. 74
- 6. Sacramento Summit Follow-Up Bills PPG. 151
- 7. Bridges and Safety Infrastructure for Community Success (BASICS) Act PPG. 159
- 8. SCAG Memberships and Sponsorships PPG. 164

Receive and File

- 9. May 2026 State and Federal Legislative Update PPG. 167
- 10. Purchase Orders, Contracts and Amendments below Regional Council Approval Threshold PPG. 172
- 11. CFO Monthly Report PPG. 179

BUSINESS REPORT

(Lucy Dunn, Ex-Officio Member; Business Representative)

PPG. 181

PRESIDENT’S REPORT

(The Honorable Cindy Allen, President)

- *Recognition of Outgoing Regional Council Members and Policy Committee Members*

EXECUTIVE DIRECTOR’S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1

REPORT

Southern California Association of Governments
May 7, 2026

To: RC - Regional Council
From: Rachel Wagner, Senior Government Affairs Officer
(213) 236-1960, wagner@scag.ca.gov
Subject: 2026 SCAG Scholarship Program

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Approve Scholarship Committee recommendations for the 2026 SCAG Scholarship Program Award.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The SCAG Scholarship Committee recommended a total of eleven (11) students to receive a 2026 SCAG Scholarship Program Award at its April 16, 2026 meeting. The Committee recommends three (3) students each from Imperial and Los Angeles counties; two (2) students from Ventura County; and one (1) student each from Orange, Riverside, and San Bernardino counties. Two of these awards will be funded by the California Transportation Foundation. This year, SCAG received a record number of 292 applications, with 183 applications meeting the minimum eligibility requirements.

BACKGROUND:

In July 2009, the Regional Council (RC) approved the SCAG Scholarship Pilot Program, which is intended to provide financial support to a select group of high school and community college students to develop their long-term career goals. Now in its fifteenth year, the program is open to high school seniors and community college students who reside in the six-county SCAG region. Students applying are required to have a minimum 3.0 grade point average and must be enrolled in higher education if graduating. As part of the application, students are required to submit a completed application form, a minimum 500-word essay describing their interests in community planning, regional planning, urban planning, civil engineering, political science, public administration, public policy, sustainable development, environmental affairs, or other related fields, two letters of recommendation, and a current transcript of records.

Overview of the Applications:

Applications for the SCAG Scholarship Program opened on February 6, 2026, and were due electronically by 5:00 pm on March 21, 2026. SCAG received a record number of 292 applications, of which 183 met the application requirements. Applications were carefully screened based upon the minimum requirements and the interests described in the essay portion. Although many of the applicants met the minimum requirements, primarily those students who exhibited some interest in the disciplines listed above were forwarded to the Scholarship Committee.

The Scholarship Committee was comprised of eight (8) Regional Council members from throughout the region and two (2) additional ex officio members representing academia:

- | | |
|------------------------------|---|
| 1. Hon. Jan C. Harnik, Chair | Representing Riverside County |
| 2. Hon. Michael Goodsell | Representing Imperial County |
| 3. Hon. Laura Hernandez | Representing Ventura County |
| 4. Hon. Fred Jung | Representing Orange County |
| 5. Hon. Ray Marquez | Representing San Bernardino County |
| 6. Hon. Andrew Masiel | Representing Tribal Governments |
| 7. Hon. Suely Saro | Representing Los Angeles County |
| 8. Hon. David J. Shapiro | Representing Los Angeles County |
| 9. Dr. So-Ra Baek | Ex Officio, Cal Poly Pomona |
| 10. Dr. James Moore | Ex Officio, University of Southern California |

Of the 183 applications that met minimum qualifications, staff forwarded 50 applications to the committee for further evaluation. These 50 consisted of 11 from Imperial County, 18 from Los Angeles County, five from Orange County, five from Riverside County, three from San Bernardino County, and eight from Ventura County. Names and other personal identifiers were removed from the applications, essays, letters of recommendation, transcripts, and other supporting documents to protect the privacy of the students. Each forwarded application was assigned a number for reference.

The Scholarship Committee was asked to evaluate the applications and recommend one student each from Imperial, Orange, Riverside, San Bernardino, and Ventura counties and at least two students from Los Angeles County, to receive the scholarship awards. The Committee had the option to further recommend two additional recipients from any county for discretionary scholarship awards, and the California Transportation Foundation (CTF) generously sponsored two additional awards. In total, the Committee selected 11 applications for a scholarship.

Committee members made recommendations based upon the interests described in the essay, career goals, and other activities in each student's respective school and community.

After considerable discussion, and acknowledging the especially competitive applicant pool this year, the Scholarship Committee voted to recommend the following nine students for a 2026 SCAG Scholarship Program Award:

- Imperial County Roberto Gonzalez (Imperial)
- Imperial County Benjamin Amezcua (El Centro)
- Imperial County Sydney Trevino (Holtville)
- Los Angeles County Marley Antonio (Granada Hills)
- Los Angeles County Annalia Henderson (Palos Verdes Estates)
- Orange County My Le (Santa Ana)
- Riverside County Kaden Ren (Riverside)
- San Bernardino County Michael Wong (Rancho Cucamonga)
- Ventura County Ariana Perez (Ojai)

In addition to the nine SCAG-funded awards, the California Transportation Foundation (CTF) has once again partnered with SCAG to provide funding for two additional scholarships. The California Transportation Foundation was founded in 1988 to create a charity that would support the Caltrans community but later expanded to serve private sector and other public transportation agency employees as well. The Committee voted to recommend the following students for the CTF-funded 2026 SCAG Scholarship Program Awards:

- Los Angeles County Lizzet Uriarte (Paramount)
- Ventura County Dheekshaw Gopinath (Oak Park)

2026 SCAG Scholarship Program Funding

SCAG Scholarship Program and related staff support is budgeted as part of the SCAG General Fund. The primary source of funds in the General Fund is the collection of SCAG's annual membership assessments. The use of the General Fund is determined by SCAG's Regional Council and General Assembly. Each year, the General Fund budget is reviewed and approved by the Regional Council and is subsequently adopted by the General Assembly. The Scholarship Program is included as part of the General Fund Budget.

While the California Constitution prohibits gifts of public funds under Article XVI, Section 6, the prohibition does not preclude expenditures and disbursements for public purposes even if a private person incidentally benefits from that expenditure or disbursement (also known as the "public purpose exception"). There is case law to support that the appropriation of public money for the public purpose of furthering the education of the young is not a gift of public funds. Therefore, staff concludes that the use of the General Fund to pursue SCAG's Scholarship Program is not an unconstitutional gift of public funds and falls within the rule of "public purpose exception."



FISCAL IMPACT:

The cost of the SCAG Scholarship Program for nine (9) scholarship awards is \$36,000, funding for which is included in the FY 2026-27 General Fund Budget.



AGENDA ITEM 2

REPORT

Southern California Association of Governments
May 7, 2026

To: RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

From: Camille Guiriba, Senior Regional Planner (PS)
213-236-1809, guiriba@scag.ca.gov

Subject: Connect SoCal 2050: Special Subcommittee

RECOMMENDED ACTION:

Establish a special Connect SoCal 2050 Subcommittee to provide overarching policy leadership for development of the Connect SoCal 2050 Regional Transportation Plan/Sustainable Communities Strategy.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Every four years, SCAG must prepare and adopt a Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal. In April 2024, SCAG's Regional Council approved the most recent plan, Connect SoCal 2024. The next plan, Connect SoCal 2050, is being prepared for adoption by the Regional Council by spring 2028. The purpose of this staff report is to introduce the Draft Policy Development Framework which outlines the process for updating policies and strategies for Connect SoCal 2050. The Policy Development Leadership component of the Draft Framework includes the proposal for a Connect SoCal 2050 Subcommittee which would be a forum for cross-cutting policy discussions in the process. On April 9, 2026, the Joint Policy Committees met to discuss this matter and recommended that the Regional Council establish a special Connect SoCal 2050 Subcommittee.

BACKGROUND:

One of SCAG's core responsibilities is to prepare a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, every four years. Through Connect SoCal, SCAG fulfills federal and state requirements while providing a vision for integrating land use and transportation for increased mobility and more sustainable development. SCAG's next plan, Connect SoCal 2050 will build from the previous plan (Connect SoCal 2024) adopted by the SCAG Regional Council in April 2024. Connect SoCal 2050 will include updates of fundamental data from local jurisdictions and transportation agencies and refinement of strategies and investments based on input from stakeholders and leadership by SCAG's Policy Committees and Regional Council.

Policy Development

For Connect SoCal 2050, SCAG needs to update policies and strategies considering trends, changes in our policy landscape, emerging technology, and other new information about transportation and land use issues. As presented to the Joint Policy Committee in April, Southern California is experiencing changing demographics with expectations for an aging population, lower birth rates and reduced immigration among the factors leading to slower population growth through 2050 compared to past plans. The changing population and demographics have implications on travel patterns, economic growth, and in turn, revenues for transportation projects. Staff will be exploring these implications further through the plan development process.

Changes and uncertainty in the policy landscape include shifts related to federal and state regulations. For example, the federal government is eliminating or scaling back air quality¹ and equity² standards. At the state level, the California Air Resources Board is statutorily required to adopt updated greenhouse gas reduction targets for MPOs every eight years with the next deadline being the end of 2026. The state legislature is considering a bill to reform requirements related to the SCS process, Senate Bill 1087. SCAG is closely monitoring these processes as the outcomes can impact our technical work and modeling to fulfill federal and state requirements in this upcoming cycle.

Draft Policy Development Framework

The Policy Development Framework is intended to outline the process and leadership roles for updating the key policy elements as part of development of Connect SoCal 2050. A draft of the Policy Development Framework is attached to the staff report. It is organized in the following sections:

- Policy Structure
- Areas of Focus
- Policy Development Leadership

Policy Structure

Connect SoCal 2050 will continue the policy structure as adopted in Connect SoCal 2024:

- The **Vision and Goals** articulate where we want to be in the future.
- **Regional Planning Policies** provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. They serve as a compass for SCAG's planning and funding programs and help to set priorities for the agencies work. They can also serve as a resource for County Transportation Commissions (CTCs), local jurisdictions, and others, who can refer to specific policies to demonstrate alignment with the RTP/SCS when seeking resources from state or federal programs.
- **Implementations Strategies** articulate priorities for SCAG efforts in fulfilling the Regional Planning Policies. These are areas where SCAG leads, such as through the administration of funding programs.

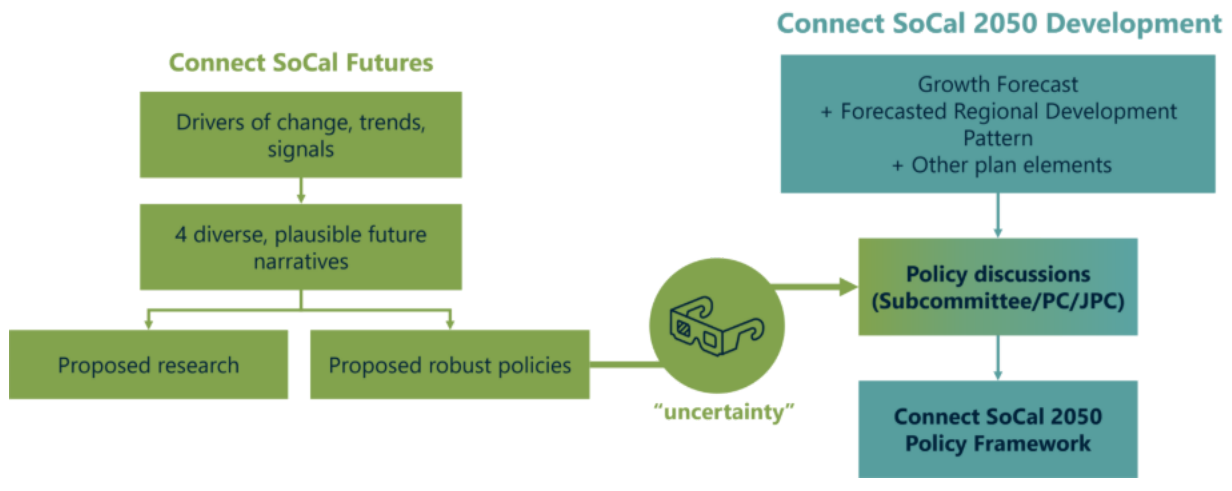
The policy structure will continue to represent a refinement of policies that carry over several planning cycles to promote multimodal transportation investments and local development that align with the regional growth vision. For these policy elements, the Draft Policy Development Framework outlines for the Connect SoCal 2050 process:

- Maintaining the Vision and Goals as previously adopted: these represent evergreen and high-level aspirations for the Southern California region that can continue to guide SCAG across multiple planning cycles.
- Revisiting Regional Planning Policies and Implementation Strategies: Update and prioritize these to reflect emerging issues and challenges the region is expected to face in the near and long term.

Areas of Focus

Typical in our plan development process, SCAG identifies emerging issues that should be areas of focus for policy development. Staff will look to recent policy direction from the Regional Council, stakeholder and early public engagement, and discussions among policy leadership to inform these issues of focus for this plan cycle.

Federal and state regulations require Connect SoCal to rely on documented trends, established assumptions, and data-supported projections to plan over a 20-year horizon. In recent years, however, the region has experienced major disruptions—such as the COVID-19 pandemic and the Palisades and Eaton wildfires—as well as rapidly emerging trends like advances in artificial intelligence. These developments highlight limitations in long-range planning and the growing need to account for uncertainty. As part of the development of Connect SoCal 2050, SCAG is undertaking a new parallel effort that applies a lens of uncertainty through which we conduct policy discussions. Called Connect SoCal Futures, the project will support plan development by helping us evaluate which policies and strategies are robust across diverse plausible futures. Through this effort, SCAG expands on the plan’s question of “What do we want the region to be in 2050?” and explores the added question of “What could happen and how can we prepare for it?”



Policy Development Leadership

This section of the Policy Development Framework outlines opportunities for Policy Committee and Regional Council members to shape long-range regional policy to address key issues and questions. This policy leadership structure is similar to last cycle. As a new component to this cycle, staff is proposing the creation of a special Connect SoCal 2050 Subcommittee. The purpose of the subcommittee is to provide overarching policy making support and guidance to items related to Connect SoCal development (goals, regional planning policies and strategies, public outreach, performance measures). Discussions on subject specific plan development items (e.g. project list) will still route to appropriate Policy Committees. The Connect SoCal 2050 Subcommittee's main responsibility will be to advance recommendations to the SCAG Policy Committees on the following items:

- Final Policy Development Framework
- Draft Plan Policies: proposed updates to the Regional Planning Policies and Implementation Strategies prior to release of draft Connect SoCal 2050.
- Final Plan Policies: last updates to Regional Planning Policies and Implementation Strategies given feedback from public comment period of the draft plan.

The Policy Committees will determine whether to advance the Connect SoCal 2050 Subcommittee recommendations for adoption by the Regional Council.

NEXT STEPS

Staff is conducting stakeholder engagement among various policy working groups and early public outreach to inform emerging issues for this plan cycle.

Pending approval of the creation of the Connect SoCal 2050 Subcommittee, the SCAG President will appoint subcommittee members during the June Executive Administrative Committee Retreat. The first subcommittee meeting is anticipated to convene in July.

In addition to engagement with the subcommittee, staff will be taking policy update discussions to the Policy Committees later this year.

FISCAL IMPACT:

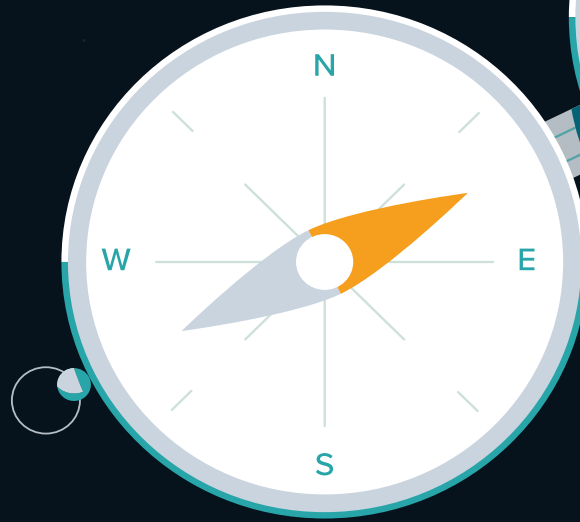
None

ATTACHMENT(S):

1. PowerPoint Presentation – Connect SoCal 2050: Special Subcommittee
2. Draft Policy Development Framework

Connect SoCal 2050: Special Subcommittee

May 7, 2026
Regional Council



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

1

Connect SoCal

Regional Transportation Plan

Sustainable Communities Strategy



A long-term vision for how the region will address transportation and land use challenges and opportunities.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Connect SoCal Will...



Serve as a compass for SCAG planning and funding programs



Enable projects to be eligible for state and federal funding



Inform RHNA and local planning requirements



Set priorities for state and federal advocacy efforts



Drive project selection for federal funding programs

Draft Policy Development Framework

Structure

Vision & Goals

Regional Planning Policies

Implementation Strategies

Focus

Early Stakeholder & Public Outreach

Data and Research

Connect SoCal Futures

Leadership

Regional Council

Policy Committees

Special Connect SoCal 2050 Subcommittee

Policy Leadership: Connect SoCal 2050 Subcommittee

Purpose	Composition	Key Content	Responsibilities
<ul style="list-style-type: none">• Forum for overarching, big-picture policy development	<ul style="list-style-type: none">• At least two reps from each PC• Ex-officio members• Representation across region• Appointed by Regional Council President	<ul style="list-style-type: none">• Policy Development Framework• Draft Plan Policies• Final Plan Policies	<ul style="list-style-type: none">• Meet at least 7 times through winter 2028• Recommendations and reports back to PCs



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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Policy Development Next Steps

- **Now:** Stakeholder engagement and early public outreach to inform focus issues for plan cycle
- *Pending action of Regional Council*
 - **June:** RC President appoints members to Connect SoCal 2050 Subcommittee at annual EAC Retreat
 - **July:** First meeting of Subcommittee
- **October:** Adopt Policy Development Framework
- **Fall:** Discussions at Policy Committees on potential subject-specific policy element updates

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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Recommended Action for Regional Council

Establish a special Connect SoCal 2050 Subcommittee to provide overarching policy leadership for development of the Connect SoCal 2050 Regional Transportation Plan/Sustainable Communities Strategy.



THANK YOU

For more information, contact:

ConnectSoCal@scag.ca.gov

Camille Guiriba, Senior Regional Planner

guiriba@scag.ca.gov

Connect SoCal 2050: Draft Policy Development Framework

April 2026

Connect SoCal 2050, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), will be prepared by SCAG over the next two years, in anticipation of a spring 2028 adoption. This Policy Development Framework presents the Draft Policy Structure and the Areas of Focus to be expanded and refined through the planning process to advance the Vision and Goals. It also provides a Policy Development Leadership structure and outlook to foster policy education, engagement, consensus building, and decision-making among Regional Council members.

DRAFT POLICY STRUCTURE

Connect SoCal 2050 will continue the policy structure as updated in Connect SoCal 2024.

VISION AND GOALS

The Vision captures what we want the region to be by 2050 and is supported by four Goals, each centered around a key theme. In the last plan cycle, staff conducted a major effort to engage stakeholders and the general public and consider them to remain evergreen pillars to the plan. For that reason, staff will not focus Connect SoCal 2050 policy update efforts on these elements but will consider changes if feedback is received through engagement with stakeholders and Regional Council members.

Vision

A healthy, prosperous, accessible and connected region for a more resilient and equitable future.

Goals

Mobility: Build and maintain a robust transportation network.

Communities: Develop, connect, and sustain livable and thriving communities.

Environment: Create a healthy region for the people of today and tomorrow.

Economy: Support a sustainable, efficient and productive regional environment that provides opportunities for all.

REGIONAL PLANNING POLICIES AND IMPLEMENTATION STRATEGIES

Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. They serve as a compass for SCAG's planning and funding programs and help to set priorities for the agencies work. They can also serve as a resource for County Transportation Commissions, local jurisdictions, and others as specific references to demonstrate alignment with Connect SoCal when seeking resources from state or federal programs.

Underneath each Regional Planning Policy are Implementations Strategies which articulate priorities for SCAG efforts in fulfilling the Regional Planning Policies. These are areas where SCAG leads, such as through the administration of funding programs.

Policy and Strategy Updates

The policy development process for Connect SoCal 2050 will focus on revising the Regional Planning Policies and Implementation Strategies to reflect emerging issues and challenges the region is expected to face in the near and long term. Draft updates to these policy elements are to be completed in summer 2027 in advance of releasing the draft plan in fall 2027. Regional Planning Policies and Implementation Strategies will then be finalized in winter 2028 in preparation for adoption of Connect SoCal 2050.

AREAS OF FOCUS

The Final Policy Development Framework will identify the key issues as areas of focus to guide the update of policies and strategies in Connect SoCal 2050.

EMERGING ISSUES

Staff is gathering multiple inputs to help identify the emerging issues to focus on for this planning cycle. This includes analysis like the State of the Region Report and other studies currently underway.

Staff is also conducting early public outreach and engaging policy stakeholder working groups in spring 2026 to understand which issues are most pressing to them.

Finally, staff is leading a project called Connect SoCal Futures. Connect SoCal Futures aims to engage a diverse and representative group of key stakeholders across the SCAG region in identifying major trends and exploring a range of plausible futures beyond the expectations of standard planning analysis. These stakeholder perspectives are a new input to inform emerging issues and identify which policies are resilient in advancing the goals of the region in the face of plausible alternative futures.

POLICY DEVELOPMENT LEADERSHIP

Policy discussions that occur during SCAG's Policy Committee meetings provide valuable direction to staff on areas for further research, potential strategies to address regional challenges, and priorities for what to include in the proposed plan.

MAIN POLICY COMMITTEES

Staff will bring forward informational and discussion items related to the relevant Regional Planning Policies and Implementation Strategies to each Policy Committee: highlighting context and data from staff research; perspectives from academics, researchers or policy experts; insights from local practitioners; and best practices to address Connect SoCal implementation. The plan topics discussed during development of Connect SoCal 2024 by each Policy Committee are outlined in the table below. These topics may change as part of the Connect SoCal 2050 Regional Planning Policies update process but illustrate the types of subject-specific topics that may be discussed at each Policy Committee this cycle.

Example: Connect SoCal 2024 Policy Committee Topic Areas

TRANSPORTATION COMMITTEE	COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE	ENERGY AND ENVIRONMENT COMMITTEE
<i>Regional Planning Policies</i>		
Mobility <ul style="list-style-type: none"> • System Preservation and Resilience • Complete Streets • Transit and Multimodal Integration • Transportation Demand Management • Transportation System Management • Technology Integration • Safety • Funding the System/User Pricing Economy <ul style="list-style-type: none"> • Goods Movement • Broadband • Universal Basic Mobility • Tourism 	Environment <ul style="list-style-type: none"> • Sustainable Development Communities <ul style="list-style-type: none"> • Priority Development Areas • Housing the Region • 15 Minute Communities • Equitable Engagement and Decision-Making Economy <ul style="list-style-type: none"> • Workforce Development • Tourism 	Environment <ul style="list-style-type: none"> • Sustainable Development • Air Quality • Clean Transportation • Natural and Working Lands Preservation • Climate Resilience
		<ul style="list-style-type: none"> • PEIR • Transportation Conformity • Environmental Justice • SB 375 Technical Methodology

JOINT POLICY COMMITTEE

The issues facing the region are intersectional and often do not neatly fit within one committee. For that reason, it is occasionally necessary to hold a Joint Policy Committee meeting of members from all three Policy Committees (Transportation; Community, Economic and Human Development; and Energy and Environment) to share pertinent information, discuss key plan development issues or seek coordinated actions or recommendations.

SPECIAL CONNECT SOCIAL 2050 SUBCOMMITTEE

To provide additional leadership on overarching policy development for Connect SoCal, staff is recommending the establishment of a special Connect SoCal 2050 Subcommittee.

The subcommittee will be comprised of at least two members from each of the three Policy Committees with representation across the region and may include up to three ex-officio members to provide additional policy perspective. The President of the Regional Council will appoint members to the Connect SoCal 2050 Subcommittee. The main responsibility of the subcommittee will be to advance recommendations to SCAG Policy Committees on the following items:

- Final Policy Development Framework
- Draft Plan Policies: proposed updates to the Regional Planning Policies and Implementation Strategies prior to release of draft Connect SoCal 2050.

- Final Plan Policies: last updates to Regional Planning Policies and Implementation Strategies given feedback from public comment period of the draft plan.

In addition to the above responsibilities, the Subcommittee will also be engaged in discussions regarding the plan Performance Measures and updates on public outreach to inform the policy considerations. The Connect SoCal 2050 Subcommittee is expected to convene between summer 2026 and winter 2028 and will be dissolved when Connect SoCal 2050 is adopted by the Regional Council in spring 2028.



AGENDA ITEM 3

REPORT

Southern California Association of Governments
May 7, 2026

To: RC - Regional Council

EXECUTIVE DIRECTOR'S
APPROVAL

From: Courtney Aguirre, Department Manager
213-236-1990, aguirre@scag.ca.gov

Subject: 2028 Games Regional Transportation Demand Management (TDM)
Approach

RECOMMENDED ACTION:

Approve the 2028 Games Regional Transportation Demand Management (TDM) Approach; direct the Executive Director to take the necessary administrative actions to program resources; and pursue additional funding.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The 2028 Olympic and Paralympic Games (Games) Regional Transportation Demand Management (TDM) Approach (Regional Approach) establishes a coordinated strategy to manage passenger and freight travel during the Games, with a particular focus on reducing background travel demand—the everyday trips that normally fill the system—to maintain safe and reliable operations. It outlines a shared vision, goals, programmatic categories, high impact strategies, roles and responsibilities, and key implementation milestones. The Regional Approach provides the foundation for advancing Games related TDM efforts across Southern California and will inform development of the forthcoming Regional TDM Strategic Plan (Strategic Plan). This work aligns with SCAG's role as the Games Mobility Executives (GME) TDM lead and with SCAG's Games Mobility Program Development Framework, approved by the Regional Council in September 2025. At its April 9, 2026 meeting, the Transportation Committee recommended that the Regional Council approve the Regional Approach. At the May 7, 2026 Regional Council meeting, SCAG's Chief Planning Officer, Sarah Jepson, will highlight critical components of the Regional Approach and outline next steps for implementation.

BACKGROUND:

As the GME TDM lead for the Games, SCAG is leading the development of a regional passenger and freight TDM strategy to guide coordinated policies, programs, and projects implemented by SCAG, LA28, transportation agencies, freight industry stakeholders, local jurisdictions, and other partners.

This work builds on SCAG’s existing TDM efforts, including the region’s first [TDM Strategic Plan](#) published in 2019, and leverages partner initiatives such as [Los Angeles County Metropolitan Transportation Authority's \(LA Metro\) TDM Master Plan](#) and [Orange County Transportation Authority's \(OCTA\) TDM Plan](#). In addition, this work builds on SCAG’s past freight efforts, including the Last Mile Delivery Study, published in 2020, which assessed the use of curbs for deliveries, and the magnitude of other curbs uses competing for curbspace in the study area of the City of Los Angeles. SCAG’s Games TDM efforts are grounded in the [Games Mobility Program Development Framework](#), which guides SCAG’s broader Games-related work.

In partnership with GME members and other key stakeholders, SCAG developed the Games Regional TDM Approach to support coordinated implementation of TDM strategies across the region in advance of and during the Games. The document outlines the program’s vision, goals, programmatic categories, high-impact strategies, roles and responsibilities, and key implementation milestones. Its development was informed by research, analysis, and stakeholder engagement across public agencies, local jurisdictions, transportation providers, and private sector partners. The Regional Approach serves as a precursor to the Games Regional TDM Strategic Plan, which will provide a more detailed timeline of the phased approach, incorporate insights from Games travel demand modeling analysis, and establish performance metrics to monitor progress and refine implementation.

VISION AND GOALS

The vision for the Games TDM Strategy is to deliver a connected, safe, and reliable travel experience for everyone during the Games, while laying the foundation for a lasting mobility legacy. This vision recognizes the Games as a catalyst—not only to manage short-term travel demand, but to accelerate lasting shifts toward more sustainable, efficient, and multimodal travel across the region.

The Games TDM strategy is guided by three core goals that reflect the region’s priorities for both Games-time operations and long-term mobility outcomes. These include: 1) enabling informed travel and logistics decisions through clear and accessible information; 2) ensuring safe and reliable movement of people and goods during the Games; and 3) strengthening regional coordination and partnerships to support lasting mobility improvements. Together, these efforts aim to encourage multimodal travel, reduce congestion during peak travel periods, and improve mobility, air quality, and transportation system performance across passenger and freight networks during and after the Games.

At the core of the Games’ TDM Strategy is a regionwide objective to reduce background travel demand—the everyday commutes, errands, flow of goods, and other routine trips that normally fill the system. The collective aim is to lower this typical day-to-day demand during the Games to support safe, reliable travel and system operations, even with additional Games-related travel. The [City of Los Angeles’ bid](#) identified a target of approximately a 15 percent reduction in background travel demand during the Games. This target serves as a planning benchmark to guide strategy development,

prioritize investments, and assess effectiveness. As planning advances and additional data and modeling insights become available, this target will continue to be refined and may be considered at a more granular level, including venue-specific modal targets.

PROGRAMMATIC CATEGORIES

Given the scale and complexity of the region, successful implementation will rely on a coordinated regional approach that leverages the capabilities of multiple partners. SCAG will lead select regionwide initiatives, while many other strategies will be advanced by partners in alignment with their roles and expertise, with support from SCAG through coordination, technical assistance, and funding where feasible. This approach enables the region to build on existing efforts, scale proven strategies, and tailor solutions to local contexts while maintaining overall regional alignment and consistency.

With support from SCAG's Regional Council, SCAG will coordinate with partners to advance TDM initiatives that align with the following categories:

- **Regional Communications and Outreach** - A coordinated regional communications and outreach campaign is critical to the success of the Games, given its ability to scale across the region and deliver targeted travel guidance. Effective communications will shape travel behavior, promote sustainable travel options, and help manage demand before and during the Games.
- **Regional Wayfinding** - Effective wayfinding supports the smooth movement of people and goods, manages crowd flows, and creates a clear, intuitive travel experience for everyone. During the Games, wayfinding plays an especially important role in encouraging the use of more efficient travel modes and operational approaches by guiding travelers and freight delivery operators across their entire journey—from arrival at airports, to transit connections, to access around venues and key destinations. A comprehensive approach includes physical signage, digital tools, and on-the-ground support. Digital trip planning tools, along with transportation ambassadors and volunteers, can reinforce messaging, provide tailored guidance, and support multilingual accessibility for both residents and visitors.
- **Mobility and Access Programs** - A coordinated set of programs and operational strategies is needed to expand multimodal travel options, influence travel behavior, and improve access to venues and key destinations. These efforts will support efficient passenger and freight movement by enhancing existing systems where there are gaps, deploying targeted services, and improving first/last mile connectivity.
- **Regulatory and Operational Policies** - Policies and operational strategies that manage travel demand, curb space, and goods movement are critical for supporting safe and reliable operations during the Games. These policies will be implemented by local and regional partners, including employers and freight industry stakeholders, and tailored to specific groups to reduce congestion, enhance safety, prioritize critical movements, and support

multimodal access. Regional coordination of policies will be essential to ensure consistency and alignment.

Depending on the strategy and implementation context, SCAG may play several complementary roles in advancing Games-related TDM initiatives. These roles include:

- **Lead** – SCAG leads project development and implementation of select regionwide initiatives.
- **Support** – SCAG provides funding and/or technical assistance to advance partner-led TDM initiatives.
- **Partner** – SCAG works jointly with public or private partners to advance TDM strategies that require shared leadership.
- **Amplify** – SCAG leverages, promotes, and aligns existing partner initiatives to maximize regional impact.

For more detail on the programmatic categories, high-impact strategies, and proposed roles and responsibilities, please see the attached **2028 Games Regional TDM Approach**.

IMPLEMENTATION APPROACH

SCAG will advance and support Games TDM initiatives through a partnership-driven and data informed approach, working collaboratively with public and private partners to deliver high impact strategies. Building on the model established through SCAG’s Regional Pilot Initiative Program (RPI), SCAG will focus on close coordination with agencies, private partners, and other key stakeholders to identify, develop, and implement projects. SCAG is also conducting Games travel demand modeling and other technical analyses to help target resources and interventions in areas with the greatest anticipated impacts.

To maximize available resources, SCAG is utilizing a multipronged funding approach that leverages several federal programs—including the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, the Surface Transportation Block Grant (STBG) Program, and Federal Highway Administration (FHWA) planning funds. Each funding source supports different types of activities and has specific eligibility requirements, enabling SCAG to fund a broad range of planning, communications and outreach, technical assistance, and implementation efforts for both passenger and freight TDM strategies.

To date, as a part of SCAG’s annual Overall Work Program for FY25 and FY26, the Regional Council has approved approximately \$20 million in CMAQ, STBG, and FHWA Planning funds to support SCAG’s Games Mobility Program, with about \$13.5 million dedicated to advancing the Games TDM strategy. As noted in the progress report to the Executive Administration Committee in March, staff is now seeking approval to obligate an additional \$14.8 million in CMAQ and STBG funds to further support Games TDM efforts. Pending Regional Council approval, total funding allocated for the Games TDM strategy would amount to approximately \$28 million. Staff will return to the Regional Council for

approval of any contracts in support of the work and continue to provide updates with more specificity as project concepts are further defined.

The current budget is proposed to be allocated across the following key programmatic categories based on anticipated impact, scalability, and the level of resources required to advance each category.

- **Regional Communications and Outreach** – Reflects the scalability of communications strategies and their ability to deliver broad, regionwide benefits across multiple audiences.
- **Regional Wayfinding** – Supports the development of consistent, regionwide guidance and provides targeted funding to advance implementation.
- **Mobility and Access Programs** – Accounts for a range of initiatives that may be more cost-intensive, with costs varying based on project scale and complexity.
- **Regulatory and Operational Policies** – Anticipated to be advanced through SCAG’s existing staff and consultant resources.

SCAG is currently working with regional partners to identify and secure additional local, state, federal, and private sector funding to support implementation of the Games TDM Strategy.

TIMELINE

Implementation of the regional TDM strategy will occur in phases:

- **2026:** The Regional TDM Strategic Plan will be finalized by summer 2026, followed by project development and early implementation, including SCAG support for partner-led projects and continued development of regionwide resources. SCAG will also complete the Regional Communications Strategy by the end of 2026. In addition, SCAG will evaluate TDM efforts implemented for the 2026 FIFA World Cup to identify lessons learned and inform Games-time planning.
- **2027:** SCAG and regional partners will begin phased deployment of TDM strategies, including communications campaigns and partner-led initiatives designed to support regional preparedness in advance of the Games. SCAG will also assess TDM strategies and operational approaches used for the 2027 Super Bowl to further refine regional readiness and identify opportunities to strengthen multimodal access and demand management.
- **2028:** TDM strategies will be operational across the region to support Games-time travel and logistics management. After the Games, SCAG and regional partners will evaluate outcomes and work to institutionalize effective strategies that strengthen the region’s ability to manage future high-demand events, improve everyday mobility, and support a more reliable and resilient transportation network.

NEXT STEPS

Pending approval from the Regional Council, staff will coordinate with key partners and stakeholders to implement the Regional Approach and advance strategies outlined in the guiding document. SCAG staff will return to the Transportation Committee and Regional Council with the final Games Regional TDM Strategic Plan this summer.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2025-2026 Overall Work Program. Upon Regional Council approval, staff will work toward obligating an additional \$14.8 million in CMAQ and STBG funds for the Games TDM Strategy.

ATTACHMENT:

1. 2028 Games Regional TDM Approach
2. PowerPoint Presentation - RC_2028 Games Regional TDM Approach

2028 GAMES

APRIL 6, 2026

Regional TDM Approach





Acknowledgements

The 2028 Games Regional TDM Approach was developed in coordination with members of the Games Mobility Executives Transportation Demand Management Subcommittee and participants of the Regional Passenger and Freight TDM Forums.



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I OVERVIEW

The 2028 Olympic and Paralympic Games (“LA28 Games” or “Games”) will bring millions of visitors to Southern California and generate unprecedented travel demand across the region’s transportation network. Successfully managing this surge in travel - while maintaining the daily movement of residents, commuters, and goods - will require coordinated action across jurisdictions, agencies, and industry partners to ensure that people and goods can move safely and reliably throughout the region. Transportation Demand Management (TDM) will play a critical role in meeting this challenge. While infrastructure investments and transit service enhancements are essential, they alone are not sufficient to accommodate the scale of travel associated with the Games. TDM strategies will influence how, when, and why people and goods travel, helping shift trips to more efficient modes, encourage off-peak travel, and reduce congestion across the transportation network.

As the Metropolitan Planning Organization for the six-county Southern California region and the lead agency for the Games Mobility Executives (GME) TDM Subcommittee, Southern California Association of Governments (SCAG) is coordinating the development and implementation of a regional TDM strategy for both passenger and freight travel. This effort builds on SCAG’s prior work, including the TDM Strategic Plan,¹ Connect SoCal 2024,² and other regional initiatives and plans such as Los Angeles County Metropolitan Transportation Authority’s (LA Metro’s) TDM Master Plan³ and Orange County Transportation Authority (OCTA’s) TDM Plan.⁴ In coordination with regional partners, SCAG developed this Games Regional TDM Approach (“Regional Approach”) to guide the effort and lay the foundation for the Regional Games TDM Strategic Plan (“Strategic Plan”).

This Regional Approach establishes a guiding vision, goals, programmatic categories, and an implementation approach to support coordinated planning and deployment of TDM strategies in advance of and during the LA28 Games, while also advancing long-term regional mobility goals. Building on the Regional Approach’s foundation, the forthcoming Strategic Plan will provide a more detailed roadmap for regional TDM implementation, including priority strategies, implementation pathways, potential funding approaches, and performance metrics.



I WHAT IS TDM?

TDM refers to a set of strategies designed to influence how, when, and why people and goods travel in order to improve the efficiency and reliability of the transportation system. For the 2028 Games, TDM is a critical complement to infrastructure and service investments. While physical improvements expand capacity, TDM focuses on managing demand by reducing peak congestion, shifting travel to more efficient modes and times, and optimizing use of the existing transportation network.

This Games TDM Regional Approach addresses both passenger and freight travel, recognizing that the region's mobility system must support not only spectators and commuters, but also the continuous movement of goods and services that underpin daily life and economic activity.



Passenger TDM focuses on influencing individual travel behavior to reduce reliance on single-occupancy vehicles and encourage the use of transit, walking, biking, shared mobility, and off-peak travel. During the Games, passenger TDM will be essential to manage surges in spectator and workforce travel, reducing background congestion, and supporting a transit-first approach, while ensuring that residents, workers, and visitors can continue to move reliably throughout the region.



Freight TDM focuses on improving the efficiency and reliability of goods movement while minimizing disruptions to businesses and supply chains. This includes strategies such as shifting delivery schedules, optimizing routes, adjusting logistics operations, and coordinating curb access. Given Southern California's role as a major national and global logistics hub, maintaining freight mobility during the Games is critical to supporting local businesses, regional supply chains, and economic activity.

An integrated approach to passenger and freight TDM is essential. Prioritizing one without the other can lead to unintended consequences, such as supply chain disruptions or increased congestion and curb conflicts. This approach ensures that both people and goods can move safely, efficiently, and reliably during the Games.

I GAMES GOVERNANCE

Mobility planning for the 2028 Games is led by the Games Mobility Executives (GME), a coordinating body composed of key transportation agencies and stakeholders, including LA28, the City of Los Angeles Mayor’s Office, LA Metro, Metrolink, the California Department of Transportation (Caltrans), the Los Angeles Department of Transportation (LADOT), and SCAG. The GME is responsible for planning, coordinating, and aligning mobility strategies across the region, working through a series of subcommittees to advance priority areas such as transportation demand management, communications, and operations.

Together with regional partners, the GME is developing a comprehensive mobility strategy centered on a “transit-first” approach, supported by coordinated TDM strategies and targeted investments. Within this structure, SCAG serves as the lead agency for the GME TDM Subcommittee, guiding the development and coordination of the regional passenger and freight TDM strategy. The table below lists the GME Subcommittees and the associated GME lead agencies.

Table 1 GME Subcommittees

GME Subcommittee	GME Lead Agency
Accessibility	City of Los Angeles
Communications and Outreach	LA28
Countywide Bus Only Lanes	LA Metro
First/Last Mile and Open Streets	LADOT
Games Enhanced Transit Service (GETS)	LA Metro
Games Route Network (GRN) / Integrated Traffic Management (ITM)	Caltrans
Heat	LA Metro
Key Stations / LRT Improvements	LA Metro
Mapping	LA28
Mobility Hubs	LA Metro
Modeling	LA Metro
Passenger and Freight Transportation Demand Management (TDM)	SCAG
Regional Rail	Metrolink
Wayfinding	LA Metro

SCAG's Role

Building on its role as the MPO and lead agency for the GME TDM Subcommittee, SCAG is advancing a coordinated, regionwide approach to passenger and freight TDM for the 2028 Games. SCAG advances this work through two complementary structures.

- » **SCAG's Games Mobility Program**, which provides the overarching framework for SCAG's Games-related work and establishes objectives to guide the development and implementation of the Games TDM strategy.
- » **GME TDM Subcommittee**, which serves as the primary forum for coordination, strategy development, and partner alignment.

Within this structure, SCAG's role is focused on leading regionwide initiatives, enabling coordinated regional action, and supporting partner-led implementation. The core elements of SCAG's approach include:

- » **Regional Coordination** – Convening agencies and stakeholders, facilitating collaboration across jurisdictions, and aligning strategies and communications such as through regional TDM forums.
- » **Project Development and Implementation** – Leading select regionwide initiatives, such as a coordinated communications and outreach campaign.
- » **Technical Assistance** – Providing guidance, toolkits, templates, and best practices to support partner deployment of TDM strategies.
- » **Funding Support** – Supporting partner-led initiatives where funding is available and aligned with program priorities.
- » **Leveraging Existing Efforts** – Amplifying and coordinating existing programs and initiatives across the region to maximize impact.



VISION AND GOALS

The vision for the Games TDM Strategy is to deliver a connected, safe, and reliable travel experience for everyone during the Games, while laying the foundation for a lasting mobility legacy. This vision recognizes the Games as a catalyst—not only to manage short-term travel demand, but to accelerate lasting shifts toward more sustainable, efficient, and multimodal travel across the region.

The Games TDM strategy is guided by three core goals that reflect the region’s priorities for both Games-time operations and long-term mobility outcomes. These include:

- 1 Enabling informed travel and logistics decisions through clear and accessible information;
- 2 Ensuring safe and reliable movement of people and goods during the Games; and
- 3 Strengthening regional coordination and partnerships to support lasting mobility improvements.

Together, these efforts aim to encourage multimodal travel, reduce congestion during peak travel periods, and improve mobility, air quality, and transportation system performance during and after the Games.

At the core of the Games TDM Strategy is a regionwide objective to reduce background travel demand—the everyday commutes, errands, deliveries, and other routine trips that normally fill the system. The collective aim is to lower this typical day-to-day demand during the Games to support safe, reliable travel and system operations, even with additional Games-related travel. The City of Los Angeles’ bid⁵ identified a target of approximately a 15 percent reduction in background travel demand during the Games. This target serves as a planning benchmark to guide strategy development, prioritize investments, and assess effectiveness. As planning advances and additional data and modeling insights become available, this target will continue to be refined and may be considered at a more granular level, including venue-specific modal targets.

Core Goals



TDM STRATEGIES AND ROLES AND RESPONSIBILITIES

To advance this vision and achieve these goals, SCAG, in collaboration with GME partners and other stakeholders, has identified critical, high-impact TDM strategies that are essential in managing travel demand during the Games. Strategy development was informed by extensive research, analysis of existing TDM conditions in Southern California, and robust stakeholder engagement across the region, including collaboration with GME agencies, transportation agencies, local jurisdictions, county transportation commissions (CTCs), airports, freight and logistics operators, transportation management associations and organizations (TMAs/TMOs), and private sector partners, among others.

Given the scale and complexity of the region, successful implementation will rely on a coordinated regional approach that leverages the capabilities of multiple partners. While SCAG will lead select regionwide initiatives, many strategies will be advanced by partners in alignment with their roles, authorities, and expertise, with support from SCAG through coordination, technical assistance, and, where feasible, funding. This approach enables the region to build on existing efforts, scale proven strategies, and tailor solutions to local contexts while maintaining overall regional alignment and consistency.

With support from SCAG's Regional Council, SCAG will coordinate with partners to advance TDM projects and policies that align with the following categories:



REGIONAL COMMUNICATIONS AND OUTREACH



MOBILITY AND ACCESS PROGRAMS



REGIONAL WAYFINDING



REGULATORY AND OPERATIONAL POLICIES

Depending on the strategy and implementation context, SCAG may play several complementary roles in advancing Games-related TDM initiatives. These roles include:



Lead

SCAG leads project development and implementation of select regionwide initiatives.



Support

SCAG provides funding and/or technical assistance to advance partner-led TDM initiatives.



Partner

SCAG works jointly with public or private partners to advance TDM strategies that require shared leadership.



Amplify

SCAG leverages, promotes, and aligns existing partner initiatives to maximize regional impact.

An overview of the programmatic categories, high-impact strategies, and proposed roles and responsibilities is provided below. The proposed partner roles and responsibilities largely reflect work already underway or planned, as well as activities aligned with each agency’s roles, authority, and expertise. These roles may continue to evolve as planning progresses.

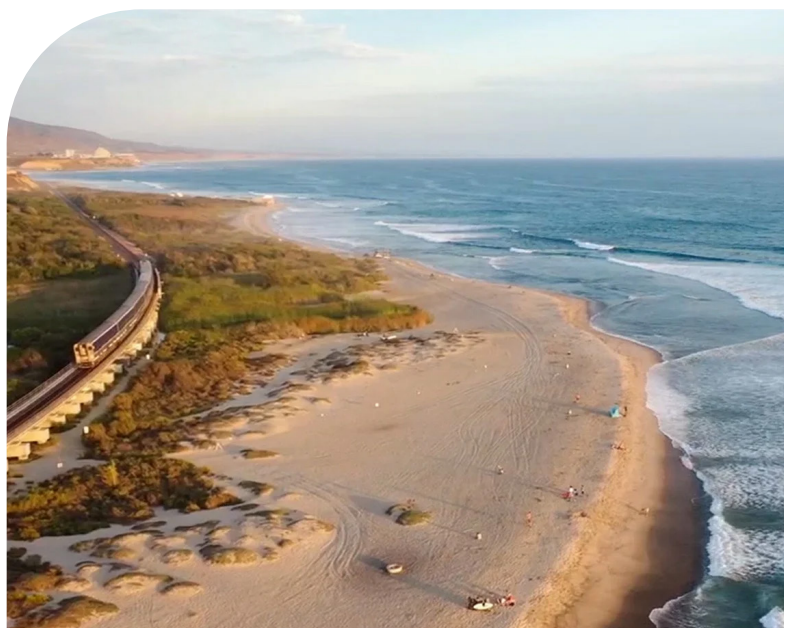




Table 2 SCAG Roles: Communications and Outreach

Strategy	Key Responsibilities	SCAG Roles
Regional Communications Campaign	Develop a detailed communications and outreach implementation plan. This will include conducting a regionwide needs assessment and an audit of partners' communications channels; identifying key outreach channels, formats, and touchpoints; developing a messaging matrix segmented by audience type; and establishing a detailed timeline for phased implementation.	★
	Create communications materials for a public-facing communications campaign that can be adapted across platforms and tailored to different audiences.	★
	Disseminate Games TDM communications, including securing targeted regionwide ad buys, and sharing SCAG-developed communications materials and templates with partners.	★
	Conduct targeted outreach to key audiences (e.g., residents, spectators, workforce, businesses, freight stakeholders). This may include providing targeted travel advice and resources to groups near transportation hot spots, and venue zones, via workshops and consultations, mailers, emails, social media, and newsletters, among other forms of outreach.	★ 🗣️
Central Information Platform/Digital Assets	Develop and maintain a public-facing central "Know Before You Go" Games TDM landing webpage that serves as the "single source of truth" for the Games for spectators, residents, commuters, and the freight industry. This will include Games-related information for passengers and freight stakeholders in the region; this will include details on GETS pick-up and drop-off locations, fan fests, mobility hubs, park-and-ride locations, venue-area delivery windows and restrictions, detour routes, and other critical travel updates.	★
	Develop and manage a centralized information hub for partner agencies and other key stakeholders to serve as a repository for Games TDM communications and resources. SCAG will develop communications toolkits tailored to partner type, such as businesses/employers, local jurisdictions, freight stakeholders, and transit operators, among others, to support localized outreach and implementation. SCAG will also compile partner-developed Games content to ensure all relevant material is stored in one location and accessible to partners.	★ 🗣️
	Convene regular communications check-ins with partner agencies (targeted by agency type- e.g., COGs, transit operators, etc.) to align messaging, review communication toolkits, and coordinate any needed adaptations or pivots.	★
Coordinated Alignment Check- Ins	Convene regular communications check-ins with partner agencies (targeted by agency type- e.g., COGs, transit operators, etc.) to align messaging, review communication toolkits, and coordinate any needed adaptations or pivots.	★

Task Initiated:
2025-26
2027
2028

Role:
★ Lead
⚙️ Support
🤝 Partner
🗣️ Amplify



Table 3 Partner Roles: Communications and Outreach

Strategies	Key Responsibilities	Partners Involved
Primary Communications To Games Audiences	Lead direct communications to Games-specific audiences (i.e., athletes, media, ticket holders), including travel guidance and venue access information.	LA28
Regional Message Dissemination	Disseminate SCAG- and LA28-developed materials through communication channels (websites, newsletters, social media, meetings).	LA28; Venue Cities; Freight Stakeholders; Caltrans; GME; Non-venue Cities; CTCs; COGs; TMAs/TMOs; Tourism Bureaus
Targeted Outreach and Engagement	Conduct targeted outreach to key groups (residents, businesses, logistics operators, communities near venues and corridors).	LA28; Caltrans; Venue Cities; GME; Non-venue Cities, CTCs; COGs; TMAs/TMOs; Tourism Bureaus
Freight-Specific Communications and Coordination	Communicate delivery restrictions, routes, and operating windows; provide industry input and advisory support.	Freight Industry Stakeholders; LA28; Caltrans; Venue Cities
Message Tailoring and Amplification	Adapt and amplify regional messaging for specific audiences (commuters, visitors, businesses, communities).	Venue Cities; LA28; GME (e.g., LA Metro); Non-venue Cities; Freight Industry Stakeholders; CTCs; COGs; TMAs/TMOs; Tourism Bureaus; Transit operators
Stakeholder Coordination and Input	Provide feedback and identify needs to inform messaging, tools, and outreach strategies (see SCAG Coordinated Alignment Check ins).	Freight Stakeholders; GME; Non-venue Cities; CTCs; COGs; TMAs/TMOs; Tourism Bureaus
Localized Travel Guidance and Impact Communication	Provide location-specific travel guidance, expected impacts, and recommended travel options.	Venue Cities
Local Access and Operations Communication	Communicate local access plans, including street closures, detours, parking restrictions, curb use, and delivery protocols.	Venue Cities; Non-venue Cities; LA28 (security perimeters, freight protocols); Caltrans (GRN routes)

Task Initiated: 2025-26 2027 2028



Table 4 SCAG Roles: Regional Wayfinding

Strategy	Key Responsibilities	SCAG Roles
Physical Wayfinding	Conduct a regionwide needs assessment to evaluate partner capacity to deploy wayfinding, including in-house fabrication capabilities, procurement processes, and resource needs.	★
	Promote wayfinding guidance and resources developed by partners, such as LA28's look and signage guidelines.	🔊
	Establish partnerships with private partners where feasible to support wayfinding efforts.	★ 🤝
	Provide technical assistance and support for wayfinding at regional transportation and intermodal facilities, such as airports, to promote regional connectivity and seamless transfer between modes of travel.	⚙️ 🤝
Digital Wayfinding	Coordinate with partners on community trip planning solutions (e.g., Google Maps, Apple Maps, Games-related apps, etc.) to ensure a more seamless user experience.	🤝 🔊
	Promote TDM messaging in official LA28 trip planning apps.	🔊

Task Initiated:

2025-26
2027
2028

Role: ★ Lead ⚙️ Support 🤝 Partner 🔊 Amplify



Table 5 Partner Roles: Regional Wayfinding

Strategies	Key Responsibilities	Partners Involved
Wayfinding Standards and System Design	Develop official design standards, signage guidelines, and system frameworks to ensure consistency across regions and modes.	LA28 (lead); Others: SCAG, LA Metro (partners who will amplify)
Wayfinding Planning, Tools and Implementation Support	Develop toolkits (e.g., kit-of-parts), deployment strategies, installation/removal plans, and maintenance processes; conduct pilot testing to validate design and user experience.	LA Metro
Digital Wayfinding and Trip Planning Integration	Develop and integrate trip planning tools and applications; incorporate Games-related data (venues, routes, disruptions) into regional and third-party platforms.	LA28; LA Metro
Transportation Ambassadors / Volunteers	Recruit, train, deploy, and coordinate volunteers to provide on-the-ground navigation assistance at venues, stations, and key locations.	LA28; LA Metro; Metrolink; Venue Cities; Transit Operators; Other Partners
Physical Wayfinding Deployment (Multi-Jurisdictional)	Plan, install, and manage wayfinding signage across venues, transit systems, highways, local streets, airports, and other key locations, including GRN and detour routes.	LA28; LA Metro; Caltrans; Venue Cities; Transit Operators; Other Partners (e.g., Non-Venue Cities, Airports, etc.)
Freight Wayfinding and Data Integration	Provide advisory input and integrate traffic and routing data into freight dispatch, scheduling, and routing systems to support delivery planning and operations.	Freight Industry Stakeholders

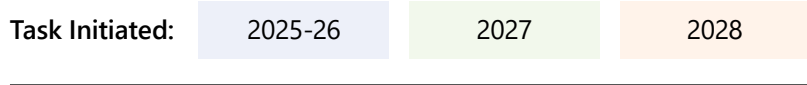




Table 6 SCAG Roles: Mobility and Access Programs

Strategies	Key Responsibilities	SCAG Roles
Expanded Mobility Options	Provide support for the targeted use of mobility services to bridge gaps in areas with the most demonstrated need. Examples of services: micromobility, microtransit, and shuttle programs.	
	Support transit/bikeshare pass promotional programs in partnership with others, such as GME agencies, transit operators, TMAs/TMOs, airports, tourism bureaus, hotels, etc.	
	Provide support for incentives and rewards programs that promote car/vanpooling to residents and workers.	
	Provide support and technical assistance to TMA/TMOs to expand their reach and/or scope to meet Games and legacy needs.	
Freight And Delivery Solutions	Provide support for the use of delivery lockers; cargo bikes; and staging/consolidation hubs.	

Task Initiated: 2025-26 2027 2028

Role: ★ Lead Support Partner Amplify








Table 7 Partner Roles: Mobility and Access Programs

Strategies	Key Responsibilities	Partners Involved
Transit Service Planning and Operations (Gets and Core Service)	Plan, coordinate, and deliver enhanced transit services (e.g., GETS), including service expansion, station improvements, and prioritization of existing riders.	LA Metro; Transit Operators
Mobility Hubs, First/ Last Mile and Open Streets	Plan and implement mobility hubs and first/last mile solutions; support Open Streets activations; provide technical assistance and funding programs to partners.	LA Metro; Venue Cities
Fare Integration and Payment Systems	Develop integrated fare strategies and deploy interoperable, open-loop payment systems across operators.	LA Metro; OCTA; CTCs; Transit Operators; Regional Rail Partners
Roadway and Network Management (GRN)	Develop and implement the Games Route Network (GRN), including dedicated lanes and coordination across state and local systems.	Caltrans; Venue Cities
Regional Rail Coordination	Develop and deliver coordinated regional rail service plans and agreements between passenger and freight operators to ensure service reliability and capacity.	Metrolink; Regional Rail Partners
Local Mobility and Infrastructure Enhancements	Implement local mobility services (e.g., shuttles, micromobility, microtransit) and deliver infrastructure improvements (active transportation, pedestrian, bike facilities, wayfinding).	Venue Cities
Service Coordination and Customer Information	Coordinate across agencies on service planning, fare integration, and customer-facing information to ensure a seamless user experience.	LA Metro; Transit Operators; Regional Rail Partners
Commute Programs and Demand Management	Promote and expand rideshare, carpool, vanpool, and employer-based commute programs; integrate existing TDM services into regional strategy.	CTCs; AQMD; Rule 2202 agencies

Task Initiated: 2025-26 2027 2028



Table 8 SCAG Roles: Regulatory and Operational Policies

Strategies	Key Responsibilities	SCAG Roles
Regional Coordination	Facilitate regional coordination to promote consistency in policy approaches while allowing for local flexibility. Partner with LA28, GME, and other regional agencies to develop an approach for alignment and consistency and to amplify and support policy approaches.	
Policy Alignment	Conduct outreach and engagement with stakeholders (e.g., cities, employers, freight operators) to encourage early adoption and alignment of policies.	
Core Policy – Curb Space And Parking	Provide technical assistance, best practices, and case studies to support local jurisdictions, businesses, freight partners, agencies, and other stakeholders in designing and implementing Games-related curb space and parking policies.	
Core Policy – TNC Pick Up/Drop Off	Provide technical assistance, best practices, and case studies to support local jurisdictions, agencies, venues, and other stakeholders in designing and implementing TNC pick up and drop off policies.	
Core Policy – Freight Off-Peak Deliveries And Rerouting	Provide technical assistance, best practices, and case studies to support local jurisdictions, freight partners, agencies, employers, and other stakeholders in designing and implementing freight strategies for the Games, including rerouting and off peak delivery approach policies.	

Task Initiated: 2025-26 2027 2028

Role:  Lead  Support  Partner  Amplify



Table 9 Partner Roles: Regulatory and Operational Policies

Strategies	Key Responsibilities	Partners Involved
Regional Policy Coordination and Alignment	Coordinate across jurisdictions to align local policies with broader regional Games mobility strategies.	LA28; Venue Cities; GME
Venue Access, Security and Accreditation Policies	Establish and enforce venue access controls, accreditation requirements, and security perimeter policies.	LA28
Highway And Arterial Traffic Management Policies	Implement and enforce highway and arterial management via the Games Route Network (GRN).	Caltrans (lead); Venue Cities; LA28; GME
Local Traffic and Curb Management Policies	Implement and enforce traffic management strategies (e.g., street closures, special event permitting), curb space regulations, parking management (pricing, access), and loading zone controls.	LA28; Venue Cities
Shared Mobility and Local Regulatory Controls	Establish and enforce regulations for TNCs, micromobility, and other shared mobility services to manage demand. Ensure coordination at venues, venue cities, mobility hubs, and Games Enhanced Transit System (GETS) sites.	Venue Cities; Venues; LA28; GME (e.g., LA Metro); TNC and Micromobility Operators
Construction and Network Operations Management	Implement moratoriums on highway and major corridor construction to preserve network capacity during the Games.	Caltrans; Venue Cities
Freight Operations and Delivery Management	Implement operational policies, including off-peak delivery programs, adjusting delivery windows, coordinating consolidation/staging strategies, and optimizing routing to reduce conflicts with passenger travel.	LA28; Businesses; Freight Industry Stakeholders
Employer-Based Travel Demand Policies	Implement workplace strategies such as telework, flexible schedules, and staggered shifts to reduce peak travel demand.	Employers / Businesses; AQMD

Task Initiated: 2025-26 2027 2028



I PARTNERSHIP APPROACH

SCAG will advance and support Games TDM initiatives through a partnership and data-driven approach, working collaboratively with public and private partners to support high-impact TDM strategies. Building on the model established through SCAG's Regional Pilot Initiative Program (RPI),⁶ this approach emphasizes collaboration with agencies, TMAs/TMOs, employers, freight and logistics stakeholders, airports, tourism organizations, and private mobility providers to refine project concepts, identify implementation pathways, and provide technical assistance and funding support where appropriate. Complementing this effort, SCAG is conducting analysis and Games travel demand modeling to inform project selection and prioritization, helping target interventions in areas with the greatest anticipated impacts to reduce congestion, manage travel demand, and support key performance outcomes.

The strategies identified to date reflect the outcome of analysis, research, and stakeholder engagement, but will continue to evolve as planning progresses and new opportunities emerge. In identifying partnership opportunities, SCAG will consider several factors, including alignment with the TDM goals and objectives, potential to support Games-time mobility needs, community benefits, partner readiness, ability to be implemented within the available timeframe, cost effectiveness, audiences served, and potential for scalability or long-term legacy benefits. This process will remain flexible to allow SCAG and partners to respond to emerging opportunities and evolving operational needs as planning for the Games continues.

I SCAG FUNDING SUPPORT

SCAG is proactively identifying and leveraging funding sources to support mobility needs associated with the LA28 Games. As part of this effort, SCAG ensured that TDM related projects were a priority category within the most recent Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) Improvement Program Call for Projects. This winter, approximately \$1.25 billion in STBG/CMAQ funds were awarded for 132 transportation projects across the region. Nearly half of this investment will support initiatives that advance mobility, safety, and operational needs for the Games.

Complementing its role in administering STBG/CMAQ funds, SCAG supports Games-related TDM efforts by leveraging its existing funding and advocating for and securing new funding. To date, as a part of SCAG's annual Overall Work Program for FY25 and FY26, the Regional Council has approved approximately \$20 million in CMAQ, STBG, and Federal Highway Administration (FHWA) Planning funds to support SCAG's Games Mobility Program, with about \$13.5 million

dedicated to advancing the Games TDM strategy. Pending Regional Council approval of an additional \$14.8 million, total funding allocated for the Games TDM strategy would amount to approximately \$28 million.

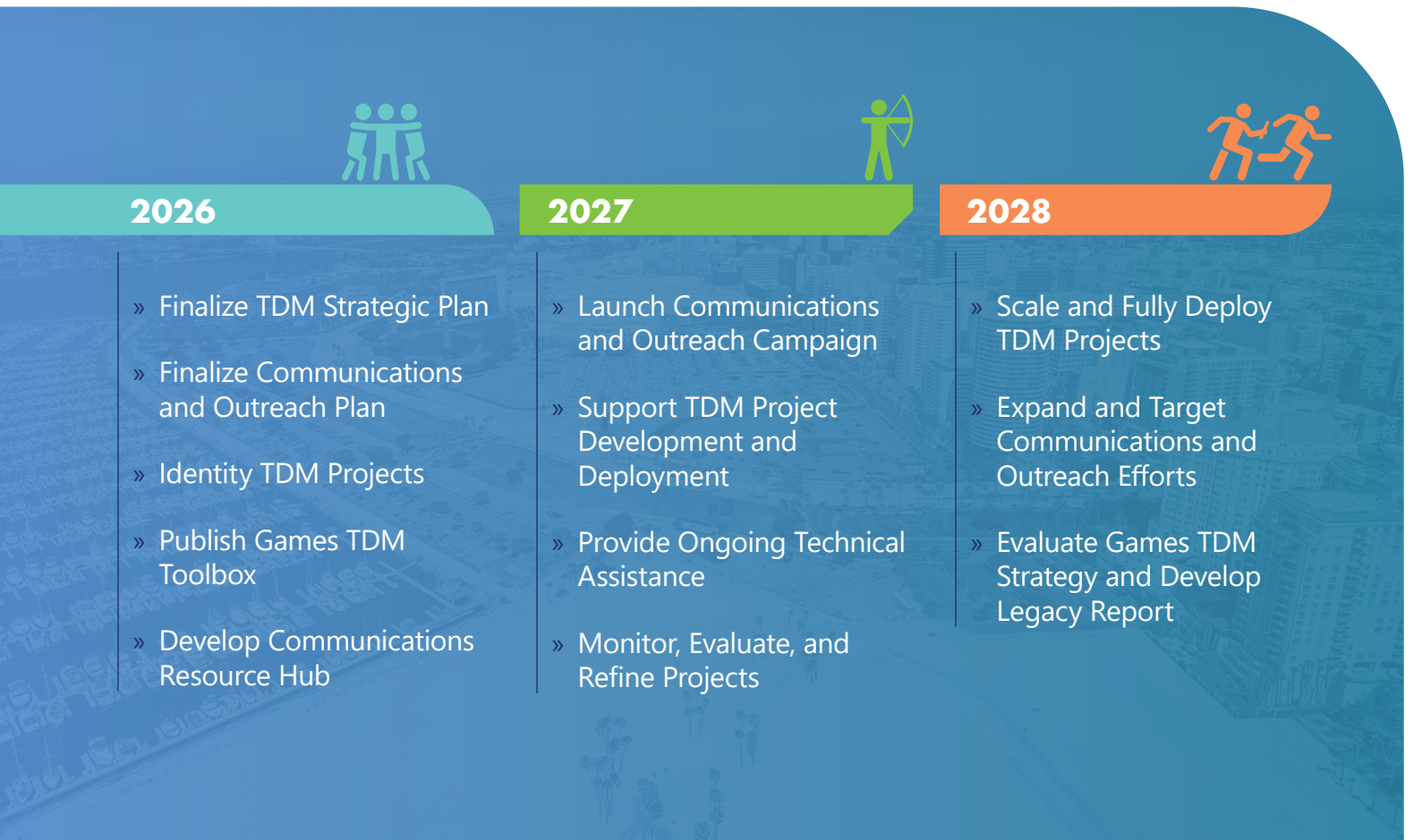
These funds will help advance priority initiatives that align with this Regional Approach and support coordination with regional partners to prepare for the demands of the Games. Games TDM funding will be allocated across key programmatic categories based on anticipated impact, scalability, and resource needs, supporting a range of planning, communications and outreach, technical assistance, and implementation activities across both passenger and freight TDM strategies.

SCAG is also working with regional partners to identify and secure additional funding to support implementation of the regional TDM strategy. In addition to the funding already secured, SCAG is seeking additional local, state, and federal funding, as well as private sector partnerships that could support TDM initiatives.

TIMELINE

Implementation of the regional TDM strategy will occur in phases. The Strategic Plan will be finalized by summer 2026, followed by project development and implementation—including SCAG support of partner-led projects—and ongoing development of regionwide resources. In 2027, SCAG and regional partners will begin phased deployment of TDM strategies, including communications campaigns and partner-led initiatives designed to support regional preparedness in advance of the Games. By 2028, TDM strategies will be operational across the region to support Games-time travel and

logistics management. After the Games, SCAG and regional partners will evaluate outcomes and work to institutionalize effective strategies that strengthen the region’s ability to manage future high-demand events, improve everyday mobility, and support a more reliable and resilient transportation network. Together, these efforts position the LA28 Games as both a global event and an opportunity to strengthen regional coordination, test innovative approaches to managing travel demand, and advance lasting improvements in mobility and system resilience for people and goods across Southern California.



I NEXT STEPS

SCAG will continue coordinating with key partners and stakeholders to advance the TDM Strategic Plan and support a cohesive regional approach to implementation. Key upcoming milestones include:

TDM Strategic Plan Development

Continue development of the regional TDM Strategic Plan, which is anticipated to be completed by summer 2026. Key next steps include conducting additional analysis and modeling to better understand the impacts of the Games on regional travel patterns and identify where targeted interventions may be most effective. SCAG will utilize the updated Games Living Model (GLM), which accounts for both background and Games-related travel, to help inform project prioritization and strategy development.

Partnership Approach

Engage public and private partners to identify and advance high-impact, implementable projects aligned with the Games TDM strategy goals and objectives and supported by data and analysis.

Regional Coordination

Continue convening regional passenger and freight TDM forums and coordinating with venue and non-venue cities, CTCs, transit operators, industry stakeholders, tourism bureaus, and other regional partners to support alignment and information sharing.

Communications and Outreach Plan

Develop a regional TDM communications and outreach plan to guide campaign deployment and coordinated messaging across partners. Initial efforts will include a regionwide assessment of partners' communications channels and the development of adaptable communications resources that partners can use for local outreach.

Regionwide Resources

Develop regionwide tools and resources to support partner implementation. This includes updating SCAG's TDM Toolbox⁷ to incorporate Games-related strategies, case studies, and implementation guidance, as well as developing toolkits and templates that partners can adapt to local contexts.

References

- 1 Southern California Association of Governments. (2019). *Transportation demand management strategic plan and final report*. https://scag.ca.gov/sites/default/files/2024-05/tdm-strategic-plan_scag.pdf.
- 2 Southern California Association of Governments. (2024a). *Connect SoCal 2024: A plan for navigating to a brighter future*. <https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf>.
- 3 Los Angeles County Metropolitan Transportation Authority. (2024). *Moving People Forward: LA Metro TDM Strategy*. <https://bit.ly/4mjyY5G>.
- 4 Orange County Transportation Authority. (2025). *Orange County transportation demand management plan*. https://www.octa.net/pdf/OCTDM_Full_Report.pdf.
- 5 Los Angeles 2024 Organizing Committee. (2017). *Stage 3 candidature questionnaire: Games delivery, experience and venue legacy*. https://la24-prod.s3.amazonaws.com/assets/pdf/LA2024-candidature-part3_english.pdf.
- 6 Southern California Association of Governments. (n.d.). *Regional pilot initiatives program*. <https://scag.ca.gov/regional-pilot-initiatives>.
- 7 Southern California Association of Governments. (2024b). *Congestion management: Technical report (Appendix 1: TDM toolbox of strategies)*. <https://scag.ca.gov/sites/default/files/2024-05/23-2987-tr-congestion-management-final-040424.pdf>.



2028 Games Regional TDM Approach

May 7, 2026

WWW.SCAG.CA.GOV

LA28 Games



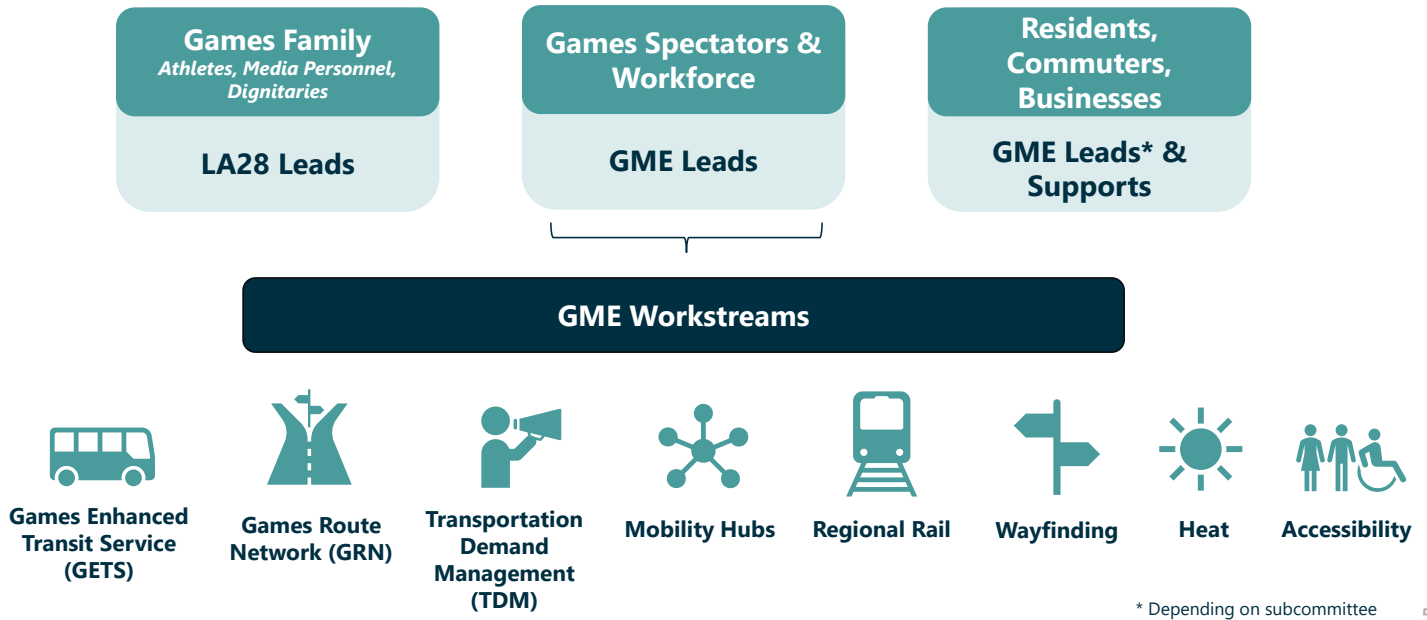
Olympic Games
July 14 – 30, 2028



Paralympic Games
August 15 – 27, 2028

5M UNIQUE ATTENDEES	12-15M TICKETED FANS
80+ VENUES	60+ SPORTS
800+ EVENTS	206 NATIONS AND TERRITORIES REPRESENTED

Mobility Planning for the Games



5

Games Regional TDM Approach Purpose

- Serve as an integrated guiding document for both passenger and freight TDM
- Establish the vision, goals, and objectives for the Games TDM strategy
- Define programmatic categories, strategies, and implementation approach
- Clarify SCAG's role and partner coordination
- Outline funding context and availability
- Identify next steps toward finalizing the Regional TDM Strategic Plan



6

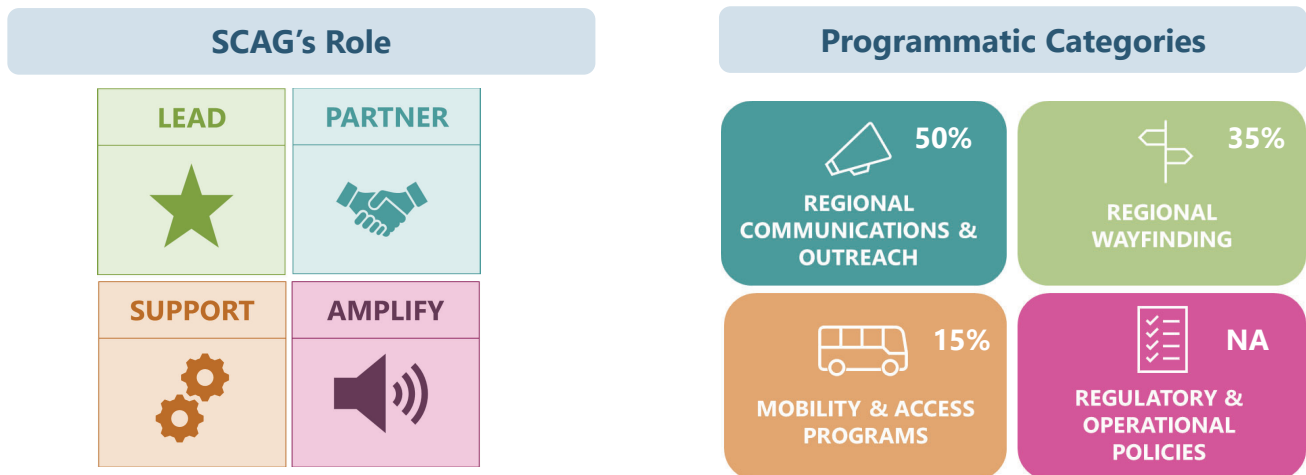
Vision and Goals

Deliver a connected, safe, and reliable travel experience for everyone during the Games, while laying the foundation for a lasting mobility legacy






Regional Approach & Programmatic Focus

- Coordinated, comprehensive regional approach organized into four core programmatic categories.



Games TDM Strategy Timeline

 2026	Plan & Engage <ul style="list-style-type: none">TDM Strategic PlanTDM ToolboxProject SelectionTMA/TMO, freight industry and businessesCommunications Resource Hub
 2027	Deploy & Support <ul style="list-style-type: none">Project Implementation and EvaluationRegionwide TDM ResourcesCommunications Campaign DeploymentTMA/TMO and Freight Industry Support
 2028	Expand & Evaluate <ul style="list-style-type: none">Expansion of ProjectsOngoing Communications Campaign DeploymentOngoing TMA/TMO SupportGames TDM Legacy Evaluation Report



Next Steps

- July 2026
 - Finalize TDM Strategic Plan
 - Transportation Committee and Regional Council TDM Strategic Plan Update



Recommended Action

- Approve the 2028 Games Regional Transportation Demand Management (TDM) Approach; direct the Executive Director to take the necessary administrative actions to program resources; and pursue additional funding.



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/LA28>





**NO. 680
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, APRIL 9, 2026**

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

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

Members Present

Hon. Ray Marquez, 1st Vice President	<i>Chino Hills</i>	District 10
Hon. Jenny Crosswhite, 2nd Vice President	<i>Santa Paula</i>	District 47
Sup. Martha Cardenas-Singh		Imperial County
Sup. Karen Spiegel		Riverside County
Sup. Vianey Lopez		Ventura County
Hon. Michael Goodsell		ICTC
Hon. Jan Harnik		RCTC
Hon. Alan Wapner		SBCTA
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. Zak Schwank	<i>Temecula</i>	District 5
Hon. Frank Navarro	<i>Colton</i>	District 6
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. Jon Dumitru	<i>Orange</i>	District 17
Hon. Debbie Baker	<i>La Palma</i>	District 18
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. Emma Sharif	<i>Compton</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
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. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Mark Waronek	<i>Lomita</i>	District 39
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. 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
Ms. Lucy Dunn		Business Representative

Members Not Present

- Hon. Cindy Allen, President**
- Sup. Curt Hagman, Imm. Past President**
- Sup. Kathryn Barger
- Sup. Hilda Solis
- Sup. Don Wagner
- Hon. Carlos Leon
- Hon. Gil Rebolgar
- Hon. Clint Lorimore
- Hon. Helen Tran
- Hon. Acquanetta Warren
- Hon. Rick Denison
- Hon. Lauren Kleiman
- Hon. Valerie Amezcua
- Hon. Fred Jung
- Hon. Suely Saro
- Hon. Andrew Lara
- Hon. Keith Eich

Members Not Present

- Long Beach***
- Brawley*
- Eastvale*
- San Bernardino*
- Fontana*
- Yucca Valley*
- Newport Beach*
- Santa Ana*
- Fullerton*
- Long Beach*
- Pico Rivera*
- La Cañada Flintridge*

Members Not Present

- District 30**
- San Bernardino County**
- Los Angeles County
- Los Angeles County
- Orange County
- OCTA
- District 1
- District 4
- District 7
- District 8
- District 11
- District 15
- District 16
- District 21
- District 29
- District 31
- District 36



Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Chelsea Byers	<i>West Hollywood</i>	District 41
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. Steve Manos	<i>Lake Elsinore</i>	District 63
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
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.

Staff Present

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

First Vice President Marquez called the meeting to order at 11:56 a.m. and asked Board Counsel

Ruben Duran, to lead the pledge of allegiance.

First Vice President Marquez stated they had two Action Items on the agenda and the Consent Calendar. He indicated that they would be combining all three items to take only one vote. There were no objections.

PUBLIC COMMENT PERIOD

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

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

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

ACTION ITEM

1. Nomination and Election of 2026-27 SCAG Officer Positions

Ruben Duran, Board Counsel, reported item 1 was the annual vote to nominate officers for submission to the General Assembly for consideration at its meeting next month. He reported that in accordance with SCAG's bylaws, the Nominating Committee convened in March to consider the candidates for officer positions. He indicated that at the meeting, the committee unanimously approved the following nominees: for the position of President, the Honorable Ray Marquez; for the position of First Vice President, the Honorable Jenny Crosswhite; and for the position of Second Vice President, the Honorable Patricia Lock Dawson. He stated that all candidates met the eligibility requirements as set forth in the SCAG's bylaws, and were being presented to the Regional Council for approval and then subsequently the General Assembly for final action.

There were no public comments on Item No. 1.

2. Consideration of Proposed Amendments to the SCAG Bylaws

Jeffery Elder, Board Counsel, presented proposed amendments to the SCAG Bylaws for Regional Council consideration. He noted that proposed bylaw amendments were reviewed annually by the Bylaws and Resolution Committee, then by the Regional Council, prior to submission to the General

Assembly for final consideration. He reported that for the current year, five bylaw amendments were proposed, one by Regional Council Member Marcia McLean, Santa Clarita, District 67, and four by staff. He discussed that the Bylaws and Resolution Committee met on March 11 and unanimously voted to recommend approval of all five proposed amendments. He summarized the proposed amendments as follows: 1) for the District Evaluation Criteria, proposed by Regional Council Member McLean, he stated the amendment clarifies the criteria the Regional Council may consider during required district boundary evaluations conducted in calendar years ending in 3 and 8. While retaining existing requirements related to approximate population equality and geographic communities of interest, he indicated that the amendment clarifies that the Regional Council may also consider additional relevant contextual factors when supported by reasonably reliable information. He stated that the amendment further includes a transparency provision requiring documentation of the basis for decisions when such additional factors are used in a staff report or other official written record; 2) for the second proposal from staff, definition of Regional Council Member, he stated this non-substantive amendment removed a duplicative definition of "Regional Council member" currently appearing twice in the bylaws, without changing the substance of the definition; 3) for the third proposal from staff, appointment of Policy Committee Ex-Officio Members, he stated that this amendment streamlined the appointment process for ex-officio members of policy committees by authorizing the SCAG President to make these appointments directly. He noted that the proposal removed the requirement that ex-officio appointments be recommended by a policy committee and approved by the Regional Council. He clarified that no changes were proposed to the non-voting status or term length of ex-officio members; 4) for the fourth proposal from staff, dual service on the Regional Council, he reported that this amendment clarified that an individual may hold only one voting-eligible position on the Regional Council at any time. He further clarified that if a member was selected or appointed to a second voting-eligible position, the amendment established a process requiring the member to notify the President and vacate one seat, with the resulting vacancy filled in accordance with the bylaws; and 5) for the fifth proposal from staff, non-substantive Bylaws cleanup, he stated this amendment made technical, non-substantive corrections throughout the bylaws to address typographical, spelling, numbering, and formatting errors accumulated over time, improving clarity and readability of the document.

He recommended that the Regional Council approve the proposed bylaw amendments which would be forwarded to the General Assembly for consideration and final action.

Regional Council Member, Karen Spiegel, Riverside County, asked Mr. Elder to further explain the intent of the first proposal. Mr. Elder clarified that it was not changing the existing requirement, and that it just added several factors that were specifically laid out in the bylaws that could be considered by the Regional Council if a decision was made to consider revising or adding a district. He indicated that they still needed to have equal population and shared that in the past it had been expressed that because there was nothing laid out in the bylaws, there was a concern that it couldn't be considered, so this was just to clarify that other factors could be considered and sets out what those factors could include.

Regional Council Member Spiegel asked Regional Council Member McLean if this was the intent of her proposal. Regional Council Member McLean acknowledged that it was.

There were no public comments on Item No. 2.

CONSENT CALENDAR

Approval Items

3. Minutes of the Meeting – March 5, 2026
4. Resolution No. 26-680-1 Approving Amendment 3 to the FY 2025-26 Comprehensive Budget, including the Overall Work Program (OWP)
5. Transit Funding for 2026 FIFA World Cup
6. Connect SoCal 2050 Local Data Exchange (LDX): Guiding Principles and Process Overview

Receive and File

7. April 2026 State and Federal Legislative Update
8. SCAG Fiscal Year 2025-26 Vacancies, Recruitment, and Retention Efforts
9. Purchase Orders, Contracts and Contract Amendments below Regional Council Approval Threshold
10. CFO Monthly Report

There were no public Comments on the Consent Calendar.

A MOTION was made (Ramos) to approve Item No.1: that the Regional Council elect the nominees recommended by the Nominating Committee as SCAG's 2026-27 officers and submit those nominees to the General Assembly for ratification in accordance with SCAG's Bylaws; Item No. 2: that the Regional Council (RC) review the proposed Bylaws amendments recommended by the Bylaws and Resolutions Committee and forward them to the General Assembly with a recommendation for approval; and Consent Calendar Items 3 through 6 and Receive and File Items 7 through 10. Motion was SECONDED (Finlay) and passed by the following votes:

AYES: Baker, Balias, Bucknum, Cardenas-Singh, Clark, Crosswhite, Dumitru, Dutrey, Elias, Finlay, Frometa, Gardner, Gabbard, Go, Goodsell, Harnik, Henderson, L. Hernandez, Judge, Kalmick, Kelley, Krupa, Lock Dawson, Lopez, Marquez, McCallon, McLean,

Navarro, Ramos, Rhodes, Saleh, Sanchez, Sandoval, Schwank, Shapiro, Sharif, Simonoff, Spiegle, Tye, Wapner, Wong, Wood, and Yokoyama (43)

NOES: None (0)

ABSTAIN: None (0)

BUSINESS REPORT

Regional Council Member Lucy Dunn stated her report was on page 142. She expressed she was honored to chair the Global Land Use and Economics Council, which was a council of business and industry representatives. She indicated they received a briefing of what the Joint Policy Committees heard earlier in the day. She shared that she thought it was particularly fascinating that with the median age rising, plus population growth being flat, smaller households, and a housing shortage, it would be good for builders to hear this information because they may need to work on designing new product types.

PRESIDENT'S REPORT

First Vice President Marquez announced that President Cindy Allen led the SCAG delegation to the state capital for the agency's annual Sacramento Summit on March 16-17, which focused on advancing SCAG-sponsored legislation SB 1087 to modernize SB 375's Sustainable Communities Strategy framework and AB 2002 to codify the successful 2019 Regional Early Action Planning (REAP 1.0) program, as well as advocating for a \$125 million one-time budget request to support the state's 7th Regional Housing Needs Allocation cycle. He noted that during the Summit, the delegation met with more than 39 legislators and state leaders. He also highlighted President Allen's participation in a California Assembly Select Committee delegation to Japan, where she and other members, including Second Vice President Jenny Crosswhite, met with U.S. Embassy officials and Japanese legislative leaders to discuss agriculture, energy, innovation, technology, and supply chains. He also shared updates on the 2026 Regional Conference and General Assembly program, outlining planned breakout sessions and a plenary titled "The Future of Regions: Innovating Institutions for a New Era," and reminded members that the next Regional Council meeting would take place in conjunction with the Conference and General Assembly in Palm Desert on Thursday, May 7, at 9:00 a.m.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Kome Ajise reported on recent SCAG activities, thanking Regional Council members for their strong engagement during the Joint Policy Committee's kickoff presentation on Connect SoCal, and noting that the Regional Council action taken authorized staff to begin one-on-one data collection meetings with all 197 jurisdictions through November to support

modeling, policy development, and preparation of a draft plan in 2027. He further reported on legislative activity in Sacramento, where SCAG-sponsored bills SB 1087 and AB 2002 both passed out of their respective committees, with testimony provided by SCAG leadership and partners. He also provided updates on the continued progress of the REAP program, including establishment of the South Bay Regional Housing Trust and release of the City of Moorpark's draft Downtown Specific Plan, both REAP-funded milestones. He noted that the Transportation Committee approved a recommendation on the TDM approach for the LA28 Games, with Regional Council consideration anticipated in May and a draft strategy to follow in July. He also reported that following issuance of state guidance, SCAG had begun development of SB 79-required transit-oriented development maps, with informational sessions planned ahead of Regional Council review in June. Lastly, he provided an update on the SoCal Greenprint, which was currently in beta testing and on track for completion in June, with a presentation to the Energy and Environment Committee and a Toolbox Tuesday demonstration planned in the summer.

Following the Executive Director's report, members asked clarifying questions regarding HCD's SB 79 guidance and the timeline for release of the required transit-oriented development maps. Staff indicated that they generally concurred with the state guidance, noting one provision that may differ from their statutory interpretation, but confirmed that an approach had been identified that preserves appropriate local discretion. Staff further advised that a draft SB 79 map would be shared during an informational session in late spring, with a final map scheduled for Regional Council consideration at a special meeting in June, accompanied by proactive outreach to affected jurisdictions, Los Angeles County, and transit operators.

First Vice President Marquez thanked the Executive Director and staff for the update.

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

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

First Vice President Marquez briefly acknowledged discussions held at the EAC meeting and expressed appreciation for the outstanding work and leadership of Executive Director Ajise and recognizing both individual contributions and the collective efforts of the staff. He congratulated incoming First Vice President Jenny Crosswhite on her appointment, with remarks commending her dedication and accomplishments. He also congratulated incoming Second Vice President Patricia Lock Dawson for her continued leadership and service.



Regional Council Member Margaret Finlay, Duarte, District 34, stated she served on the Nominating Committee and noted that multiple qualified individuals were considered for the position of Second Vice President and stated that the selection process was challenging due to the high caliber of applicants. She congratulated the selected officers and expressed confidence in the leadership team for the coming year.

ADJOURNMENT

There being no further business, First Vice President Marquez adjourned the meeting of the Regional Council at 12:26 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

//

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		1	1	0		6		
Amezcuca, Valerie	Santa Ana, RC District 16	0			0		0	0		0	0	0		0		
Baker, Debbie	La Palma, RC District 18	1			1		1	0		1	1	1		6		
Balius, Ryan	Anaheim, RC District 19	1			0		1	1		1	1	1		6		
Barger, Kathryn	Los Angeles County	0			0		0	0		0	0	0		0		
Bass, Karen	Los Angeles, (Member at Large)	0			0		0	0		0	0	0		0		
Bishop, Austin	Palmdale, RC District 43	0			0		1	0		0	0	0		1		
Blumenfield, Bob	Los Angeles, RC District 50	0			0		0	0		0	0	0		0		
Boyles, Drew	El Segundo, RC District 40	0			1		0	0		0	0	0		1		
Bucknum, Wendy	Mission Viejo, RC District 13	1	D	D	0	D	0	1	D	1	1	1		5		
Byers, Chelsea	West Hollywood, RC District 41										1	0		1		
Cabrera, Ulises	Moreno Valley, RC District 69	1			1		1	0		0	1	0		4		
Cardenas-Singh, Martha	Imperial County				1		1	0		0	1	1		4		
Clark, Margaret	Rosemead, RC District 32	0			1		1	1		1	1	1		6		
Crosswhite, Jenny	Santa Paula, RC District 47	1			1		1	1		1	1	1		7		
Denison, Rick	Yucca Valley, RC District 11	1			1		1	0		1	1	0		5		
Dumitru, Jon	Orange, RC District 17	0			0		0	1		0	0	1		2		
Dunn, Lucy	Business Representative	1			1		0	1		1	0	1		5		
Dutrey, John	Montclair, RC District 9	1			1		1	0		1	1	1		6		
Eich, Keith	La Cañada Flintridge, RC District 36	1			1		1	0		0	1	0		4		
Elias, Shaunna	Glendora, RC District 33	0			1		1	1		1	1	1		6		
Finlay, Margaret E.	Duarte, RC District 35	0	A	A	1	A	1	1	A	0	0	1		4		
Frometa, Claudia M.	Downey, RC District 25	0			0		0	1		0	0	1		2		
Gardner, Gary	Desert Hot Springs, RC District 2	1			1		0	1		1	1	1		6		
Gabbard, John	Dana Point, RC District 12	1			1		1	1		1	1	1		7		
Go, William	Irvine, RC District 14	1			1		1	1		1	1	1		7		
Goodsell, Mike	ICTC Representative	1			1		1	1		1	1	1		7		
Hagman, Curt	San Bernardino County	1			1		1	1		0	1	0		5		
Harnik, Jan C.	RCTC Rrepresentative	1			1		1	0		1	1	1		6		
Harris-Dawson, Marqueece	Los Angeles, RC District 55	0			0		0	0		0	0	0		0		
Henderson, Mark E.	Gardena, RC District 28	0			1		1	1		1	1	1		6		
Hernandez, Eunisses	Los Angeles, RC District 48	0			0		0	0		0	0	0		0		
Hernandez, Laura	Port Hueneme, RC District 45	1			1		0	1		1	1	1		6		
Hutt, Heather	Los Angeles, RC District 57	0	R	R	0	R	0	0	R	0	0	0		0		
Judge, Mike T.	VCTC Representative	1			1		1	1		1	1	1		7		
Jung, Fred	Fullerton, RC District 21	0			0		0	0		0	0	0		0		
Jurado, Ysabel	Los Angeles, RC District 61	0			0		0	0		0	0	0		0		
Kalmick, Joe	Seal Beach, RC District 20	1			1		1	1		1	1	1		7		
Kelley, Trish	TCA Representative	1			1		1	1		1	1	1		7		
Kleiman, Lauren	Newport Beach, RC District 15	0			0		1	1		0	0	0		2		
Krupa, Linda	Hemet, RC District 3	1	K	K	1	K	1	1	K	1	0	1		6		
Lara, Andrew	Pico Rivera, RC District 31	1			0		0	1		1	0	0		3		
Lee, John	Los Angeles, RC District 59	0			0		0	0		0	0	0		0		
Leon, Carlos A.	OCTA Representative	0			0		0	0		0	0	0		0		
Lock Dawson, Patricia	Riverside, RC District 68	0			0		0	1		1	1	1		4		
Lopez, Vianey	Ventura County	1			1		1	0		1	1	1		6		
Lorimore, Clint	Eastvale, RC District 4	0			1		1	1		1	1	0		5		
Manos, Steve	Lake Elsinore, RC District 63	1			1		1	1		1	0	0		5		
Marquez, Ray	Chino Hills, RC District 10	1			1		0	1		1	1	1		6		
Masiel, Andrew	Pechanga Band of Luiseno Indians Tribal Gov. PIng. Brd.	0			0		1	1		1	0	0		3		
McCallon, Larry	Air District Representative	1			1		1	1		1	1	1		7		
McLean, Marsha	Santa Clarita, RC District 67	1			1		1	1		1	1	1		7		
McOsker, Tim	Los Angeles, RC District 62	0			0		0	0		0	0	0		0		
Navarro, Frank J.	Colton, RC District 6	1			1		1	1		1	1	1		7		
Nazarian, Adrin	Los Angeles, RC District 49	0			0		0	0		0	0	0		0		
Padilla, Imelda	Los Angeles, RC District 53	0			0		0	0		0	0	0		0		
Park, Traci	Los Angeles, RC District 58	0			0		0	0		0	0	0		0		
Perez, Nikki	Burbank, RC District 42	0			1		0	0		1	1	0		3		
Price, Curren D.	Los Angeles, RCDistrict 56	0			0		0	0		0	0	0		0		
Raman, Nithya	Los Angeles, RC District 51	0			0		0	0		0	0	0		0		

Ramos, Daniel	Adelanto, RC District 65	1		1		1	1		1	1	1		7
Rebollar, Gil	Brawley, RC District 1	1		1		0	0		1	0	0		3
Rhodes, Rocky	Simi Valley, RC District 46	1		1		1	1		1	1	1		7
Rodriguez, Monica	Los Angeles, RC District 54	0		0		0	0		0	0	0		0
Saleh, Ali	Bell, RC District 27	1		0		1	1		1	1	1		6
Sanchez, Steve	La Quinta, RC District 66	1		1		1	0		1	1	1		6
Sandoval, Tim	Pomona, RC District 38	0		1		1	0		1	1	1		5
Saro, Suely	Long Beach, RC District 29	0		0		1	1		1	1	0		4
Schwank, Zak	Temecula, RC District 5	0		0		0	0		0	0	1		1
Shapiro, David J.	Calabasas, RC District 44	1		1		1	1		1	1	1		7
Sharif, Emma	Compton, RC District 26	0		1		1	0		1	1	1		5
Simonoff, Marty	Brea, RC District 22	1		1		1	1		1	1	1		7
Solis, Hilda	Los Angeles County	0		0		0	0		0	0	0		0
Soto-Martinez, Hugo	Los Angeles, RC District 60	0		0		0	0		0	0	0		0
Spiegel, Karen	Riverside County	1		1		1	0		0	1	1		5
Tran, Helen	San Bernardino, RC District 7	1		1		1	1		1	1	0		6
Twining, Butch	Huntington Beach, RC District 64	1		1		0	0		0	0	0		2
Tye, Steve	Diamond Bar, RC District 37	1		1		1	0		1	1	1		6
Wagner, Donald P.	Orange County	1		1		0	0		0	1	0		3
Wapner, Alan	SBCTA/SBCOG	1		1		1	0		0	0	1		4
Waronek, Mark	Lomita, RC District 39	0		1		1	1		0	0	1		4
Warren, Acquanetta	Fontana, RC District 8	1		1		1	0		1	1	0		5
Wong, Thomas	Monterey Park, RC District 34	1		1		1	1		1	1	1		7
Wood, Jeff	Lakewood, RC District 24	1		1		1	1		1	1	1		7
Yaroslavsky, Katy	Los Angeles, RC District 52	0		0		0	0		0	0	0		0
Yokoyama, Frank A.	Cerritos, RC District 23	1		0		1	1		1	1	1		6
		45	0	0	51	0	49	42	0	48	49	45	0



AGENDA ITEM 5

REPORT

Southern California Association of Governments
May 7, 2026

To: EAC - Executive Administration Committee
RC - Regional Council
From: Cindy Giraldo, Chief Financial Officer
213-630-1413, giraldo@scag.ca.gov
Subject: Resolution No. 26-681-1 Approving the Fiscal Year 2026-27 Final
Comprehensive Budget

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION FOR EAC:

That the Executive Administration Committee recommend that the Regional Council:

1. Adopt Resolution No. 26-681-1 approving the Fiscal Year 2026-27 (FY 2026-27) Final Comprehensive Budget, subject to approval of the General Fund Budget and Membership Dues Assessment by the SCAG General Assembly;
2. Authorize the Executive Director, or his designee, to submit the FY 2026-27 Overall Work Program (OWP) to the California Department of Transportation (Caltrans), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA); and
3. Authorize the Executive Director, or his designee, to submit the FY 2026-27 Indirect Cost Rate Proposal (ICRP) and the FY 2026-27 Fringe Benefits Cost Rate Proposal to the FTA.

RECOMMENDED ACTION FOR RC:

That the Regional Council:

1. Adopt Resolution No. 26-681-1 approving the Fiscal Year 2026-27 (FY 2026-27) Final Comprehensive Budget, subject to approval of the General Fund Budget and Membership Dues Assessment by the SCAG General Assembly;
2. Authorize the Executive Director, or his designee, to submit the FY 2026-27 Overall Work Program (OWP) to the California Department of Transportation (Caltrans), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA); and
3. Authorize the Executive Director, or his designee, to submit the FY 2026-27 Indirect Cost Rate Proposal (ICRP) and the FY 2026-27 Fringe Benefits Cost Rate Proposal to the FTA.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

On March 4 and 5, 2026, the EAC and RC, respectively, approved the FY 2026-27 Draft Comprehensive Budget, which included the FY 2026-27 Draft Overall Work Program (OWP), the

General Fund Budget and Membership Assessment, the Federal Transit Administration (FTA) Discretionary and Formula Grant Budget, the Transportation Development Act (TDA) Budget, the Indirect Cost Budget, and the Fringe Benefits Budget. Additionally, the Regional Council authorized the release of the FY 2026-27 Draft OWP for a 30-day public comment period and the transmittal of the FY 2026-27 General Fund Budget and Membership Dues Assessment to the SCAG General Assembly for adoption on May 7, 2026.

The FY 2026-27 Final Comprehensive Budget meets SCAG's primary responsibility requirements and furthers the implementation of our long-range Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal. The FY 2026-27 Draft OWP was submitted to Caltrans, FHWA, and FTA for their review and comment. The comments received from Caltrans, FHWA and FTA were addressed and incorporated into the FY 2026-27 Final OWP. The Final OWP includes an annual self-certification form in which SCAG certifies that its transportation planning process is being carried out in accordance with all applicable requirements.

There is no change proposed between the approved FY 2026-27 Draft Comprehensive Budget and the FY 2026-27 Final Comprehensive Budget. Staff recommends approval of the FY 2026-27 Final Comprehensive Budget in the amount of \$269,189,485.

DISCUSSION:

On March 4 and 5, 2026, the EAC and RC, respectively, approved the FY 2026-27 Draft Comprehensive Budget, which included the FY 2026-27 Draft Overall Work Program (OWP), in the amount of 269.19 million. Following the Regional Council approval, the Draft OWP was released for a 30-day public comment period, from March 5 to April 6, 2026. The Draft OWP was also submitted to Caltrans, FHWA, and FTA for their review and comment. One comment was received from the general public and staff addressed the comment. This resulted in no change to the OWP. The comments received from Caltrans were addressed and incorporated into the Final OWP. The Final OWP also includes an annual self-certification form in which SCAG certifies that its transportation planning process is being carried out in accordance with all applicable requirements.

There is no change between the FY 2026-27 Draft Comprehensive and OWP budget, totaling \$269.19 million and \$263.52 million, respectively, presented in March and the FY 2026-27 Final Comprehensive and OWP budget before you. This budget also includes the update to the employee salary ranges as presented in March and includes the elimination of four positions, including three limited-term positions and one permanent finance associate position.

The OWP line-item expenditures are described beginning on page 26 of the FY 2026-27 Final Comprehensive Budget, and the FY 2026-27 Final OWP is available online at



<https://scag.ca.gov/financial-overall-work-program>. Following approval of the EAC and RC, the FY 2026-27 Final OWP will be submitted to Caltrans no later than May 8, 2026.

FISCAL IMPACT:

The FY 2026-27 Comprehensive Budget, in the amount of \$269,189,485, guides the management of the agency's financial resources. The FY 2026-27 OWP, in the amount of \$263,517,043, is SCAG's transportation planning grant application for federal and state funds through Caltrans and contract for the state fiscal year, July 1 through June 30. Approval of the budget document will allow SCAG to receive federal and state planning funds for FY 2026-27.

ATTACHMENT(S):

1. Resolution No. 26-681-1 Approving the FY 2026-27 Comprehensive Budget including the Overall Work Program (OWP)
2. FY 2026-27 FINAL_COMPREHENSIVE BUDGET_May 7, 2026 RC Mtg

RESOLUTION NO. 26-681-1

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

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

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

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

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

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

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

WHEREAS, SCAG’s Regional Council authorized release of the FY 2026-27 Draft OWP for a thirty-day public comment period on March 5, 2026, and submitted the Draft OWP to Caltrans, the Federal Transportation Agency and the Federal Highway Administration for review and comment. All comments received to the Draft OWP have been addressed and incorporated into the FY 2026-27 Final OWP within the Comprehensive Budget as appropriate; and

WHEREAS, the FY 2026-27 Comprehensive Budget, along with its corresponding staff report and this resolution, has been reviewed and discussed by SCAG’s Regional Council on May 7, 2026.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that the FY 2026-27 Comprehensive Budget is approved and adopted.

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**

COMMITTEE CHAIRS

- 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**

BE IT FURTHER RESOLVED THAT:

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

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

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 7th day of May, 2026.

Cindy Allen
President, SCAG
City of Long Beach

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



FINAL

MAY 2026

Comprehensive Budget

Fiscal Year 2026–27



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

COMPREHENSIVE BUDGET

Fiscal Year 2026-27

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Comprehensive Budget

Fiscal Year 2026-27

Section I

Overview

ORGANIZATION

INTRODUCTION

This document contains the Southern California Association of Governments (SCAG) Comprehensive Budget for Fiscal Year (FY) 2026-27.

The annual budget consists of the following:

- Overall Work Program (OWP)
A federal, state, and locally funded budget consisting of projects related to regional planning in the areas of transportation, housing, and the environment.
- Federal Transit Administration (FTA) Discretionary & Formula Grant Budget
A budget for federal grant funds of which SCAG is the designated recipient and must pass through to eligible public agencies for specialized transportation programs and projects.
- TDA Budget
A locally funded budget consisting of direct projects that are both inside and outside of the OWP and FTA Discretionary & Formula Grant budget programs.
- General Fund Budget (GF)
A budget that utilizes SCAG members' dues for activities not eligible for federal and state funding.
- Indirect Cost Budget (IC)
The budget for the administrative and operations support of SCAG.
- Fringe Benefits Budget (FB)
The budget for the fringe benefits and leave time of SCAG employees.

ORGANIZATION

SCAG ORGANIZATION

SCAG, founded in 1965, is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as the Multicounty Designated Transportation Planning Agency for the six (6) county Southern California region. Through SCAG, city and county governments throughout Southern California come together to develop solutions to common problems in transportation, housing, air quality, and other issues, and 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.

SCAG's primary responsibilities include the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); the Federal Transportation Improvement Program (FTIP); the annual OWP; and the transportation-related portions of local air quality management plans. Under the federal Clean Air Act, SCAG is responsible for determining if regional transportation plans and programs conform with applicable state air quality plans. SCAG's additional functions include the intergovernmental review of regionally significant development projects and the periodic preparation of a Regional Housing Needs Assessment (RHNA).

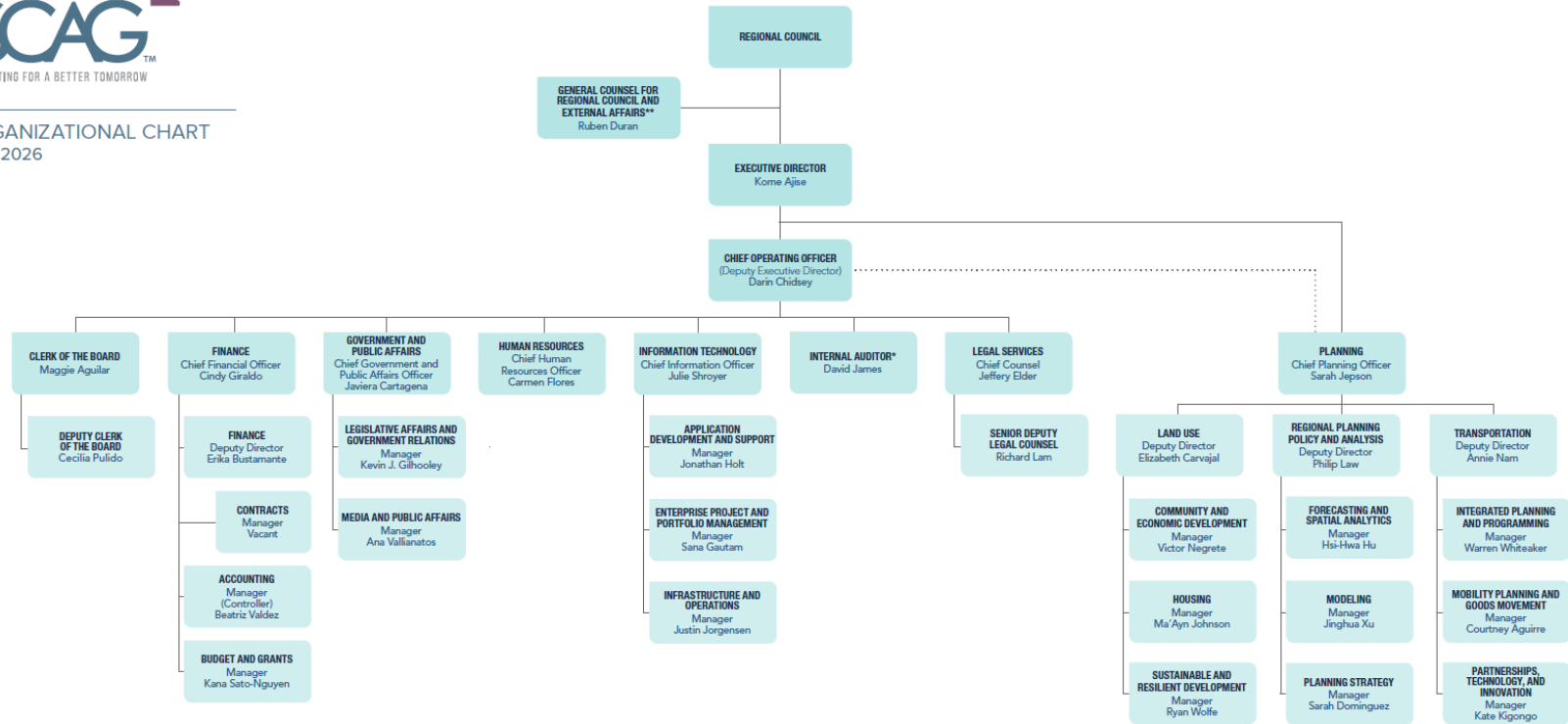
In addition to the six (6) counties and 191 cities that make up SCAG's region, there are six (6) County Transportation Commissions (CTCs) that hold the primary responsibility for programming and implementing transportation projects, programs, and services in their respective counties. The agency also operates via a number of critical partnerships at the local, state, and federal levels. In addition to its federal and state funding partners, including but not limited to, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Aviation Administration, California Transportation Commission, California Department of Transportation (Caltrans), etc., SCAG's planning efforts are closely coordinated with regional transit operators, Tribal Governments and fifteen sub-regional Councils of Governments (COGs) or joint power agencies that represent SCAG's cities and counties.

The framework for developing the FY 2026-27 Comprehensive Budget is SCAG's multi-year Strategic Plan that focuses on SCAG's vision and priorities and improves the organization and its operations. The FY 2026-27 Comprehensive Budget supports Strategic Plan Priority #5 – Secure and optimize diverse funding sources to support regional priorities. All the work programs funded in the budget support at least one of the six Strategic Plan Priorities.

ORGANIZATION



ORGANIZATIONAL CHART April 2026



* Takes direction from the Audit Committee
** Takes direction from the Regional Council

STRATEGIC PLAN

STRATEGIC PLAN COMPONENTS

Vision Statement

Southern California's Catalyst for a Brighter Future.

Mission Statement

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.

Core Values

Be Open

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

Lead by Example

Lead with integrity and fairness 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.

STRATEGIC PLAN

STRATEGIC PLAN PRIORITIES

PRIORITY #1

Establish and implement a regional vision for a sustainable future

Objectives

- 1.1 Lead on regional performance-based planning and programming to target investments toward improving the safety, efficiency, affordability, equity, sustainability and maintenance of the transportation system.
- 1.2 Facilitate corridor and network planning to realize seamless mobility and support implementation of Complete Streets, transit and multimodal integration across the SCAG region.
- 1.3 Partner to implement Transportation Demand Management and Intelligent Transportation Systems solutions to optimize system performance while planning for a connected and automated vehicle future.
- 1.4 Lead the effort to establish stable and sustainable transportation funding.
- 1.5 Provide resources and research to develop, connect, and sustain livable and thriving communities.
- 1.6 Identify solutions through regional planning and local planning programs to address systemic barriers to housing production to meet the needs of the region.
- 1.7 Lead efforts and funding opportunities to foster sustainable land use development across the SCAG region to foster growth while conserving and restoring natural and agriculture lands.
- 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.
- 1.9 Lead and partner on planning and implementation of clean fuel and clean vehicle infrastructure.
- 1.10 Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region.
- 1.11 Lead regional planning to foster a world-class, coordinated Southern California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region's economic vitality, attainment of clean air standards and quality of life for our communities.

STRATEGIC PLAN

PRIORITY #2

Be a cohesive and influential voice for the region

Objectives

- 2.1. Build a deep understanding of the needs of all our communities and stakeholders to inform our work.
- 2.2. Facilitate regional dialogue and collaboration on key issues for effective policy development.
- 2.3. Build the agency's credibility as a policy thought leader and strengthen relationships with partners across sectors and all levels of government.
- 2.4. Position SCAG as a leader in legislative advocacy and influence key policy areas.
- 2.5. Ensure members and stakeholders understand the impact of SCAG's work and are empowered to lead on regional issues (e.g., development of board policy issues).

PRIORITY #3

Spur innovation and action through leadership in research, analysis and information sharing

Objectives

- 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.
- 3.2. Lead in planning research and analysis leveraging cutting-edge tools (e.g. Big Data, AI, Activity Based Model, GIS, Scenario Planning Model, Regional Data Platform) to generate insights to inform regional and local decision-making.
- 3.3. Leverage local planning programs and pilots to reveal local solutions that can be scaled to achieve regional objectives.
- 3.4. Establish models for partnerships internally and with the private sector, universities and Community Based Organizations to leverage the diversity of skills, expertise and experience resident in the region.

PRIORITY #4

Build a unified culture anchored in the pursuit of organizational excellence

Objectives

- 4.1. Cultivate a positive employee experience where all feel valued and inspired to reach their fullest potential.
- 4.2. Utilize internal governance to define, prioritize, and resource operational improvements in support of business objectives, effectiveness and efficiency.
- 4.3. Enhance internal communication, information accessibility and knowledge management.
- 4.4. Leverage effective use of technology to improve efficiency, drive innovation, and optimize collaboration.
- 4.5. Optimize processes for efficient multi-disciplinary ideation and collaboration, from project

STRATEGIC PLAN

initiation to implementation and ongoing maintenance.

PRIORITY #5

Secure and optimize diverse funding sources to support regional priorities

Objectives

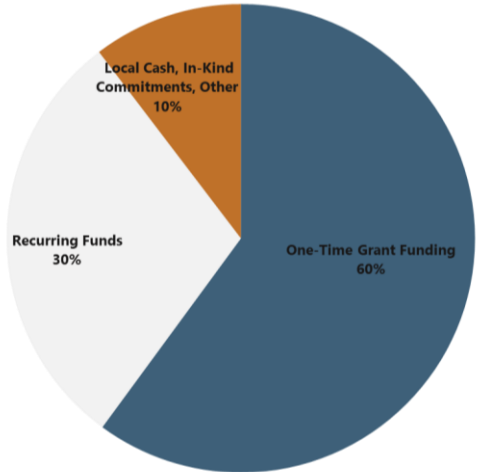
- 5.1. Maintain fair, equitable and compliant project selection and funding administration.
- 5.2. Establish recurring revenue to support essential regional needs, including community development and housing initiatives.
- 5.3. Pursue and advocate for new funding opportunities that support member agencies and SCAG.
- 5.4. Preserve and grow existing critical funding sources.
- 5.5. Explore opportunities to develop revenue-generating products and/or services.

LINE ITEM BUDGET

FY 2026-27 COMPREHENSIVE BUDGET

Budget Funding Sources

SCAG receives most of its recurring funding from the Federal Consolidated Planning Grant (CPG), which consists of Metropolitan Planning Funds from FHWA (FHWA PL) and FTA (FTA Section 5303) as well as Sustainable Communities Formula funds. In recent years, SCAG received the INVEST CLEAN grant funds from the South Coast Air Quality Management District (SCAQMD) and the Regional Early Action Planning Grants of 2021 (REAP 2.0) from the Department of Housing and Community Development (HCD), and many more one-time grant funds. Combined, one-time grant sources represent 60% of the total funding sources for the FY 2026-27 Comprehensive Budget. More information on funding sources is detailed on pages 20-24. The following chart illustrates the source and relative value of SCAG’s funding sources.



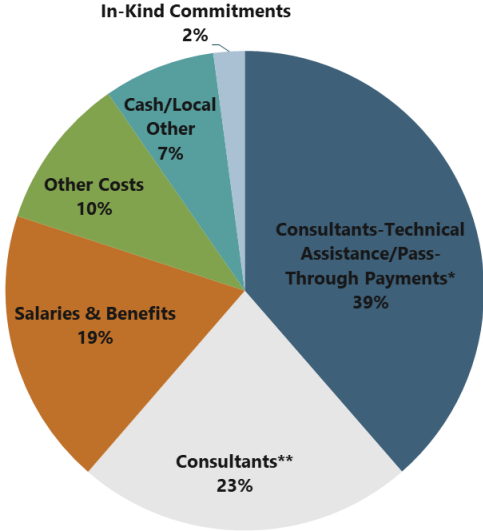
*May not total 100.00% due to rounding

GROUP	GROUP TOTAL	FUNDING SOURCES	AMOUNT
One-Time Grant Funding	161,725,404	Last Mile Freight Program (LMFP) - Rebate Program (INVEST CLEAN)	51,155,903
		Regional Early Action Planning (REAP) 2021 Grants (REAP 2.0)	46,195,230
		Carbon Reduction Program (CRP)	26,781,182
		Federal Other	19,446,858
		MSRC Last Mile Freight Program (LMFP) Grant	9,171,105
		FHWA PL Olympics and Resilience Study	7,000,000
		State Other	1,375,000
		FHWA SPR - Strategic Partnerships	258,139
		SHA - Climate Adaptation Grant	200,000
		FTA 5304 - Strategic Partnerships Transit	141,987
Recurring Funds	79,577,570	FHWA PL - Metropolitan Planning	30,029,935
		FTA 5303 - Metropolitan Planning	13,066,841
		SB 1 - Sustainable Communities Formula Grants	7,094,960
		Surface Transportation Block Grant (STBG) Program	7,610,225
		Congestion Mitigation and Air Quality (CMAQ) Improvement Program	6,282,232
		TDA	12,145,763
		General Fund	3,347,614
Local Cash, In-Kind Commitments, Other	27,886,511	Cash/Local Other	20,728,419
		In-Kind Commitments	5,668,230
		Fringe Benefits Carryforward	(551,244)
		Indirect Cost Carryforward	2,041,106
TOTAL FUNDING SOURCES	269,189,485		269,189,485

LINE ITEM BUDGET

Budget Expenditures

SCAG allocates its budget into seven major expenditure categories. The following chart illustrates the relative values of each category. Consultants-Technical Assistance/Pass-Through Payments include the resources being allocated to the regional partners through the Call-for-Projects such as Sustainable Communities Programs, REAP 2.0 programs as well as the INVEST CLEAN rebate program. The Consultants category in the chart and table below consists of the following cost categories: Consultant, Consultant Other, and Consultant Toll Credit (see page 12). Lastly, Other includes direct and indirect non-labor costs (see pages 12-13).



*May not total 100.00% due to rounding

EXPENDITURES	AMOUNT
Consultants-Technical Assistance/Pass-Through Payments*	103,905,710
Consultants**	61,295,171
Salaries & Benefits	50,271,297
Other Costs	27,704,644
Cash/Local Other	20,344,433
In-Kind Commitments	5,668,230
TOTAL EXPENDITURES	269,189,485

*Technical Assistance includes: Safe Streets for All (SS4A), 2024 Sustainable Communities Program (SCP) Active Transportation & Safety (ATS), INVEST CLEAN rebate program, REAP 2.0, and Regional Pilot Initiatives (RPI) Programs, as well as Soboba Climate Adaptation and Strategic Innovation for Revenue Collection (SIRC) projects.

** Consultants includes: Consultant, Consultant Other and Consultant Toll Credit (TC)

LINE ITEM BUDGET

COMPREHENSIVE LINE ITEM BUDGET: FY24 THROUGH FY27

GL Account	Line Item	FY24 Actuals	FY25 Actuals	FY26 Budget Amendment 2	FY27 Proposed	% Incr. (Decr)
500XX	Staff	28,056,962	29,141,992	\$ 33,974,826	\$ 34,229,740	1%
543XX	Consultant	19,077,031	10,739,674	40,660,919	28,782,042	-29%
54302	Non-Profits/IHL	-	4,000	10,500	-	-100%
54303	Consultant Toll Credit	3,845,734	1,018,527	38,797,861	32,513,129	-16%
543XX	Consultant - Technical Assistance/Pass-Through Payments, Consultant TA Toll Credit	1,337,596	23,563,752	235,436,770	103,905,710	-56%
54340	Legal	491,788	273,859	736,640	655,000	-11%
55201	Network and Communications	173,089	171,302	213,950	213,950	0%
55210	Software Support	653,997	550,458	621,852	473,714	-24%
55220	Hardware Support	39,109	14,302	203,826	38,826	-81%
55225	Hardware Purchase < \$5,000	63,156	62,700	140,000	85,000	-39%
55240	Repair-Maintenance	43,630	36,926	35,000	35,500	1%
55250	Cloud Services	704,958	1,370,143	1,661,498	1,586,250	-5%
55251	Cloud Support	997,536	7,576	103,508	103,508	0%
55271	Owned Software	34,984	27,247	313,064	54,000	-83%
55275	Co-location Services	173,809	189,699	178,017	208,017	17%
5528X	3rd Party Contributions	5,688,619	6,314,576	61,514,028	26,012,663	-58%
55400	Office Rent / Operating Expense	2,618,668	2,722,064	2,693,252	2,885,387	7%
55410	Office Rent Satellite	137,389	141,969	164,800	164,800	0%
55415	Off-Site Storage	24,289	20,029	134,775	8,750	-94%
55420	Equipment Leases	56,220	71,238	60,000	76,000	27%
55430	Equipment Repair-Maintenance	-	-	1,000	-	-100%
55435	Security Services	88,337	91,556	100,000	100,000	0%
55440	Insurance	338,872	408,211	481,743	481,743	0%
55441	Payroll / Bank Fees	49,732	91,033	111,000	111,000	0%
55445	Taxes	948	944	1,000	1,000	0%
55460	AV, IT or Facilities Materials & Equipment < \$5,000	10,215	30,259	54,000	19,000	-65%
55510	Office Supplies	30,763	28,582	51,000	50,000	-2%
55520	Graphic Supplies	5,500	5,762	3,000	3,000	0%
55530	Telephone	629	531	-	531	
55540	Postage	24	-	5,000	5,000	0%
55550	Delivery Services	11,614	9,423	10,000	10,000	0%
55580	Outreach/Advertisement	47,503	74,486	104,500	102,000	-2%
55600	SCAG Memberships	207,484	245,078	263,800	263,600	0%
55610	Professional Memberships	13,432	9,867	18,100	21,850	21%
55611	Professional Dues	3,235	3,346	3,720	3,639	-2%
5562X	Resource and Materials, GASB96 & non-GASB96 Subscriptions	1,516,996	1,930,913	3,326,367	2,554,409	-23%
55630	COVID Facility Expense	4,207	-	-	-	
55631	ADA & Safety Compliance	-	-	5,000	5,000	0%
55710	Depreciation - Computer	384,515	398,464	450,000	400,000	-11%
557XX	Amortization - Software & Lease	161,713	136,470	185,000	180,000	-3%
55730	Capital Outlay	-	-	160,000	-	-100%
55740	Loss on Disposal - IC	-	32,671	-	-	
55800	Recruitment - Advertising	24,675	36,024	65,000	65,000	0%
55801	Recruitment - Other	23,418	17,782	45,000	45,000	0%
55810	Public Notices	37,646	338	-	1,000	
55820	In-House Training	13,145	3,095	40,000	40,000	0%
55830	Networking Meetings/Special Events	12,700	13,790	19,200	15,700	-18%
55840	Training Registration	97,436	108,058	117,000	117,000	0%

LINE ITEM BUDGET

COMPREHENSIVE LINE ITEM BUDGET: FY24 THRU FY27 (CONTINUED)

GL Account	Line Item	FY24 Actuals	FY25 Actuals	FY26 Budget Amendment 2	FY27 Proposed	% Incr. (Decr)
55860	Scholarships	40,000	40,000	44,000	44,000	0%
55910	RC/Committee Meetings	31,113	4,975	5,000	5,000	0%
55912	EAC Retreat	27,950	35,235	30,000	40,000	33%
55914	RC General Assembly	715,370	843,364	843,225	727,570	-14%
55915	Demographic Workshop	20,713	12,725	28,000	13,000	-54%
55916	Economic Summit	178,306	7,160	187,000	20,000	-89%
55920	Other Meeting Expense	89,354	149,744	269,800	332,300	23%
55930	Miscellaneous Other	9,722	9,998	150,241	29,700	-80%
55931	Miscellaneous Labor	-	-	6,557,556	1,585,232	-76%
55932	Miscellaneous Labor Future	-	-	21,064,293	12,403,157	-41%
55936	Engagement Committee	16,921	15,401	20,000	20,000	0%
55937	Employee Recognition	6,476	9,349	15,000	15,000	0%
55938	Department Allowances	9,768	11,041	15,000	15,000	0%
55940	Stipend-RC Meetings	249,570	176,550	301,683	301,683	0%
55950	Temporary Help	17,797	-	160,000	160,000	0%
56100	Printing	13,531	12,398	10,000	10,000	0%
5810X	Travel & International Travel	207,258	278,025	619,277	578,928	-7%
58110	Mileage - Local	37,199	40,849	55,750	52,900	-5%
581XX	Staff Lodging Expense & Fees	19,954	12,383	15,000	2,000	-87%
58800	RC Sponsorships	110,850	90,150	165,000	165,000	0%
60041	Vacation Cash Out	84,943	104,457	88,000	120,000	36%
6011X	PERS	7,837,862	8,147,079	9,082,379	9,176,403	1%
60120	Retirement-PARS	83,186	84,849	84,568	86,259	2%
60200	Health Insurance - Active Employees	2,685,835	2,723,794	3,354,400	3,305,800	-1%
60201	Health Insurance - Retirees PAYGO	570,475	590,834	741,736	788,313	6%
60202	Health Insurance - Retirees GASB 45	97,900	94,595	-	-	
60210	Dental Insurance	255,747	260,417	319,562	317,706	-1%
60220	Vision Insurance	72,801	73,456	87,751	88,061	0%
60225	Life Insurance	145,258	151,419	178,545	211,509	18%
60240	Medicare Tax Employers Share	418,513	427,222	485,141	491,686	1%
60250	Medicare Tax ER - Interns	3,994	4,232	4,495	4,495	0%
60255	Social Security ER - Interns	16,951	18,097	19,220	19,220	0%
60300	Tuition Reimbursement	12,729	10,839	43,776	43,776	0%
60310	Transit Passes	26,649	34,700	82,500	82,500	0%
60315	Bus Passes NT - Interns	155	769	1,000	1,000	0%
60360	De Minimis Employee Exp	-	-	15,000	15,000	0%
60365	De Minimis Employee Exp Interns	-	-	4,232	3,879	-8%
60366	Technology Allowance	364,592	359,598	398,160	403,200	1%
60367	Technology Allowance Intern	25,912	29,516	23,696	33,943	43%
60400	Workers Compensation Insurance	172,798	194,513	173,500	224,000	29%
60405	Unemployment Compensation Insurance	6,406	18,450	35,000	35,000	0%
60410	Miscellaneous Employee Benefits	11,702	9,621	12,636	12,636	0%
60415	SCAG 457 Match	485,721	342,974	446,750	453,250	1%
60450	Benefits Administrative Fees	77,435	89,763	99,848	103,221	3%
60500	Automobile Allowance	20,700	20,700	20,700	20,700	0%
	Total	82,583,416	95,659,958	469,633,936	269,189,485	-43%

*Totals may not add due to rounding

LINE ITEM BUDGET

DESCRIPTION OF BUDGET LINE ITEM

The following chart provides a description of each budget account/line item.

Account/Line Item	Description
500XX Staff	Staff wages including non-worktime.
54300 Consultant	Outside experts retained to provide special expertise.
54308 Consultant CON NI	54308 is to track Consultant Non-Infrastructure (NI) expenditures that are funded with Caltrans Local Assistance funds. Consultant NI is for outside experts retained to provide special expertise for transportation-related projects that will not involve A&E, Right of Way, and construction activities.
54309 Consultant CE	54309 is to track Consultant Construction Engineering (CE) expenditures that are funded with Caltrans Local Assistance funds. Consultant CE includes outside experts retained to provide supervision and inspection of construction activities.
54303 Consultant Toll Credit (TC)	Same as 54300 above. GL 54303 is for Consultant expenditures matched with Toll credits (TC). Toll credits are used in lieu of local matching funds, which allows for work to be 100% funded with federal funds.
54313 Consultant TC CON NI	Same as 54308 above but matched with Toll credits.
54314 Consultant TC CE	Same as 54309 above but matched with Toll credits.
54304 Consultant – Technical Assistance/Pass-Through Payments (TA)	Outside experts retained to provide special expertise for partner agencies' projects and/or sub-allocation/pass-through funding to partner agencies.
54305 Consultant - TA CON NI	54305 is to track Consultant TA CON NI expenditures that are funded with Local Assistance funds.
54306 Consultant - TA CE	54306 is to track Consultant TA CE expenditures that are funded with Local Assistance funds.
54310 Consultant - TA TC CON NI	Same as 54305 above but matched with Toll credits.
54311 Consultant - TA TC CE	Same as 54306 above but matched with Toll credits.
54307 Consultant – TA CON	54307 is to track Consultant TA Construction (CON) expenditures that are funded with Caltrans Local Assistance funds. CON includes construction costs but excludes costs of Preliminary Engineering, Right of Way and CE.
54312 Consultant – TA TC CON	Same as 54307 above but matched with Toll credits.
54315 Consultant IC – REAP Admin	Same as 54304 above. 5% administration costs that are incurred by our partner agencies.

LINE ITEM BUDGET

Account/Line Item	Description
54316 Consultant TA PS&E	54316 is to track Consultant TA Plans, Specifications and Estimate (PS&E) expenditures for design phase work.
54340 Legal	Outside legal experts retained to provide special expertise.
54360 FTA Pass-Through Payments	FTA Payments received by SCAG but passed through to other agencies.
54361 Rebate Payments	LMFP INVEST CLEAN Rebate payments made to the program participants.
55201 Network and Communications	Fees paid for any network infrastructure including network circuits, internet, and VoIP systems and calling plans.
55210 Software Support	Fees paid for telephone support and updates of SCAG's high-end desktop and network software.
5522X Hardware Support	Fees paid for maintenance and repair contracts on SCAG's computer servers and hardware purchases that are less than \$5,000.
55240 Repair – Maintenance	Processes that do not enhance function or extend the useful life of an asset are expensed as repairs.
55250 Cloud Services	Monthly recurring costs for cloud compute and storage capacity.
55251 Cloud Support	Fees paid for any software, licenses, or software support that is managed in the cloud by a 3rd party provider or is related to cloud provided software or services.
55270 Software Purchases	Fees paid for initial software purchase.
55271 Owned Software	Fee paid for any software, licenses, or software support that is installed to or used for SCAG owned servers in our datacenters or private cloud infrastructure.
55275 Co-location Services	Fee paid for any services, products, features, or support that are provided by an IT co-location or data center provider.
5528X 3rd Party Contribution	Like-kind contributions from other agencies that are match for SCAG's grants.
55310 Furniture & Fixtures Principal	Principal portion of furniture and fixtures debt service payments.
55315 Furniture & Fixtures Interest	Interest portion of furniture and fixtures debt service payments.
55320 Audio-visual Equipment Principal	Principal portion of audio-visual equipment debt service payments.
55325 Audio-visual Equipment Interest	Interest portion of audio-visual equipment debt service payments.
55400 Office Rent / Operating Expense	Rent and operating expenses paid for SCAG's main office.
55410 Office Rent Satellite	Rent paid for SCAG's satellite offices.
55415 Off-site Storage	Fees paid for off-site storage.
55420 Equipment Leases	Fees paid for copier, telephone, postage, equipment, etc.

LINE ITEM BUDGET

Account/Line Item	Description
55430 Equipment Repairs – Maintenance	Fees paid to outside vendors to repair SCAG owned equipment.
55435 Security Services	The cost of physical security services at SCAG’s locations.
55440 Insurance	SCAG’s liability insurance premiums.
55441 Payroll / Bank Fees	Fees paid for payroll processing & bank services.
55445 Taxes	Personal property taxes levied on SCAG’s assets.
55460 AV, IT or Facilities materials & equipment <\$5,000	Used to buy capital equipment with unit costs under \$5,000 (it’s not necessary to capitalize and depreciate).
55510 Office Supplies	Routine office supplies and paper for copy machines.
55520 Graphic Supplies	Materials used in the production of documents for agency communications, presentations, etc.
55530 Telephone	SCAG’s monthly telephone fees paid for both voice and data lines.
55540 Postage	Postage and delivery fees.
55550 Delivery Services	Cost of outside courier delivery and other non-USPS services.
55580 Outreach / Advertisement	Cost of advertising and public outreach for SCAG programs and services.
55600 SCAG Memberships	Pays for SCAG to belong to various organizations.
55610 Professional Memberships	Fees paid on behalf of SCAG employees to belong to certain professional organizations.
55611 Professional Dues	Dues paid on behalf of SCAG employees for professional licenses (Certified Public Accountant, Certified Internal Auditor or State Bar).
5562X Resources and Materials, Non-GASB96 & GASB96 Subscriptions	Fees for book purchases, subscriptions and data acquisition.
55630 COVID Facility Expense	Pays for facility expenses related to COVID 19.
55631 ADA & Safety Compliance	Pays for ADA and safety compliance expenses.
55700 Depreciation – Furniture & Fixtures	The general and TDA funds buy assets that have a cost greater than \$5,000 using account 55730, Capital Outlay. The cost is recovered when depreciation is charged to indirect cost.
55710 Depreciation – Computer	The general and TDA funds buy assets that have a cost greater than capital acquisition threshold using account 55730, Capital Outlay. The cost is recovered when depreciation is charged to indirect cost.

LINE ITEM BUDGET

Account/Line Item	Description
55720 Amortization – Lease	To account for amortization of leasehold improvements.
55730 Capital Outlay	Fixed asset purchases greater than agency’s capital acquisition threshold. The cost is recovered when depreciation is charged to indirect cost.
55800 Recruitment – Advertising	Advertising in certain journals and publications regarding job opportunities at SCAG.
55801 Recruitment – Other	Moving expenses and cost of sponsoring foreign employees (visas).
55810 Public Notices	Legal advertising that SCAG must undertake to support certain programs or grants.
55820 In House Training	Used to provide access to outside training opportunities or to bring experts for in-house training.
55830 Networking Meetings / Special Events	Cost of informational events attended by SCAG staff and elected officials.
55840 Training Registration	Training registration cost for staff.
55860 Scholarships	Contributions by SCAG to offset the educational expense of selected students.
55910 RC / Committee Meetings	Pays for the food and other expenses associated with hosting RC and committee meetings.
55912 EAC Retreat	The EAC holds an annual off-site retreat. This budget pays for the actual meeting expenses such as meals and conference facilities.
55914 RC General Assembly	Pays for General Assembly expenses such as meals and conference facilities, as required the by the SCAG Bylaws.
55915 Demographic Workshop	Pays for the meeting expenses of the annual workshop that addresses demographic issues.
55916 Economic Summit	Pays for the meeting expenses of the annual summit that addresses economic issues.
55920 Other Meeting Expense	Pays for other expenses related to meeting support.
55930 Miscellaneous Other	Pays for other minor expenses not categorized elsewhere.
55931 Miscellaneous Labor	Pays for other labor expenses not categorized elsewhere.
55932 Miscellaneous Labor, Future	Pays for other labor expenses not categorized elsewhere for the future budget.
55936 Engagement Committee	Pays for employee engagement committee activities and projects.
55937 Employee Recognition	Pays for employee recognition activities.

LINE ITEM BUDGET

Account/Line Item	Description
55938 Department Allowances	Pays for employee recognition activities by department managers.
55940 Stipend-RC Meeting	Stipends paid to RC Members for attending meetings.
55950 Temporary Help	SCAG occasionally uses employment agencies to provide short term staffing.
56100 Printing	Pays for outside printing costs of SCAG publications and brochures.
58101 Travel	Travel costs for staff and RC travel on behalf of SCAG projects.
58102 Travel – International	Travel outside of the United States.
58110 Mileage	Cost of automobile travel at the IRS rate per mile.
58120 Travel Agent Fees	Travel agent fees billed by Concur for online or phone reservation.
58150 Staff Lodging Expense	General funds used to pay for staff lodging expenses, under certain conditions, greater than state or federal guidelines.
58800 RC Sponsorships	General funds allocated to events supported by RC actions.
59090 Expense-Local Other	Cash contributions from local agencies for projects funded with federal pass-through funds from SCAG.
60041 Vacation Cash Out	Vacation cash-out program for staff and management.
6011X Retirement-PERS	Pays for employee share of contributions to PERS.
60120 Retirement-PARS	SCAG contribution to the supplemental defined benefit retirement plan.
60200 Health Insurance – Active Employees	SCAG contribution for employee health insurance.
60201 Health Insurance – Retirees PAYGO	Retiree health insurance premiums paid to CalPERS.
60202 Health Insurance – Retirees GASB 45	Retiree health insurance premiums paid to the California Employers’ Retiree Benefit Trust, as computed by an actuary.
60210 Dental Insurance	SCAG contribution for employee dental insurance.
60220 Vision Insurance	SCAG contribution for employee vision insurance.

LINE ITEM BUDGET

Account/Line Item	Description
60225 Life Insurance	SCAG cost of life insurance for each benefit-eligible employee.
60240 Medicare Tax Employer Share	SCAG pays a percentage of 1.45% (of payroll) contribution to Medicare for all employees hired after 1986.
60250 Medicare Tax ER – Interns	SCAG pays a percentage of 1.45% (of payroll) contribution to Medicare for all employees hired after 1986.
60255 Social Security ER – Interns	Employer’s share of social security on wages paid.
60300 Tuition Reimbursement	All employees can participate in a tuition reimbursement program for work related classes.
60310 Transit Passes	All employees who utilize public transportation to commute are eligible to be reimbursed up to a specified maximum.
60315 Bus Passes NT – Interns	Interns who utilize public transportation to commute are eligible to be reimbursed up to a specified maximum.
60360 De Minimis Employee Exp	Stipends paid to employees related to COVID-19.
60365 De Minimis Employee Exp Interns	Stipends paid to interns related to COVID-19.
60366 Technology Allowance	The allowance covers phone usage, offset employees’ cost of burden utilizing internet and electricity/water while working remotely.
60367 Technology Allowance Intern	Same as 60366 above but for intern staff.
60400 Workers Compensation Insurance	This is mandated insurance for employees that provides a benefit for work-related injuries.
60405 Unemployment Comp Insurance	Payments for unemployment insurance claims filed by former employees.
60410 Miscellaneous Employee Benefits	Pays for SCAG’s Employee Assistance Program, cell phone and parking allowances to executives in accordance with employment contracts.
60415 SCAG 457 Match	SCAG staff, managers and directors receive matching funds for 457 Plan deferred compensation contributions.
60450 Benefits Administrative Fees	Pays for third parties who administer SCAG’s cafeteria plan.
60500 Automobile Allowance	Allowances payable to executives in accordance with employment contracts.

Comprehensive Budget

Fiscal Year 2026-27

Section II

Budget Components

OVERALL WORK PROGRAM

Overall Work Program (OWP)

The Flow of Funds

Traditionally, the majority of OWP recurring funding has come to SCAG via the Federal appropriations process. Some funding has been directly allocated to SCAG, and some has “passed through” via Caltrans. In recent years, SCAG’s non-recurring funding flow has expanded due to the direct allocation from the California Department of Housing & Community Development (HCD) for the Regional Early Action Planning Grants of 2021 and the INVEST CLEAN grant funds from the South Coast Air Quality Management District (SCAQMD). In addition, SCAG has secured various discretionary competitive grants to support its work plan and activities.

Summary of FUNDING Sources

Consolidated Planning Grant (CPG)

In 1997, FHWA/FTA instituted a transportation planning funds process called CPG. In California, the four CPG fund sources are described below.

1. FHWA Metropolitan Planning (FHWA PL)

Metropolitan Planning funds, otherwise known as PL funds, are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including the development of metropolitan area transportation plans and transportation improvement programs.

The state must make all federally authorized PL funds available to the MPOs in accordance with a formula developed by the state, in consultation with the MPOs and approved by the FHWA.

2. FTA Metropolitan Planning, Section 5303 (FTA §5303)

All MPOs with an urbanized area receive FTA §5303 funds each year to develop transportation plans and programs. The percentage of the California apportionment of FTA §5303 each MPO receives is determined by a formula agreed to by the MPOs, Caltrans and FTA.

The FTA §5303 formula has two components, a base allocation and a population component, which distributes funds according to the MPO’s percentage of statewide urbanized area population as of the most recent decennial census.

3. FHWA State Planning and Research Part I – Strategic Partnership Grants (SP&R)

Funds transportation planning studies in partnership with Caltrans that address the regional, interregional and statewide need of the State highway system, and assist in achieving other State goals. Caltrans awards these grants through an annual, competitive selection process.

4. FTA State Planning and Research, Section 5304 Strategic Partnerships – Transit (FTA §5304)

Funds local and regional multimodal transportation planning projects, with a focus on transit, in partnership with Caltrans of regional, interregional and statewide significance, that support achieving the Caltrans Mission and other State Goals. Caltrans awards these grants through an annual, competitive selection process.

OVERALL WORK PROGRAM

Sustainable Transportation Planning Grants

The Sustainable Transportation Planning Grants include the State Highway Account (SHA) funds as well as Senate Bill (SB) 1 funds that are deposited into the Road Maintenance and Rehabilitation Account (RMRA). Caltrans awards these grants through an annual, competitive selection as well as a formula-allocation process.

1. State Highway Account

Funds local and regional multimodal transportation and land use planning projects that further the region's RTP/SCS, contribute to the State's greenhouse gas (GHG) reduction targets, and assist in achieving other State goals; funds local and regional identification of transportation-related climate vulnerability through the development of climate adaptation plans. Caltrans awards these grants through an annual, competitive selection process.

2. Sustainable Communities SB 1 Formula Grants

Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, is a transportation funding bill that will provide a reliable source of funds to maintain and integrate the State's multi-modal transportation system. Beginning in FY 2017-18, approximately \$12.5 million in Sustainable Communities Formula Grants from SB 1 reside under the Sustainable Transportation Planning Grant Program and are allocated via formula (consistent with the FHWA PL formula) to the 18 MPOs. These funds are for local and regional multimodal transportation and land use planning projects that further the region's RTP/SCS, contribute to the State's GHG reduction targets, and assist in achieving other State goals.

Local Funds

Each funding source described above requires that local cash or in-kind services be provided as a match. SCAG uses a combination of the following sources to meet the match requirements:

1. Transportation Development Act (TDA)

State of California Public Utilities Code Section 99233.2 authorizes the Transportation Commissions in Los Angeles, Orange, Riverside, and San Bernardino counties to allocate up to $\frac{3}{4}$ of 1 percent of their local transportation funds to SCAG as the multi-county planning agency for the region. As the largest source of recurring non-federal funding received by SCAG, TDA is used to fund local initiatives and to provide cash match as needed for projects funded with state or federal funds.

2. Cash Match/Local Funds

Funding from local agencies is provided to SCAG to serve as matching funds to the CPG and other grants that require local match for consultant expenditures as a condition of receiving grant funds. For example, the CPG requires a match of 11.47%. Cash/local contributions are also used to augment various projects.

3. In-Kind Match

The CPG and other grants accept in-kind match, as well as cash match, to fulfill the local match requirement for staff costs that is a condition of receiving grant funds. In-kind match includes services, such as staff time, provided by a local agency to support the work funded by a grant.

OVERALL WORK PROGRAM

Special Grant Funds

SCAG receives various discretionary grant funds to carry out a wide array of planning programs.

1. AB2766/Mobile Source Air Pollution Reduction Review Committee (MSRC) Funds

State Health & Safety Code Section 44225 (AB2766) established MSRC to develop a work program to fund projects that help reduce air pollution from motor vehicles within the South Coast Air District. MSRC provides to SCAG the financial assistance which supports Last Mile Freight Program.

2. Office of Traffic Safety (OTS) Pedestrian and Bicycle Safety Funds

California OTS competitively awards to various agencies for projects that increase awareness of traffic rules, rights, and responsibilities among different age groups.

3. Active Transportation Program (ATP) Funds

ATP was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The ATP program is funded from various federal and state funds appropriated in the annual Budget Act. Caltrans provides administrative oversight for the Programs and ensures that the terms and conditions of the California Transportation Commission's guidelines.

4. Congressionally Directed Project

The Consolidated Appropriations Act, 2022 (Public Law 117-103) appropriated funding for Highway Infrastructure Programs (HIP), which included a set-aside for Community Project Funding/Congressionally Directed Spending. Caltrans provides administrative oversight for this program. In FY 2023-24, SCAG received an award in the amount of \$480,000 under this program to support Highways to Boulevards Regional Study.

5. Regional Early Action Planning (REAP) Grants Program

As part of the 2021 California Comeback Plan under AB 140, the Regional Early Action Planning Grant of 2021 (REAP 2.0) was established to build on the success of the REAP 2019, but to expand the program focus by integrating housing and climate goals and allowing for broader planning and implementation investments. Up to approximately \$231.5 million is available for SCAG under the REAP 2.0 for eligible activities.

6. Carbon Reduction Program Funds

The Carbon Reduction Program (CRP) is a program established by the Infrastructure Investment and Jobs Act (IIJA). It funds transportation projects that reduce carbon dioxide emissions from on-road transportation sources. For each fiscal year, 65 percent of CRP funding to the State is apportioned annually by population to MPOs and RTPAs (Local CRP funds). SCAG, as the MPO, is responsible for the selection of Local CRP-funded projects in the SCAG region. Following discussion with key stakeholders and consistent with the Regional Council approval, 65 percent of the Local CRP funds was made available through a Call-for-Projects process and SCAG retained 35 percent of the Local CRP funds to support various projects that achieve regional transportation goals and objectives. Use of the 35 percent of the Local CRP funds is included in the annual SCAG Overall Work Program.

OVERALL WORK PROGRAM

7. Sustainable Agricultural Lands Conservation Program (SALC)

The Sustainable Agricultural Lands Conservation Program (SALC) is a component of the Strategic Growth Council's Affordable Housing and Sustainability Program. It supports the State's GHG emission reduction goals by making strategic investments to protect agricultural lands from conversion to more GHG intensive uses. The funding will be used to develop a Natural & Agricultural Lands Economic and Resilience Benefits Study and Landscape Analysis White Paper for SCAG's six county region.

8. Safe Streets and Roads for All

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The award funding from the FY 2023 cycle will be used to fund three initiatives over five years: the Regional Safety Action Plan, the Go Human Safety Program, and Quick-Build demonstrations. The award funding from the FY 2024 cycle will be used to create semi-permanent open streets events in partnership with LADOT.

9. Surface Transportation Block Grant Program (STBG)/Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Surface Transportation Block Grant (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 Congestion Mitigation and Air Quality (CMAQ) Improvement 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, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Roughly \$290 million in STBG and \$290 million in CMAQ funds for a combined amount of \$580 million annually is apportioned to the SCAG region. As of July 1, 2023, the Southern California Association of Governments (SCAG) is responsible for the selection of STBG/CMAQ-funded projects in the SCAG region. SCAG reserves the right to set aside up to 2.5 percent of the annual obligational authority for STBG and CMAQ funds apportioned to the SCAG region to support regional planning priorities that are led by SCAG and/or in partnership with the County Transportation Commissions (CTCs). Use of the 2.5 percent funds is included in the annual SCAG Overall Work Program.

10. Strategic Innovation for Revenue Collection (SIRC)

The Bipartisan Infrastructure Law (BIL) established the SIRC program to provide discretionary grants to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund through pilot projects at the State, local, and regional level. In FY 2024-25, SCAG was awarded \$1.35 million in federal funds to demonstrate the viability and interoperability of a per-mile user-based alternative revenue mechanism with existing toll-based revenue collection mechanisms, in partnership with NextMove by Cintra.

OVERALL WORK PROGRAM

11. Climate Pollution Reduction Grant (CPRG) – INVEST CLEAN Program

SCAG is partnering with the South Coast Air Quality Management District (SCAQMD) to carry out Measure 2.2 of the Infrastructure, Vehicles, and Equipment Strategy for Climate, Equity, Air Quality, and National Competitiveness (INVEST CLEAN) project. SCAG is a subrecipient of SCAQMD under their grant awarded by the Environmental Protection Agency (EPA) and will administer a \$50-million rebate program for fleets involved in last mile freight through the deployment of Class 4 and 5 vehicles. The rebate program supports purchase, conversion, and deployment of battery-electric Class 4 and Class 5 commercial vehicles operating within the Los Angeles – Long Beach – Anaheim and Riverside – San Bernardino – Ontario Metropolitan Statistical Areas (MSAs).

OVERALL WORK PROGRAM

OWP Budget Document

The core regional transportation planning document is the OWP, and its core product is the completion of the Regional Transportation Plan (RTP). The OWP is developed by SCAG on an annual basis and serves as the planning structure that SCAG must adhere to for the state fiscal year, which is July 1 through June 30 of the following calendar year. The OWP includes three component pieces:

- 1. Regional Prospectus**

The prospectus section provides the context for understanding the work activities proposed and gives information about the region. It includes, but is not limited to:

- The region's regional planning approach
- The agency's organizational structure and interagency arrangements
- An overview of governmental and public involvement
- The progress made towards implementing the RTP/SCS (Connect SoCal)

- 2. Program/Work Elements**

The Program/Work Element identifies specific planning work to be completed during the term of the OWP, as well as a narrative of previous, ongoing, and future year's work to be completed. It also includes the sources and uses of funds.

- 3. Budget Revenue & Expenditure Reports**

These summary reports list all the work elements in the OWP by funding sources and expenditure category.

The OWP, in conjunction with the Overall Work Program Agreement (OWPA) and the regional planning Master Fund Transfer Agreement (MFTA), constitutes the annual funding agreement between the State and SCAG. Although the OWP includes all planning projects to be undertaken by SCAG during the fiscal year, the OWPA and MFTA only include the CPG and Sustainable Transportation Planning Grants, including SB1 grants, described above.

OVERALL WORK PROGRAM

OWP Line Item Budget

The OWP Budget can be viewed in two ways: The first table is a line item budget displaying how the OWP budget is allocated. The second table shows the same budget by project and major budget category.

Cost Category	FY26 Budget Amendment 2	FY27 Proposed	Incr (Decr)
500XX Staff	\$ 14,417,751	\$ 13,836,228	\$ (581,523)
543XX Consultant	37,867,035	23,849,414	(14,017,621)
54302 Non-Profits/IHL	10,500	-	(10,500)
543xx Consultant TC	38,797,861	32,513,129	(6,284,732)
543xx Consultant Technical Assistance /Pass-Through Payments	235,436,770	103,905,710	(131,531,060)
54340 Legal	85,000	200,000	115,000
5528X Third party contribution	61,514,028	26,012,663	(35,501,365)
55415 Off-site storage	129,775	3,750	(126,025)
55580 Outreach/advertisement	104,500	102,000	(2,500)
5562X Resource materials, GASB 96 & Non-GASB 96 Subscriptions	1,203,409	1,072,000	(131,409)
55810 Public notices		1,000	1,000
55830 Networking meetings/special events	4,000	4,000	-
55920 Other meeting expense	81,500	120,000	38,500
55930 Miscellaneous other	120,541	120	(120,421)
55931 Miscellaneous labor	6,475,010	1,502,686	(4,972,324)
55932 Miscellaneous labor, future	21,004,434	12,389,299	(8,615,135)
58101 Travel	326,149	296,400	(29,749)
58110 Mileage	12,000	10,000	(2,000)
Sub-total	\$ 417,590,263	\$ 215,818,399	\$ (201,771,864)
51000 Fringe benefits	10,457,930	10,271,733	\$ (186,197)
51001 Indirect costs	34,220,037	37,426,911	\$ 3,206,874
Total	\$ 462,268,230	\$ 263,517,043	\$ (198,751,187)

*Totals may not add due to rounding

OVERALL WORK PROGRAM

This table shows the same budget by program and major budget category.

Program	FY27 Proposed Budget				
	Total *	Other Costs	Consultant	Consultant TC	Consultant TA & TA TC
010 System Planning	1,198,149	1,098,149	-	100,000	-
015 Transportation Finance	1,056,463	831,463	-	225,000	-
020 Environmental Planning	2,032,600	1,372,600	-	660,000	-
025 Air Quality and Conformity	672,645	672,645	-	-	-
030 Federal Transportation Improvement Program (FTIP)	4,233,735	3,808,735	-	425,000	-
045 Geographic Information Systems (GIS)	6,233,601	6,158,601	-	75,000	-
050 Active Transportation Planning	776,439	776,439	-	-	-
055 Regional Forecasting, Socioeconomic Technical & Policy Analysis	1,816,781	1,420,781	-	396,000	-
060 Corridor Planning	38,782	38,782	-	-	-
065 Sustainability Program	2,514,018	1,911,667	602,351	-	-
070 Modeling	11,061,215	10,496,215	390,000	175,000	-
080 Performance Assessment, Monitoring & Strategy	1,169,581	1,169,581	-	-	-
090 Public Information and Communications	5,610,090	5,095,090	-	515,000	-
095 Regional Outreach and Public Participation	5,438,780	5,178,780	-	260,000	-
100 Intelligent Transportation Systems (ITS) and Smart Cities	11,322,491	2,841,209	452,142	8,029,140	-
120 OWP Development and Administration	1,485,483	1,485,483	-	-	-
130 Goods Movement	14,975,629	4,224,519	3,153,121	7,597,989	-
140 Transit and Rail Planning	1,492,178	1,192,178	300,000	-	-
145 Sustainable Communities and Strategic Partnership Planning Grant	483,060	55,380	427,680	-	-
156 Climate Adaptation Planning	200,000	-	-	-	200,000
225 Special Grant Projects	22,091,306	4,886,898	5,566,714	-	11,637,694
230 Regional Aviation and Airport Ground Access Planning	498,078	148,078	350,000	-	-
235 Local Information Services Program	840,215	715,215	-	125,000	-
275 Sustainable Communities Program	1,259,280	380,280	702,000	-	177,000
290 Research, Planning and Engagement for Sustainable Communities	8,987,235	3,987,894	2,499,341	2,500,000	-
303 Economic Empowerment	204,819	144,819	60,000	-	-
305 Regional Early Action Planning (REAP) Grants Program – REAP 2.0	46,373,246	6,491,730	123,500	-	39,758,016
310 Planning Strategy Development and Implementation	7,099,174	7,047,714	51,460	-	-
315 Last Mile Freight Program - MSRC	79,358,409	20,187,304	9,171,105	-	50,000,000
325 Regional Pilot Initiatives	2,947,523	714,523	-	100,000	2,133,000
400 Planning and Implementation for the 2028 Games	18,424,337	7,424,337	-	11,000,000	-
500 Federal Highway Funding Project Selection, Monitoring, and Delivery	1,621,701	1,291,701	-	330,000	-
Total	263,517,043	103,248,790	23,849,414	32,513,129	103,905,710

*Includes indirect costs, fringe benefits, non-labor, and in-kind match; Totals may not add due to rounding.

OVERALL WORK PROGRAM

Program/work elements

The following section provides a summary of the OWP Programs and the Strategic Plan goal(s) each program supports.

010 System Planning

Manager: Warren Whiteaker

Program Objective:

Transportation System Planning involves long-term planning for system preservation/maintenance, system operation/performance, optimization of system utilization, system safety, and strategic system expansion of all modes of transportation for people and goods in the six-county region, including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Connect SoCal (RTP/SCS) is the primary vehicle SCAG uses to achieve our transportation system planning goals and objectives. As the MPO for this region, one of SCAG's major responsibilities is to develop, administer, and update the RTP/SCS. The primary objective of this work element is to ensure SCAG is fulfilling its roles and responsibilities in this area as the designated MPO and RTPA for this region. SCAG will ensure that Connect SoCal updates are consistent with state and federal requirements while addressing the region's transportation needs. Indirect costs include SCAG's facility expenditures, operational activities for IT, Finance, Human Resources departments, etc. The details on what is included in 'indirect cost' can be found in the SCAG's FY27 Comprehensive Budget Document and/or the FY27 Indirect Cost Rate Proposal.

Strategic Plan:

Supports Goal #1 – Establish and implement a regional vision for a sustainable future.

Supports Goal #2 – Be a cohesive and influential voice for the region.

Supports Goal #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

015 Transportation Finance

Manager: Warren Whiteaker

Program Objective:

This work program is critical to addressing some of SCAG's core activities—specifically, satisfying federal planning requirements on financial constraint; ensuring a reasonably available revenue forecast through the Connect SoCal (RTP/SCS) planning horizon, and addressing system level operation and maintenance cost analyses along with capital cost evaluation of transportation investments. This work program includes the Connect SoCal financial plan and provides support for key financial strategies throughout the region.

OVERALL WORK PROGRAM

Strategic Plan:

Supports Goal #1 – Establish and implement a regional vision for a sustainable future.

Supports Goal #2 – Be a cohesive and influential voice for the region.

Supports Goal #5 – Secure and optimize diverse funding sources to support regional priorities.

020 Environmental Planning

Manager: Sarah Dominguez

Program Objective:

In accordance with the California Environmental Quality Act (CEQA), SCAG prepares environmental documentation to ensure regulatory compliance with applicable state environmental laws, monitors changes in environmental compliance requirements, and provides tools and services related to CEQA and CEQA streamlining efforts to support local jurisdictions. SCAG serves as the lead agency responsible for preparing the RTP/SCS Program Environmental Impact Report (PEIR) and addendums, and ensures completion of appropriate environmental documentation, such as Categorical Exemptions, for SCAG's programs and projects, as needed. Staff works closely with local and regional agencies and stakeholders and conducts consultation and public outreach during the preparation of environmental documentation.

The Intergovernmental Review (IGR) program provides informational resources to regionally significant projects, plans, and programs as defined by CEQA to facilitate the consistency of these projects with SCAG's adopted regional plans, to be determined by the lead agencies; functions as a clearinghouse for applications for federal grants and financial assistance programs, federally required state plans, federal development activities, and environmental documents; serves as an internal resource for submitted project information to support the Connect SoCal update and regional performance monitoring and assessment, where appropriate; and coordinates internal input to integrate performance monitoring in the review of environmental documents for regionally significant projects.

Strategic Plan:

Supports Goal #1 – Establish and implement a regional vision for a sustainable future

Supports Goal #3 – Spur innovation and action through leadership
in research, analysis and information sharing

025 Air Quality and Conformity

Manager: Sarah Dominguez

OVERALL WORK PROGRAM

Program Objective:

The Air Quality Planning and Conformity program oversees and performs regional transportation conformity determinations and related air quality planning, analysis, documentation, and policy implementation in SCAG region. This includes preparing transportation conformity analyses for RTP/SCS, FTIP, and their amendments; fulfilling federally required interagency consultation, processing and acting as clearinghouse for particulate matter (PM) hot spot analyses for transportation projects through the Transportation Conformity Working Group (TCWG); monitoring, participating in, and reporting on relevant federal, California, and regional air quality rulemaking; collaborating with the California Air Resources Board (ARB) and local air districts on development of air quality management plans/state implementation plans (AQMPs/SIPs); identifying and proactively addressing potential conformity failures and potential highway sanctions; developing SCAG's portion of South Coast Air Quality Management Plan (commonly known as Appendix IV-C); ensuring the timely implementation of transportation control measures (TCMs); and participating in the development and implementation of the Mobile Source Air Pollution Reduction Review Committee (MSRC) work programs.

Strategic Plan:

Supports Goal #2 – Be a cohesive and influential voice for the region

Supports Goal #3 – Spur innovation and action through leadership

in research, analysis and information sharing

030 Federal Transportation Improvement Program (FTIP)

Manager: Warren Whiteaker

Program Objective:

The Federal Transportation Improvement Program (FTIP) is a federally mandated four-year program of all surface transportation projects and programs that will receive federal funding or are subject to a federally required action. The FTIP is a key programmatic tool that helps to implement Connect SoCal (RTP/SCS) and is developed to incrementally implement the programs and projects in Connect SoCal in accordance with federal and state requirements. The FTIP is amended on an on-going basis, as necessary, thereby allowing projects consistent with the RTP/SCS to move forward toward implementation.

Consistent with the findings of the region's 2022 Federal Certification Review, SCAG also selects, monitors, and manages Congestion Mitigation and Air Quality Improvement (CMAQ), Surface Transportation Block Grant (STBG), and Carbon Reduction Program (CRP) federally funded projects. Selected projects advance Connect SoCal and associated performance targets.

OVERALL WORK PROGRAM

Strategic Plan:

Supports Goal #1 – Establish and implement a regional vision for a sustainable future.

Supports Goal #2 – Be a cohesive and influential voice for the region.

Supports Goal #5 – Secure and optimize diverse funding sources to support regional planning.

045 Geographic Information Systems (GIS)

Managers: Hsi-Hwa Hu & Jonathan Holt

Program Objective:

Analyzing and visualizing regional geographic data, often on a map, is where many Planning efforts begin. This program provides agency-wide GIS operations and support. It fosters widespread use of geographic data in data-driven planning, geospatial analysis, data visualization, GIS mapping, as well as GIS application development by leveraging location intelligence. To enhance GIS workflows, staff applies GIS modeling and analytics techniques to streamline regional geospatial database development and maintenance processes. GIS staff establishes innovative analytical and visualization methodologies to facilitate and support policy and planning analysis. In addition, GIS staff provides professional GIS technical support and training to SCAG staff. To support SCAG's ongoing role as a Regional Information Center, the program manages and maintains regional geospatial data and information for policy and planning analysis for Southern California and provides data and visualization services and support to better serve the needs of the agency and stakeholders.

Additional goals include developing cutting-edge web-GIS applications and tools for information sharing and innovative planning; developing and managing SCAG's Enterprise GIS and RDP systems (including GIS hardware/software, GIS database, GIS analysis, and GIS applications); developing and implementing GIS governance and GIS data management standards and providing value-added GIS technical services and products to our local jurisdictions.

Strategic Plan:

Supports Goal #3 - Spur innovation and action through leadership in research, analysis and information sharing

Supports Goal #4 - Build a unified culture anchored in the pursuit of organizational excellence.

050 Active Transportation Planning

Manager: Courtney Aguirre

Program Objective:

SCAG will continue to pursue new opportunities and partnerships to advance the region's core active

OVERALL WORK PROGRAM

transportation strategies. This includes developing coordinated approaches with shared mobility providers to support complete streets goals and reduce single-occupancy vehicle use for short trips. SCAG will also collaborate with Caltrans, counties, and individual cities to fund local active transportation plans and multi-jurisdictional active transportation projects that are part of Connect SoCal, the 2024 RTP/SCS.

SCAG will maintain management of the Regional Active Transportation Program, including providing technical assistance to project sponsors, managing planning and program grants, tracking project delivery, and preparing program amendments, as necessary. SCAG will also continue to provide leadership and input at the state and regional levels to ensure future funding cycles align with regional planning priorities. Through ongoing collaboration with the California Transportation Commission, Caltrans and the Southern California county transportation commissions, SCAG will work to improve application and allocation procedures.

SCAG will also expand its capacity to measure the impacts of active transportation investments by strengthening data collection, modeling, and co-benefit analysis—particularly related to greenhouse gas reductions, public health, and economic outcomes.

Strategic Plan:

Supports Goal #1 – Establish and implement a regional vision for a sustainable future.

Supports Goal #2 – Be a cohesive and influential voice for the region.

Supports Goal #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

055 Regional Forecasting, Socioeconomic Technical & Policy Analysis
Managers: Hsi-Hwa Hu & Jinghua Xu

Program Objective:

The key focus of this work element is to collect, compile, assess, analyze, and research socioeconomic, technology advancement, and demographic data and their trends, develop value-added information products, including but not limited to regional and county-level population, household and employment estimates and projections to inform regional planning and policy development.

This program also addresses the following: promote and advance in-house research and capacity with trainings and teaching research methodology, data, analytical tools - GIS, statistics, programming across the agency. Collaboration with universities, research institutes and planning partners and peer agencies jointly conduct research and data sharing on important and emerging regional challenges and issues. Serve as the regional data and information hub, promote data and information driven decision-making process and outcome. Additional program objectives include actively promoting and advocating for SCAG’s innovative planning practices and experiences across the nation and

OVERALL WORK PROGRAM

internationally by organizing and conducting summits, workshops, symposiums, participation, presentation at key conferences, and publications in the peer-reviewed journals.

Strategic Plan:

Supports Goal #1 - Establish and implement a regional vision for a sustainable future

Supports Goal #2 - Be a cohesive and influential voice for the region

Supports Goal #3 - Spur innovation and action through leadership in research, analysis and information sharing.

060 Corridor Planning

Manager: Courtney Aguirre

Program Objective:

SCAG will shape regional planning documents, including Connect SoCal, based on the emerging design concepts and scopes of major transportation corridor investments, drawing on corridor planning studies completed under this work element and in partnership with other agencies. SCAG will also initiate and support the development of comprehensive, multimodal, and sustainable corridor plans that expand mobility choices and contribute to a well maintained, sustainable, and safer regional transportation system. In addition, SCAG will ensure that corridor planning studies comply with federal transportation planning requirements under 23 CFR 450. SCAG will further collaborate with state and local partners, including Caltrans and local jurisdictions, on efforts to plan for “Main Streets” and reconnect communities by preparing for the removal, retrofit, or mitigation of existing transportation facilities such as highways or rail lines.

Strategic Plan:

Supports Goal #1 – Establish and implement a regional vision for a sustainable future.

Supports Goal #2 – Be a cohesive and influential voice for the region.

Supports Goal #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

065 Sustainability Program

Manager: Ryan Wolfe & Victor Negrete

Program Objective:

SCAG’s Sustainability Program is a core effort for implementing the Connect SoCal, the 2024 RTP/SCS. The program demonstrates that the region can achieve mobility, air quality, and public health goals

OVERALL WORK PROGRAM

through local land use and policy changes along with targeted transportation investments. The program also focuses on developing regional resiliency strategies; explores pressing issues and possible challenges Southern California’s residents may face in the coming decades, including climate change impacts to public health; furthers the region’s ability to model the impacts of transportation and land use changes on public health; and considers ways to address potential disruptions to anticipated regional development patterns and transportation investments.

Strategic Plan:

Supports Goal #1 - Establish and implement a regional vision for a sustainable future.

070 Modeling

Manager: Jinghua Xu & Hsi-Hwa Hu

Program Objective:

Provide data and modeling services for the development and implementation of the RTP/SCS, FTIP, and other major land use and transportation planning initiatives. Analyze socioeconomic data and build analytical foundations for planning activities. Develop small area demographic and employment growth forecast through collaborating with local jurisdictions and peer planning agencies and building consensus. Continue to provide small area socioeconomic data for scenario planning and transportation modeling. Provide member agencies tools and data to analyze the impacts of their land use and planning decisions. Develop, maintain, and improve SCAG’s forecasting and modeling tools to more effectively forecast small area growth, impacts of alternative scenarios, regional travel demand and estimate resulting air quality. Maintain a leadership role in the Southern California modeling community by coordinating the Region’s modeling activities. Provide technical assistance and data services to support planning analysis of member agencies and other public institutions. Promote model consistency through an active subregional modeling program. Continue ongoing modeling collaboration with SCAG’s partners to advance the region’s modeling practices.

Strategic Plan:

Supports Goal #1 - Establish and implement a regional vision for a sustainable future

Supports Goal #2 - Be a cohesive and influential voice for the region

Supports Goal #3 - Spur innovation and action through leadership in research, analysis and information sharing

080 Performance Assessment, Monitoring, & Strategy

Manager: Sarah Dominguez

OVERALL WORK PROGRAM

Program Objective:

Provide performance assessment and monitoring of the SCAG region that is consistent with federal performance-based planning, monitoring, and reporting guidance. Ensure the region is on track toward achieving the goals of the RTP/SCS (Connect SoCal) and in the implementation of Connect SoCal. Performance Assessment, Monitoring, and Strategy tasks including the collection and analysis of data needed to identify and evaluate regional development trends, transportation system performance, environmental quality, regional sustainability and climate resilience, public health, housing affordability, and the socioeconomic well-being of people in the region.

The results of the regional performance monitoring and assessment program provide the basis for informed policy making, investment planning, and the effective implementation of Connect SoCal. This program also coordinates with the California Department of Transportation (Caltrans) in the management of the annual local data collection process in support of the Highway Performance Monitoring System (HPMS).

Strategic Plan:

Supports Goal #1 – Establish and implement a regional vision for a sustainable future

Supports Goal #2 – Be a cohesive and influential voice for the region

Supports Goal #3 – Spur innovation and action through leadership in research, analysis and information sharing

090 Public Information & Communications

Manager: Ana Vallianatos

Program Objective:

Develop and execute a comprehensive external communications program that informs the region's diverse audiences about SCAG programs, plans, initiatives, and services. SCAG's communications strategies facilitate the agency's transportation planning activities by helping to inform the general public, media, agency stakeholders and partners about the existence, purpose and potential impact of these activities, and to convey this information in ways that are engaging and easy to understand for general audiences. SCAG communicates through various email and social media channels, engagement with local media, video production, websites, print collateral and workshops/events.

Strategic Plan:

Supports Goal #1 – Establish and implement a regional vision for a sustainable future.

Supports Goal #2 – Be a cohesive and influential voice for the region.

OVERALL WORK PROGRAM

095 Regional Outreach & Public Participation

Manager: Kevin Gilhooley, Ana Vallianatos & Carmen Flores

Program Objective:

Provide support for federal and state mandated public outreach for SCAG's planning activities. Engage and collaborate with regional stakeholders in the SCAG planning and programming process through the support, assessment, and enhancement of outreach efforts to local governments, tribal governments, and members of the various stakeholder entities, including academia, business, community, and environmental groups, as well as other interested parties. The SCAG Regional Offices are critical components in these efforts, with SCAG staff assigned to an office in each county in the SCAG region.

Strategic Plan:

Supports Goal #2 – Be a cohesive and influential voice for the region.

Supports Goal #4 – Build a unified culture anchored in the pursuit of organizational excellence.

100 Intelligent Transportation Systems (ITS) and Smart Cities

Manager: Kate Kigongo & Warren Whiteaker

Program Objective:

Under this program, staff will identify and create plans, policies, and tools to support deployment and integration of technologies and Smart Cities strategies, to achieve regional goals including mobility, equity, and sustainability. SCAG will plan for and support ubiquitous regional broadband deployment, access and adoption to provide the necessary infrastructure and supporting policies for Smart Cities Strategies and other transportation planning initiatives and will work towards documenting and disseminating the benefits of these strategies equitably throughout the region. SCAG will continue engaging with regional stakeholders on ITS and ITS related matters, including use and maintenance of the regularly updated Regional ITS Architecture. Additionally, SCAG will maintain the web-accessible Architecture and provide documentation to maximize its usability and ensure on-going maintenance. SCAG will seek to provide training and educational opportunities to stakeholders on ITS related topics in partnership with FHWA/Caltrans as opportunities become available.

Strategic Plan:

Supports Goal #1 - Establish and implement a regional vision for a sustainable future.

Supports Goal #2 - Be a cohesive and influential voice for the region.

Supports Goal #3 - Spur innovation and action through leadership in research, analysis and

OVERALL WORK PROGRAM

information sharing.

Supports Goal #5 - Secure and optimize diverse funding sources to support regional priorities.

120 OWP Development & Administration

Manager: Kana Sato-Nguyen

Program Objective:

Develop, administer, and monitor the Overall Work Program (OWP). The OWP is a required function of SCAG as the Metropolitan Planning Organization (MPO) for this region and provides a detailed description of the planning activities that will be completed by the MPO and its partners in the fiscal year.

Strategic Plan:

Supports Goal #5 – Secure and optimize diverse funding sources to support regional priorities

130 Goods Movement

Manager: Courtney Aguirre

Program Objective:

This work program focuses on integrating freight-related transportation initiatives into the regional transportation planning process, including development of the Comprehensive Sustainable Freight Plan and Implementation Strategy. This effort includes but is not limited to a systems level plan for inland port strategies, along with strategic operational approaches to address increasing supply chain volatility and to prepare for major events. Under this program, SCAG will plan and advocate for funding, policies, and programs to optimize the intermodal goods movement network through increases in economic efficiency, resiliency, congestion mitigation, safety and air quality improvements, mitigation of community impacts, and enhancements to system security.

Strategic Plan:

Supports Goal #1 – Establish and implement a regional vision for a sustainable future.

Supports Goal #2 – Be a cohesive and influential voice for the region.

Supports Goal #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

Supports Goal #5 – Secure and optimize diverse funding sources to support regional priorities.

140 Transit and Rail Planning

Manager: Courtney Aguirre

OVERALL WORK PROGRAM

Program Objective:

SCAG supports and engages transit and rail operators in corridor and regional planning efforts and in refining transit and rail strategies for future updates to Connect SoCal. SCAG will continue to implement FTA requirements for performance-based planning and coordinate with transit operators on transit safety and transit asset management (TAM). SCAG will also assess and monitor regional transit system performance and work with operators through the Regional Transit Technical Advisory Committee to ensure meaningful stakeholder input and participation in the metropolitan transportation planning process, consistent with SCAG’s MOUs with the region’s transit agencies.

Strategic Plan:

- Supports Goal #1 – Establish and implement a regional vision for a sustainable future.
- Supports Goal #2 – Be a cohesive and influential voice for the region.
- Supports Goal #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

145 Sustainable Communities and Strategic Partnerships Planning Grant Program
Manager: Courtney Aguirre

Program Objective:

To encourage local and regional planning that furthers state goals; to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system; and to support planning actions at the local and regional levels that advance climate change efforts on the transportation system.

Strategic Plan:

- Supports Goal #1 – Establish and implement a regional vision for a sustainable future.
- Supports Goal #2 – Be a cohesive and influential voice for the region.
- Supports Goal #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

156 Climate Adaptation Planning
Manager: Ryan Wolfe

OVERALL WORK PROGRAM

Program Objective:

To encourage local and regional identification of transportation system vulnerabilities and climate-related risks to existing transportation infrastructure, identification of adaptation planning projects that address climate risk impacts to existing transportation infrastructure, and planning for specific climate projects that can be programmed in existing local or regional transportation plans.

Strategic Plan:

Supports Goal #5 - Secure and optimize diverse funding sources to support regional priorities.

225 Special Grant Projects

Manager: Victor Negrete, Kate Kigongo, Warren Whiteaker

Program Objective:

To fund and participate in specialized environmental and transportation projects with funding from discretionary grants and/or local funds contributed by local jurisdictions. Grants assist the region and local agencies to better integrate land use, technology, and transportation planning to develop alternatives for addressing growth, sustainability, and to assess efficient infrastructure investments that meet community needs.

Strategic Plan:

Supports Goal #1 – Establish and implement a regional vision for a sustainable future.

Supports Goal #2 – Be a cohesive and influential voice for the region.

Supports Goal #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

Supports Goal #5 – Secure and optimize diverse funding sources to support regional priorities.

230 Regional Aviation & Airport Ground Access Planning

Manager: Courtney Aguirre

Program Objective:

The Regional Aviation and Airport Ground Access Planning (Aviation) program focuses on the region’s airports and aviation system primarily from the perspective of airport ground access and the surface transportation system. Although SCAG does not have regulatory or developmental authority over the airports, it does plan for and identify airport ground access strategies in the regional transportation

OVERALL WORK PROGRAM

plan. SCAG also plays a critical consultative and collaborative role with the airports, federal agencies, Caltrans, the transportation agencies and commissions, academic institutions, industry associations, and other transportation stakeholders. SCAG will continue ongoing work on regional airport and airport ground access planning, and explore new areas of research on aviation systems planning. There will be considerable collaboration with regional partners through ongoing communication and participation on working groups and committees, including the Aviation Technical Advisory Committee (ATAC), which SCAG manages and convenes.

Strategic Plan:

Supports Goal #1 – Establish and implement a regional vision for a sustainable future.

Supports Goal #2 – Be a cohesive and influential voice for the region.

Supports Goal #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

235 Local Information Services Program

Manager: Hsi-Hwa Hu

Program Objective:

The Local Information Services Program mainly focuses on the Local Information Services Team (LIST) and the Toolbox Tuesday Training Series to build local capacity in innovative and integrated transportation and planning tools and resources. LIST aims to (1) link SCAG’s available information products (e.g., data, applications, model policies and best practices, topical white papers, etc.) to help address local needs, (2) provide local jurisdiction staff an opportunity to offer feedback on how SCAG can improve its products to facilitate better collaboration, and (3) coordinate and conduct one-on-one technical assistance meetings with local jurisdictions. Internally, LIST also work closely with subject matter experts at SCAG to provide technical, outreach, education, and engagement guidance on a number of proposed applications for local jurisdictions while aligning the objectives between local and regional planning. The Toolbox Tuesdays serve as important opportunities for inter-governmental communication. By bringing together planners from diverse areas of the region, the sessions provide opportunities for local jurisdictions to learn from each other about the successes and failures in new approaches to transportation and land use planning. In a region as vast as SCAG, forums, where staff from dense urban communities can share their concerns and successes with planners from less populated areas, are highly valued. Toolbox Training sessions equip local government planners to think beyond their traditional roles and respond to new mandates that require collaboration and public participation.

Strategic Plan:

OVERALL WORK PROGRAM

Supports Goal #2 - Be a cohesive and influential voice for the region

Supports Goal #3 - Spur innovation and action through leadership in research, analysis and information sharing

Supports Goal #4 - Build a unified culture anchored in the pursuit of organizational excellence.

275 Sustainable Communities Program

Manager: Victor Negrete, Courtney Aguirre, Kate Kigongo

Program Objective:

The Sustainable Communities Program (SCP) is a proven, recognized and effective framework for deploying essential planning resources throughout the SCAG region. This collaborative initiative provides assistance to local jurisdictions to coordinate sustainable transportation, land use and regional policies and issues in local planning. The SCP seeks to provide needed planning resources to local jurisdictions for active transportation and multimodal planning efforts, sustainability, land use and planning for affordable housing; develop local plans that support the implementation of key strategies and goals outlined in Connect SoCal, the 2024 RTP/SCS; and increase the region's competitiveness for federal and state funds. The SCP aims to address and ensure health and equity in regional land use and transportation planning and to close the gap of racial injustice and better serve our communities of color. The program seeks planning solutions to local growth challenges and results in strategies that promote local and regional sustainability through the integration of transportation and land use, with particular focus on developing and practical strategies to reduce greenhouse gases. It will continue to be a critical tool in achieving SB 375 targets and other State goals aimed at reducing GHG emissions.

Strategic Plan:

Supports Goal #1 – Establish and implement a regional vision for a sustainable future.

Supports Goal #2 – Be a cohesive and influential voice for the region.

Supports Goal #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

290 Research, Planning and Engagement for Sustainable Communities

Managers: Ryan Wolfe, Ma'Ayn Johnson, Sarah Dominguez, Jinghua Xu, Warren Whiteaker, Courtney Aguirre, Victor Negrete, Kate Kigongo

OVERALL WORK PROGRAM

Program Objective:

SCAG staff initiate implementation of Connect SoCal immediately after its adoption, and has since launched research, planning and studies in preparation for the next plan update. Much of SCAG’s research and planning is focused on reducing single occupancy vehicle trips and transportation related GHG through advancing mode shift, transportation demand management, operational efficiency, system accessibility, and integration of future transportation, employment and land use. Research is also focused on aligning land use and encouraging cities and counties to adopt land uses that promote growth in Connect SoCal identified Priority Growth Areas.

Strategic Plan:

- Supports Goal #1 – Establish and implement a regional vision for a sustainable future.
- Supports Goal #2 – Be a cohesive and influential voice for the region.
- Supports Goal #3 – Spur innovation and action through leadership in research, analysis, and information sharing.
- Supports Goal #5 – Secure and optimize diverse funding sources to support regional priorities.

303 Economic Empowerment

Manager: Victor Negrete

Program Objective:

The Economic Empowerment Program is focused on the implementation of targeted, place-based programs aimed at achieving intersectional policy goals identified in the RTP/SCS and the Regional Housing Needs Allocation (RHNA) process. The staff in this program are charged with identifying new partnerships, projects and funding sources to develop new programs for implementation of Connect SoCal 2024.

Strategic Plan:

- Supports Goal #1 - Establish and implement a regional vision for a sustainable future.
- Supports Goal #3 – Spur innovation and action through leadership in research, analysis and information sharing.
- Supports Goal #5 – Secure and optimize diverse funding sources to support regional priorities.

305 Regional Early Action Planning (REAP) Grants Program – REAP 2.0

Managers: Ma’Ayn Johnson, Kate Kigongo, Hsi-Hwa Hu, Victor Negrete, Ryan Wolfe

Program Objective:

The REAP 2.0 program seeks to accelerate progress towards state housing goals and climate

OVERALL WORK PROGRAM

commitments through a strengthened partnership between the state, its regions, and local entities. REAP 2.0 seeks to accelerate infill housing development, reduce Vehicle Miles Traveled (VMT), increase housing supply at all affordability levels, affirmatively further fair housing, and facilitate the implementation of adopted regional and local plans to achieve these goals. SCAG’s REAP 2.0 Program was developed through an inclusive and equitable outreach process with a variety of strategies to reach a wide range of regional stakeholders. SCAG’s REAP 2.0 Program combines coordinated and transformative housing development, finance, land use, and transportation strategies to help achieve California’s housing and greenhouse gas emission reduction goals. This program includes several projects across three major Program Areas, including Early Program Initiatives, Programs to Accelerate Transformative Housing (PATH) Program, and the Transportation Partnership Programs (TPP).

Strategic Plan:

- Supports Goal #1 – Establish and implement a regional vision for a sustainable future
- Supports Goal #3 – Spur innovation and action through leadership in research, analysis and information sharing
- Supports Goal #5 – Secure and optimize diverse funding sources to support regional priorities.

310 Planning Strategy Development and Implementation

Manager: Sarah Dominguez & Courtney Aguirre

Program Objective:

This program will develop a strategic framework for coordinating the development of the next Connect SoCal (Regional Transportation Plan/Sustainable Communities Strategy) by integrating the existing strategies, emerging trends and technologies across all SCAG departments. This project will advance planning division priorities and major work programs, and coordinate projects that fall in different departments in development of a comprehensive RTP/SCS. Additionally, this program will foster partnerships with federal, state, regional, and local agencies to fulfill the requirements of plan development.

Strategic Plan:

- Supports Goal #1 – Establish and implement a regional vision for a sustainable future
- Supports Goal #2 – Be a cohesive and influential voice for the region
- Supports Goal #3 – Spur innovation and action through leadership in research, analysis and information sharing
- Supports Goal #5 – Secure and optimize diverse funding sources to support regional priorities

OVERALL WORK PROGRAM

315 Last Mile Freight Program – MSRC

Manager: Courtney Aguirre

Program Objective:

SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the Last Mile Freight Program (LMFP). The LMFP is intended to achieve immediate reductions in criteria pollutants and greenhouse gas emissions from commercially deployed vehicles/equipment serving the last mile delivery market. The LMFP will inform both industry and the public regarding zero-emissions/near-zero emissions vehicle/equipment and supporting infrastructure performance and how this information can be used to scale emissions reductions to contribute to regional air quality goals.

Strategic Plan:

Supports Goal #1 – Establish and implement a regional vision for a sustainable future.

Supports Goal #2 – Be a cohesive and influential voice for the region.

Supports Goal #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

325 Regional Pilot Initiative

Manager: Kate Kigongo

Program Objective:

To demonstrate innovative, next generation technologies and models of regional significance, specifically those with the potential to change transportation and housing paradigms towards building more sustainable communities. RPI relies on partnerships with the public sector (local jurisdictions, transit agencies, County Transportation Commissions, etc.) to permit, construct and operate these pilots, and with private sector vendors to implement the pilots. This multi-pronged program explores concepts such as using big data to solve transportation challenges, the adoption of e-bike lending libraries, adoption of open-loop fare payment systems, and the improvement and expansion of mobility hubs across the region, among other priorities.

Strategic Plan:

Supports Goal #3 - Spur innovation and action through leadership in research, analysis and information sharing.

Supports Goal #5 - Secure and optimize diverse funding sources to support regional priorities.

400 Planning and Implementation for the 2028 Games

OVERALL WORK PROGRAM

Manager: Courtney Aguirre, Victor Negrete, Kate Kigongo

Program Objective:

SCAG is developing and will implement a coordinated regional approach to managing transportation demand during the 2028 Olympics and Paralympics (Games), with a focus on regional transportation demand management (TDM), outreach and education to the public, employers, and businesses, freight delivery strategies, and active transportation related activities, including quick builds and community hubs. Additionally, SCAG will review and evaluate effectiveness to highlight policies and strategies that provide enduring benefits for regional mobility, communities, environment, and economy.

Strategic Plan:

Supports Goal #1 – Establish and implement a regional vision for a sustainable future.

Supports Goal #2 – Be a cohesive and influential voice for the region.

Supports Goal #3 – Spur innovation and action through leadership in research, analysis, and information sharing.

500 Federal Highway Funding Project Selection, Monitoring, and Delivery

Manager: Warren Whiteaker

Program Objective:

To select, monitor, and deliver Congestion Mitigation and Air Quality Improvement (CMAQ), Surface Transportation Block Grant (STBG), and Carbon Reduction Program (CRP) federally funded projects that advance Connect SoCal and associated federal performance targets.

Strategic Plan:

Supports Goal #1 – Establish and implement a regional vision for a sustainable future.

Supports Goal #2 – Be a cohesive and influential voice for the region.

Supports Goal #5 – Secure and optimize diverse funding sources to support regional priorities.

FTA GRANT BUDGET

FTA DISCRETIONARY AND FORMULA GRANT BUDGET

Program Overview

SCAG is the Designated Recipient of FTA Urbanized Area Formula Grants under 49 U.S.C. Section 5307 for the large urbanized areas (UZAs) with populations of 200,000 or more (according to the latest U.S. Census) in the SCAG region. Under the reauthorization bill that was signed into Law on November 15, 2021, the Infrastructure Investment and Jobs Act (referred to as the Bipartisan Infrastructure Bill), funding is authorized for 49 U.S.C. Section 5339 Bus and Bus Facilities Formula Grants Program and U.S.C. Section 5312 National Research & Technology Program to SCAG due to being the Section 5307 Designated Recipient.

As the Designated Recipient, SCAG is responsible to apply for and pass through Section 5339 and Section 5312 grant funds for specialized transportation programs and projects, which provide capital funding to replace, rehabilitate and purchase buses, vans, fixed guide-way, as well as to construct related facilities and purchase related equipment. All the pass-through projects were completed over the last several Fiscal Years. In FY 2026-27, the FTA Discretionary and Formula Grant Budget includes only cash contributions (no federal funding) to support compliance monitoring for the post-implementation project.

Line Item Budget

The following table shows the FTA Discretionary and Formula Grant line item budget.

Cost Category	FY26 Budget Amendment 2	FY27 Proposed	Incr (Decr)
500XX Staff	\$ 3,519	\$ 4,949	\$ 1,430
54300 SCAG Consultant	\$ 216,922	\$ 170,000	\$ (46,922)
55932 Miscellaneous Labor Future	\$ 59,859	\$ 13,858	\$ (46,001)
Sub-total	\$ 280,300	\$ 188,807	\$ (91,493)
51000 Fringe Benefits	\$ 2,582	\$ 3,714	\$ 1,132
51001 Indirect Costs	\$ 8,393	\$ 13,449	\$ 5,056
Total	\$ 291,275	\$ 205,970	\$ (85,305)

*Totals may not add due to rounding

TDA PROGRAM BUDGET

TDA BUDGET

Program Overview

State of California Public Utilities Code Section 99233.2 authorizes the Transportation Commissions in Los Angeles, Orange, Riverside and San Bernardino counties to allocate up to $\frac{3}{4}$ of 1 percent of their local transportation funds to SCAG as the multi-county planning agency for the region.

SCAG uses TDA to fund various activities in the Overall Work Program, as shown beginning on page 20, as well as other direct activities. SCAG uses TDA to fund local initiatives and to provide cash match as needed for projects funded with state or federal funds. For Other Work Program Budget, TDA funds SCAG signature events such as General Assembly and Demographic Workshop.

Line Item Budget

In FY 2026-27, the TDA budget includes \$12,145,763 for consultants and staff-related costs to support local transportation planning projects as well as SCAG signature events.

TDA PROGRAM BUDGET

The following table shows the TDA Budget line item budget for OWP and Other Work Program.

	FY26 Budget Amendment 2	FY27 Proposed	Incr (Decr)
REVENUES:			
TDA Revenue	8,781,377	7,555,529	(1,225,848)
Estimated Carryover from FY26*		1,360,493	1,360,493
Transfer from/(to) Fund Balance	(443,341)	3,229,741	3,673,082
Total Revenues	8,338,036	12,145,763	3,807,727
Overall Work Program (OWP)			
EXPENDITURES:			
500XX Staff	1,020,116	1,849,099	828,983
5430X SCAG consultant	2,268,566	2,277,670	9,104
54302 Non-Profits/IHL	10,500	-	(10,500)
54304 Consultants-Technical Assistance/Pass-Through Payments	175,306	-	(175,306)
54340 Legal	85,000	200,000	115,000
55620 Res Mats/Non GASB 96 subscriptions	376,509	220,000	(156,509)
55580 Outreach/Advertisement	2,000	102,000	100,000
55830 Networking Meetings/Special Events	-	4,000	4,000
55810 Public Notices	-	1,000	1,000
55920 Other Mtg Expense	55,000	95,000	40,000
5593X Miscellaneous other/Miscellaneous Labor	307,353	274,889	(32,464)
5810X Travel	72,850	70,618	(2,232)
58110 Mileage	-	10,000	10,000
Sub-total	4,373,200	5,104,276	731,076
51000 Fringe benefits - Reg Staff	748,426	1,387,606	639,180
51001 Indirect Cost	2,432,857	5,024,885	2,592,028
Total for OWP	7,554,483	11,516,767	3,962,284
Other Work Program			
EXPENDITURES:			
500XX Staff	53,687	55,159	1,472
54300 SCAG consultant	22,000	24,000	2,000
55621 Subscriptions (GASB 96)	36,275	36,300	25
55914 RC General Assembly	338,715	309,500	(29,215)
55915 Demographic Workshop	18,200	5,000	(13,200)
55916 Economic Summit	128,250	-	(128,250)
58110 Mileage	6,000	7,750	1,750
58150 Travel lodge>Per Diem	13,000	-	(13,000)
Sub-total	616,127	437,709	(178,418)
51000 Fringe benefits - Reg Staff	39,388	41,393	2,005
51001 Indirect Cost	128,038	149,894	21,856
Total for Other Work Program	783,553	628,996	(154,557)
Total Expenditures	8,338,036	12,145,763	3,807,727

* In FY 2026-27, the estimated carryover was added to track the carryover amount; Totals may not add due to rounding.

GENERAL FUND BUDGET

GENERAL FUND BUDGET (GF)

Program Overview

The General Fund (GF) has been established to: provide support to the Regional Council (RC) and its Subcommittees for the costs of stipends and travel; fund costs not eligible for grant reimbursement; provide a source of working capital; finance program expenditures, which must be paid prior to sending requisitions to certain federal and state grantors; and authorize establishment of, and borrowing from, a line of credit. The General Fund is not an available resource to fund project costs otherwise chargeable to grants.

The RC is responsible for conducting the affairs of SCAG pursuant to Article V (A) 4 of the By-Laws. Among other duties, the RC reviews and may revise, amend, increase, or decrease the proposed annual GF budget as prepared by the Chief Financial Officer. The RC submits the approved GF budget to members of the General Assembly (GA) at least thirty (30) days before the annual meeting for review. After the adoption of the budget and the annual assessment schedule by the GA, the RC controls all GF expenditures in accordance with the budget.

Membership Dues Assessments

The By-Laws require the Executive Director to annually submit the GF budget to the RC. Upon its adoption, the GA fixes membership assessment for all members of SCAG in amounts sufficient to provide the funds required by the GF budget. The membership dues are calculated in accordance with the guidelines of the By-Laws.

GENERAL FUND BUDGET

General Fund Line Item Budget

The following table shows General Fund revenues and expenditures by task.

		FY25 Actual	FY26 Budget Amendment 02	FY27 Proposed Budget	Incr (Decr)
REVENUE:	Membership Dues:				
	Counties	380,014	388,228	398,264	10,036
	Cities, Tribal Governments	2,253,581	2,353,361	2,415,154	61,793
	Commissions	88,500	88,500	88,500	-
	Transportation Corridor Agency	10,000	10,000	10,000	-
	Air Districts	10,000	10,000	10,000	-
	Sub-total	\$ 2,742,095	\$ 2,850,089	\$ 2,921,918	\$ 71,829
	Interest	3,124,571	497,774	500,000	2,226
	Other	149,821	58,366	113,630	55,264
	General Assembly Sponsorships & Registrations	538,910	409,986	481,225	71,239
Transfer From/(To) Fund Balance	31,049	(998,358)	(669,159)	329,199	
Sub-total	\$ 3,844,351	\$ (32,232)	\$ 425,696	\$ 457,928	
Total Revenues		\$ 6,586,446	\$ 2,817,857	\$ 3,347,614	\$ 529,757
EXPENDITURES:					
Task .01 Regional Council	Regional Council:				
	EAC Retreat	35,235	30,000	40,000	10,000
	Legal Services	112,200	116,640	125,000	8,360
	Other Meeting Expense	35,108	35,000	35,000	-
	RC/Committee Meeting	4,975	5,000	5,000	-
	Stipends	176,550	301,683	301,683	-
	Travel - International	14,481	-	-	-
	Travel	42,773	86,000	86,000	-
	Mileage	20,306	25,000	25,000	-
	Task sub-total	\$ 441,628	\$ 599,323	\$ 617,683	\$ 18,360
Task .02 Legislative	Legislative:				
	Staff Time	23,028	51,089	49,310	(1,779)
	Federal/State Lobbyist	208,000	228,000	264,000	36,000
	Resource Materials/Subscriptions	74	500	-	(500)
	Networking Meeting/Special Events	715	-	-	-
	Other Meeting Expense	63,364	51,000	75,000	24,000
	Travel	11,717	10,200	12,200	2,000
Mileage	4	200	100	(100)	
Task sub-total	\$ 306,902	\$ 340,989	\$ 400,610	\$ 59,621	
Task .03 RHNA	RHNA:				
	Staff Time	-	-	168,303	168,303
	Legal Services	-	20,000	60,000	40,000
	Travel	-	-	1,500	1,500
Task sub-total	\$ -	\$ 20,000	\$ 229,803	\$ 209,803	
Task .04 Other Non-Labor	Other Non-Labor:				
	SCAG Consultant	10,000	-	25,000	25,000
	Legal Services	86,086	290,000	150,000	(140,000)
	Subscriptions GASB 96	(7,049)	-	-	-
	Bank Fees	76,806	75,000	75,000	-
	Office Supplies	2,995	-	-	-
	Professional Memberships	1,450	900	900	-
	Other Meeting Expense	28,067	50,000	50,000	-
	Miscellaneous Other	120	20,000	20,000	-
	Travel	678	4,000	2,500	(1,500)
	Mileage	-	500	500	-
Employee Recognition	581	-	-	-	
Task sub-total	\$ 199,733	\$ 440,400	\$ 323,900	\$ (116,500)	

GENERAL FUND BUDGET

General Fund Line Item Budget (continued)

		FY25 Actual	FY26 Budget Amendment 02	FY27 Proposed Budget	Incr (Decr)	
Task .06 General Assembly	General Assembly:				-	
	Staff Time	9,876	13,718	14,087	369	
	SCAG Consultant	42,991	44,596	43,200	(1,396)	
	General Assembly	522,688	504,510	418,070	(86,440)	
	Miscellaneous Other	9,580	4,700	4,700	-	
	Travel	73	-	-	-	
	Mileage	262	1,000	-	(1,000)	
Task sub-total		\$ 585,470	\$ 568,524	\$ 480,057	\$ (88,467)	
Task .10 Capital Outlay >\$5K	Capital Outlay >\$5K				-	
	Capital Outlay	2,023	160,000	-	(160,000)	
Task sub-total		\$ 2,023	\$ 160,000	\$ -	\$ (160,000)	
Task .11 Public Records Administration	Public Records Administration:				-	
	Staff Time		7,659	7,903	244	
Task sub-total		\$ -	\$ 7,659	\$ 7,903	\$ 244	
Task .14 International Collaboration	International Collaboration:				-	
	Staff Time	1,178	8,873	5,156	(3,717)	
	Travel - International	38,746	-	-	-	
	Travel	283	-	-	-	
	Mileage	18	-	-	-	
Task sub-total		\$ 40,224	\$ 8,873	\$ 5,156	\$ (3,717)	
Task .23 Other Labor	Other Labor:				-	
	Staff Time	1,084	-	-	-	
	Travel	343	-	-	-	
Task sub-total		\$ 1,426	\$ -	\$ -	\$ -	
Task .26 Employee Engagement Program	Employee Engagement Program				-	
	Resource Materials/Subscriptions	480	-	-	-	
	Engagement Committee	15,401	20,000	20,000	-	
	Employee Recognition	8,767	15,000	15,000	-	
	Other Meeting Expense		50,000	50,000	-	
	Department Allowance	11,041	15,000	15,000	-	
Task sub-total		\$ 35,690	\$ 100,000	\$ 100,000	\$ -	
Task .28 REAP 2.0 Grant Program	REAP 2.0 Grant Program				-	
	SCAG Consultant	1,407	-	-	-	
Task sub-total		1,407	-	-	-	
Task .29 Special Events	Special Events				-	
	SCAG Consultant		18,604	20,000	1,396	
	Office Supplies	1,863	-	-	-	
	Scholarships	40,000	44,000	44,000	-	
	Demographic Workshop	8,975	9,800	8,000	(1,800)	
	Economic Summit	7,160	58,750	20,000	(38,750)	
	SCAG Memberships	74,254	76,700	76,700	-	
	RC Sponsorships	90,150	165,000	165,000	-	
	Task sub-total		\$ 222,401	\$ 372,854	\$ 333,700	\$ (39,154)
	Total for all tasks		\$ 1,836,904	\$ 2,618,622	\$ 2,498,812	\$ (119,810)
Allocated Fringe Benefits		22,872	59,675	183,675	124,000	
Allocated Indirect Costs		86,226	193,981	665,127	471,146	
Total		\$ 1,946,002	\$ 2,872,278	\$ 3,347,614	\$ 475,336	

*Totals may not add due to rounding

FRINGE BENEFITS BUDGET

FRINGE BENEFITS BUDGET (FB)

Program Overview

Fringe benefits (FB) are employee-associated costs such as leave expenses (vacation, holidays, personal floating holidays, sick leave, etc.), health plan expenses, retirement plan expenses, workers' compensation insurance, unemployment insurance, bus/rail/carpool expenses, tuition reimbursement expenses, technology allowance, and deferred compensation expenses. These costs are expressed as a rate for full-time regular staff. The rate is the pooled costs of the fringe benefits divided by the total salaries for full-time regular staff.

To participate in SCAG's fringe benefits program, staff must hold benefits-eligible positions as regular, at-will or limited-term positions. Some of these programs provide staff and their families with financial protection if they become ill or disabled. These programs also allow staff and their family to recreate and spend time together. Others are designed to aid them in preparing for retirement or in meeting educational costs they incur for themselves.

The employee-associated costs are related to SCAG's full-time staff to generate a fringe benefits burden rate. The fringe benefits burden is applied to all staff charges in OWP, FTA Grant Budget, TDA Budget, General Fund, and Indirect projects.

A rate is applied to all OWP, FTA Grant Budget, TDA Budget, General Fund and Indirect cost salaries, e.g., for every \$1,000 of salaries, the FB budget is \$750.421 (75.0421%).

Part-time staff, interns, and temporary employees may be eligible for SCAG's limited fringe benefits. Part-time staff, interns, and temporary employee benefits are calculated separately. The proposed fringe benefits rate for interns for FY 2026-27 is 19.4056%.

FRINGE BENEFITS BUDGET

Line Item Budget

The following table shows the Fringe Benefits line item budget.

GL Account	Line Item	FY26 Budget Amendment 2	FY27 Proposed	Incr (Decr)
60002	Sick leave	688,891	859,643	170,752
60004	PFH	750,010	744,164	(5,846)
60003	Holiday	1,347,806	1,497,517	149,711
60001	Vacation	1,897,417	1,985,087	87,670
60032	Sick - Interns	10,333	10,333	-
600XX	Other Leave (Jury Duty, Funeral, Family, etc.)	-	-	-
60041	Vacation Cash Out	88,000	120,000	32,000
6011X	PERS	9,082,379	9,176,403	94,024
60120	PARS	84,568	86,259	1,691
60200	Health insurance - actives	3,354,400	3,305,800	(48,600)
60201	Health insurance - retirees PAYGO	741,736	788,313	46,577
60202	Health insurance - retirees GASB 45	-	-	-
60210	Dental insurance	319,562	317,706	(1,856)
60220	Vision insurance	87,751	88,061	310
60225	Life insurance	178,545	211,509	32,964
60240	Medicare tax employers - regular staff	485,141	491,686	6,545
60230	Medical/Dental Rebate	-	-	-
60250	Medicare tax employers - interns	4,495	4,495	-
60255	Social security tax employers - interns	19,220	19,220	-
60300	Tuition reimbursement	43,776	43,776	-
60310	Bus passes - regular staff	82,500	82,500	-
60315	Bus passes - interns	1,000	1,000	-
60360	De Minimis Employee Exp	15,000	15,000	-
60365	De Minimis Employee Exp Interns	4,232	3,879	(353)
60366	Technology Allowance	398,160	403,200	5,040
60367	Technology Allowance Intern	23,696	33,943	10,247
60400	Workers compensation	173,500	224,000	50,500
60405	Unemployment compensation Insurance	35,000	35,000	-
60410	Miscellaneous employee benefits	12,636	12,636	-
60415	SCAG 457 match	446,750	453,250	6,500
60450	Benefits administrative fees	99,848	103,221	3,373
60500	Automobile allowance	20,700	20,700	-
		20,497,052	21,138,301	641,249

*Totals may not add due to rounding

INDIRECT COST BUDGET

INDIRECT COST BUDGET (IC)

Program Overview

The Indirect Cost Budget is established to provide funding for staff salaries, fringe benefits and other non-labor costs that are not attributable to an individual direct program project, except on a pro-rata basis. The Indirect Cost Rate Proposal (ICRP) is prepared in accordance with the guidelines of SCAG’s federal cognizant agency, FTA, and requires their approval as well as Caltrans approval.

An IC rate, approved by FTA and Caltrans, is applied to all productive direct staff salaries and fringe costs. For example, for every \$1,000 of direct salaries and fringe, the IC budget is \$1,552.476 (155.2476%). A review of the comprehensive line item budget chart beginning on page 12 shows the impact of this concept. Notice that the budgets for the OWP, FTA Grant Budget, TDA Budget and General Fund include allocated funds for the indirect costs which represent each budget component’s share of funding the Indirect Cost program.

INDIRECT COST BUDGET

Line Item Budget

The following table shows the Indirect Cost line item budget.

GL Account	Cost Category	FY26 Budget Amendment 2	FY27 Proposed	Incr (Decr)
500XX	Staff	14,724,073	14,991,901	267,828
54XXX	SCAG consultant	2,263,762	4,386,428	2,122,666
54340	Legal	225,000	120,000	(105,000)
55201	Network and Communications	213,950	213,950	-
55210	Software support	621,852	473,714	(148,138)
55220	Hardware support	203,826	38,826	(165,000)
55225	Hardware	140,000	85,000	(55,000)
55240	Repair- maintenance	35,000	35,500	500
55250	Cloud Services	1,661,498	1,586,250	(75,248)
55251	Cloud Support	103,508	103,508	-
55271	Owned Software	313,064	54,000	(259,064)
55275	Co-location Services	178,017	208,017	30,000
55400	Office rent / Operating expense	2,693,252	2,885,387	192,135
55410	Office rent satellite	164,800	164,800	-
55415	Off-site Storage	5,000	5,000	-
55420	Equipment leases	60,000	76,000	16,000
55430	Equip repairs and maintenance	1,000	-	(1,000)
55435	Security Services	100,000	100,000	-
55440	Insurance	481,743	481,743	-
55441	Payroll / bank fees	36,000	36,000	-
55445	Taxes	1,000	1,000	-
55460	AV, IT or Facilities Materials & equipment <\$5K	54,000	19,000	(35,000)
55510	Office supplies	51,000	50,000	(1,000)
55520	Graphic Supplies	3,000	3,000	-
55530	Telephone	-	531	531
55540	Postage	5,000	5,000	-
55550	Delivery services	10,000	10,000	-
55600	SCAG memberships	187,100	186,900	(200)
55610	Professional memberships	17,200	20,950	3,750
55611	Professional dues	3,720	3,639	(81)
5562X	Resource materials, GASB 96 & Non-GASB 96 Subscriptions	2,086,183	1,446,109	(640,074)
55631	ADA & Safety Compliance	5,000	5,000	-
557XX	Depreciation - furniture & fixture & comp	450,000	400,000	(50,000)
55710	Amortization - software	50,000	50,000	-
55720	Amortization - lease	135,000	130,000	(5,000)
55800	Recruitment adverting	65,000	65,000	-
55801	Recruitment - other	45,000	45,000	-
55820	In House Training	40,000	40,000	-
55830	Networking Meetings/Special Events	15,200	11,700	(3,500)
55840	Training Registration	117,000	117,000	-
55920	Other meeting expense	2,300	2,300	-
5593X	Miscellaneous	89,546	89,546	-
55950	Temporary help	160,000	160,000	-
56100	Printing	10,000	10,000	-
58101	Travel - local	182,928	180,328	(2,600)
58110	Mileage	21,050	9,550	(11,500)
Sub-total		28,031,572	29,107,577	1,076,005
51000	Fringe benefits - regular staff	10,721,736	11,167,695	445,959
51003	Fringe benefits - interns	14,824	21,346	6,522
Total		\$ 38,768,132	\$ 40,296,618	\$ 1,528,486

*Totals may not add due to rounding; 54XXX line includes Consultant and Other Consultant

INDIRECT COST BUDGET

Indirect Cost Work Areas

The Indirect Cost budget is spread across several functional work areas within the agency. The following chart describes each work area.

Work Area/Division	Activities
Finance	Finance is responsible for all financial activities of the agency, including accounting, budget & grants, investment policy, contracts, procurement, internal audits, and directing outside audits.
Human Resources	Human Resources (HR) is responsible for staff recruitment, employee relations, training, employee benefits, maintaining personnel records, and administration of personnel rules and systems.
Information Technology	Information Technology (IT) supports IT operations, computers for office staff, modeling and GIS capabilities, phone systems, video conferencing, and networks, as well as Facilities/property management for all of SCAG offices.
Planning	Planning Administration supports activities that are not directly related to specific projects, such as the overall administration of the Planning Division, and efforts involved in the Policy Committee meetings.
Executive office	The Agency-wide Management section is responsible for the management of staff, the budget, and the day-to-day operations of the departments. The Executive Director is the official representative of the agency and its policies.
Legal Services	Legal Services is responsible for all internal and external legal affairs of SCAG.
Legislation (Government and Public Affairs)	This unit is responsible for interfacing legislative processes at the federal and state levels.
Regional Services & Media and Public Affairs (Government and Public Affairs)	The primary responsibility of this unit is to maintain and expand governmental, community and private sector participation in the regional planning work of SCAG. This is done by working with cities and counties, local government officials, community, and business interest groups.

Comprehensive Budget

Fiscal Year 2026-27

Section III

Appendices

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS Proposed Membership Assessment Schedule Fiscal Year 2026-27 As of February 1, 2026

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2026-27
<u>COUNTIES (6)</u>		
IMPERIAL	34,771	8,323
LOS ANGELES	1,004,490	174,327
ORANGE	133,033	43,452
RIVERSIDE	417,901	82,965
SAN BERNARDINO	297,505	66,265
VENTURA	93,233	22,932
SUB-TOTAL	1,980,933	398,264

CITIES (191)

ADELANTO	37,150	5,653
AGOURA HILLS	19,904	3,011
ALHAMBRA	82,374	11,926
ALISO VIEJO	50,213	7,465
ANAHEIM	341,773	48,155
APPLE VALLEY	75,262	10,939
ARCADIA	56,116	8,284
ARTESIA	16,359	2,519
AVALON	3,383	569
AZUSA	48,988	7,295
BALDWIN PARK	70,848	10,327
BANNING	31,949	4,931
BARSTOW	24,811	3,691
BEAUMONT	59,708	8,782
BELL	33,315	5,121
BELLFLOWER	76,656	11,133
BELL GARDENS	38,471	5,836
BEVERLY HILLS	31,945	4,931
BIG BEAR LAKE	4,953	787
BLYTHE	15,400	2,386
BRADBURY	902	225
BRAWLEY	28,952	4,516
BREA	47,900	7,144
BUENA PARK	82,667	11,966
BURBANK	106,146	15,473
CALABASAS	22,797	3,412

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS Proposed Membership Assessment Schedule Fiscal Year 2026-27 As of February 1, 2026

	UNINC POP COUNTIES/TOTAL	ASSESSMENTS
	POP CITIES	2026-27
CALEXICO	40,073	6,058
CALIMESA	10,994	1,775
CALIPATRIA	6,061	941
CAMARILLO	68,927	10,060
CANYON LAKE	11,004	1,776
CARSON	91,812	13,235
CATHEDRAL CITY	51,651	7,664
CERRITOS	47,871	7,140
CHINO	95,206	13,706
CHINO HILLS	77,314	11,224
CLAREMONT	37,299	5,674
COACHELLA	44,384	6,656
COLTON	53,278	7,890
COMMERCE	12,146	1,935
COMPTON	93,692	13,496
CORONA	159,157	22,826
COSTA MESA	110,321	16,052
COVINA	51,090	7,586
CUDAHY	22,132	3,320
CULVER CITY	40,403	6,104
CYPRESS	49,499	7,366
DANA POINT	32,730	5,040
DESERT HOT SPRINGS	33,262	5,114
DIAMOND BAR	53,539	7,926
DOWNEY	111,871	16,267
DUARTE	23,746	3,544
EASTVALE	69,799	10,181
EL CENTRO	46,007	6,881
EL MONTE	107,986	15,728
EL SEGUNDO	16,983	2,606
FILLMORE	17,035	2,613
FONTANA	219,172	31,150
FOUNTAIN VALLEY	56,560	8,345
FULLERTON	141,469	20,372
GARDEN GROVE	171,492	24,537
GARDENA	60,263	8,859
GLENDALE	192,212	27,411
GLENDORA	51,254	7,609
GRAND TERRACE	12,803	2,026
HAWAIIAN GARDENS	13,561	2,131

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS Proposed Membership Assessment Schedule Fiscal Year 2026-27 As of February 1, 2026

	UNINC POP	
	COUNTIES/TOTAL	ASSESSMENTS
	POP CITIES	2026-27
HAWTHORNE	85,653	12,380
HEMET	91,934	13,252
HERMOSA BEACH	19,014	2,887
HESPERIA	101,792	14,869
HIDDEN HILLS	1,746	342
HIGHLAND	57,088	8,418
HOLTVILLE	5,685	889
HUNTINGTON BEACH	193,134	27,539
HUNTINGTON PARK	53,051	7,858
IMPERIAL	22,866	3,422
INDIAN WELLS	4,862	774
INDIO	92,539	13,336
INDUSTRY	431	160
INGLEWOOD	106,305	15,495
IRVINE	318,629	44,945
IRWINDALE	1,509	309
JURUPA VALLEY	105,928	15,443
LA CANADA FLINTRIDGE	20,160	3,046
LA HABRA	61,202	8,989
LA HABRA HEIGHTS	5,503	863
LA MIRADA	48,233	7,190
LA PALMA	15,110	2,346
LA PUENTE	37,546	5,708
LA QUINTA	38,796	5,881
LA VERNE	32,300	4,980
LAGUNA BEACH	22,763	3,407
LAGUNA HILLS	30,309	4,704
LAGUNA NIGUEL	65,257	9,551
LAGUNA WOODS	17,183	2,633
LAKE ELSINORE	73,783	10,734
LAKE FOREST	87,639	12,656
LAKESWOOD	80,596	11,679
LANCASTER	177,768	25,407
LAWNDALE	30,860	4,780
LOMA LINDA	25,322	4,012
LOMITA	20,407	3,081
LONG BEACH	462,561	64,909
LOS ALAMITOS	12,006	1,915
LOS ANGELES	3,835,263	533,219
LYNWOOD	66,660	9,746
MALIBU	10,604	1,721

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS Proposed Membership Assessment Schedule Fiscal Year 2026-27 As of February 1, 2026

	UNINC POP COUNTIES/TOTAL	ASSESSMENTS
	POP CITIES	2026-27
MANHATTAN BEACH	34,051	5,223
MAYWOOD	24,496	3,648
MENIFEE	115,316	16,745
MISSION VIEJO	91,740	13,225
MONROVIA	38,920	5,898
MONTCLAIR	37,526	5,705
MONTEBELLO	62,732	9,201
MONTEREY PARK	59,269	8,721
MOORPARK	34,754	5,321
MORENO VALLEY	210,823	29,992
MURRIETA	111,789	16,256
NEEDLES	4,791	765
NEWPORT BEACH	82,654	11,965
NORCO	25,221	3,998
NORWALK	101,075	14,770
OJAI	7,559	1,148
ONTARIO	184,404	26,328
ORANGE	139,724	20,130
OXNARD	198,733	28,315
PALM DESERT	51,980	7,710
PALM SPRINGS	44,476	6,669
PALMDALE	167,097	23,927
PALOS VERDES ESTATES	12,999	2,053
PARAMOUNT	52,371	7,764
PASADENA	140,631	20,256
PERRIS	81,240	11,768
PICO RIVERA	60,858	8,941
PLACENTIA	53,982	7,988
POMONA	153,042	21,978
PORT HUENEME	20,838	3,140
RANCHO CUCAMONGA	175,992	25,161
RANCHO MIRAGE	17,120	2,625
RANCHO PALOS VERDES	40,727	6,149
RANCHO SANTA MARGARITA	46,341	6,928
REDLANDS	73,488	10,693
REDONDO BEACH	68,091	9,945
RIALTO	105,565	15,392
RIVERSIDE	320,337	45,182
ROLLING HILLS	1,677	333
ROLLING HILLS ESTATES	8,545	1,285

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS Proposed Membership Assessment Schedule Fiscal Year 2026-27 As of February 1, 2026

	UNINC POP	ASSESSMENTS
	COUNTIES/TOTAL	2026-27
	POP CITIES	
ROSEMEAD	50,501	7,505
SAN BERNARDINO	222,727	31,643
SAN BUENAVENTURA	108,985	15,867
SAN CLEMENTE	62,865	9,220
SAN DIMAS	34,209	5,245
SAN FERNANDO	23,692	3,536
SAN GABRIEL	38,953	5,903
SAN JACINTO	54,990	8,127
SAN JUAN CAPISTRANO	35,329	5,400
SAN MARINO	12,330	1,960
SANTA ANA	315,325	44,487
SANTA CLARITA	232,377	32,982
SANTA FE SPRINGS	18,680	2,841
SANTA MONICA	93,212	13,429
SANTA PAULA	31,658	4,891
SEAL BEACH	24,400	3,634
SIERRA MADRE	10,870	1,758
SIGNAL HILL	11,421	1,834
SIMI VALLEY	124,815	18,062
SOUTH EL MONTE	19,535	2,960
SOUTH GATE	92,955	13,393
SOUTH PASADENA	26,287	4,146
STANTON	40,552	6,125
TEMECULA	112,220	16,315
TEMPLE CITY	36,322	5,538
THOUSAND OAKS	122,468	17,737
TORRANCE	143,261	20,621
TUSTIN	79,326	11,503
TWENTYNINE PALMS	24,257	3,615
UPLAND	79,140	11,477
VERNON	207	129
VICTORVILLE	141,013	20,309
VILLA PARK	5,738	896
WALNUT	28,214	4,413
WEST COVINA	109,428	15,928
WEST HOLLYWOOD	35,284	5,394
WESTLAKE VILLAGE	7,918	1,198
WESTMINSTER	90,295	13,024
WESTMORLAND	2,084	389
WILDOMAR	37,077	5,643
WHITTIER	87,850	12,685

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS Proposed Membership Assessment Schedule Fiscal Year 2026-27 As of February 1, 2026

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2026-27
YORBA LINDA	66,267	9,692
YUCCA VALLEY	22,027	3,305
YUCAIPA	54,838	8,106
SUB-TOTAL	16,789,873	2,418,882
<u>TRIBAL GOVERNMENTS (16)</u>		
AGUA CALIENTE BAND OF CAHUILLA INDIANS	27,090	4,258
AUGUSTINE BAND OF CAHUILLA INDIANS	0	150
CABAZON BAND OF MISSION INDIANS	192	127
CAHUILLA BAND OF MISSION INDIANS	229	132
CHEMEHUEVI INDIAN TRIBE	464	164
COLORADO RIVER RESERVATION	1,213	268
FORT MOJAVE INDIAN TRIBE	253	135
FORT YUMA (QUECHAN TRIBE) RESERVATION	1,876	360
MORONGO-MISSION INDIANS	1,243	272
PECHANGA BAND OF LUISENO INDIANS	582	181
RAMONA BAND OF MISSION INDIANS	0	150
SAN MANUEL BAND OF MISSION INDIANS	137	119
SANTA ROSA BAND OF CAHUILLA INDIANS	131	118
SOBOBA BAND OF LUISENO INDIANS	567	179
TORRES MARTINEZ BAND OF CAHUILLA INDIANS	119	117
TWENTY-NINE PALMS BAND OF MISSION INDIANS	0	150
SUB-TOTAL	34,096	6,880

MEMBERSHIP ASSESSMENT SCHEDULE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS Proposed Membership Assessment Schedule Fiscal Year 2026-27 As of February 1, 2026

	UNINC POP COUNTIES/TOTAL POP CITIES	ASSESSMENTS 2026-27
<u>COMMISSIONS (7)</u>		
SBCTA	2,207,424	25,000
RCTC	2,495,640	25,000
VCTC	829,005	10,000
ICTC	186,499	3,500
Transportation Corridor Agency		10,000
OCTA	3,175,427	25,000
Air Districts		10,000
SUB-TOTAL	<u>8,893,995</u>	<u>108,500</u>
TOTAL MEMBERSHIP AND ASSESSMENTS		<u><u>2,932,526</u></u>

SCAG SALARY SCHEDULE

	Classification	Ranges					
		Minimum	Minimum	Midpoint	Midpoint	Maximum	Maximum
			Hourly		Hourly		Hourly
1	Accountant	\$94,681.60	\$45.52	\$111,259.20	\$53.49	\$127,836.80	\$61.46
2	Administrative Assistant	\$66,580.80	\$32.01	\$78,228.80	\$37.61	\$89,876.80	\$43.21
3	Application Developer	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
4	Applications Administration Supervisor	\$147,035.20	\$70.69	\$172,764.80	\$83.06	\$198,494.40	\$95.43
5	Applications Administrator	\$103,396.80	\$49.71	\$121,492.80	\$58.41	\$139,588.80	\$67.11
6	Applications Analyst Supervisor	\$147,035.20	\$70.69	\$172,764.80	\$83.06	\$198,494.40	\$95.43
7	Assistant Modeler	\$79,393.60	\$38.17	\$93,288.00	\$44.85	\$107,182.40	\$51.53
8	Assistant Regional Planner	\$79,393.60	\$38.17	\$93,288.00	\$44.85	\$107,182.40	\$51.53
9	Associate Modeler	\$94,681.60	\$45.52	\$111,259.20	\$53.49	\$127,836.80	\$61.46
10	Associate Regional Planner	\$94,681.60	\$45.52	\$111,259.20	\$53.49	\$127,836.80	\$61.46
11	Audio/Video Supervisor	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
12	Audio/Video Technician	\$55,827.20	\$26.84	\$65,603.20	\$31.54	\$75,379.20	\$36.24
13	Benefits Administrator	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
14	Budget and Grants Analyst	\$94,681.60	\$45.52	\$111,259.20	\$53.49	\$127,836.80	\$61.46
15	Chief Counsel	\$244,129.60	\$117.37	\$297,835.20	\$143.19	\$351,540.80	\$169.01
16	Chief Financial Officer	\$244,129.60	\$117.37	\$297,835.20	\$143.19	\$351,540.80	\$169.01
17	Chief Government and Public Affairs Officer	\$212,284.80	\$102.06	\$258,980.80	\$124.51	\$305,676.80	\$146.96
18	Chief Human Resources Officer	\$212,284.80	\$102.06	\$258,980.80	\$124.51	\$305,676.80	\$146.96
19	Chief Information Officer	\$244,129.60	\$117.37	\$297,835.20	\$143.19	\$351,540.80	\$169.01
20	Chief Operating Officer	\$280,758.40	\$134.98	\$342,513.60	\$164.67	\$404,268.80	\$194.36
21	Chief Planning Officer	\$280,758.40	\$134.98	\$342,513.60	\$164.67	\$404,268.80	\$194.36
22	Chief Strategy Officer	\$244,129.60	\$117.37	\$297,835.20	\$143.19	\$351,540.80	\$169.01
23	Clerk of the Board	\$160,513.60	\$77.17	\$195,832.00	\$94.15	\$231,150.40	\$111.13
24	Communications Supervisor	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
25	Community Engagement Specialist	\$79,393.60	\$38.17	\$93,288.00	\$44.85	\$107,182.40	\$51.53
26	Contracts Administrator	\$94,681.60	\$45.52	\$111,259.20	\$53.49	\$127,836.80	\$61.46
27	Creative Designer	\$79,393.60	\$38.17	\$93,288.00	\$44.85	\$107,182.40	\$51.53
28	Database Administrator	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
29	Department Manager	\$160,513.60	\$77.17	\$195,832.00	\$94.15	\$231,150.40	\$111.13
30	Deputy Clerk of the Board	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
31	Deputy Director (Division)	\$184,600.00	\$88.75	\$225,201.60	\$108.27	\$265,803.20	\$127.79
32	Deputy Legal Counsel	\$134,638.40	\$64.73	\$158,204.80	\$76.06	\$181,771.20	\$87.39
33	Executive Assistant	\$94,681.60	\$45.52	\$111,259.20	\$53.49	\$127,836.80	\$61.46
34	Executive Director	flat	---	flat	---	\$413,133.00	---
35	Facilities Supervisor	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
36	Finance Associate	\$66,580.80	\$32.01	\$78,228.80	\$37.61	\$89,876.80	\$43.21
37	GIS Application Developer	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
38	GIS Applications Supervisor	\$147,035.20	\$70.69	\$172,764.80	\$83.06	\$198,494.40	\$95.43
39	GIS Database Administrator	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
40	Government Affairs Officer	\$86,715.20	\$41.69	\$101,878.40	\$48.98	\$117,041.60	\$56.27
41	Human Resources Analyst I	\$79,393.60	\$38.17	\$93,288.00	\$44.85	\$107,182.40	\$51.53
42	Human Resources Analyst II	\$94,681.60	\$45.52	\$111,259.20	\$53.49	\$127,836.80	\$61.46
43	Internal Auditor	\$160,513.60	\$77.17	\$195,832.00	\$94.15	\$231,150.40	\$111.13
44	IT PMO Supervisor	\$147,035.20	\$70.69	\$172,764.80	\$83.06	\$198,494.40	\$95.43
45	IT Project Manager	\$103,396.80	\$49.71	\$121,492.80	\$58.41	\$139,588.80	\$67.11
46	IT Projects Assistant	\$79,393.60	\$38.17	\$93,288.00	\$44.85	\$107,182.40	\$51.53
47	Junior Planner	\$66,580.80	\$32.01	\$78,228.80	\$37.61	\$89,876.80	\$43.21
48	Lead IT Help Desk	\$103,396.80	\$49.71	\$121,492.80	\$58.41	\$139,588.80	\$67.11
49	Lead Projects Manager	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
50	Lead Systems Analyst	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
51	Legislative Affairs Analyst	\$86,715.20	\$41.69	\$101,878.40	\$48.98	\$117,041.60	\$56.27
52	Legislative Affairs Supervisor	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02

SCAG SALARY SCHEDULE

	Classification	Ranges					
		Minimum	Minimum	Midpoint	Midpoint	Maximum	Maximum
			Hourly		Hourly		Hourly
53	Management Analyst	\$103,396.80	\$49.71	\$121,492.80	\$58.41	\$139,588.80	\$67.11
54	Modeling Supervisor	\$147,035.20	\$70.69	\$172,764.80	\$83.06	\$198,494.40	\$95.43
55	Office Assistant	\$55,827.20	\$26.84	\$65,603.20	\$31.54	\$75,379.20	\$36.24
56	Office Services Specialist	\$55,827.20	\$26.84	\$65,603.20	\$31.54	\$75,379.20	\$36.24
57	Payroll Administrator	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
58	Planning Administration Officer	\$160,513.60	\$77.17	\$195,832.00	\$94.15	\$231,150.40	\$111.13
59	Planning Supervisor	\$134,638.40	\$64.73	\$158,204.80	\$76.06	\$181,771.20	\$87.39
60	Principal Accountant	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
61	Principal Budget and Grants Analyst	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
62	Principal Contracts Administrator	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
63	Principal Human Resources Analyst	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
64	Principal Management Analyst	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
65	Principal Modeler	\$134,638.40	\$64.73	\$158,204.80	\$76.06	\$181,771.20	\$87.39
66	Principal Planner	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
67	Public Affairs Specialist	\$79,393.60	\$38.17	\$93,288.00	\$44.85	\$107,182.40	\$51.53
68	Senior Accountant	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
69	Senior Administrative Assistant	\$72,696.00	\$34.95	\$85,425.60	\$41.07	\$98,155.20	\$47.19
70	Senior Application Developer	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
71	Senior Applications Administrator	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
72	Senior Audio/Visual Technician	\$66,580.80	\$32.01	\$78,228.80	\$37.61	\$89,876.80	\$43.21
73	Senior Budget & Grants Analyst	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
74	Senior Contracts Administrator	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
75	Senior Creative Designer	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
76	Senior Database Administrator	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
77	Senior Deputy Legal Counsel	\$184,600.00	\$88.75	\$225,201.60	\$108.27	\$265,803.20	\$127.79
78	Senior Economist	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
79	Senior GIS Application Developer	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
80	Senior GIS Database Administrator	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
81	Senior Government Affairs Officer	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
82	Senior Human Resources Analyst	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
83	Senior IT Quality Assurance Analyst	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
84	Senior Legislative Affairs Analyst	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
85	Senior Management Analyst	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
86	Senior Modeler	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
87	Senior Network Engineer	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
88	Senior Office Services Specialist	\$66,580.80	\$32.01	\$78,228.80	\$37.61	\$89,876.80	\$43.21
89	Senior Public Affairs Specialist	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
90	Senior Regional Planner	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
91	Senior Systems Engineer	\$123,302.40	\$59.28	\$144,872.00	\$69.65	\$166,441.60	\$80.02
92	Solutions Architect	\$147,035.20	\$70.69	\$172,764.80	\$83.06	\$198,494.40	\$95.43
93	Special Events Producer	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28
94	Web/Content Administrator	\$112,902.40	\$54.28	\$132,662.40	\$63.78	\$152,422.40	\$73.28



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IMPERIAL COUNTY

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Camarillo, CA 93012
Tel: (213) 236-1960



AGENDA ITEM 6

REPORT

Southern California Association of Governments
May 7, 2026

To: RC - Regional Council
EAC - Executive Administration Committee

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Sacramento Summit Follow-Up Bills

RECOMMENDED ACTION:

The Legislative/ Communications and Membership Committee (LCMC) recommends a support position on Senate Bill (SB) 1411 (Stern), Assembly Bill (AB) 2059 (Wilson), AB 1903 (Wicks), AB 1567 (Ta), AB 2576 (Harabedian) and AB 1623 (Davies).

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

At its meeting on April 21, 2026, members of the Legislative/ Communications and Membership Committee (LCMC) received a report on six bills that SCAG encountered at the 2026 Sacramento Summit. After a staff presentation, committee members voted to forward support recommendations to the Regional Council (RC) on the following six bills: SB 1411 (Stern), AB 2059 (Wilson), AB 1903 (Wicks), AB 1567 (Ta), AB 2576 (Harabedian), and AB 1623 (Davies).

BACKGROUND:

At the LCMC meeting on April 21, 2026, staff presented six legislative bills that were encountered during the agency’s annual Sacramento Summit. After analyzing those bills, staff recommended support for SB 1411 (Stern), AB 2059 (Wilson), AB 1903 (Wicks), AB 1567 (Ta), AB 2576 (Harabedian), and AB 1623 (Davies).

After discussion by the committee members, the committee voted unanimously to forward support recommendations to the RC on all six bills.

Summaries of the six bills are included below.

Staff recommends SUPPORT for the following six legislative bills:

Bill: SB 1411 **Author:** Senator Henry Stern (D-Los Angeles)

Title: Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.
Status: Passed in the Sen. Com. On E.Q. 7-0 and re-referred to Senate Appropriations Committee, pending hearing date.
Hyperlink: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260SB1411

SB 1411 would remove the existing \$500 million cap on the use of Greenhouse Gas Reduction Fund (GGRF) revenues for California High-Speed Rail Authority activities outside of the Merced-to-Bakersfield segment, allowing the Authority to make funding commitments in any amount for activities that improve project delivery efficiency. The bill is intended to provide greater flexibility to advance statewide rail integration while maintaining the focus on completing the initial Central Valley segment.

In 2022, SB 198 established a \$500 million cap on GGRF funding commitments for high-speed rail activities outside of the Merced-to-Bakersfield segment. That cap was intended to ensure resources were concentrated on completing the initial operating segment and to prevent funding from being spread too thin across the broader system before the core segment was fully funded.

SB 1411 responds to evolving project delivery needs by removing this dollar limitation while retaining the requirement that expenditures outside the Merced-to-Bakersfield segment be tied to activities that maximize efficiency. By lifting the cap, the bill allows the High-Speed Rail Authority to pursue a broader range of complementary investments, partnerships, and project delivery strategies that support the overall high-speed rail program and its integration with the state's rail network, without altering the prioritization of completing the initial segment. On April 22, SB 1411 passed the Senate Environmental Quality Committee with a 7-0 vote and has been referred to the Senate Appropriations Committee, where it is currently awaiting a hearing.

SB 1411 aligns with SCAG's Legislative Platform by supporting greater flexibility and efficiency in the use of transportation funding to advance statewide rail and transit investments. By removing limitations on the use of Greenhouse Gas Reduction Fund resources for high-speed rail activities that improve project delivery and integration, the bill is consistent with SCAG's priorities to support transit and rail funding flexibility, protect dedicated transportation funding sources, and advance coordinated regional mobility systems. The measure also supports broader congestion reduction and greenhouse gas reduction goals by strengthening investments in rail infrastructure that complement regional transit networks and long-term sustainable transportation strategies.

Support:

Los Angeles County Metropolitan Transportation Authority; Southern California Regional Rail Authority (Metrolink); Californians for Electric Rail; Climate Action California (UNREG); RailPAC – Rail Passenger Association of California; Streets for All; Associated General Contractors, California Chapters.

Opposition:

Merced County Association of Governments.

The LCMC recommends support for SB 1411 (Stern).

Bill: AB 2059 **Author:** Assemblymember Lori Wilson (D-Suisun City)
Title: California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.
Status: Passed in the Asm. Com. on Nat. Res. 14-0 and re-referred to Assembly Appropriations Committee, pending hearing date.
Hyperlink: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260AB2059

AB 2059, by Assembly Transportation Committee Chair Lori Wilson, would provide direct relief from vehicle miles traveled (VMT) mitigation requirements for transportation projects in rural counties. The bill establishes a presumption that a transportation project has a less-than-significant VMT impact if at least 80 percent of the project is located within one or more non-metropolitan counties, thereby reducing or eliminating the need for VMT mitigation under CEQA. The bill uses the standards established by the California Tax Credit Allocation Committee to define a non-metropolitan county.

Under existing CEQA law, transportation impacts are evaluated using metrics developed to reduce greenhouse gas emissions and promote multimodal transportation, including VMT. VMT measures the total amount of driving generated by a CEQA project. In rural counties, transportation projects often face higher relative mitigation costs due to limited alternatives, longer travel distances, and constrained funding sources. These conditions can make it challenging for projects to proceed, even when they address critical mobility, safety, or evacuation needs.

On April 22, 2026, AB 2059 passed the Natural Resources Committee in a 14-0 vote and was referred to the Appropriation Committee where its hearing date is pending.

SCAG's legislative platform expresses support for measures that would improve the implementation of SB 743's (Steinberg, 2013) VMT mitigation requirements and expresses support for establishing project-specific considerations to reduce VMT within the context of the state's unique and diverse landscapes. AB 2059 aligns with SCAG's Legislative Platform by supporting policies that improve transportation project delivery while maintaining flexibility to address local and regional mobility needs. By providing clarity and predictability around VMT mitigation requirements, the bill supports congestion reduction, transportation system efficiency, and safety improvements, particularly in areas with limited resources and transportation options.

Lastly, while AB 2059's potential impacts to the SCAG region, as currently written, would be very limited, support for this legislative effort can catalyze broader reform by both exposing structural limitations within the current SB 743 framework and building the political and stakeholder momentum necessary to pursue more comprehensive solutions to VMT mitigation efforts writ large.

Support:

Transportation California

The LCMC recommends support for AB 2059 (Wilson).

Bill: AB 1903 **Author:** Assemblymember Buffy Wicks (D-Oakland)

Title: Construction defects.

Status: Passed in the Asm. Com. on Jud. 14-0 and re-referred to Assembly Appropriations Committee, pending hearing date.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260AB1903

AB 1903 would revise California's residential construction defect framework by establishing an optional certified building process and modifying prelitigation requirements, evidentiary standards, and available remedies for construction defect claims. The bill would allow builders to voluntarily opt into a private inspection and certification process during construction and to utilize an alternative approach for addressing post-construction claims for certified buildings.

Existing construction defect law provides homeowners and homeowners' associations with detailed rights and procedures to pursue claims, including notice requirements, standards of proof, recoverable damages, and the ability to litigate if repairs are inadequate. AB 1903 is proposed in response to concerns about the cost, duration, and uncertainty associated with construction defect litigation and the impact those factors may have on housing production and project delivery.

AB 1903 seeks to address these issues by encouraging early inspection and repair through private certification, expanding documentation requirements for defect claims, and clarifying procedural compliance standards prior to filing an action. The bill requires homeowner associations to provide enhanced disclosures to residents that explain both the potential risks of pursuing construction defect litigation and the risks of not acting, including possible financial and property related impacts. The bill also allows an HOA president to sign a construction defect notice on behalf of the association, rather than requiring signatures from every affected homeowner, to address practical challenges and ensure timely notification of builders. Collectively, these changes are intended to promote early resolution of construction issues, provide greater predictability in dispute resolution, and reduce reliance on litigation, thereby reducing the overall cost and risk associated with constructing housing units.

On April 21, 2026, AB 1903 passed the Assembly Judiciary Committee on a 12-0 vote and has been referred to the Assembly Appropriations Committee where it is currently awaiting a hearing date.

AB 1903 aligns with SCAG's Legislative Platform, which expresses support for efforts that provide new incentives and tools for the construction and development of housing, and which expresses support for efforts to expand access to homeownership opportunities.

Support: California Building Industry Association, Bay Area Council, California YIMBY, Council of Infill Builders, Habitat for Humanity California, Housing Action Coalition and San Francisco Bay Area Planning and Urban Research Association (SPUR).

The LCMC recommends support for AB 1903 (Wicks).

Bill: AB 1567 **Author:** Assemblymember Tri Ta (R-Westminster)

Title: General plan: annual report: congregate and residential care for the elderly.

Status: Passed in the Asm. Com. on H. & C.D. 12-0 and re-referred and passed in the Asm. Com. on L. Gov. and was re-referred to Asm. Com. on Appr., pending hearing date.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260AB1567

AB 1567 would modify housing element reporting requirements by allowing jurisdictions, beginning with the seventh and subsequent housing element revisions, to count approved congregate housing and residential care facilities for the elderly toward up to 15 percent of their Regional Housing Needs Allocation (RHNA) for any income category. The bill would also incorporate these units into annual housing element progress reports submitted to the Department of Housing and Community Development (HCD).

Under existing law, jurisdictions are required to report annually on progress toward meeting their RHNA obligations, but congregate and residential care housing for the elderly are not explicitly included as a category that may count toward RHNA goals. As California's population ages, local governments are increasingly planning for senior housing needs, yet the RHNA framework has not consistently recognized these housing types in assessing progress toward regional housing targets.

AB 1567 seeks to address this gap by explicitly authorizing planning agencies to include approved senior congregate and residential care housing units in their RHNA reporting, subject to a 15 percent cap. By doing so, the bill aims to better reflect the full range of housing production occurring within jurisdictions while maintaining existing RHNA objectives and reporting structures. On April 22, 2026, AB 1567 passed the Assembly Local Government Committee unanimously and was referred to the Assembly Appropriations Committee, where it is pending a hearing.

The Regional Council previously voted to support AB 1131 (2025), a similar version of AB 1567 also authored by Assemblymember Ta. Despite receiving bipartisan support in its various policy committees, last year's measure died in Senate Appropriations Committee's suspense file.

AB 1567 aligns with SCAG's Legislative Platform by supporting increased coordination and flexibility between HCD and local jurisdictions in implementing housing elements and reporting RHNA progress.

Support: California Assisted Living Association, City of Los Alamitos, LeadingAge California, League of California Cities

The LCMC recommends support for AB 1567 (Ta).

Bill: AB 2576 **Author:** Assemblymember Harabedian (D-Pasadena)

Title: Transit-oriented development.

Status: Passed in Asm. Com. on H. & C.D. 11-0 and re-referred and passed in Asm L. Gov. and was re-referred to Asm. Com. on Appr., pending hearing date.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260AB2576

AB 2576 would revise California's transit-oriented development (TOD) framework by narrowly clarifying how historic resources are treated within transit-oriented development zones. As amended on April 16, 2026, the bill no longer adjusts implementation timelines of SB 79 (Wiener, 2015) or population thresholds for impacted jurisdictions. Instead, the bill focuses exclusively on historic preservation provisions.

Existing law establishes minimum development standards for housing projects located near major transit stops and allows local governments limited flexibility to reduce development intensity on sites designated as historic resources on a local register, provided those exclusions do not cumulatively exceed 10 percent of the eligible area within a TOD zone. AB 2576 is proposed to clarify and refine how certain historic resources may be treated under this framework. As amended, AB 2576 allows sites designated before January 1, 2025 to be excluded from transit oriented development density requirements if they are identified as historic resources on a local register, are contributing structures within a historic district included on the State Historic Resources Inventory, or are parcels individually listed on the State Historic Resources Inventory. On April 22, AB 2576 passed the Assembly Local Government Committee and was re-referred to the Assembly Appropriations Committee, where it is currently pending a hearing.

AB 2576 supports SCAG's Legislative Platform by increasing coordination and flexibility between the state and local jurisdictions to realize shared housing production goals, while preserving local

authority to address housing production and affordability challenges. This balanced approach aligns with SCAG's interests in ensuring state housing policies are implemented in a manner that is practical, context sensitive, and supportive of locally driven planning efforts consistent with Connect SoCal 2024.

Support: City of Oceanside and City of Pasadena

The LCMC recommends support for AB 2576 (Harabedian).

Bill: AB 1623 **Author:** Assemblymember Davies (R-Laguna Niguel)
Title: Planning and zoning: regional housing needs allocation and annual report: student housing quarters.
Status: Referred to Assembly Housing and Community Development and Local Government, pending hearing.
Hyperlink: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260AB1623

AB 1623 would modify state housing planning and reporting requirements by directing student housing quarters, to be counted toward a local government's lower-income Regional Housing Needs Allocation (RHNA). The bill would also expand annual housing element progress reports to include detailed information on these student housing units and the income categories they satisfy.

Under existing law, cities and counties are required to plan and report progress toward meeting their RHNA obligations, but the RHNA process has not consistently accounted for the distinct housing needs of students. As a result, student housing demand is often absorbed into the broader housing market, contributing to competition for lower-income housing and longer commutes. The Legislature has identified this gap as contributing to housing insecurity among students and displacement pressures in surrounding communities.

AB 1623 seeks to address this issue by explicitly recognizing qualifying student housing quarters as contributing toward a jurisdiction's lower-income RHNA, regardless of whether the units have received entitlements, building permits, or certificates of occupancy. The bill also requires jurisdictions to report on these units annually, improving transparency and accuracy in housing production data. AB 1623 has been referred to the Assembly Housing and Community Development Committee and the Assembly Local Government Committee and is pending a hearing.

AB 1623 aligns with SCAG's Legislative Platform by supporting increased coordination and flexibility between HCD and local jurisdictions in implementing housing elements and improving the fairness and transparency of the RHNA program. By accounting for student housing in RHNA progress, the bill supports more comprehensive housing planning and aligns with SCAG's goals to advance housing

production strategies that respond to population needs while supporting sustainable growth patterns consistent with Connect SoCal 2024.

Staff recommends support for AB 1623 (Davies).

PRIOR COMMITTEE ACTION:

Following staff presentations on these six bills, LCMC members asked several questions.

One question concerning AB 1903 (Wicks), the construction defect legislation, was whether the legislation would benefit homeowners. Committee members were pleased to learn that AB 1903 is being sponsored by the California Building Industry Association, but wanted to keep a close eye on any potential amendments to the legislation that may impact its scope or effectiveness.

Another question was raised about AB 2576 (Harabedian), the legislation relating to transit-oriented development, and the effective date of locally designated historic districts. Committee members were satisfied with the legislation's provision that an historic district would have had to have been established by January 1, 2025 to be exempted from the state's transit-oriented development framework.

After robust discussion of the six legislative bills, the LCMC voted unanimously to recommend that the RC adopt support positions on SB 1411 (Stern), AB 2059 (Wilson), AB 1903 (Wicks), AB 1567 (Ta), AB 2576 (Harabedian), and AB 1623 (Davies).

FISCAL IMPACT:

Work associated with the Sacramento Summit Bill Follow-Up is in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 7

REPORT

Southern California Association of Governments
May 7, 2026

To: EAC – Executive Administration Committee
RC - Regional Council

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

Subject: Bridges and Safety Infrastructure for Community Success (BASICS) Act

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

The Legislative/Communication & Membership Committee (LCMC) recommends the Regional Council (RC) adopt a “support” position on the BASICS Act (H.R. 7437)

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

U.S. House of Representatives (H.R.) Bill 7437, the Bridges and Safety Infrastructure for Community Success Act (BASICS Act) (McDonald Rivet, D-MI, Bresnahan, R-PA, Obernolte, R-CA, & Vasquez, D-NM), seeks to make targeted updates to existing federal transportation programs to strengthen safety, improve accountability, and speed delivery of local and regional projects. The bill is endorsed by the Local Officials for Transportation (LOT) Coalition, which represents cities, towns, counties, rural transportation planning organizations (RTPOs), metropolitan planning organizations (MPOs), and regional councils nationwide.

The Legislative/Communications & Membership Committee (LCMC) recommends that the Regional Council (RC) adopt a “support” position on H.R. 7437.

BACKGROUND:

With the Infrastructure Investment and Jobs Act (IIJA) set to expire on September 30, 2026, Congress is advancing work on the next Surface Transportation Reauthorization. To inform these efforts, the Local Officials for Transportation (LOT) Coalition has endorsed the bipartisan Bridges and Safety Infrastructure for Community Success (BASICS) Act (H.R. 7437) as a framework for local government priorities to be considered in the reauthorization process. Introduced by Representatives Kristen McDonald (D-MI) and Rob Bresnahan (R-PA) and co-sponsored by Representatives Jay Obernolte (R-CA) and Gabe Vasquez (D-NM), the Act would renew and modernize federal surface transportation

programs with a focus on local bridges, road safety, and community-identified transportation priorities. Key provisions of the bill include:

- Increases to Metropolitan Planning (PL) and Surface Transportation Block Grant (STBG) program funding.
- Restrictions preventing states from transferring Highway Safety Improvement Program (HSIP) funds away from safety-related uses, and a requirement that 25 percent of HSIP funds be suballocated based on population, giving local governments direct access to capital for proven safety projects and building on the success of the Safe Streets and Roads for All program.
- Enhancements to the Bridge Formula Program, including a requirement that states suballocate 25 percent of funding to areas based on population. Unlike prior approaches, the BASICS Act ensures that funding for locally owned bridges is proportional to the number of locally owned bridges in each state, directing resources to the worst-condition bridges regardless of ownership.

A copy of the bill's section-by-section summary has been included in the report.

These provisions support and enhance SCAG's board approved Surface Transportation Reauthorization priorities, which include continuation of key funding programs, including PL and STBG funds.

Members of the LOT Coalition include:

- National League of Cities (NLC)
- National Association of Counties (NACO)
- Association of Metropolitan Planning Organizations (AMPO)
- U.S. Conference of Mayors
- National Association of Development Organizations (NADO)
- National Association of Regional Councils (NARC)
- American Public Works Association (APWA)
- National Association of County Engineers (NACE)

SCAG adopted a 2025-26 Federal Legislative Platform that expresses support for legislative efforts that provide funding, resources, and tools that help our region's jurisdictions and partner organizations implement locally tailored solutions that address our region's needs, including support for federal resources to fund necessary capital infrastructure and efforts to allow local governments to receive direct funding for federal grant and formula programs.

Prior Committee Action

At its meeting on April 21, 2026, staff, joined by Leeann Sinpatanasakul, Director of Policy for the National Association of Regional Councils (NARC), presented this item to the LCMC. Following the presentation, the committee voted unanimously to support this recommendation.

FISCAL IMPACT:

Work associated with the BASICS Act report is within the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. BASICS Act Section-by-Section Summary

The BASICS Act ([H.R. 7437](#)) — Section-by-Section Summary *(Bridges And Safety Infrastructure for Community Success)*

Section 1. Short Title. Designates the bill as the “BASICS (Bridges And Safety Infrastructure for Community Success) Act.”

Section 2. Definitions. Provides definitions for terms used in the Act.

Section 3. Apportionment. Revises statutory percentages in §104(b)(1)–(3), (7), and (8), which govern the distribution of funding among core highway programs. These adjustments move funding from the rigid National Highway Performance Program (NHPP) and into the Surface Transportation Block Grant (STBG) program—the most flexible program that benefits states and local governments alike—and the safety-focused Highway Safety Improvement Program (HSIP). **This increases flexibility and reflects the fact that data show that States routinely transfer funding from NHPP into STBG.**

Additionally, this section increases funding for metropolitan planning (PL) and creates a new funding stream for regional transportation planning organizations (RTPOs) to ensure that all areas, regardless of population, have access to high-quality, federally funded planning assistance.

Finally, this section continues the successful Bridge Formula Program from the Infrastructure Investment and Jobs Act (IIJA) under a new name, the Strengthening Bridges Formula Program, which is added to the core formula programs.

Section 4. Surface Transportation Block Grant Program. Improves transparency and strengthens local involvement by requiring States to consult with local governments before obligating STBG suballocated funds in areas under 50,000 that are not represented by a regional transportation planning organization. This ensures that State programming in small and rural areas reflects local priorities and needs.

Section 5. Strengthening Bridges Formula Program. Continues the Bridge Formula Program from the IIJA as a new core formula program—section 180 of title 23—called the “Strengthening Bridges Formula Program.” Funding would be divided among States based on need, keeping the \$45 million minimum apportionment from the IIJA. Unlike the IIJA however, this new program would require States to suballocate 25 percent of funding to areas based on population. This ensures that local governments, which own an outright majority of poor condition bridges, are guaranteed access to funding to repair or replace these assets. The program would also include a robust requirement that suballocated funds be used for projects selected by regional planning organizations and local governments.

This program would continue key set-asides from the IIJA and maintain the 100 percent federal cost share for off-system bridges owned by Tribal or local governments.

Section 6. Highway Safety Improvement Program. Strengthens local and regional access to safety funding by requiring States to suballocate 25 percent of HSIP funds using the same population-based structure as STBG and the new bridge program. Apportionment changes in section 3 of this bill ensures that the new suballocation requirements **do not take away from safety funding available to States.**

Project selection follows the same framework used in Section 5, ensuring that MPOs, RTPOs, and local governments remain central to identifying safety priorities consistent with federal requirements and national goals. The section also ensures that locally led safety projects are eligible for HSIP funding.

Section 7. Transferability. Currently, only suballocated funding under STBG and PL funds are exempt from transferability. This section ensures that all suballocated dollars, under both existing programs (the

Carbon Reduction Program) and new programs/programs with new suballocation requirements (HSIP, Strengthening Bridges Formula Program), are protected from transfer.

Second, this section adds in a requirement that States can only transfer HSIP dollars after first making them available competitively to local governments. Given our ongoing road safety crisis, we should not be transferring safety funds without ensuring all safety needs have been met.

Section 8. Project Selection. Expresses the sense of Congress that suballocated funds under STBG, HSIP, the Carbon Reduction Program, and the new bridge formula program should be obligated only to projects selected locally and regionally. **This reaffirms Congress’s long-standing intent that suballocated funding be programmed through regional and local decision-making structures, consistent with the consultation and coordination requirements of title 23.**

Section 9. Metropolitan Planning. Strengthens the metropolitan planning program to better support federally required planning activities and advance timely project delivery. The section provides a 100 percent federal share for PL funds so that metropolitan planning organizations can meet statutory planning responsibilities and minimize administrative delays. It also updates and modernizes eligible uses of planning funds to reflect the full lifecycle of project development, including activities such as early scoping, data and modeling improvements, and multimodal systems planning.

Finally, the section directs the Secretary to establish a voluntary pathway for MPOs to become direct recipients of planning funds, promoting administrative efficiency, reducing pass-through delays, and supporting more streamlined project development. It also requires the U.S. Department of Transportation to provide MPOs access to federal financial management systems, improving transparency and accountability.

Section 10. Rural Transportation Planning. Establishes a dedicated rural and nonmetropolitan planning program under section 135(n) to support statewide rural engagement and strengthen the capacity of RTPOs and other regional entities. States must distribute funds through a formula for federally designated RTPOs and a competitive grant process for non-federally designated regional planning entities, subject to Secretarial approval. The section guarantees a minimum allocation of \$300,000 per year for each designated RTPO and provides a 100 percent federal share for all activities carried out under the program, ensuring consistent planning capacity across rural areas.



AGENDA ITEM 8

REPORT

Southern California Association of Governments
May 7, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: SCAG Memberships and Sponsorships

RECOMMENDED ACTION:

Approve up to \$18,000 for memberships with 1) California Contract Cities Association (CCCA) (\$6,500), 2) Mileage-Based User Fee Alliance (MBUFA) (\$5,000) and sponsor 3) Mobility 21 Summit (\$6,500).

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

At its April 21, 2026, meeting, the Legislative/Communications and Membership Committee (LCMC) approved up to \$18,000 to maintain membership with 1) California Contract Cities Association (CCCA) (\$6,500), 2) MBUF Alliance (\$5,000) and sponsor 3) Mobility 21 Summit (\$6,500).

BACKGROUND:

Item 1: California Contract Cities Association (CCCA)

Type: Membership **Amount:** \$6,500

California Contract Cities Association (CCCA) is a network of member cities united for a common cause. The goal of CCCA is to serve as an advocate for cities that contract for municipal services and to ensure they receive these services at the lowest possible cost. Through educational seminars, networking opportunities, and partnerships with numerous public, private, and nonprofit organizations, the Association provides meaningful resources to inform policy decisions affecting its member cities. The Association comprises 73 member cities and represents more than 7.5 million residents from across California.

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

- An opportunity to attend monthly CCCA Board of Directors Meetings (meal cost included for one (1) agency representative);
- Link to SCAG website in Associate Members Directory on CCCA website;
- Priority Selection for Annual Municipal Seminar booth location;
- Sponsor recognition (including signage) at educational seminars;
- Invitation to select CCCA City Managers/Administrators Committee meetings;
- Access to CCCA membership roster and conference registration lists;
- One (1) registration at the Annual Municipal Seminar;
- Participation in the Associate Members Program Steering Committee; and
- (2) SCAG social media recognitions per year.

Former SCAG President and current RC member Margaret Finlay serves on the CCCA’s Executive Board and Bylaws Committee. Other SCAG RC members serving on the CCCA’s Executive Board include Jeff Wood.

Item 2: Mileage-Based User Fee Alliance (MBUFA)
Type: Membership **Amount:** \$5,000

The Mileage-Based User Fee Alliance (MBUFA) is a national non-profit organization that brings together government, business, academic, and transportation policy leaders to conduct education and outreach on the potential for mileage-based user fees as an alternative for future funding and improved performance of the U.S. transportation system. Formed in 2010, MBUFA is comprised of 40 public and private sector entities from across the United States, including AAA, California Department of Transportation (Caltrans), the American Public Transportation Association (APTA), the California Transportation Commission (CTC), CDM Smith, WSP (formerly Parsons Brinckerhoff), and ten other state departments of transportation. Staff is recommending continued membership in this group. MBUFA provides members with up-to-date information on all mileage-based use fee activities worldwide through news updates, access to MBUFA workshops, reduced costs to MBUFA conferences, and invitations to attend briefings at quarterly meetings and input towards MBUFA’s educational efforts.

Item 3: Mobility 21 Summit
Type: Sponsorship **Amount:** \$6,500

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, is a member of the coalition's board of directors, which includes representation from various other SCAG stakeholders and agencies.

Mobility21 co-hosts an annual conference with SCAG, and this year's 2026 Mobility 21 Southern California Transportation Summit Power of Partnership will be held on Friday, October 2, 2026, at the Disneyland Hotel in Anaheim, California. Last year's Summit, which SCAG attended, focused on the challenge of change in a post-pandemic world. It featured panels such as Unlocking the Future of Mobility: How AI is Transforming Transportation, Federal and State Opportunities: Finding Innovation in Uncertainty, and The Human Equation in Transportation Innovation. Various panels included members of the SCAG board.

- Registration and reserved seating for four (4) attendees at the general sessions and luncheon;
- Attendance for one (1) representative at exclusive VIP Reception with Mobility 21 Board of Directors, speakers and special guests;
- Exhibitor table at Mobility 21 Expo and one (1) exhibitor-only registration;
- Logo visibility on a shared slide in the conference sponsor slide show;
- Logo on Mobility 21 sponsor page website;
- Company name on pre-conference advertising, both print and electronic;
- Company name on the event program and other Summit materials; and
- Half-page ad in Summit program.

PRIOR COMMITTEE ACTION:

Staff presented the agenda item for up to \$18,000 for memberships with 1) California Contract Cities Association (CCCA) (\$6,500), 2) Mileage-Based User Fee Alliance (MBUFA) (\$5,000) and sponsor 3) Mobility 21 Summit (\$6,500) to the LCMC at its meeting on April 21, 2026. The LCMC approved this item unanimously as part of the consent calendar.

FISCAL IMPACT:

\$6,500 for the California Contract Cities Association (CCCA) membership is included in the FY 26 General Fund Budget. \$5,000 for the Mileage-Based User Fee Alliance (MBUFA) membership is included in the FY 26-27 Indirect Cost Budget. \$6,500 for the Mobility 21 Summit sponsorship is included in the FY 27 General Fund Budget.



AGENDA ITEM 9

REPORT

Southern California Association of Governments
May 7, 2026

To: RC - Regional Council
From: Javiera Cartagena, Chief Government and Public Affairs Officer
213-236-1980, cartagena@scag.ca.gov
Subject: May 2026 State and Federal Legislative Update

**EXECUTIVE
DIRECTOR'S APPROVAL**

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

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

STATE

State Legislature Calendar Update

The Legislature’s session is in full swing. Policy committees had an April 24, 2026, deadline to pass any policy bill that has a fiscal impact on the appropriations committees. Policy bills without a fiscal impact may be passed until May 1, 2026. The appropriations committees will now work through the pile of bills sent to them by May 15, 2026. The Legislature will observe Memorial Day on Monday, May 25. When they return, the rest of that week will be reserved for floor session, so the full chambers can consider all of the bills passed through the various policy and appropriations committees by the May 29, 2026, House of Origin deadline.

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
April 6, 2026	Legislature reconvenes from Spring Recess
April 24, 2026	Last day for policy committees to pass and send bills to fiscal committees
May 1, 2026	Last day for policy committees to pass and send non-fiscal bills to the floor
May 8, 2026	Last day for policy committees to meet prior to June 1
May 15, 2026	Last day for fiscal committees to meet and pass and send bills to the floor
May 26-29, 2026	Floor Session Only.
May 29, 2026	Last day for each house to pass bills introduced in that house.
June 15, 2026	Budget must be passed by midnight

July 2, 2026	Summer Recess begins upon adjournment
August 3, 2026	Legislature reconvenes from Summer Recess

Assembly Bill (AB) 2002 Updates

On April 7, 2026, the Assembly Housing and Community Development committee passed Assembly Bill (AB) 2002 by a vote of 11-0, with one member abstaining. Committee Members from the SCAG region who voted in favor of AB 2002 include Assemblymembers Jessica Caloza (D-Los Angeles), Robert Garcia (D-Rancho Cucamonga), and Sharon Quirk-Silva (D-Fullerton). AB 2002 was then sent to the Assembly Appropriation Committee and is pending a hearing date, which staff anticipates will happen in May.

AB 2002 is authored by Assemblymember José Luis Solache (D-Lynwood), co-sponsored by SCAG and the California Association of Councils of Governments (CALCOG). AB 2002 seeks to build on REAP 1.0’s success by codifying the program and providing a new round of support for regional governments, cities, and counties for regional and local housing planning. Additionally, this bill, if paired with a complementary \$125 million budget request, would provide vital resources for the SCAG region and our member jurisdictions to implement the 7th cycle Regional Housing Needs Allocation (RHNA), which is expected to be both the most expensive and the most complex to date.

Senate Bill (SB) 1087 Updates

On April 8, 2026, Senate Bill (SB) 1087 was heard by the Senate Environmental Quality Committee and approved by a 5–0 vote. Environmental Quality Committee voting members from the SCAG region include Senators Ben Allen (D-Santa Monica), Catherine Blakespear (D-Encinitas), Lena Gonzalez (D-Long Beach), and Caroline Menjivar (D-Van Nuys). The bill was then sent to the Senate Transportation Committee.

The Senate Transportation Committee subsequently passed SB 1087 by a 9-1 vote on April 21, 2026. Committee members from the SCAG region who voted yes include Senators Bob Archuleta (D-Pico Rivera), Catherine Blakespear (D-Encinitas), Lena Gonzalez (D-Long Beach), and Laura Richardson (D-Carson). SB 1087 was then sent to the Senate Appropriations Committee, where it will likely be heard in May.

SB 1087 is authored by Senator Christopher Cabaldon (D-West Sacramento), co-sponsored by the Metropolitan Transportation Commission-Association of Bay Area Governments (MTC/ABAG), the San Diego Association of Governments (SANDAG), and SCAG. The bill aims to reform the SB 375 (2008) Sustainable Communities Strategy guidelines to improve coordination between planning processes and the achievement of climate commitments.

FEDERAL

Federal FY 2026 & FY 2027 Appropriations

The federal government remained partially shut down as negotiations to fund the Department of Homeland Security (DHS) for FY 26 have stalled. Congressional Republicans are employing a two-track strategy to end the DHS shutdown, with a bipartisan funding bill that would fund the majority of DHS through the end of September, and a separate reconciliation bill to approve funding for immigration-related agencies through 2029.

At the same time, attention is shifting to FY 27 appropriations.

The House Appropriations Committee released the full schedule for subcommittee and full committee markups of appropriations bills, with subcommittees meeting in April, followed by full committee markups in May. Notably for SCAG, the FY 27 Transportation, Housing and Urban Development (THUD) bill is set for a subcommittee markup on Thursday, May 21, 2026, with a full committee markup scheduled for Thursday, June 4, 2026. Staff will monitor the markups to determine which SCAG priorities are included.

White House Releases FY 27 Budget Proposal

The White House has released its Fiscal Year 2027 budget proposal, which includes a 6.2 percent increase to the U.S. Department of Transportation's (USDOT's) discretionary budget, totaling to \$26.6 billion. Additionally, it proposes reducing funding for the Department of Housing and Urban Development (HUD) to \$73.5 billion, representing a 13 percent decrease from the FY 2026 proposal and a five percent decrease from the FY 2026 enacted level of \$77.3 billion. As an important note, the Presidential Budget Request is almost never enacted in its entirety by Congress, but it serves as the official starting point for the FY27 federal appropriations cycle.

US Department of Transportation Proposal

Starting with the USDOT budget proposal, the Federal Highway Administration (FHWA) is set to receive \$66.3 billion, a decrease of \$7.48 billion from the previous year. Of this, \$64.7 billion would go toward the Federal-Aid Highway Program, with the remaining funds supporting programs such as Infrastructure for Rebuilding America (INFRA) and the Bridge Formula Program. The proposal also includes \$16.3 billion for the Federal Transit Administration (FTA), \$2.8 billion for the FRA, and \$1.3 billion for the National Highway Traffic Safety Administration (NHTSA). Additionally, it proposes canceling unobligated balances from the National Electric Vehicle Infrastructure (NEVI) Formula Program and the Charging and Fueling Infrastructure (CFI) grant programs.

The Federal Motor Carrier Safety Administration (FMCSA) would receive \$946 million to support motor carrier safety operations, programs, and grant funding. This increase is intended to allow FMCSA to focus on modern tools and improve safety regulations.

Additionally, the budget outlines an \$812 million increase for the Federal Railroad Administration (FRA), continuing support for key grant programs such as the Consolidated Rail Infrastructure and Safety Improvements (CRISI) and Railroad Crossing Elimination (RCE) programs, as well as ongoing funding for Amtrak.

US Department of Housing & Community Development Proposal

The White House proposes eliminating several programs within the US Department of Housing and Community Development, including the Community Development Block Grant (CDBG), HOME Investment Partnerships (HOME), and Pathways to Removing Obstacles to Housing (PRO Housing).

Additionally, the proposal would reduce homelessness assistance funding by 19 percent and eliminate multiple programs that address the needs of unhoused populations, including the Fair Housing Initiatives Program (FHIP), the National Fair Housing Training Academy, and the Limited English Proficiency Initiative (LEPI). The budget increases funding for Tenant-Based Rental Assistance by \$407 million and Public Housing by \$303 million, while reducing Project-Based Rental Assistance by \$903 million.

The proposal also outlines several policy changes to rental assistance and public housing programs. These include adding work requirements, limiting HUD assistance to a maximum of 60 months, prohibiting public housing agencies from issuing new vouchers or assisting new families in FY 2027, and removing the cap on the Rental Assistance Demonstration (RAD) program.

The U.S. Department of the Treasury Released New Guidance on Opportunity Zones

On April 6, 2026, the Department of the Treasury and Internal Revenue Service released guidance on the procedure to nominate census tracts to be designated as qualified opportunity zones (QOZs) under H.R. 1, the One Big Beautiful Bill (OB BB). A QOZ is an economically distressed area where certain qualifying investments can receive tax incentives, which the OB BB made permanent. The OB BB established updated eligibility criteria, eliminated the use of contiguous tracts, and set new limits on the number of tracts states may designate in any given designation period.

Starting on July 1, 2026, State CEOs will have 60 days to nominate eligible census tracts for designation as QOZs. The first round of QOZ designations for 2027 will take effect on January 1, 2027, with new rounds every 10 years. To be eligible for QOZ designation, a tract must qualify as a federally designated “low-income community,” and no more than 25 percent of a state’s low-income communities may be designated as a QOZ. For more information, you may visit the IRS webpage containing the full guidance here: [Treasury, IRS provide guidance to States for nominating census tracts as qualified opportunity zones under the One, Big, Beautiful Bill](#).

Federal Notices of Funding Opportunities (NOFOs) Update

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

Program	Deadline	Agency
Building Resilient Infrastructure and Communities (BRIC) Program	7/23/2026	FEMA
Ferry Grant Programs	5/11/2026	FTA
All Stations Accessibility Program	5/1/2026	FTA
Safe Streets & Roads for All (SS4A) Program	5/26/2026	USDOT
Round 2: Strengthening Mobility & Revolutionizing Transportation (SMART) Grants Program	TBD	US DOT
Bridge Investment Program, Bridge Project Grants	TBD	FHWA
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 May 2026 State and Federal Legislative Update is within the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 10

REPORT

Southern California Association of Governments
May 7, 2026

To: EAC - Executive Administration Committee
RC - Regional Council

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

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

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.
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 March 2026:

Vendor	Description	Amount
EVOLVEARTS INC DBA SPEAKING COM	FY26 GA KEYNOTE SPEAKER	\$30,500
PINNACLE BUSINESS SOLUTIONS INC	FY26 HPE NIMBLE SUPPORT	\$20,484
BB2 TECHNOLOGY GROUP INC	FY26 CISCO SUPPORT RENEWAL	\$17,939
CALCOG	FY26 MEMBERSHIP	\$13,477
PINNACLE BUSINESS SOLUTIONS INC	FY26 PALO ALTO EXTENSION	\$9,139
BMO BANK	FY26 LINE OF CREDIT FEES	\$6,500

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

Consultant/Contract No.	Description	Amount
Spatial Informatics Group 26-022-C01	The consultant will provide an updated Scenario Planning Model (SPM) land conservation module with improved sensitivity to changes in land cover in the SCAG region, along with enhanced analytic capabilities that better address the linkage between land conservation and climate change.	\$203,896
Key Code Media, Inc. 26-033-C01	The vendor will refresh the existing microphone and audio systems in SCAG large conference rooms (Policy A, Policy B, and the Regional Council Room) with warranty-backed, fully supported systems.	\$403,616

There are no contract amendments to report that are below \$150,000 and 30% of the original contract value.

ATTACHMENT(S):

1. 26-022-C01 Contract Summary
2. 26-033-C01 Contract Summary

CONSULTANT CONTRACT NO. 26-022-C01

Recommended Consultant:	Spatial Informatics Group								
Background & Scope of Work:	<p>To analyze land conservation opportunities and impact in the Southern California region, SCAG has implemented the land conservation model. Developed to incorporate conservation considerations into land use decisions to protect water, wildlife, agriculture, and access to open space, the model measures the impacts of land use and land cover changes upon a detailed depiction of existing conditions on the four modeling themes: carbon sequestration and storage, water resources, agriculture, and habitat.</p> <p>The Consultant shall enhance the land conservation model with improved sensitivity to changes in land cover in the SCAG region, along with enhanced analytic capabilities that better address the linkage between land conservation and climate change. By strengthening these linkages, the project aims to support efforts to limit sprawl and reduce Vehicle Miles Traveled (VMT) and related greenhouse gas (GHG) emissions, while preserving biodiversity as well as other natural and agricultural resources in the region. Additionally, the Consultant shall improve efficiency in model operation, especially in analyzing multiple scenarios at the regional and county levels.</p>								
Project's Benefits & Key Deliverables:	<p>The project's benefits and key deliverables include, but are not limited to, providing an updated Scenario Planning Model (SPM) land conservation module with improved sensitivity to changes in landscape type and additional analytic capabilities that can better prepare SCAG in addressing climate change. The primary deliverables include:</p> <ul style="list-style-type: none"> • Updated conservation base and conservation scenarios; • Sensitivity analysis; and • Updated conservation metrics and a report template. 								
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:	<table border="0" style="width: 100%;"> <tr> <td>Total not to exceed</td> <td align="right">\$203,896</td> </tr> <tr> <td>Spatial Informatics Group (prime consultant)</td> <td align="right">\$89,802.73</td> </tr> <tr> <td>Green Economics (subconsultant)</td> <td align="right">\$38,761.63</td> </tr> <tr> <td>Arup (subconsultant)</td> <td align="right">\$75,331.54</td> </tr> </table> <p>Note: Spatial Informatics Group originally proposed \$278,994.21. The proposed scope of work and the number of hours proposed went above and beyond what the PM determined were needed to meet SCAG's project requirement. PM determined that the effort on Tasks 2,3,4 and five could be reduced, which included simplifying economic analyses, urban tree canopy analyses and revising the hazard and resilience scope. CA and PM requested a revised scope addressing the reductions in efforts for elements mentioned above as well as a cost proposal revised to reflect these reductions. Consultant submitted a revised scope and a</p>	Total not to exceed	\$203,896	Spatial Informatics Group (prime consultant)	\$89,802.73	Green Economics (subconsultant)	\$38,761.63	Arup (subconsultant)	\$75,331.54
Total not to exceed	\$203,896								
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Arup (subconsultant)	\$75,331.54								

	cost proposal that reduced the total cost by \$75,095.21, from 278,991.21 to \$203,896.00.						
Contract Period:	April 8, 2026 through October 31, 2027						
Project Number(s):	<table border="0"> <tr> <td>290-4862UD.05</td> <td>\$100,000</td> </tr> <tr> <td>290-4963UE.01</td> <td>\$75,000</td> </tr> <tr> <td>065-4876E.01</td> <td>\$28,896</td> </tr> </table> <p>Funding source(s): Regional Advance Mitigation and Conservation Planning (FY25 SB1 Formula), Scenario Planning and Modeling (FY25 SB1 Formula) and Priority Agricultural Lands (TDA).</p> <p>Funding of \$203,896 is available in the Fiscal Year (FY) 2025-26 Overall Work Program (OWP) Budget in Project Number(s) 290-4862UD.05, 290-4963UE.01 and 065-4876E.01. Unused funding balance in FY26 will be carried over to FY27 through a budget carry-over request, subject to budget availability.</p>	290-4862UD.05	\$100,000	290-4963UE.01	\$75,000	065-4876E.01	\$28,896
290-4862UD.05	\$100,000						
290-4963UE.01	\$75,000						
065-4876E.01	\$28,896						
Request for Proposal (RFP):	<p>SCAG staff notified 2,103 firms of the release of RFP 26-022 via SCAG’s Solicitation Management System. A total of 39 firms downloaded the RFP. SCAG received the following one (1) proposal in response to the solicitation:</p> <p>Spatial Informatics Group \$278,991.21</p> <p>After receiving only one proposal, staff surveyed thirty-eight (38) firms that downloaded the RFP to determine why each did not submit a proposal. Eight (8) firms responded to staff’s inquiry, which disclosed the main reason these firms did not respond was timing conflict, incompatibility with the firm’s capabilities, etc. Note: staff initially advertised the RFP for twenty-five (25) days and further extended the proposal due date by another fourteen (14) days after having received only one response the morning of the due date. Staff subsequently moved forward with reviewing the one (1) offer. Staff requested and received Caltrans authorization via the Public Interest Finding (PIF) process and proceeded evaluating the single offer received. Staff believed that resoliciting was not likely to yield a different result and needed to maintain the project’s schedule and therefore proceed to evaluate the one (1) offer.</p>						
Selection Process:	<p>The Proposal Review Committee (PRC) evaluated the one proposal received 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 proposals contained sufficient information on which to base a contract award.</p> <p>The PRC consisted of the following individuals:</p> <p>JungA Uhm (Project Manager), Principal Modeler, SCAG Yang Wang, Senior Modeler, SCAG Kimberly Clark, Planning Supervisor, SCAG India Brookover, Senior Planner, SCAG</p>						

Basis for Selection:	<p>The PRC recommended Spatial Informatics Group (SIG) for the contract award because the consultant:</p> <ul style="list-style-type: none">• Demonstrated a comprehensive understanding of the project, specifically in consideration of the project’s linkages to the relevant past and ongoing SCAG projects;• Presented an innovative and well-rounded technical approach, clearly laying out anticipated difficulties and mitigation strategies;• Presented sufficient amounts of experience and knowledge in the areas of climate resilience and land conservation, with demonstrated familiarity with available datasets and tools; and• The revised cost proposed seemed fair and reasonable for the project.
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CONSULTANT CONTRACT NO. 26-033-C01

Recommended Consultant:	Key Code Media, Inc.				
Background & Scope of Work:	<p>The Southern California Association of Governments (SCAG) relies heavily on its large conference rooms (Policy A, Policy B, and the Regional Council Room) to conduct critical meetings. The existing microphone and audio systems in these rooms are obsolete, out of support, and require immediate replacement. This project will ensure continuity of operations by refreshing the hardware with warranty-backed, fully supported systems.</p> <p>The vendor shall:</p> <ul style="list-style-type: none"> • Conduct a site and equipment assessment at SCAG’s Los Angeles office for three large conference rooms: Policy A, Policy B, and Regional Council. • Procure all associated audio equipment (including any required licensing and additional cabling), and install, configure, and test approximately 160 new microphones, 3 (or more) replacement control units, and 3 digital audio mixers, along with all required accessories. • Remove and coordinate certified disposal of existing equipment, including approximately 150 microphones, podium mics, wireless mics, 3 control units, and 3 audio mixers. • Test all new audio system components to ensure integration with existing ceiling speakers and video conferencing platforms. The SCAG AV Team will participate in testing and provide final sign-off; and • Coordinate closely with SCAG’s Project Manager and AV Team throughout the project. 				
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"> • Procurement, installation, and testing of new audio system and required components. • New equipment will replace existing audio system and associated components which are obsolete and no longer supported or manufactured. • New equipment will continue to support the audio needs required for SCAG meetings in each large conference room such as Regional Council meetings, and various SCAG workshops. 				
Strategic Plan:	This item supports SCAG’s Strategic Priority 2: Be a cohesive and influential voice for the region.				
Contract Amount:	<table border="0" style="width: 100%;"> <tr> <td>Total not to exceed</td> <td align="right">\$403,615.53</td> </tr> <tr> <td>Key Code Media, Inc. (prime consultant)</td> <td align="right">\$403,615.53</td> </tr> </table>	Total not to exceed	\$403,615.53	Key Code Media, Inc. (prime consultant)	\$403,615.53
Total not to exceed	\$403,615.53				
Key Code Media, Inc. (prime consultant)	\$403,615.53				
Contract Period:	April 23, 2026 to August 31, 2027				

Project Number(s):	800-0160-10 \$403,615.53 Funding source: General Fund Funding of \$403,615.53 is available in the Fiscal Year (FY) 2025-26 General Fund Budget in Project Number 800-0160.10. Unused balance will be carried over to Fiscal Year 27 via a carryover request.
Basis for Selection:	<p>In accordance with SCAG’s Procurement Manual (March 2026), SCAG is committed to utilizing Leveraged Procurement Agreements (LPAs) when they align with organizational needs, offer cost effective solutions and comply with applicable procurement laws and regulations. As stated in the procurement manual, this Master Service Agreement (MSA) based purchase meets efficiency, fiscal responsibility and is in compliance with the federal guidance (2 CFR 200.318 [e]) and state guidelines, which authorizes SCAG to procure goods and services by using an MSA to foster greater economy and efficiency. The goods and services procured under the MSA were previously competitively procured by another governmental entity. SCAG utilized MSA Agreement #2019.001407 between Key Code Media and University of California, effective September 01, 2019 through August 31, 2027. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing and qualification for audio-video equipment purchase and installation services. Additionally, the Consultant submitted a responsive proposal that demonstrated the knowledge required to perform the deliverables, meets the elements of the scope of work and has the tools needed to procure suggested equipment upgrades, as well as the labor required to complete the tasks requested in the scope.</p>



AGENDA ITEM 11

REPORT

Southern California Association of Governments
May 7, 2026

To: RC - Regional Council
EAC - Executive Administration Committee

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: CFO Monthly Report

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

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

ACCOUNTING:

Membership Dues

As of March 31, 2026, 189 cities, 6 counties, 7 commissions, and 10 tribal governments have paid their Fiscal Year (FY) 2025-2026 membership dues. SCAG has collected \$2.84 million out of \$2.85 million billed. This represents 99.66% of the membership assessment.

Investments & Interest Earnings

As required by SCAG's investment policy adopted by the Regional Council in July 2018, staff will provide a monthly report of investments and interest earnings. As of March 31, 2026, SCAG has invested \$27.19 million in the LAIF account and has earned \$753,453.34 in interest income (as of Q3). The interest earnings are distributed on a quarterly basis with an average interest rate of 3.826%. 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 March 31, 2026, SCAG has invested \$56.33 million in the Money Market Account and has earned \$1,388,482.28 (YTD), in interest income.

BUDGET & GRANTS (B&G):

Staff completed the development of the FY 2026-27 Final Comprehensive Budget including the Overall Work Program (OWP). The proposed Comprehensive Budget will be presented to the Regional Council on May 7, 2026 for approval, and the proposed General Fund Budget and Membership Assessment Schedule will be presented to the General Assembly on May 7, 2026.

In addition, during the month of April, staff worked on product collection of the FY 2023 Sustainable Communities Formula grant funded project (290-4896.02 Regional Resiliency Analysis FY 23 SB1 Formula) as well as the FY 2025-26 3rd Quarter OWP Progress Report. The FY 23 SB1 products and the 3rd Quarter OWP Progress Report were submitted to Caltrans before the respective deadlines.

CONTRACTS ADMINISTRATION:

In April 2026, the Contracts Administration Department supported an average of 23 formal procurements and managed 195 active contracts valued at \$70.90 million.

The following contracts were executed in April 2026:

Agreement No.	Project Name	Vendor	Award Amount	Start Date	End Date
26-058-C01	Gartner for HR Leaders	Gartner Inc.	\$228,276	4/1/2026	3/31/2028
26-061-C01	Data Center Renewal	Switch Ltd.	\$245,664	4/1/2026	3/31/2029
26-059-C01	Gartner for IT Leaders	Gartner Inc.	\$465,075	4/1/2026	3/31/2029
26-024-C01	Primary Internet Connections	Switch Ltd.	\$247,216	4/1/2026	3/31/2029
26-022-C01	SPM Land Conservation Model Enhancement	Spatial Informatics Group	\$203,896	4/8/2026	10/31/2027
26-033-C01	Conference Room Microphone & Audio System Refresh	Key Code Media	\$403,616	4/23/2026	8/31/2027



To: Regional Council (RC)
From: Lucy Dunn, Ex-Officio Member; Business Representative
Subject: Business Report – May 7, 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. Fond Farewell!** It has been an honor and privilege to represent SCAG’s Regional Council as its ex-officio Business Representative these past three years. Thank you for your confidence in me. I have learned so much from my RC colleagues as well as SCAG’s remarkable staff. Special thanks to Kome Ajise for his encouragement and support. I will continue to serve as a member of GLUE Council, support your next Business Representative, and am honored to continue working on the Connect SoCal Futures Technical Advisory Group.
- 2. The next GLUE Council meeting** of business and industry leaders will be held June 1, 2026, at 10:00 AM via Zoom. Agenda to be determined.
- 3. ICE Costs LA Region \$625M in Lost Sales.** Researchers at the University of California, Irvine and University of Illinois, Chicago have released a policy brief showing that aggressive federal immigration enforcement carries a steep and measurable economic price — one that is ultimately paid by local businesses, neighborhood residents and the governments that serve them.

The brief, produced by [T. William Lester](#) and [Eli Knaap](#), faculty members in UC Irvine’s Urban Planning and Public Policy Department along with Matthew Wilson of the University of Illinois Chicago, analyzes what happens to local economies when Immigration and Customs Enforcement ramps up operations in immigrant communities. Their answer: a swift and lasting economic contraction that extends far beyond anyone actually targeted by federal agents.

“When residents fear leaving their homes, they shop less, eat out less, and limit patronizing local businesses,” Lester points out. “As a result, businesses lose revenue and local governments lose tax dollars.” Their research is documented in a [working paper](#) currently under review for academic journal publication. For more info: <https://socialecology.uci.edu/news/ice-enforcement-cost-la-region-625m-lost-sales>.

4. So Cal Housing Notes from Randall Lewis of Lewis Homes. Randall Lewis is a member of GLUE Council. Here are his insights on homebuilding for the month:

- The for-sale market continues to be very slow. We still hear homebuyers are very nervous about the war, their jobs, and interest rates. This likely won't change until interest rates come down and there is some resolution to the war. This month we are hearing that gas prices may have a growing negative impact on suburban markets because of the cost of commuting.
- Apartments continue to be going okay but there are still pockets of overbuilding. Interestingly, there are a significant number of apartment projects that are stalled and can't get started because of inability to get financing or because the projects were designed a couple of years ago and the market has shifted. With the increase in construction costs, as well as insurance costs, developers are relooking at their yet to be built projects to make sure they are still appropriate.
- The reuse of retail seems to be picking up steam. More and more residential developers will be converting obsolete retail into residential.
- An interesting trend just beginning to emerge is the recognition by cities that there is a big gap between subsidized Affordable Housing and conventional market rate housing. A few cities are now looking at how to make it easier to build housing for families making 100 – 200% of the median income for a neighborhood. Traditional affordable housing often is targeted to households making anywhere from 50 – 80% of AMI and that requires enormous subsidies. As a region, we should look at what incentives, new building techniques, new zoning requirements, etc. can fill the gap between heavily subsidized housing and traditional market rate housing.
- Conventional wisdom says that new technologies always are scary but, in the end, they create more opportunities for job creation. The conventional wisdom is that AI will cost some job losses, but we will be surprised by all the new jobs that are created. Randall believes there is a strong chance that the conventional wisdom is wrong, and AI has the potential to dramatically change our employment picture in a negative way. Cities and counties should study hard which of their big employers are at risk of losing significant jobs.

5. Why is it so difficult to accurately track changes in housing stock, especially at the neighborhood level? What gaps or failures in current data sources inspired new research? Nicholas J. Marantz, associate professor of urban planning and public policy at UC Irvine, is investigating how effectively current data sources track changes in residential housing stock. His aim is to understand how policy changes, such as new zoning laws and broader housing market forces, influence the availability and creation of homes, particularly affordable homes. The research aims

to evaluate the quality and reliability of existing information tools used to monitor housing units—from single-family homes to larger residential developments—at the neighborhood level. [For more info.](#)

- 6. Broad Business Coalition Gives Early Support for Local Taxpayer Protection Act.** The Local Taxpayer Protection Act, sponsored by Howard Jarvis Taxpayers Association and California Business Roundtable, among other business groups, has qualified for the November 2026 ballot. It aims to restore and reinforce taxpayer protections in California, particularly in relation to Prop 13, by closing loopholes that have allowed local governments to impose taxes with a simple majority vote. Local governments will be watching this measure closely, should it pass voter approval, as it will impact government budget planning while attempting to protect taxpayers by closing the “Upland loophole.” For more info: https://www.hjta.org/saveprop13_initiative_text/.
- 7. Homebuilders Oppose Proposed Federal “21st Century ROAD to Housing Act.”** According to John Burns Research & Consulting, experts on housing demand, supply and new development underwriting, the proposed bill includes provisions that will make housing more expensive by decreasing new construction, increasing rents and increasing home prices through reduction in housing supply. An excellent analysis of the bill can be found [here](#).
- 8. Southern California Builder Magazine Features Women Leading the Industry.** In an industry long defined by transformation, one of the meaningful forces shaping its future is the leadership of women. They are not only participating in the home building industry, they are leading, innovating and redefining what success looks like.

I was honored to be asked to write the magazine’s lead article—as one who began her career three decades ago in homebuilding—highlighting three women leaders: Nicole Burdette, Brookfield Residential Regional President; Nicole Murray, Shea Homes Division President; and Lisa Fjelstad, Taylor Morrison Division President. Read my essay and their remarkable stories [here](#). For homebuilding leaders: “Women influence the vast majority of home purchase decisions. That alignment between leadership and customer is not a soft virtue. It is a competitive advantage.”