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Transportation
Mike T. Judge, Ventura County Transportation Commission

MEETING OF THE

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

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

Tuesday, November 17, 2026

8:30 a.m. – 10:00 a.m.

To Attend In-Person:

SCAG Main Office – Policy B Meeting Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

To Attend and Participate on Your Computer:

https://scag.zoom.us/j/84376025323

To Attend and Participate by Phone:

Call-in Number: 1-669-900-6833
Meeting ID: 843 7602 5323

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

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Instructions for Attending the Meeting

To Attend In-Peron and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Policy B Meeting Room on the 17th floor starting at 8:30 a.m.

To Attend by Computer: Click the following link: https://scag.zoom.us/j/84376025323. If Zoom is not already installed on your computer, click "Download & Run Zoom" on the launch page and press "Run" when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select "Join Audio via Computer." The virtual conference room will open. If you receive a message reading, "Please wait for the host to start this meeting," simply remain in the room until the meeting begins.

To Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 843 7602 5323**, followed by **#**. Indicate that you are a participant by pressing **#** to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

Members of the public can participate in the meeting via written or verbal comments.

1. **In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Monday, November 16, 2026** will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to **November 16, 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. **Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the "raise hand" function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.

General Information for Public Comments

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

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

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

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

Cindy Allen City of Long Beach - City Hall 411 W. Ocean Boulevard, 11th Floor Long Beach, CA 90802	**Ryan Balius** City of Anaheim - City Hall Public Works South Conference Room 200 S. Anaheim Blvd., 2nd Floor Anaheim, CA 92805	**Wendy Bucknum** 1801 E. Katella Avenue Suite 1002 Anaheim, CA 92805
Jenny Crosswhite City of Santa Paula - City Hall 970 E. Ventura Street Santa Paula, CA 93060	**John Dutrey** City of Montclair - Mayor Office 5111 Benito Street Montclair, CA 91763	**Margaret Finlay** 98-1010 Kaokoa Pl Aiea, HI 96701
Gary Gardner 65925 Buena Vista Avenue Desert Hot Springs, CA 92240	**Mike Goodsell** SCAG Imperial County Regional Office 1503 N. Imperial Avenue, Suite 104 El Centro, CA 92243	**Jan Harnik** Hotel Indigo Rochester 220 South Broadway Avenue Rochester, MN 55904
Laura Hernandez Port Hueneme - City Hall 250 N. Ventura Road Port Hueneme, CA 93041	**Ray Marquez** 15922 Old Carbon Road Chino Hills, CA 91709	**Daniel Ramos** 18718 Arbor Ct Adelanto, CA 92301
Suely Saro City of Long Beach – City Hall Floor 2 - The Colorado Room 411 W Ocean Boulevard Long Beach, CA 90802	**David J. Shapiro** City of Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302	**Donald P. Wagner** County Administration North 6th Floor Conference Room 601 A 400 West Civic Center Drive Santa Ana, CA 92701
Mark Waronek 24116 Alliene Avenue Lomita, CA 90717	**Thomas Wong** City of Monterey Park – City Hall 320 West Newmark Avenue Monterey Park, CA 91754	**Frank Yokoyama** 11540 Gonsalves Street Cerritos, CA 90703

* Under the teleconferencing rules of the Brown Act, members of the body may remotely participate at any location specified above.

LCMC - Legislative/Communications and Membership Committee
Members – November 2026

1. **Hon. Margaret Finlay**
   LCMC Chair, Duarte, RC District 35

2. **Hon. Jan Harnik**
   LCMC Vice Chair, RCTC Representative

3. **Hon. Cindy Allen**
   Long Beach, RC District 30

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

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

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

7. **Hon. Jenny Crosswhite**
   Santa Paula, RC District 47

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

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

10. **Hon. Mike Goodsell**
    ICTC Representative

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

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

13. **Hon. Patricia Lock Dawson**
    LCMC Chair, Riverside, RC District 68

14. **Hon. Ray Marquez**
    Chino Hills, RC District 10

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

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

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

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

19. **Sup. Donald Wagner**
    Orange County

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

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

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

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Policy B Room
Los Angeles, CA 90017
Tuesday, November 17, 2026
8:30 AM

The Legislative/Communications and Membership Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE
(The Honorable Margaret Finlay, Chair)

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

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – September 15, 2026 PG. 8

2. SCAG Memberships and Sponsorships PG. 18

3. 2027 Calendar of Meetings PG. 23

Receive and File

4. State Legislative End-of-Session Update PG. 27

INFORMATION ITEM

5. November 2026 Midterm Elections Recap PG. 49
(David Angel, Sr. Legislative Affairs Analyst, SCAG)

ACTION ITEM

6. 2027-28 State & Federal Legislative Platform Update PG. 60
(Jorge Zavala, Legislative Affairs Analyst, SCAG)

RECOMMENDED ACTION:
Staff recommends approval of the 2027-28 Legislative Platform Update.

CHAIR UPDATE
(The Honorable Margaret Finlay, Chair)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE
(Javiera Cartagena, Chief Government and Public Affairs Officer)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

Southern California Association of Governments
November 17, 2026

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, SEPTEMBER 15, 2026

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC). A DIGITAL RECORDING OF THE MEETING IS AVAILABLE AT: http://scag.iqm2.com/Citizens/.

The Legislative/Communications and Membership Committee (LCMC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

Members Present

Hon. Margaret Finlay (Chair)	***Duarte***	**District 35**
Hon. Jan Harnik (Vice Chair)		**RCTC**
Hon. Ryan Balius	*Anaheim*	District 19
Hon. Wendy Bucknum	*Mission Viejo*	District 13
Hon. Jenny Crosswhite	*Santa Paula*	District 47
Hon. Gary Gardner	*Desert Hot Springs*	District 2
Hon. Mike Goodsell		ICTC
Hon. Laura Hernandez	*Port of Hueneme*	District 45
Hon. Ray Marquez	*Chino Hills*	District 10
Hon. Daniel Ramos	*Adelanto*	District 65
Hon. Suely Saro	*Long Beach*	District 29
Hon. David J. Shapiro	*Calabasas*	District 44
Hon. Donald Wagner		Orange County
Hon. Mark Waronek	*Lomita*	District 39
Hon. Thomas Wong	*Monterey Park*	District 34

Members Not Present

Hon. Cindy Allen	*Long Beach*	District 30
Hon. Ulises Cabrera	*Moreno Valley*	District 69
Hon. J. John Dutrey	*Montclair*	District 9
Sup. Curt Hagman		San Bernardino County
Hon. Patricia Lock Dawson	*Riverside*	District 68
Hon. Gil Rebollar	*Brawley*	District 1
Hon. Frank Yokoyama	*Cerritos*	District 23

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Margaret Finlay called the meeting to order at 8:34 a.m. and called upon Hon. Jan Harnik, RCTC, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

PUBLIC COMMENT PERIOD ON NON-AGENDA ITEMS

Chair Finlay opened the Public Comment Period for items not listed on the agenda and outlined the instructions for public comments. She noted that this was the time for people to comment on any matter pertinent to SCAG's jurisdiction not listed on the agenda.

SCAG staff confirmed that no public comments were submitted via email to ePublicComment@scag.ca.gov and that there were no raised hands. Seeing and hearing no public comment speakers, Chair Finlay closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

CONSENT CALENDAR

Approval Item

1. Minutes of the Meeting – August 18, 2026

2. SCAG Memberships and Sponsorships

Receive and File

3. Legislative Tracking Report

There were no public comments for the Consent Calendar.

Chair Finlay opened the floor for committee members to ask questions or make comments.

There were no comments for the Consent Calendar.

A MOTION was made (Waronek) to approve Consent Calendar Items 1 through 3. The MOTION was SECONDED (Ramos) and APPROVED by a majority roll call vote as follows:

AYES: Balius, Bucknum, Crosswhite, Finlay, Goodsell, Harnik, Hernandez, Marquez, Ramos, Saro, Shapiro, Wagner, Waronek, and Wong (14)

NOES: None (0)

ABSTAINS: None (0)

INFORMATION ITEMS

4. September 2026 Federal Update

There were no public comments for Item No. 4.

Mr. Francisco Barajas, Legislative Affairs Supervisor, introduced Leslie Pollner of Manatt, SCAG's representative in Washington, D.C., to provide an update on federal funding, transportation reauthorization efforts, and related legislative developments.

Ms. Pollner provided an update on federal appropriations, surface transportation reauthorization, and the recently enacted 21st Century Road to Housing Act. She explained that Congress had passed a short-term continuing resolution, signed into law on September 2, which extended federal funding and surface transportation authorization through December 11. The continuing resolution also temporarily froze the Office of Management and Budget's proposed grant overhaul, preventing the new rules from taking effect until at least December 11. Ms. Pollner noted that Congress acted earlier than usual because of the upcoming elections and said congressional leaders expected an additional extension would likely be necessary, potentially through February, because completing appropriations legislation before year-end would likely be difficult, particularly if leadership changed after the elections.

Ms. Pollner reported that progress on appropriations had stalled because of disagreements between the House and Senate over funding levels, particularly for HUD programs. While the House had advanced its appropriations bills through committee, the Senate had not yet marked up its bills. She emphasized that limited legislative work periods before the elections would make it challenging to reach a final appropriations agreement.

Regarding surface transportation reauthorization, Ms. Pollner explained that the current authorization had been extended through December 11 and that another extension would likely be required. She stated that the House had advanced its proposal, the Build America 250 Act, with overwhelming bipartisan support, while the Senate remained significantly behind and had not yet begun committee markups. She noted that extensions were common during transportation reauthorization efforts and were not unexpected.

Ms. Pollner highlighted several provisions in the House bill that were favorable to SCAG and metropolitan planning organizations. These included a 9 percent increase in PL funding, followed by annual increases; a reduction in local matching requirements for MPO grant applications from 20 percent to 10 percent; changes to STBG and CMAQ funding programs; and the creation of a new funding source for major international events such as the Olympic and Paralympic Games. She further explained that the bill preserved many competitive grant programs established under the Bipartisan Infrastructure Law and expanded some of them, while eliminating certain climate-related programs, including the National Electric Vehicle Infrastructure Formula Program and the Carbon Reduction Program.

Ms. Pollner also discussed the proposed Surface Transportation Accelerator Grant (STAG) Program, a new $2.4 billion annual competitive grant program supporting a broad range of transportation projects. Additional provisions included a $9 billion annual bridge formula program, a $10 billion discretionary bridge program, NEPA reforms that expanded categorical exclusions, and continued funding for the Wildlife Crossings Pilot Program. However, she noted concerns about the lack of dedicated rail funding comparable to what the Bipartisan Infrastructure Law provides.

A significant portion of the discussion focused on the absence of advanced appropriations, known as Division J, in the House proposal. Ms. Pollner explained that the Bipartisan Infrastructure Law had provided guaranteed multi-year funding for certain competitive grant programs, whereas the proposed legislation would require annual appropriations. She noted that this change would reduce funding certainty for local governments and infrastructure planning efforts. Although national organizations advocated restoring advance appropriations, she acknowledged that fiscal concerns in Congress made that effort challenging.

Ms. Pollner emphasized that while the House bill had not yet become law, it would likely serve as the foundation for future negotiations because of its strong bipartisan support. She encouraged stakeholders to identify provisions that benefited their communities, as well as areas needing revision, so they could provide feedback while legislative discussions were still ongoing.

Turning to housing policy, Ms. Pollner reviewed the 21st Century Road to Housing Act, which became law on July 10. She described it as one of the most significant bipartisan housing supply measures enacted in decades but noted that it was primarily an authorizing measure and did not include dedicated funding. As a result, future appropriations would be necessary to fund many of its programs, including the new Innovation Fund. She also explained that successful implementation would depend on timely HUD rulemaking and guidance, despite the agency's staffing constraints. Ms. Pollner cautioned that several programs faced aggressive implementation timelines and could expire without sufficient funding or regulatory action. She concluded by stressing that substantial work remained to ensure communities could fully benefit from the law’s provisions and invited attendees to participate in an upcoming Toolbox Tuesday session for a more detailed review of the legislation and implementation requirements.

Chair Finlay opened the floor to the committee members for questions or comments.

Sup. Donald Wagner, Orange County, asked about the lack of progress in the Senate on appropriations and surface transportation reauthorization. Ms. Pollner explained that most of the momentum was currently in the House, while Senate efforts remained fragmented among multiple committees and potential leadership changes. She noted that partisan disagreements had also slowed appropriations negotiations but expressed optimism that progress would increase after the elections.

Hon. Suely Saro, Long Beach, District 29, asked whether international games transportation funding included resources for public safety and security. Ms. Pollner responded that the funding was primarily transportation-focused but acknowledged that security needs were being considered. She noted that the Homeland Security Committee and LA28 stakeholders were actively discussing public safety funding for major events.

Chair Finlay asked whether the proposed funding could support events such as the Super Bowl and whether the $875 million Olympic-related transportation allocation was likely to be approved. Ms. Pollner stated that the funding was intended to support major events and that the $875 million allocation appeared likely to remain in a final appropriations package, citing strong support from California's Senate delegation.

The discussion concluded with appreciation for Ms. Pollner's update and recognition of the importance of transportation and security planning for upcoming major events, including the 2028 Olympic and Paralympic Games.

5. State 2026 End of Session Update

There were no public comments for Item No. 5.

Mr. Francisco Barajas, Legislative Affairs Supervisor, introduced Nick Romo of Cruz Strategies, who provided an overview of the conclusion of California's legislative session. Mr. Romo reported that legislators introduced nearly 4,500 bills over the two-year session, including about 2,000 in the current year, with roughly half advancing to the Governor's desk for consideration. He noted that the Legislature worked beyond constitutional deadlines to complete negotiations on key issues, including wildfire liability reform, although those efforts ultimately did not result in a final agreement.

Steve Cruz highlighted advocacy efforts by public agencies that helped prevent proposed wildfire liability changes that could have limited local governments' ability to recover wildfire-related costs. Mr. Romo also discussed the state's cap-and-trade, now cap-and-invest, program, noting that despite significant funding challenges, SB 125 transit funding was preserved, including more than $230 million

to support transit operations. He cautioned, however, that the program still faces long-term funding risks.

Mr. Romo reported that housing remained a major legislative focus, with lawmakers concentrating on areas such as manufactured housing and accessory dwelling units (ADUs) after making hundreds of housing-related statutory changes in recent years. He also highlighted the passage of SB 577, which implemented liability and tort reform measures affecting local governments, and noted that additional reforms could be considered in future sessions.

The committee was informed that the state budget included up to $10 million in discretionary funding for public safety related to major international sporting events, along with an additional $10 million for related expenses. Mr. Romo encouraged continued advocacy to help secure access to those funds. He also discussed the growing focus on data centers and artificial intelligence, noting that several bills addressing AI, utility usage reporting, rate reforms, and online protections had been sent to the Governor. He anticipated increased legislative activity on AI regulation, data centers, and related public policy issues in the coming year.

Looking ahead, Mr. Romo reviewed the November ballot, which included 14 statewide measures addressing topics such as housing, taxation, voter identification, first-time homebuyer assistance, and CEQA reforms. Steve Cruz added that attention was increasingly shifting toward the upcoming gubernatorial transition and the policy priorities of the next administration. Before concluding, Mr. Romo noted that the Governor had recently signed two wildfire-related bills, including legislation establishing standards for clearing toxic materials from wildfire-damaged properties to facilitate residents' return. He then opened the floor for questions.

Chair Finlay opened the floor to the committee members for questions or comments.

Hon. Daniel Ramos, Adelanto, District 65, asked about the federal Great American AI Act and the growing focus on artificial intelligence. Nick Romo explained that California lawmakers were moving quickly on AI-related policy and that potential conflicts could emerge between state and federal approaches depending on how Congress acted. Steve Cruz added that AI and data centers had become major policy issues, with cities exploring regulatory approaches while balancing economic benefits and public concerns.

Chair Finlay then asked about recent tort reform legislation and the increase in the proportionate liability threshold to 15 percent. Romo confirmed the change and stated that the bill was expected to be signed by the Governor as part of a negotiated agreement. He noted that while some local governments advocated additional reforms, further significant changes were unlikely in the near future.

ACTION ITEM

6. Proposition 1 – Veterans and Affordable Housing, Bond Act of 2026

There were no public comments for Item No. 6.

Mr. David Angel, Senior Legislative Affairs Analyst, presented Item 6, an action item recommending SCAG's support for Proposition 1, the Veterans and Affordable Housing Bond Act of 2026. He reminded members that both the Legislative/Communications and Membership Committee (LCMC) and Regional Council had previously supported legislation proposing a statewide housing bond, which ultimately evolved into Proposition 1 through SB 417 and was placed on the November 2026 ballot.

Mr. Angel reviewed the measure's development, noting that the original proposal called for a $10 billion housing bond but was expanded through negotiations to an $11.25 billion bond measure that included affordable housing, homeownership assistance, housing-supportive infrastructure, and veterans housing programs. He explained that the increase was primarily due to the addition of $1.25 billion for the CalVet Home Loan Program, while other funding adjustments were generally revenue-neutral reallocations among existing housing programs.

He highlighted several key additions to the final measure, including funding for affordable student housing, local housing trust funds, farmworker housing, homeownership assistance, and a dedicated allocation for the Infill Infrastructure Grant Program. These additions were offset by reductions to several affordable housing and preservation programs and the removal of wildfire-related funding, which lawmakers determined could be supported through other existing state funding sources.

Mr. Angel explained that the bond's investments were organized into four major categories: affordable housing production and preservation, homeownership programs, housing-supportive infrastructure, and veterans housing. The largest share of funding, approximately $8.5 billion, was directed toward affordable housing development and preservation, including multifamily housing, supportive housing, farmworker housing, student housing, tribal housing, and housing rehabilitation programs. Additional funding would support down payment assistance and other homeownership initiatives, infrastructure improvements needed to facilitate housing development, and veteran home loan assistance.

He noted that the measure remained consistent with SCAG's legislative priorities despite the negotiated changes and continued to advance goals related to affordable housing production, homeownership opportunities, and housing-supportive infrastructure. Based on that alignment, staff recommended that the committee support Proposition 1.

Chair Finlay opened the floor to the committee members for questions or comments.

Hon. Daniel Ramos expressed strong support for Proposition 1, highlighting the significance of the $1.25 billion allocation for the CalVet Home Loan Program. Ramos noted that the funding would benefit veterans, particularly in regions with large veteran populations, and said he supported the

measure as a veteran himself. He then made a motion to approve staff's recommendation to support Proposition 1.

Thomas Wong seconded the motion and asked whether SCAG would communicate its position on the ballot measure to member cities.

A MOTION was made (Ramos) to approve the motion on Item 6. The MOTION was SECONDED (Wong) and APPROVED by a majority roll call vote as follows:

AYES: Balius, Bucknum, Crosswhite, Finlay, Gardner, Goodsell, Harnik, Marquez, Ramos, Saro, Shapiro, Waronek, and Wong (13)

NOES: None (0)

ABSTAINS: None (0)

CHAIR UPDATE

None.

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Kevin Gilhooley, Legislative Affairs and Government Relations Manager, provided an update on SCAG's recent mobile workshop, led by the Chair, which gave Regional Council members an opportunity to see how regional priorities were being advanced through local projects and strategic initiatives. The tour highlighted the use of REAP 2.0 funding in the City of Upland, where funds were supporting utility relocation work needed for the development of affordable housing near the Metrolink station. Participants also visited Ontario International Airport and ONT facilities to learn about the connections between housing, transportation, infrastructure, economic development, and quality of life. Staff thanked the Regional Council and committee members who participated in the workshop.

Staff also announced plans for the next mobile workshop, scheduled for October 23, featuring a tour of Metro's D Line Extension followed by a visit to the LA84 Foundation Museum. The upcoming tour was intended to showcase recent transit investments and the legacy of the 1984 Olympic Games. The report concluded with a reminder that additional details would be distributed in a forthcoming save-the-date announcement.

FUTURE AGENDA ITEMS

None.

ANNOUNCEMENTS

None.

ADJOURNMENT

There being no further business, Chair Finlay adjourned the Legislative/Communications and Membership Committee meeting at 9:44 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE]

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Legislative / Communications and Membership Committee																
2026-2027																Total Mtgs Attended YTD
	MEMBERS	Representing	MAY	JUN	JUL (Dark)	AUG	SEP	OCT	NOV	DEC (Dark)	JAN	FEB	MAR	APR	MAY	
1	**Allen, Cindy**	Long Beach, RC District 30	1	0		1	0									**2**
2	**Balius, Ryan**	Anaheim, RC District 19	1	1		1	1									**4**
3	**Bucknum, Wendy**	Mission Viejo, RC District 13	1	1		1	1									**4**
4	**Cabrera, Ulises**	Moreno Valley, RC District 69	0	0		1	0									**1**
5	**Crosswhite, Jenny**	Santa Paula, RC District 47	1	1	**D**	1	1	**D**		**D**						**4**
6	**Dutrey, John**	Montclair, RC District 9	1	1		1	0									**3**
7	**Gardner, Gary**	Desert Hot Springs, RC District 2	1	1		1	1									**4**
8	**Goodsell, Mike**	ICTC	1	1		1	1									**4**
9	**Finlay, Margaret (Chair)**	Duarte, RC District 35	1	1		1	1									**4**
10	**Hagman, Curt**	San Bernardino County	0	1		0	0									**1**
11	**Harnik, Jan C. (Vice Chair)**	RCTC	1	1		1	1									**4**
12	**Hernandez, Laura**	Port Hueneme, RC District 45	1	1	**A**	0	1	**A**		**A**						**3**
13	**Lock Dawson, Patricia**	Riverside, RC District 68	1	1		1	0									**3**
14	**Marquez, Ray**	Chino Hills, RC District 10	1	1		1	1									**4**
15	**Ramos, Daniel**	Adelanto, RC District 65	0	0		0	1									**1**
16	**Rebollar, Gil**	Brawley, RC District 1	0	0	**R**	0	0	**R**		**R**						**0**
17	**Saro, Suely**	Long Beach, RC District 29	1	0		1	1									**3**
18	**Shapiro, David J.**	Calabasas, RC District 44	1	1		1	1									**4**
19	**Wagner, Donald P.**	Orange County	1	0	**K**	1	1	**K**		**K**						**3**
20	**Waronek, Mark**	Lomita, RC District 39	1	1		1	1									**4**
21	**Wong, Thomas**	Monterey Park, District 34	1	1		1	1									**4**
22	**Yokoyama, Frank**	Cerritos, RC District 23	1	1		1	0									**3**

AGENDA ITEM 2
REPORT

Southern California Association of Governments
November 17, 2026

To: LCMC - Legislative/Communications and Membership Committee

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

From: Jorge Zavala, Legislative Affairs Analyst
213-630-1414, zavala@scag.ca.gov

Subject: SCAG Memberships and Sponsorships

RECOMMENDED ACTION:
Approve up to $37,500 for memberships with 1) The Intelligent Transportation Society of America ($10,000), 2) Coalition for America's Gateways and Tarde Corridors ($7,500) and 3) Southern California Leadership Council ($20,000).

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

EXECUTIVE SUMMARY:
The Legislative/Communications and Membership Committee (LCMC) is asked to approve up to $37,500 for memberships with 1) The Intelligent Transportation Society of America ($10,000), 2) Coalition for America's Gateways and Tarde Corridors ($7,500) and 3) Southern California Leadership Council ($20,000).

BACKGROUND:

Item 1: The Intelligent Transportation Society of America
Type: Membership **Amount:** $10,000

The Intelligent Transportation Society of America (ITS America), a nonprofit established in 1991, advocates for deploying Intelligent Transportation Systems (ITS) in the United States. Its mission is to advance the research and deployment of intelligent transportation technologies to save lives, improve mobility, increase accessibility and equity, promote sustainability, and improve efficiency and productivity. ITS America seeks to do this by convening leaders from the public and private sectors, academia, and research organizations to foster innovation. ITS America advocates for policies that support investment in ITS. The organization also conducts research, educates stakeholders, and spreads awareness of innovations in smart transportation technologies.

ITS America's membership brings together the most influential voices from its 240+ members throughout 45 sectors ranging from state departments of transportation (DOT), metropolitan

planning organizations (MPOs), cities, transit, freight, start-ups, automakers, suppliers, academia, and more, including:

- American Association of State Highway and Transportation Officials
- American Automobile Association (AAA)
- California Department of Transportation (Caltrans)
- HDR, Inc.
- HNTB
- Los Angeles County Department of Public Works
- Los Angeles County MTA
- Metropolitan Transportation Commission
- National League of Cities

The FY 27 dues for MPOs are $10,000, which includes the following benefits:

- Join leaders that drive and shape the discussion on a wide range of emerging mobility issues through ITS America's Standing Advisory Committees;
- Receive weekly updates on federal, legislative, state, and local regulations in the Policy Rundown newsletter and participate in federal advocacy;
- Discounted executive forum attendance fees, exhibit and conference discounts, and forum and policy roundtable speaking opportunities;
- Promote SCAG's projects and accomplishments in the transportation ecosystem on ITS America's digital media platforms, ITSABlog, and in the Momentum newsletter; and Access to ITS America's global network of ITS Professionals.

Item 2: Coalition for America's Gateways and Tarde Corridors
Type: Membership **Amount:** $7,500

The Coalition for America's Gateways and Trade Corridors (CAGTC) is a national advocacy organization that brings attention to the importance of freight transportation infrastructure and the role that gateways, trade corridors, ports, rail facilities, and intermodal connectors play in supporting the national economy. CAGTC works with Congress, federal agencies, and transportation stakeholders to advance policies and funding that strengthen the nation's freight network and improve goods movement efficiency.

The SCAG region is home to the nation's largest port complex, significant freight rail infrastructure, major interstate corridors, and critical international trade gateways. As a result, Southern California experiences both the economic benefits and infrastructure impacts associated with moving a substantial share of the nation's freight. CAGTC provides SCAG with a national forum to advocate for

federal freight policies and programs that recognize the region's unique role in domestic and international trade.

CAGTC's membership includes ports, metropolitan planning organizations, state departments of transportation, local governments, transportation authorities, and private-sector freight stakeholders from across the country. Through this coalition, SCAG collaborates with peer agencies and industry leaders to develop and advance federal freight policy priorities, particularly as Congress considers transportation authorization and appropriations legislation.

SCAG maintains a leadership role within the organization through its participation on the CAGTC Board of Directors, where Chief Operating Officer Darin Chidsey represents the agency. Board participation provides SCAG with a direct opportunity to influence the coalition's federal advocacy agenda, policy positions, and strategic priorities.

Membership provides several benefits that support SCAG's federal advocacy and goods movement objectives, including:

- Federal advocacy before Congress, the U.S. Department of Transportation, and the Administration on freight funding, freight policy, and freight infrastructure investment priorities;
- Representation during federal surface transportation reauthorization discussions and federal appropriations negotiations affecting freight and goods movement programs;
- Regular legislative and policy updates, analyses, member briefings, and coordination calls on federal transportation and freight issues;
- Access to a national network of ports, metropolitan planning organizations, state transportation agencies, and freight stakeholders that collaborate on federal policy development and advocacy strategies;
- Opportunities to shape and advance freight policy positions through participation in CAGTC committees, working groups, and board activities;
- Support for member projects through letters of support, advocacy materials, and increased visibility for nationally and regionally significant freight infrastructure investments;
- Access to research, policy papers, fact sheets, and educational materials that support federal advocacy efforts related to freight movement, supply chain resilience, and infrastructure investment;
- Participation in CAGTC's annual Washington, D.C. meeting and congressional outreach activities, providing direct engagement opportunities with Members of Congress, congressional staff, and federal agency leadership; and

Continued membership in CAGTC supports SCAG's federal advocacy efforts by ensuring the region maintains a strong voice in national freight policy discussions and remains informed of emerging opportunities that can benefit Southern California's goods movement network and economy.

Item 2: Southern California Leadership Council
Type: Membership **Amount:** $20,000

Established in 2005, the Southern California Leadership Council (SCLC) is a nonpartisan, nonprofit, business-led public policy partnership that brings together business and community leaders from across Southern California to address issues of regional significance. Founded with the support of former California Governors Jerry Brown, Gray Davis, George Deukmejian, and Pete Wilson, the organization was created to provide a unified regional voice on public policy issues that impact economic vitality, job growth, and quality of life throughout the seven-county Southern California region.

The Southern California region is one of the largest economic and population centers in the world, encompassing more than 21 million residents across hundreds of local governments, special districts, businesses, and community organizations. Given the region's size and complexity, SCLC serves as a forum where leaders from the public, private, and nonprofit sectors can collaborate on solutions to challenges that extend beyond individual jurisdictions and require regional coordination.

SCLC's work focuses on public policy issues that are aligned with many of SCAG's core priorities, including business vitality and economic competitiveness, transportation and goods movement, infrastructure investment, water and energy reliability, environmental sustainability, and climate policy. Through its policy development efforts, stakeholder engagement, and regional leadership activities, SCLC helps shape and advance solutions on issues critical to Southern California's long-term prosperity.

SCLC maintains strategic partnerships with many organizations throughout the SCAG region, including the Los Angeles County Business Federation (BizFed), Inland Empire Economic Partnership, Los Angeles Area Chamber of Commerce, Orange County Business Council, Ventura County Economic Development Association, and other regional business and civic organizations.

SCAG maintains an active leadership role within the organization. Executive Director Kome Ajise serves on the SCLC Board of Directors, while SCAG's Board officers and executive leadership regularly participate in SCLC meetings, events, and policy discussions.

Membership in SCLC provides several benefits that support SCAG's regional leadership and policy objectives, including:

- Access to a network of Southern California business, community, and civic leaders representing major employers, industry groups, educational institutions, and regional organizations;
- Opportunities to collaborate with regional stakeholders on transportation, goods movement, economic development, housing, water, energy, and environmental policy issues;
- Participation in the development of regional policy recommendations and strategies on issues critical to Southern California's economic competitiveness and quality of life;
- Access to policy briefings, forums, roundtables, and discussions involving business leaders, elected officials, and subject matter experts;
- Opportunities to help shape regional consensus positions on major public policy issues impacting the seven-county Southern California region;
- Increased coordination with regional business organizations and economic development partners on shared advocacy priorities;
- Participation in high-profile regional initiatives, conferences, and events focused on economic growth, infrastructure investment, transportation, workforce development, and sustainability;
- Access to thought leadership, policy analysis, and stakeholder perspectives on emerging regional issues and challenges; and
- A forum for advancing SCAG's regional priorities and strengthening relationships with key business, community, and policy leaders throughout Southern California.

Continued participation in SCLC supports SCAG's mission by strengthening collaboration among regional leaders, helping build consensus around critical public policy issues, and ensuring Southern California's interests remain well represented in discussions affecting the region's long-term economic vitality and quality of life.

FISCAL IMPACT:
The $10,000 cost for membership in the Intelligent Transportation Society of America is included in the FY 27 Indirect Cost budget. The $20,000 cost for membership with Southern California Leadership Council is included in the FY 27 General Fund budget. The $7,500 membership cost for the Coalition for America's Gateways and Trade Corridors (CAGTC) is shared between the FY 27 Indirect Cost and FY 27 General Fund budgets, with 4 percent allocated to the General Fund to account for lobbying and advocacy activities.

AGENDA ITEM 3

REPORT

Southern California Association of Governments
November 17, 2026

To: LCMC - Legislative/Communications and Membership Committee

From: Jorge Zavala, Legislative Affairs Analyst
213-630-1414, zavala@scag.ca.gov

Subject: LCMC 2027 Calendar of Meetings

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION:
Approve.

EXECUTIVE SUMMARY:
Staff prepared a draft schedule of meeting dates for the Legislative/Communications and Membership Committee (LCMC) to coincide with the beginning of 2027. In consultation with Chair Finlay, staff proposes that the Committee go dark in May, July, and December 2027.

BACKGROUND:
With the foresight of the state and federal legislative calendars, staff proposes a schedule of meeting dates for the Committee's consideration. The LCMC generally meets on the third Tuesday of the month, though staff recommends the following three deviations from that schedule:

- First, staff recommends that the LCMC go **dark for the month of May**. This change will offer more time for the new SCAG President to determine makeup of the LCMC after transitioning into the role at the 2027 General Assembly. In addition, this change allows the agency to prioritize resources for SCAG's annual DC Reception and Hill Lobby Day, which is targeted for mid to late May of 2027.

- Second, staff recommends that the LCMC go **dark for the month of July.** This is because the State Legislature will be out of session for its annual Summer Recess, and the Regional Council will be dark in August of 2027.

- Lastly, staff recommends that the LCMC go **dark for the month of December** since the State Legislature would not be in session, and there will likely be little to no activity in Congress.

Another item to note is that staff is planning a Sacramento Legislative Advocacy Summit to be held on Tuesday and Wednesday, March 16 and 17, 2027. The 2027 Sacramento Summit will replace the March LCMC, as we will convene the LCMC for select meetings during the Sacramento Summit.

Lastly, while staff recommends that the Committee adopt a calendar of meetings for organizational and planning purposes, SCAG bylaws provide the flexibility to cancel or call an LCMC meeting at the Chair's discretion.

FISCAL IMPACT:
Work associated with the Calendar of Meetings Report is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):
1. LCMC 2027 Calendar of Meetings
2. LCMC 2027 Schedule of Regular Meetings

Southern California Association of Governments

2027 Legislative/Communications and Membership Committee Meetings

JANUARY 2027

Su	M	Tu	W	Th	F	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

FEBRUARY 2027

Su	M	Tu	W	Th	F	Sa
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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

MARCH 2027

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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

APRIL 2027

Su	M	Tu	W	Th	F	Sa
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25	26	27	28	29	30	

MAY 2027

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23	24	25	26	27	28	29
30	31					

JUNE 2027

Su	M	Tu	W	Th	F	Sa
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20	21	22	23	24	25	26
27	28	29	30			

JULY 2027

Su	M	Tu	W	Th	F	Sa
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

AUGUST 2027

Su	M	Tu	W	Th	F	Sa
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

SEPTEMBER 2027

Su	M	Tu	W	Th	F	Sa
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

OCTOBER 2027

Su	M	Tu	W	Th	F	Sa
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17	18	19	20	21	22	23
24	25	26	27	28	29	30

NOVEMBER 2027

Su	M	Tu	W	Th	F	Sa
	1	2	3	4	5	6
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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

DECEMBER 2027

Su	M	Tu	W	Th	F	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

SCAG Regional Council Meeting

SCAG Holidays

Legislative/Communications and Membership Committee Meeting

Annual Sacramento Advocacy Trip

SCAG Regional Conference & Assembly

2027 Schedule of Regular Meetings

Regular meetings of the Legislative/Communications & Membership Committee are scheduled on the 3rd Tuesday of each month. Note: dates are subject to change.

Legislative/Communications & Membership Committee 2027 Schedule	Date & Time
JANUARY	
Legislative/Communications Membership Committee	1/19/2027 8:30 AM
FEBRUARY	
Legislative/Communications Membership Committee	2/16/2027 8:30 AM
MARCH	
Special Meeting – 2027 Annual Sacramento Summit	3/16/2027
Special Meeting – 2027 Annual Sacramento Summit	3/17/2027
APRIL	
Legislative/Communications Membership Committee	4/20/2027 8:30 AM
MAY *(DARK)*	
Legislative/Communications Membership Committee	No Meeting
JUNE	
Legislative/Communications Membership Committee	6/15/2027 8:30 AM
JULY *(DARK)*	
Legislative/Communications Membership Committee	No Meeting
AUGUST	
Legislative/Communications Membership Committee	8/17/2027 8:30 AM
SEPTEMBER	
Legislative/Communications Membership Committee	9/21/2027 8:30 AM
OCTOBER	
Legislative/Communications Membership Committee	10/19/2027 8:00 AM
NOVEMBER	
Legislative/Communications Membership Committee	11/16/2027 8:30 AM
DECEMBER *(DARK)*	
Legislative/Communications Membership Committee	No Meeting

AGENDA ITEM 4
REPORT

Southern California Association of Governments
November 17, 2026

To: LCMC - Legislative/Communications and Membership Committee

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

From: Jorge Zavala, Legislative Affairs Analyst
213-630-1414, zavala@scag.ca.gov

Subject: Bill Position, Legislative Tracking, and End of Session Update

RECOMMENDED ACTION:
Receive and File

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

EXECUTIVE SUMMARY:
The Bill Position, Legislative Tracking, and End of Session Update is provided to keep the Legislative/Communications and Membership Committee (LCMC) apprised of the bills in Sacramento that have a nexus to the Regional Council's adopted Legislative Platform. This report contains an update on key legislative deadlines, a Bill Position Tracker, and an End of Session update.

BACKGROUND:
SCAG's Legislative Tracking Report serves as a resource for the Committee to remain informed on bills moving through the legislative process in Sacramento. The report tracks measures with a nexus to the Regional Council's adopted 2025-26 State and Federal Legislative Platform and provides updates on legislation that could impact the SCAG region and its member jurisdictions.

The California Legislature concluded the 2025-26 legislative session on August 31 and has now entered Final Recess. After final floor votes and legislative negotiations during the closing weeks of session, the Legislature transmitted bills approved by both the Assembly and Senate to Governor Newsom for consideration. The Governor had until September 30, 2026, to sign or veto legislation passed during the session. The Legislature's adjournment also marked the end of the two-year legislative cycle, meaning measures that failed to advance have generally expired and must be reintroduced during the next session.

In the final days of session, the Legislature declined to advance significant portions of Governor Newsom's proposed wildfire resilience and funding package before adjournment. As a result, discussions regarding wildfire prevention, recovery, and long-term resilience investments are

expected to continue this fall. Observers have indicated that the Governor may consider calling a special legislative session to address outstanding wildfire-related proposals and funding priorities, as he can still do so through December. Staff will continue monitoring gubernatorial action on legislation of interest to the SCAG region and provide updates on significant bill signings, vetoes, and any special session developments.

SCAG's state bill tracking document and SCAG Position Bills Tracker can be found at https://scag.ca.gov/legislation, under the "Legislative Tracking" and "Bill Position Tracker" tabs. Staff regularly updates both resources to provide information on legislation, bill status, Regional Council positions, and advocacy activities relevant to the SCAG region and its member jurisdictions.

Staff will continue to provide updates on legislative activity, key deadlines, and significant policy developments relevant to the SCAG region. The table below highlights important legislative deadlines and milestones within the state legislative process:

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

BILL POSITION TRACKER UPDATE:
This year, the legislature passed 1,040 bills. SCAG took a formal position on 23 bills in 2025 and 15 bills in 2026, for a total of 38 positions, including 28 support, 6 oppose, 2 watch, and 2 sponsored bills. The Governor took his final action of the 2025-2026 Legislative session on September 30, 2026. Of the 38 positions, SCAG accomplished our advocacy goals on 17 positions, equating to a 47-percent rate of success, excluding watched bills. SCAG's Bill Position Tracker is attached to this report.

END OF SESSION UPDATE
As the 2026 legislative year ended, Sacramento experienced robust legislative activity as many bills relating to housing/zoning and transportation policy reached Governor Newsom's desk. In addition, Cruz Strategies, which represents SCAG in the State Capitol, compiled a more comprehensive end-of-session report. Cruz Strategies' report is attached to this staff report.

Bill highlights:
SB 71 (Weiner): SUPPORT – Signed by Governor – California Environmental Quality Act: exemptions: transit projects: This bill would extend the CEQA exemptions implemented by SB 922 until January 2040 and expand the exemptions to include microtransit, shuttles, ferries, and locomotives. It also extends the streamlined review process for Environmental Leadership Transit Projects by one year, until January 2027.

SB 233 (Seyarto): SUPPORT – Signed by Governor – Regional housing need: determination: consultation with councils of governments: This bill would require HCD to meet with COGs regarding the regional housing need methodology at least 38 months before the housing element revision deadline.

SB 239 (Arreguín): SUPPORT – Signed by Governor through SB 707 (Durazo) - Open meetings: teleconferencing: subsidiary body: This bill would allow a subsidiary body of a local agency to teleconference its meetings without having to notice and make each teleconference location publicly accessible or have at least a quorum participate from locations within the agency's boundaries until January 2030. SB 239 was signed into law as part of SB 707, which includes a package of various Brown Act reform provisions. SB 239 became a two-year bill which could be gut-and-amended upon the legislature reconvening.

SB 607 (Wiener): SUPPORT – Signed by the Governor through SB 131 - CEQA Exemption for Infill Projects: This bill previously made various CEQA reforms to narrow and standardize review scope, expand urban infill exemptions, and exempt rezonings consistent with a housing element. SB 607 was included in SB 131, a housing budget trailer bill, which the Governor signed into law in June 2025. Since SB 607's provisions were signed into law through SB 131, SB 607 was gut-and-amended to relate to the creation of a California Science and Health Foundation, with an accompanying $23 billion bond ballot measure to fund the new foundation.

SB 681 (Wahab): OPPOSE – Signed by the Governor through AB 130 – Housing and COG Revisions to RHNA: This bill previously required COGs to develop a revised methodology in consultation with HCD, bypassing SCAG's comprehensive public outreach process used to develop the RHNA distribution methodology, among various other changes. SB 681 was included in AB 130, a housing budget trailer bill signed into law in June 2025. Since SB 681 still contains its original language before it was included in AB 130, it could be gut-and-amended upon the Legislature reconvening in 2026.

AB 226 (Calderon & Alvarez): SUPPORT – Signed by the Governor - California FAIR Plan Association: This bill would authorize the California FAIR Plan Association to request the IBank issue catastrophe bonds to help finance insurance claims costs, increasing the FAIR Plan's claims-paying capacity.

AB 239 (Harabedian): SUPPORT – Vetoed by Governor – LA County Disaster Housing Task Force: This bill would require HCD and OES jointly to convene a housing task force with FEMA to coordinate and streamline efforts with local governments to rebuild housing in communities impacted by the wildfires.

AB 259 (Rubio, B.): SUPPORT – Signed by Governor through SB 707 – Brown Act Modernization: This bill would extend the Brown Act exemptions provided by AB 2449 until January 2030. These exemptions allow members of a local agency, with just cause, to use teleconferencing without

identifying each teleconference location in the meeting notice and agenda and without making each teleconference location accessible to the public. AB 259 was signed into law through its inclusion in SB 707, which contains a package of various brown act reform provisions. AB 259 became a two-year bill which could be gut-and-amended upon the legislature reconvening.

AB 609 (Wicks): SUPPORT – Signed into law through AB 130 – CEQA Exemptions: Housing Development: This bill would exempt infill housing projects from CEQA if they comply with local standards, are located on an infill site, or sensitive/hazardous sites. AB 609 was included in AB 130, a housing budget trailer bill signed into law in June 2025. Since AB 609 still contains its original language before it was included in AB 130, it could be gut-and-amended upon the Legislature reconvening in 2026.

AB 650 (Papan): SUPPORT – Vetoed by Governor – CEQA Exemptions: Housing Development: This bill would extend various RHNA and housing element timelines for HCD, COGs, and local jurisdictions. It would also require HCD to provide more precise feedback and justification for a Housing Element that HCD determines is not substantially compliant.

AB 736 (Wicks): SB 417 (Cabaldon): SUPPORT – Two-Year Bill – Affordable Housing Bond Act: These bills would place a bond measure on the 06/26 ballot to provide $10 billion to CA's affordable housing programs. Funding would be allocated to various existing housing programs that support affordable rental housing for lower-income families, homeownership opportunities, and supportive housing.

AB 888 (Calderon): SUPPORT – Signed by Governor – California Safe Homes Grant Program: This bill would establish the California Safe Homes grant program, which would be funded by appropriation from the Legislature to provide grants for home hardening and communitywide mitigation for individuals and local governments.

AB 1244 (Wicks): WATCH – Signed by Governor through AB 130 – VMT Mitigation Fee: This bill would establish a statewide mitigation fund for transit-oriented housing, which will pool developer contributions to support infill projects through the existing TOD Implementation fund under HCD. AB 1244 was included in AB 130, a housing budget trailer bill signed into law in June 2025. Since AB 1244 still contains its original language before it was included in AB 130, it could be gut-and-amended upon the Legislature reconvening in 2026.

AB 1275 (Elhawary): WATCH – Signed by Governor – Regional Housing and RTP: This bill would align RHNA and SCS timelines by requiring HCD to provide COGs with a final RHND one year early and COGs to delegate subregions to consider including incorporating transportation and job projections from the SCS in the RHNA distribution methodology.

AB 735 (Carrillo) & SB 415 (Gómez Reyes): OPPOSE - Signed by Governor – AB 98 Reform: SB 415 became the main bill, mirroring AB 735. This bill clarifies various aspects and amends AB 98 (Carrillo & Reyes, 2024). These changes include extending the Circulation Element update deadline, except for some SCAG jurisdictions, and authorizing the AG to fine noncompliant jurisdictions that do not make a "good faith" effort to meet that requirement, among other changes.

AB 2002 (Solache): SPONSOR – Died – Regional Early Action Planning (REAP 1.0): AB 2002 would establish a new Regional Early Action Planning (REAP) Fund in the State Treasury to provide state funding for councils of governments, regional entities, and local jurisdictions to support housing planning and implementation associated with the 7th and future Regional Housing Needs Assessment (RHNA) cycles.

SB 1087 (Cabaldon): SPONSOR – Signed by Governor – Sustainable Communities Strategies Modernization: SB 1087 would modernize the Sustainable Communities Strategies framework established under SB 375 by updating regional planning requirements to better reflect current transportation, housing, and climate realities, including a greater focus on project implementation, improved alignment with evolving state goals, and increased transparency in the greenhouse gas target-setting process.

AB 1855 (Jeff Gonzalez): SUPPORT – Died – Passenger Rail CEQA Exemption: AB 1855 would expand an existing California Environmental Quality Act (CEQA) exemption for passenger rail projects by removing the requirement that projects be exclusively operated by zero-emission or Tier 4 rolling stock and by narrowing the right-of-way condition to apply only to the mainline rail component. The bill also allows certain projects in nonattainment air basins to qualify for the exemption if they establish new passenger rail service along highway corridors, broadening eligibility to facilitate the expansion of rail service infrastructure.

SB 1411 (Stern): SUPPORT – Died – High-Speed Rail Cap Removal: SB 1411 would provide the California High-Speed Rail Authority with greater flexibility to use Greenhouse Gas Reduction Fund revenues by removing the current funding cap for activities outside of the Merced-to-Bakersfield segment, allowing investments in early works and partnership-based projects so long as they improve project efficiency and do not delay completion of the initial operating segment.

AB 2059 (Wilson): SUPPORT – Signed by Governor – VMT Mitigation: Rural Counties: AB 2059 would provide relief from California Environmental Quality Act (CEQA) vehicle miles traveled (VMT) mitigation requirements by establishing a presumption that certain transportation projects in non-metropolitan counties have a less-than-significant transportation impact, streamlining project delivery in rural areas.

AB 1903 (Wicks): SUPPORT – Died_ Construction Defects: Condominium and Townhomes: AB 1903 would revise California's residential construction defect framework by establishing an optional certified building process and updating pre-litigation requirements, evidentiary standards, and homeowner association procedures to encourage earlier inspection and repair, increase transparency, and reduce reliance on litigation in housing development.

AB 1567 (Ta): SUPPORT – Vetoed by Governor – RHNA Credits: Senior Housing: AB 1567 would allow jurisdictions, beginning with the 7th housing element cycle, to count approved congregate housing and residential care facilities for the elderly toward up to 15 percent of their Regional Housing Needs Allocation across income categories, improving how these housing types are recognized in annual housing reporting.

AB 2576 (Harabedian): SUPPORT – Signed by Governor – Historic Resource Designation: AB 2576 would refine California's transit-oriented development (TOD) framework by clarifying the treatment of certain pre-2025 historic resources, allowing eligible sites to be excluded from TOD density requirements while maintaining existing limits on overall exclusions within TOD zones.

AB 1623 (Davies): SUPPORT – Died – RHNA Credits: Student Housing: AB 1623 would require certain qualifying student housing units to be counted toward a jurisdiction's lower-income Regional Housing Needs Allocation and included in annual housing reports, improving how student housing is recognized in regional housing planning and tracking.

SB 1414 (Reyes): OPPOSE – Signed by Governor – County of San Bernadino: Citizens Redistricting Committee: SB 1414 would create a 14-member commission responsible for redrawing supervisorial district boundaries in the year following each federal decennial census and require the County Board of Supervisors to provide funding, staffing, and access to redistricting data and mapping software to support the commission's work.

SB 866 (Blakespear): OPPOSE – Died – Housing Element: Unhoused Population: SB 866 would require local governments that do not receive funding from the Homeless Housing, Assistance, and Prevention (HHAP) program to expand the scope of data and analysis included in the homelessness program of their housing elements.

AB 2296 (Papan): SUPPORT – Signed by Governor - Housing Element Deadlines: This bill, except with respect to the 7th housing element cycle for councils of governments with a housing element revision due date during the calendar year 2027, 2028, or 2029, would instead require that the above-described methodology be developed at least 21/2 years before a scheduled revision of the housing element, and that the distribution of the draft allocation plan be made at least 2 years before a scheduled revision of the housing element, respectively.

SB 675 (Padilla): OPPOSE – Vetoed by Governor – Imperial County Air Pollution Control District: This bill restructures the governing board of the Imperial County Air Pollution Control District (district) from the five-member county board consisting of one county, five city, and four public members.

SB 741 (Blakespear): SUPPORT – Signed by Governor – Low Carbon Transit Operations Program: This bill clarifies how transit agencies may spend funds received under the Low Carbon Transit Operations Program (LCTOP), repeals the requirement for transit agencies to demonstrate how funds reduce greenhouse gas (GHG) emissions, and generally streamlines the LCTOP program.

SB 1167 (Blakespear): SUPPORT – Signed by Governor – Vehicles: electric bicycles: This bill revises the definitions of electric bicycles (e-bikes), motor-driven cycles, and mopeds, updates the labeling and disclosure requirements for manufacturers and sellers of these devices, and prohibits noncompliant vehicles from being advertised as e-bikes. This bill additionally establishes new operational and safety requirements and imposes additional reporting requirements on law enforcement, among other things.

FISCAL IMPACT:
Work associated with the Bill Position, Legislative Tracking, and End of Session Update staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):
1. SCAG 2026 End of Session Update
2. 2026 SCAG Bill Position Tracker

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

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

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

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

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

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

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

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

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

CRUZ STRATEGIES

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

Overview

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

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

Important Dates

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

Looking Ahead: November 2026 Ballot

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

For a deeper dive, please see Cruz Strategies Ballot Preview

SCAG Update



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

Major End-of-Session Policy Issues & Enacted Legislation

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

Data Centers, Artificial Intelligence, Energy & Water

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

Data Centers Water Use Reporting

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

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

Electricity Rates & Infrastructure

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

Environmental Review

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

AI, Employment & Online Safety

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

Wildfire Liability

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

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

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

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

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

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

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

E-Bike Legislation

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

Budget

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

Bill Number	Bill Topic
AB 113	2026 Budget Act



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

AGENDA ITEM 5
REPORT

Southern California Association of Governments
November 17, 2026

To: LCMC - Legislative/Communications and Membership Committee

From: David Angel, Senior Legislative Affairs Analyst
213-630-1422, angel@scag.ca.gov

Subject: November 2026 Midterm Elections Update

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION:
Information Only – No Action Required

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

EXECUTIVE SUMMARY:
SCAG's State lobbyist, Cruz Strategies, and Federal lobbyist, Manatt, will provide a broad overview of the 2026 General Election results, including key outcomes at the federal and state levels, changes in legislative leadership and membership, and what to expect from the incoming Congress and California State Legislature.

BACKGROUND:
The United States held the November 2026 General Election on Tuesday, November 3, 2026. California voters considered elections for statewide constitutional offices, all 80 California State Assembly seats, half of the 40 California State Senate seats, and all 52 California seats in the U.S. House of Representatives. Voters also considered statewide ballot measures, local offices, and local measures.

At the federal level, the election resulted in Democrats taking control of both the House of Representatives and the Senate. At the time of writing this report, Democrats were projected to hold between 255 and 263 seats in the House and at least 54 seats in the Senate after flipping at least 25 House seats and seven Senate seats. The election is expected to significantly impact congressional leadership, committee assignments, and federal policy priorities, including surface transportation reauthorization and annual appropriations measures. Manatt will provide more details on key races, leadership changes, and a general outlook for the 120th Congress and its implications for transportation, infrastructure, housing, and related federal priorities.

At the state level, California voters elected a new Governor, statewide constitutional officers, members of the Legislature, and considered 14 statewide ballot measures. Preliminary results indicate that Xavier Becerra was elected Governor, becoming the first Latino elected to the office in more than a century. Democrats were also projected to expand their supermajorities in both houses of the Legislature. Cruz Strategies, SCAG's state lobbyist, will provide additional details on key statewide and legislative contests, changes in legislative leadership, ballot measure outcomes, and a general outlook on the California State Legislature based on its new membership.

FISCAL IMPACT:
Work associated with the November 2026 Midterm Elections Update is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):
1. Manatt Federal 2026 Midterm Election Summary
2. Cruz Strategies State 2026 Midterm Election Summary

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STATE AND LOCAL GOVERNMENT ADVOCACY AND PUBLIC-PRIVATE PARTNERSHIPS GROUP

2026 Midterm Election Summary – Outlook on Key Committee Shifts

Overview

- The 120th Congress will feature one of the largest incoming freshman classes, creating new opportunities for stakeholder engagement and relationship-building. At least 17-19 new Senators and at least 109 new House members will enter the 120th Congress. As of the release of this publication, there are still 48 House seats left to be called.

- With Democrats securing sizable majorities in the House and Senate in the 120th Congress, committee leadership, membership, and committee ratios are expected to shift dramatically. Committee control will give Democrats the ability to set hearing and markup agendas, advance legislation and funding priorities, exercise subpoena and oversight authority, and determine which measures reach the floor.

- Because senior-level appointments require Senate confirmation, Democratic control of the Senate would give them significant influence over the President's choices for key administration posts. These powers also extend to the judicial branch, where Democrats will determine whether the President's judicial nominees, including those to the Supreme Court, will receive a hearing and Senate vote.

- The committee and leadership assignments discussed below remain subject to party and committee approval. House Republicans will elect their leadership team on November 10; House Democratic leadership will then hold elections on November 18 and will reconvene on November 19 to complete any outstanding races. After the leadership elections, the parties' steering committees will meet to begin the process of selecting committee leadership, followed by committee assignments.

U.S. Senate

- Sens. Chuck Schumer (D-NY) and Brian Schatz (D-HI) are expected to continue leading Senate Democrats as Majority Leader and Whip, respectively, while Sens. John Thune (R-SD) and John Barrasso (R-WY) are expected to continue leading Senate Republicans as Minority Leader and Whip.

- Several Senate committee chairs and ranking members will depart at the end of the 119th Congress due to retirement, including Sens. Mitch McConnell (R-KY), Chair of

the Rules and Administration Committee; Joni Ernst (R-IA), Chair of the Small Business and Entrepreneurship Committee; Dick Durbin (D-IL), Ranking Member of the Judiciary Committee; Gary Peters (D-MI), Ranking Member of the Homeland Security and Governmental Affairs Committee; and Jeanne Shaheen (D-NH), Ranking Member of the Foreign Relations Committee.

- Sen. Susan Collins (R-ME), Chair of the Senate Appropriations Committee, and Sen. Roger Marshall (R-KS), Chair of the HELP Subcommittee on Primary Health and Retirement Security, were both defeated in their reelection bids. Sen. Chuck Grassley (R-IA) will step down from his post as Judiciary Chair, as House and Senate Republican conference rules cap how long a member can lead a committee.

- In particular, the Senate Appropriations Committee is expected to see significant turnover, with current Chair Sen. Susan Collins (R-ME) losing reelection and at least six additional members departing the committee including: Sens. McConnell, Shaheen, Peters, and Durbin, who are retiring, as well as Sens. Jon Husted (R-OH) and Darline Graham (R-SC) who lost their reelections. Additional changes could be forthcoming, as the reelection race for Sen. Cindy Hyde-Smith (R-MS), chair of the Transportation-HUD Subcommittee, is yet to be called. Of note, the departures will create jockeying among the subcommittee Chairs and Ranking Member slots due to the following openings.

    - Sen. McConnell (R-KY), Chair of the Defense Subcommittee, retired.

    - Sen. Collins (R-ME), interim Chair of the State, Foreign Operations and Related Programs Subcommittee, lost reelection.

    - Sen. Shaheen (D-NH), Ranking Member of the Agriculture-FDA Subcommittee, retired.

A table summarizing the prospective leadership of key committees is below:

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Senate Committee	Chair	Ranking Member
Agriculture, Nutrition, and Forestry	Sen. Michael Bennet (D-CO), *Sen. Amy Klobuchar (D-MN) won gubernatorial race; Sen-elect Sherrod Brown (D-OH) has expressed interest in top spot*	Sen. John Boozman (R-AR)
Appropriations	Sen. Patty Murray (D-WA)	Sen. Lisa Murkowski (R-AK), *Sen. Susan Collins (R-ME) ousted*
Banking, Housing, and Urban Affairs	Sen. Elizabeth Warren (D-MA)	Sen. Tim Scott (R-SC)
Budget	Sen. Jeff Merkley (D-OR) or TBD, *Merkley's bid for EPW Chair could impact this seat*	Sen. Ron Johnson (R-WI) or Sen. Chuck Grassley (R-IA)
Commerce, Science, and Transportation	Sen. Maria Cantwell (D-WA)	Sen. Ted Cruz (R-TX)
Energy and Natural Resources	Sen. Martin Heinrich (D-NM)	Sen. Dave McCormick (R-PA)
Environment and Public Works	Sen. Jeff Merkley (D-OR) or Sen. Ed Markey (D-MA), *Sen. Sheldon Whitehouse (D-RI) expected to chair Judiciary*	Sen. Shelley Moore Capito (R-WV)
Finance	Sen. Ron Wyden (D-OR)	Sen. Mike Crapo (R-ID)
Health, Education, Labor, and Pensions	Sen. Bernie Sanders (I-VT)	Sen. Lisa Murkowski (R-AK) or Sen. Josh Hawley (R-MO), *Sen. Bill Cassidy (R-LA) lost his primary*
Homeland Security and Governmental Affairs	Sen. Maggie Hassan (D-NH), *Sen. Gary Peters (D-MI) retired*	Sen. Rand Paul (R-KY)

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STATE AND LOCAL GOVERNMENT ADVOCACY AND PUBLIC-PRIVATE PARTNERSHIPS GROUP

Senate Committee	Chair	Ranking Member
Judiciary	Sen. Sheldon Whitehouse (D-RI), *Sen. Dick Durbin (D-IL) retired*	Sen. Mike Lee (R-UT), *Sen. Chuck Grassley (R-IA) term-limited*
Rules and Administration	Sen. Alex Padilla (D-CA)	Sen. Deb Fischer (R-NE), *Sen. Mitch McConnell (R-KY) retired*

U.S. House

- This election cycle produced unusually high turnover in the House, with 62 retirements, the second-highest number of retirements in a single cycle after 1992, when 65 total retired. Coupled with 44 incumbents losing reelection, the freshman class will welcome at least 109 new House members, or nearly 1 in 4 new members. This turnover is expected to drive significant changes in committee membership and leadership.

- Several House committee chairs and ranking members will depart at the end of the 119th Congress due to retirement including Reps. Jodey Arrington (R-TX), Budget Chair; Sam Graves (R-MO), Transportation and Infrastructure Chair; and Nydia Velázquez (D-NY), Small Business Ranking Member.

- Three additional Republican House Chairs will step down due to conference rule term limits: Reps. Jim Jordan (R-OH), Judiciary Chair; James Comer (R-KY), Oversight and Government Reform Chair; and Mike Bost (R-IL), Veterans' Affairs Chair.

- House Administration Committee Chair Bryan Steil (R-WI) lost reelection to Democrat Mitchell Berman, while House Rules Committee Chair Virginia Foxx (R-NC) remains in a race headed for a recount. As of this report's publication, Foxx trails by approximately 100 votes, potentially creating another committee leadership vacancy.

- The House Appropriations Committee is expected to see significant membership turnover in the 120th Congress. Eleven current members are departing the House, including:

    - Rep. Juan Ciscomani (R-AZ), lost reelection bid.

  - Rep. David Valadao (R-CA), Chair of the Legislative Branch Subcommittee lost reelection bid.
  - Rep. Ashley Hinson (R-IA) ran for Senate and lost.
  - Rep. Julia Letlow (R-LA) ran for Senate and won.
  - Rep. Steny Hoyer (D-MD), Ranking Member of the Financial Services and General Government Subcommittee, retired.
  - Rep. Ryan Zinke (R-MT) retired.
  - Rep. Mark Amodei (R-NV), Chair of the Homeland Security Subcommittee retired.
  - Rep. Chuck Edwards (R-NC) retired.
  - Rep. Bonnie Watson Coleman (D-NJ) retired.
  - Rep. Adriano Espaillat (D-NY), Ranking Member of the Legislative Branch Subcommittee lost his primary.
  - Rep. Dan Newhouse (R-WA) retired.

- Rep. Hakeem Jeffries (D-NY) is the leading candidate for Speaker, with no announced challenger. Rep. Katherine Clark (D-MA), the current Minority Whip, is expected to seek Majority Leader; Rep. Pete Aguilar (D-CA), the current Democratic Caucus Chair, is expected to seek Majority Whip; and Rep. Ted Lieu (D-CA), the current Caucus Vice Chair, is expected to seek Caucus Chair.

- With Speaker Mike Johnson (R-LA) declining to run for Minority Leader, Reps. Steve Scalise (R-LA) and Jim Jordan (R-OH) are expected to compete for the position of top House Republican. Reps. Tom Emmer (R-MN) and August Pfluger (R-TX) have entered the race for Minority Whip, with additional candidates potentially joining the leadership contests.

- House Republicans will hold leadership elections on November 10, while House Democrats are expected to hold theirs on November 18 and 19. Both parties conduct their leadership elections by secret ballot.

A table summarizing the prospective leadership of key committees is below:

House Committee	Chair	Ranking Member
Agriculture	Rep. Jim Costa (D-CA) or Rep. Shontel Brown (D-OH), *Rep. Angie Craig (D-MN) lost Senate primary*	Rep. Austin Scott (R-GA), *Rep. Glenn Thompson (R-PA) term-limited*
Appropriations	Rep. Rosa DeLauro (D-CT)	Rep. Tom Cole (R-OK)
Budget	Rep. Brendan Boyle (D-PA)	Rep. Lloyd Smucker (R-PA) or Rep. Blake Moore (R-UT), *Rep. Jodey Arrington (R-TX) retired*
Education and Workforce	Rep. Bobby Scott (D-VA) or Rep. Jahana Hayes (D-CT) or Rep. Suzanne Bonamici (D-OR)	Rep. Tim Walberg (R-MI)
Energy and Commerce	Rep. Frank Pallone, Jr. (D-NJ)	Rep. Brett Guthrie (R-KY)
Financial Services	Rep. Maxine Waters (D-CA) or Rep. Sean Casten (D-IL)	Rep. French Hill (R-AR)
Homeland Security	Rep. Bennie Thompson (D-MS)	Rep. Andrew Garbarino (R-NY)
Judiciary	Rep. Jamie Raskin (D-MD)	Rep. Scott Fitzagerald (R-WI) or Rep. Laurel Lee (R-FL), *Rep. Jim Jordan (R-OH) term-limited*
Natural Resources	Rep. Jared Huffman (D-CA)	Re. Peter Stauber (R-MN) or Rep. Tom McClintock (R-CA), *Rep. Bruce Westerman (R-AR) term-limited*
Oversight and Government Reform	Rep. Robert Garcia (D-CA)	Rep. Bradon Gill (R-TX or Rep. Pat Fallon (R-TX), *Rep. James Comer (R-KY) term-limited*

House Committee	Chair	Ranking Member
Rules	Rep. Jim McGovern (D-MA)	Rep. Michelle Fischbach (R-MN), *Rep. Virginia Foxx (R-NC) potentially ousted*
Science, Space, and Technology	Rep. Zoe Lofgren (D-CA)	Rep. Brian Babin (R-TX)
Transportation and Infrastructure	Rep. Rick Larsen (D-WA)	Rep. David Rouzer (R-NC), *Rep. Sam Graves (R-MO) retired*
Ways and Means	Rep. Richard Neal (D-MA)	Rep. Jason Smith (R-MO)

Next Steps

Democrats will enter the 120th Congress with sizable majorities in both chambers and a mandate to advance their legislative and oversight priorities. Also, substantial membership turnover, including 17-19 new senators and at least 109 new House members, will reshape the composition, priorities, and leadership of committees across both chambers, offering new opportunities for stakeholders to build relationships with incoming lawmakers.

Democratic majorities in the 120th Congress are expected to prioritize oversight and investigations, using hearings, investigations, and subpoena authority to scrutinize the Trump administration. Democratic appropriators in both chambers could use the annual funding process to push back against the administration's budget priorities, while other committees are expected to pursue oversight of Budget Director Russ Vought and Defense Secretary Pete Hegseth, examine President Trump's cryptocurrency activities, increase scrutiny of major technology companies and their executives, and revisit the administration's use of military force and presidential war powers.

The Manatt Government Strategies Team will continue to keep clients informed of key committee and leadership shifts. Following congressional leadership elections, we will provide additional analysis of how committee leadership will affect federal policy and funding opportunities for clients.

CRUZ STRATEGIES

November 2026 CA Elections Update
As of Nov 10, 2026

On Nov 3, Californians voted in droves to elect a new Governor, statewide constitutional officers, and members of the Legislature, while also weighing in on 14 statewide ballot measures. Attached is our overview of the November 2026 General Election results.*

California continued its strong Democratic voting trend, with Democrats securing victories across most statewide offices. Most notably, voters elected former California Attorney General and U.S. Health and Human Services Secretary Xavier Becerra as California's next Governor, making history as the first Latino elected to the office in over a century.

Democrats are also poised to expand their already significant majorities in the State Legislature. Early results show Republican candidates trailing in nearly every competitive legislative race, including several seats Republicans flipped just two years ago. Based on current projections, Democrats could hold as many as 67 of the 80 Assembly seats and 36 of the 40 Senate seats, further strengthening their supermajorities in both houses. While several races remain uncalled, the results point to an increasingly Democratic Legislature heading into the 2027 session.

Nationally, Democrats also experienced significant gains in the midterm elections, with the results reshaping the balance of power in Congress. The election has been widely viewed in the context of voter concerns over affordability and the economy.

While more races are being finalized, a handful of closely contested legislative races remain up in the air, with some candidates changing positions as additional ballots are counted.

<u>Updates on close races as of 11/10/2026</u>

Statewide Races

- **Insurance Commissioner:** Jane Kim (D) defeated Ben Allen (D).
- **Superintendent of Public Instruction:** Richard Barrera defeated Sonja Shaw.

Additional Election Results

- **CD 40:** Ken Calvert (R) defeated fellow Republican incumbent Young Kim.
- **SD 40:** Mara Elliott (D) defeated Kristie Bruce-Lane (R) for the open Senate seat.
- **AD 3:** Dom Belza (R) defeated James Johansson (R).
- **AD 9:** Heath Flora (R) defeated Matthew Adams (D).

- **AD 34:** Charles Hughes (R) defeated Randal Putz (D).
- **AD 42:** Deborah Klein Lopez (D) defeated Ted Nordblum (R).
- **AD 63:** Natasha Johnson (R) defeated Kevin Akin (Peace and Freedom).
- **AD 75:** Carl DeMaio (R) defeated Gerald Boursiquot (D).

Close Legislative Races – Still Too Close to Cal

- **SD 36:** In Orange County, Chris Duncan (D) holds a narrow lead over incumbent Tony Strickland (R).
- **AD 70:** Paula Swift (D) leads incumbent Tri Ta (R), 51.0% to 49.0%.
- **AD 72:** Gracey Van Der Mark (R) leads Chris Kluwe (D), 50.3% to 49.7%.
- **AD 74:** Sergio Farias (D) has pulled ahead of incumbent Laurie Davies (R) following San Diego County's latest ballot count, now leading 51.1% to 48.9%.
- **AD 68:** Jessie Lopez (D) has overtaken David Penaloza (D) in recent ballot counts and now leads 51.3% to 48.7%.
- **SD 6:** In the Sacramento region, incumbent Roger Niello (R) leads Sean Frame (D), 51.0% to 49.0%, with approximately 5,200 votes separating the candidates.
- **SD 4:** Alexandra Duarte (R) leads Jaron Brandon (D), 52.7% to 47.3%, in the race for the open Senate seat in the Central Valley.
- **SD 32:** In Riverside County, incumbent Kelly Seyarto (R) leads Tiffanie Tate (D), 52.5% to 47.5%.
- **AD 7:** In the Sacramento region, Amy Slavensky (D) leads incumbent Josh Hoover (R), 53.1% to 46.9%.
- **CD 4:** Eric Jones (D) leads incumbent Mike Thompson (D), 52.3% to 47.7%.
- **CD 23:** Incumbent Jay Obernolte (R) leads Tessa Lynn Hodge (D), 50.8% to 49.2%.

Statewide Ballot Propositions

- **Proposition 4 – Public Campaign Financing:** Too close to call, with No holding a narrow lead.
- **Proposition 5 – Recall Reform:** Still uncalled, with approximately 52% voting Yes.
- **Proposition 38 – Immunotherapy Research Bond:** Projected to pass.
- **Proposition 40 – Billionaire Wealth Tax:** Projected to fail.
- **Proposition 41 – Tax Program Audits:** Projected to fail.
- **Proposition 42 – Personal Property Tax Restrictions:** Still uncalled, with approximately 52% voting Yes.
- **Proposition 43 – Local Special Tax Threshold:** Projected to fail.
- **Proposition 45 – CEQA Review Reform:** Projected to fail.

*We'll continue keeping an eye on the remaining close races as more ballots are counted and share updates as results become clearer. All results remain unofficial until certified.

AGENDA ITEM 6
REPORT

Southern California Association of Governments
November 17, 2026

To: LCMC - Legislative/Communications and Membership Committee

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

From: Jorge Zavala, Legislative Affairs Analyst
213-630-1414, zavala@scag.ca.gov

Subject: 2027-28 Legislative Platform Update

RECOMMENDED ACTION:
Staff recommends approval of the 2027-28 Legislative Platform Update.

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

EXECUTIVE SUMMARY:
The Legislative Platform serves as the foundation for SCAG's state and federal advocacy efforts by establishing the agency's policy priorities and guiding principles for legislative engagement. In preparation for the 2027-2028 California State Legislative Session and the 120th Congress, staff recommends adoption of the proposed 2027-2028 State and Federal Legislative Platforms.

BACKGROUND:
The Legislative Platform serves as the foundation for SCAG's state and federal advocacy efforts by establishing the agency's policy priorities and guiding principles for legislative engagement. The platform provides direction to staff in identifying and prioritizing legislation for LCMC review, evaluating pending legislative and regulatory proposals, and developing recommended advocacy positions that align with SCAG's adopted policies and regional objectives.

The platform also serves as the basis for staff participation in collaborative advocacy efforts, including support for coalition letters, stakeholder sign-on opportunities, and regional partnership initiatives. In addition, the platform provides policy justification for staff to take timely positions on emerging legislative matters requiring urgent action between scheduled LCMC meetings, ensuring advocacy efforts remain consistent with SCAG's adopted priorities while allowing the agency to respond effectively to fast-moving legislative developments.

In preparation for the 2027-2028 California State Legislative Session and the 120th Congress, staff recommends adoption of the proposed 2027-2028 State and Federal Legislative Platforms.

The proposed updates were developed through collaboration between SCAG's Legislative Affairs & Government Relations Department and other agency departments. Revisions focus on streamlining the platforms by eliminating redundancies, consolidating overlapping policy positions, updating outdated language, and improving clarity. Additional updates address emerging policy issues, new state and federal initiatives, recently enacted legislation, and evolving regional priorities to ensure alignment with SCAG's current work program and advocacy objectives.

Staff also conducted outreach to external stakeholders and regional partners, including the Southern California Legislative Roundtable (SCLR), legislative staff representing the region's county transportation commissions, and key transportation and goods movement partners such as Metrolink, Ontario International Airport, the Port of Long Beach, and the Port of Los Angeles. Feedback received through this process informed several refinements reflected in the proposed platforms.

The attached documents represent the final proposed 2027-2028 State and Federal Legislative Platforms. Staff recommends their adoption to guide SCAG's advocacy efforts throughout the upcoming two-year legislative cycle.

The proposed changes are summarized below.

2025-26 STATE LEGISLATIVE PLATFORM UPDATES

The proposed 2027-28 State Legislative Platform retains the four Connect SoCal pillars of Mobility, Communities, Environment, and Economy, building on the structure established in the 2025-26 platform.

Mobility

Updates to the Mobility pillar strengthen SCAG's focus on transportation safety, transit, active transportation, and transportation demand management (TDM), while addressing regional mobility needs and preparations for major events.

The Active Transportation section strengthens support for funding tied to Connect SoCal's active transportation and safety strategies. It also emphasizes streamlining Complete Streets implementation, expanding roadway safety education and outreach, and providing dedicated funding for Complete Streets improvements along State highway main streets consistent with Senate Bill 960.

The Congestion Reduction section expands support for sustained TDM funding, particularly in preparation for the 2028 Olympic and Paralympic Games and other major events. New priorities include flexible funding for planning, operations, incentives, outreach, and evaluation, as well as continuing successful programs beyond major events. The section also emphasizes partnerships with employers, educational institutions, and Transportation Management Associations and Organizations

(TMAs/TMOs), along with freight TDM strategies such as off-peak deliveries and delivery consolidation.

The Transit & Rail section strengthens support for sustainable funding for operations, capital improvements, and state of good repair, while preserving and enhancing state transit and rail investment programs. It also supports clean transit technologies, implementation of Transit Transformation Task Force recommendations, and financially sustainable approaches to achieving zero-emission fleet goals. Additional priorities address interoperable data standards, mobility hubs, and improvements to transit safety, reliability, accessibility, and affordability.

The Transportation Safety section better aligns the platform with state and national safety initiatives, including California's Zero Traffic Fatalities Task Force, Vision Zero, Toward Zero Deaths, and the Safe System Approach. It also supports technical assistance, implementation tools, and data-driven strategies, particularly in communities disproportionately affected by serious and fatal crashes.

Staff recommends no changes to the existing transportation funding section.

Communities

Updates to the Communities pillar focus primarily on housing production, affordability, and project delivery, with an emphasis on addressing barriers to development and supporting local jurisdictions.

The Affordable Housing & Housing Production section expands support for funding to plan, develop, construct, and preserve housing. New priorities include ongoing funding for the Regional Housing Needs Assessment (RHNA) process and local housing element updates, codification of the Regional Early Action Planning (REAP) 1.0 program, condominium construction and homeownership opportunities, and incentives for converting underutilized commercial, industrial, institutional, and public properties into housing. In this section, staff also recommends removal of the point concerning sharing or trading individual RHNA allocations among jurisdictions, recognizing the lack of progress made and the legislature's strong aversion to this concept.

The Project Streamlining section continues support for California Environmental Quality Act (CEQA) streamlining and adds language addressing unintended impacts of Senate Bill 743 vehicle miles traveled (VMT) requirements on public and private development. It also supports return-to-source guarantees in state mitigation programs.

The Racial Justice section continues support for policies that address the impacts of historically inequitable programs and practices, including efforts to reconnect communities affected by transportation infrastructure.

Environment

The Building Resilience section has been consolidated and updated to emphasize long-term funding certainty for key Greenhouse Gas Reduction Fund programs, including affordable housing, transit, community air protection, wildfire resilience, and safe drinking water investments. It also supports supplemental funding when Cap-and-Invest revenues fall short of statutory targets.

The section strengthens support for reliable Sustainable Communities Strategy implementation funding, climate adaptation and resilience, and investments in natural and agricultural lands. Additional priorities address wildlife crossings, habitat connectivity, and infrastructure vulnerability to coastal erosion, extreme weather, flooding, wildfires, earthquakes, and other disasters. It also maintains support for resources that help local governments prepare for and recover from disasters and assist displaced residents.

Staff recommends no changes to the existing water section.

Economy

The Freight & Goods Movement section expands support for state freight infrastructure programs, including the Port and Freight Infrastructure Program (PFIP) and Trade Corridors Enhancement Program (TCEP). It also supports freight technology, data sharing, and public-private partnerships to improve goods movement efficiency, strengthen supply chain reliability, reduce emissions, and minimize impacts on disadvantaged communities.

The Technology & Data section expands support for Intelligent Transportation Systems (ITS), connected technologies, broadband, interoperability, and transportation data and analytics. The standalone Broadband Access section has been removed, with its primary policy objective incorporated into Technology & Data. New priorities also support improved transportation technology procurement through state-initiated Master Service Agreements, implementation of transportation data legislation, and technical assistance to help local jurisdictions and transit agencies use emerging technologies and data to inform planning and decision-making.

Staff recommends no changes to the existing economic development section.

Miscellaneous

The Government Efficiency section continues to support modernizing and reforming the Brown Act. A new provision supports reforms that reduce excessive liability costs for local governments, including proportionate liability standards and reasonable limitations on damages, so that taxpayer resources remain available for transportation, public safety, infrastructure, parks, and other essential community services. This point would be consistent with legislative efforts sponsored by the California Joint Powers Insurance Authority, of which SCAG is a member.

2027-28 FEDERAL LEGISLATIVE PLATFORM UPDATES

The proposed 2027-28 Federal Legislative Platform retains the four Connect SoCal pillars of Mobility, Communities, Environment, and Economy. Updates primarily respond to the upcoming federal surface transportation and Federal Aviation Administration (FAA) reauthorizations, changes in the federal funding environment, and preparations for the 2028 Olympic and Paralympic Games. Several priorities have been consolidated, relocated, or removed to improve clarity and strengthen alignment with SCAG's regional and federal advocacy objectives.

Mobility

The Active Transportation section adds support for data-driven implementation tools and maintaining a strong Metropolitan Planning Organization (MPO) role in selecting, prioritizing, and programming Transportation Alternatives Program funding to ensure investments reflect regional priorities and local needs.

The Aviation section expands support for intermodal and airport ground access investments through both FAA and federal surface transportation reauthorization. It also includes airport surface transportation studies and planning for air cargo, in addition to passenger transportation.

The Transit & Rail section emphasizes greater flexibility in federal funding for capital improvements, operations, maintenance, technology modernization, zero-emission vehicles, and regional rail. It also adds support for operating and maintenance funding, particularly for commuter and intercity rail, while maintaining priorities addressing transit safety, security, multimodal connectivity, and transit-oriented communities.

The Project Streamlining section adds support for accelerating innovative pilot projects and improving federal environmental review, permitting, and project delivery for critical transportation and freight infrastructure, while maintaining environmental protections and opportunities for public engagement.

The Surface Transportation Policy and Funding sections strengthen support for protecting Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) funding for regional and local priorities. They also emphasize continued investment in transportation resilience, active transportation, congestion relief, and zero-emission transportation, including charging and fueling infrastructure. Additional priorities support expanding eligible uses and flexibility of MPO planning funds, maintaining MPO access to federal formula funding, and reducing local match requirements for transportation programs.

The platform also supports reauthorization and increased funding for major discretionary grant programs, including PIDP, INFRA, DERA, Mega, CRISI, and RAISE/BUILD, with multiyear commitments to provide greater funding certainty for transportation, freight, and port infrastructure. The 2028

Olympic and Paralympic Games priority has been expanded to include federal investment in transportation operations, enhanced transit service, maintenance, fleet readiness, security, traffic management, mobility programs, and supporting infrastructure and technology.

The standalone Public-Private Partnerships section has been removed, along with several related priorities that are no longer central to SCAG's federal advocacy strategy.

Communities

The Affordable Housing, Homelessness & Local Government section strengthens support for federal programs addressing homelessness, housing production, affordable housing preservation, and infrastructure needed to support housing development. It also supports continued funding for programs such as PRO Housing and other federal housing initiatives that help local jurisdictions remove development barriers, expand housing opportunities, and invest in housing-supportive infrastructure. A new priority supports federal incentives and financing tools for converting underutilized commercial, industrial, institutional, and public properties into housing.

The standalone Broadband Access section has been removed, with broadband retained as a priority within Technology & Data.

Environment

The Air Quality, Environment & Water section maintains existing priorities addressing regional equity in funding allocations, zero-emission vehicle investments, and sustainable water use. The natural disaster provision has been expanded to support making the Community Development Block Grant Disaster Recovery (CDBG-DR) program permanent, while strengthening federal resources for disaster preparedness, resilience, recovery, and assistance to displaced residents and affected communities.

The standalone Public Health section has been removed, eliminating the separate priority supporting a federal Health in All Policies approach.

Economy

The Freight & Goods Movement section strengthens SCAG's focus on federal freight investment and Southern California's role as a national goods movement gateway. Updates support a federal freight planning program providing resources for regional multimodal freight planning, data analysis, corridor studies, and supply chain resilience. New priorities also support designating National Freight Priority Gateways and Corridors and increasing federal investment in freight infrastructure, operations, and programs to recognize the region's significant contribution to the national goods movement system.

The section further emphasizes freight technology, data sharing, and public-private partnerships to improve freight mobility, strengthen supply chain performance, reduce emissions, and address

impacts on disadvantaged communities. Additional priorities support greater transparency in competitive grant programs, expanded regional participation in the Freight Logistics Optimization Works (FLOW) program, and strategies to maintain efficient goods movement during the 2028 Olympic and Paralympic Games and other major events.

The Technology & Data section expands support for smart cities, Intelligent Transportation Systems (ITS), connected and broadband technologies, data sharing, and emerging technologies. Updated priorities emphasize federal investments that reduce greenhouse gas emissions, criteria air pollutants, and vehicle miles traveled while improving transportation efficiency and roadway safety. The section also strengthens support for interoperable transportation systems and coordination among federal, state, regional, and local agencies to collect and share transportation data and incorporate emerging technologies into transportation and land use planning, with appropriate privacy and cybersecurity protections. The vehicle electrification and charging infrastructure priorities have been relocated to the Environment and Surface Transportation Policy sections, respectively.

Recommendation:
Staff recommends that the Legislative/Communications and Membership Committee recommend that the Regional Council approve the proposed 2027-28 State and Federal Legislative Platforms.

Adoption of the platforms will establish SCAG's policy priorities ahead of the new state and federal legislative cycles and provide a framework for engaging lawmakers, protecting critical funding, and responding to emerging legislative and regulatory proposals. The platforms position SCAG to advocate for regional priorities across mobility, communities, environment, and the economy, including preparations for the 2028 Olympic and Paralympic Games.

FISCAL IMPACT:
Work associated with the 2027-28 Legislative Platform Update staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):
1. 2027-28 State Legislative Platform – Redline
2. 2027-28 Federal Legislative Platform – Redline
3. State and Federal Legislative Platform PPT

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

~~2025-26~~2027-28 STATE LEGISLATIVE PLATFORM

SCAG's Legislative Program

SCAG maintains a State and Federal Legislative Program, which includes the Regional Council's positions on policies and legislative initiatives related to SCAG's core planning and policy areas—transportation, air quality, freight/goods movement, housing, environmental impact, sustainability, and economic recovery and job creation—and that need the leadership and support of the California State Legislature and Congress to resolve challenges facing the SCAG region.

SCAG's legislative efforts are the product of a committee process whereby the agency's Legislative/Communications and Membership Committee, comprising elected officials from throughout the region, identifies and recommends specific legislative action for consideration by the Regional Council concerning state and federal legislation affecting the SCAG region.

The following state and federal legislative principles for ~~2025-26~~2027-28 encompass SCAG's broad, policy-oriented objectives, which build upon long-standing, Regional Council-adopted policies.

Policy Statement

SCAG works in partnership with the state on locally tailored solutions to address issues of regional and statewide concern.

Because of the SCAG region's rich diversity, one size rarely fits all. With more than 150 city councilmembers, mayors, and county supervisors serving on SCAG's Regional Council and policy committees, the nearly 19 million people of the SCAG region deserve to be represented at the local level with the best solutions to pressing public policy issues made in collaboration with the elected officials closest to the people.

SCAG supports legislative efforts that provide funding, resources, and tools that help our region's 191 cities, six counties, six county transportation commissions, and other member and partner organizations implement locally tailored solutions that address specific needs and meet statewide policy goals. We support efforts that leverage local knowledge from lived experiences.

The guiding ethos of the principles that follow reflects SCAG's belief that local levels of government need additional tools and resources to achieve the positive outcomes associated with the policy goals the region shares with the state. These principles also support and reinforce the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy, which the SCAG Regional Council unanimously adopted in April 2024. Connect SoCal 2024 identifies policy priorities and implementation strategies to further our goals within the four pillars of Mobility, Communities, Environment, and Economy.

Mobility

ACTIVE TRANSPORTATION

1. Support legislation that increases funding for the state's Active Transportation Program ~~to provide,~~ which provides necessary resources ~~needed~~ to implement the active transportation and transportation safety strategies in Connect SoCal.
2. Support legislation that facilitates and streamlines the ~~development~~implementation of complete streets, safe multi-use public rights-of-way, and street networks for people of all ages and abilities using a variety of modes (e.g., walking, biking, rolling, driving, taking transit).
3. Support legislation that promotes public education, outreach, and awareness efforts to improve roadway safety and reduce traffic-related injuries and fatalities.
4. Support legislation that dedicates funding towards implementing complete streets elements along State highway main streets, which would support implementation of SB 960.

CONGESTION REDUCTION

1. Support new and sustained sources of dedicated funding for transportation demand management programs and strategies at the regional, county, and local levels, especially to help regions prepare for ~~major~~mega events, such as the ~~2026 World Cup and the~~ 2028 Summer Olympic and Paralympic Games. Support flexible funding for planning, implementation, operations, outreach, incentives, and evaluation, including continuation of successful programs beyond these events.
2. Support enabling legislation and funding for local pilot programs ~~and funding mechanisms~~ that employ innovative transportation strategies, such as congestion or cordon pricing systems, to reduce congestion ~~and improve mobility while promoting equity.~~ , create low or zero emission zones, and improve mobility while promoting equity. Support legislation, funding, technical assistance, and incentives that strengthen transportation demand management programs, including Transportation Management Associations and Organizations (TMAs/TMOs), employer-based commuting programs, and partnerships with educational institutions and other major destinations to reduce congestion and expand travel options.
3. Support legislation, funding, and incentives for freight transportation demand management strategies that improve goods movement efficiency and reduce congestion, including off-peak deliveries, delivery consolidation, coordinated routing, and curb management, while minimizing impacts on businesses and surrounding communities.

TRANSIT & RAIL

1. Support ~~legislative efforts that allow transit operators more flexibility in using~~robust and sustainable funding for transit ~~projects,~~and passenger rail operations, ~~and maintenance~~capital improvements, and state of good repair, including preserving, enhancing, and supplementing state transit and rail investment programs in order to maintain service and system reliability.
2. Support legislation that advances innovative clean transit technologies and implements Transit Transformation Task Force recommendations to review Innovative Clean Transit requirements and implementation schedules, ensuring transit agencies can meet zero-emission fleet goals in a financially sustainable and operationally feasible manner while maintaining reliable service.

2.3. Support legislation that supports implementingimplements mobility hubs and, mobility as a service and interoperable data standards to enable more seamless mobility.

3.4. SupportConsistent with the Transit Transformation Task Force Final Report and Recommendations, support legislation that advances public transit frequency, reliability, and fare and scheduling integration across operators. This may include legislation that supports the extensionexpansion of public transit projects—,such as new bus rapid transit, dedicated bus lanes, express bus service on managed and express lanes, and transit signal priority treatments.

4.5. Support legislation that improves safety and securityoverall customer experience for transit and rail riders andby advancing safety and security, service reliability, accessibility, affordability, seamless integration, while protecting transit operators.

5.6. Support legislation that advances coordinated transportation and land use planning, such as residential development along high-frequency transit corridors and around public transit facilities and centers.

6.7. Support efforts that fund transit-oriented communities, mixed-use development, green streets strategies to reduce extreme heat and emissions exposure, and safe streets to allow people of all ages and abilities to maximize opportunities for active lifestyles, access essential services, and use transit or non-motorized transportation options.

TRANSPORTATION FUNDING

1. Protect all existing and new transportation funding sources, especially Senate Bill 1 (Beall, 2017) revenues, from borrowing and use for any purpose other than transportation and minimize restrictions on funding sources so regional agencies can address local needs while achieving state and federal goals.
2. Support regional equity considerations for any funding source to ensure Southern California receives its fair share of funding based on population, opportunity, and other quantifiable measures corresponding with the funding source.
3. Support the development of greater efficiencies for the California Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.

TRANSPORTATION SAFETY

1. Work with the state and local partners to identify new tools and advance funding mechanisms to strengthen safety outcomes, technical assistance, implementation tools, and achieve the region's overarching safety goals (data-driven strategies that support California's Zero Traffic Fatalities Task Force, Strategic Highway Safety Plan, Vision Zero, and Toward Zero Deaths) and targets, especially for goals, particularly in communities mostdisproportionately impacted by high concentrations of serious and fatal traffic crashes.
2. Work with local, state, and federal partners to advance safer roadways, including reduced speeds, to achieve zero deaths and reduce greenhouse gas emissions. and criteria air pollutants emissions.
3. Support legislation, funding, and technical assistance that advances the Safe System Approach, including strategies that promote Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and effective Post-Crash Care.

Communities

AFFORDABLE HOUSING & HOUSING PRODUCTION

1. Support legislation that would provide new incentives, tools, and ongoing funding and expand housing programs that fund the planning, development, and construction ~~and development~~ of housing and housing-supportive infrastructure, and housing-supportive policy changes, such as the Infill Infrastructure and Regional Early Action Planning grant programs, consistent with Connect SoCal 2024's growth patterns, while preserving local authority to address housing production, affordability, and homelessness challenges.

2. Support codification of the REAP 1.0 grant program, as well as ongoing funding to support work associated with the Regional Housing Needs Assessment (RHNA), including both the administration of the RHNA process itself and supporting local efforts of housing element updates, which have historically been unfunded mandates.

~~2.~~3. Support restoration and expansion of tax increment tools to build and preserve affordable housing stock, support community and economic development, improve public transit and active transportation, adapt to a changing climate, and reduce greenhouse gas emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing net proceeds from future tax increment financing districts and emphasize tax increment as a public financing tool that does not increase taxes to residents.

~~3.~~4. Support legislation that would ~~support~~promote increased coordination and flexibility between the California Department of Housing and Community Development and local jurisdictions to realize shared housing production goals, particularly for the development and implementation of local housing elements as well as advancing fairness and transparency of the Regional Housing Needs ~~Assessment (RHNA) program.~~Determination (RHND).

~~4. Advocate for specific opportunities that allow cities and counties to equitably and collaboratively share or trade RHNA allocations as a tool to facilitate effective housing planning and development.~~

5. Support legislative efforts that provide funding to build transit-oriented communities and resilient development, as well as mixed land uses and green streets strategies consistent with Connect SoCal 2024, to accelerate housing production while reducing emissions and promoting safe streets for all transportation modes.

6. Support efforts to expand access to homeownership, including condominiums, particularly for first-time homebuyers and historically disenfranchised communities ~~of color~~.

7. Support state incentives and financing tools that facilitate the adaptive reuse and conversion of underutilized commercial, industrial, institutional, and public properties into housing.

PROJECT STREAMLINING

1. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline project development and delivery, especially for transportation, transit-oriented, infill, and housing projects.

~~1.~~2. Support legislative and administrative efforts to improve the clarity, consistency, flexibility, and effectiveness of Senate Bill 743 (Steinberg, 2013) implementation, including vehicle miles traveled (VMT) analysis and mitigation, while advancing housing, economic development, transportation, and climate goals.

~~2. Support efforts to improve the implementation of Senate Bill 743's (Steinberg, 2013) vehicle miles traveled (VMT) analysis provisions, including a) more comprehensive CEQA guidance for quantifying VMT mitigation measures, b) determining whether a specific mitigation action independently serves to decrease VMT (i.e., additionality), c) assessing (and accounting for) any unintended consequences on housing development, d) implementing regionally based VMT mitigation mechanisms, and e) establishing project-specific design considerations to reduce VMT within the context of the state's unique and diverse landscapes.~~

RACIAL JUSTICE

1. Recognizing that systemic racism continues to create barriers to success for people of color, support legislative efforts, such as the ~~U.S. Department of Transportation's Reconnect~~Reconnecting Communities Program, which reverse the effects of inequitable policies, processes, programs, and practices and empower communities disproportionately impacted by climate change to address the legacy and impact of past planning decisions in the region.

Environment

BUILDING RESILIENCE

1. Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund resources commensurate with the region's responsibility and opportunity in meeting the state's overall greenhouse gas (GHG) reduction goals.

~~2. Support the extension of California's landmark cap-and-trade program, a key element of state and regional efforts to reduce GHGs by providing funding to implement Connect SoCal 2024.~~

2. Support legislative, budget, and administrative actions that preserve funding certainty for "Tier 3" Greenhouse Gas Reduction Fund investments, including AHSC, TIRCP, LCTOP, AB 617 Community Air Protection, wildfire and forest resilience initiatives, and the Safe and Affordable Drinking Water Program, including supplemental funding when Cap-and-Invest auction revenues fall short of statutory funding targets.

3. Support legislation that would ~~implement improvements to~~provide reliable implementation funding for Sustainable Communities Strategies under Senate Bill 375 (Steinberg, 2008) to focus on achievable actions that will reduce greenhouse gas emissions ~~and greater consistency between regional and state GHG reduction strategies and the Regional Housing Needs Assessment process~~such as was possible with the Regional Early Action Planning 2.0 one-time funding.

~~4. Support new funding sources for implementation and demonstration projects that increase and quantify the carbon sequestration potential and resilience benefits of natural and agricultural lands.~~

4. Support funding opportunities ~~that foster sustainable and equitable land use and development across the SCAG region – including local and regional~~ and legislative initiatives that promote climate adaptation, mitigation and resilience initiatives, including climate vulnerability ~~assessments for infrastructure planning and delivery for implementing agencies,~~ assessment, sustainable and equitable development, and investments in natural and agricultural lands that improve carbon sequestration and maintain and/or enhance key ecosystem services they provide.

~~5. Support legislation to fund climate vulnerability assessments for infrastructure planning and delivery for implementing agencies.~~

5. ~~Support legislation and funding that provide~~Support legislation and funding that advances the planning, construction, and maintenance of wildlife crossings and associated habitat connectivity improvements that enhance transportation safety, improve ecosystem resilience, reduce wildlife-vehicle collisions, and support the long-term sustainability of California's natural landscapes.
6. Support legislation and funding that provides resources for local governments to assist displaced residents and help communities recover from wildfires, earthquakes, and other natural disasters.
7. Support legislation that addresses infrastructure vulnerability to coastal erosion, extreme weather, flooding, and other hazards.

WATER

1. Support an "all of the above" approach to the state's drought and water shortage emergency, including a) improving water efficiency and reuse, b) enhancing water systems' health and resilience, c) developing new water supply and storage, and d) supporting investments in water infrastructure, efficiency, and conservation practices that support the region's economic and population growth and foster planning for the region's housing needs identified in Connect SoCal 2024.
2. Support legislative efforts that reduce barriers and create efficiencies to development and provide increased resources for water infrastructure, including investments in repairs, modernization, storage, and enhancements to the region's aging water infrastructure that can serve the Southern California region's needs and ensure effectiveness, efficiency, and resiliency of the region's water systems.
3. Support programs and state and federal investments that increase water affordability for low-income customers. Support the distribution of federal funds at the state level through an equity lens, such that Southern California communities receive their fair share of funding based on population, opportunity, and other quantifiable measures.
4. Support additional flexibility in using state resources to support integrated planning and technical assistance from metropolitan planning organizations for water resources and associated infrastructure, transportation, land use, energy, stormwater, and air quality.
5. Support legislation that increases funding for nature-based solutions, which would provide the resources necessary to implement climate resilience and natural and agricultural land preservation strategies in Connect SoCal 2024.

Economy

~~BROADBAND ACCESS~~

~~1. Support legislative efforts to prioritize additional funding and resources and support broadband infrastructure, particularly in low-income and rural areas, to bridge the digital divide and integrate broadband, land use, and transportation planning to support intelligent transportation systems.~~

ECONOMIC DEVELOPMENT

1. Identify new and ongoing funding sources for economic, educational, and workforce development centered on inclusive growth, support for small businesses, family-supporting jobs, access to capital, entrepreneurship, and proximity to educational institutions through establishing a California State University campus in the Coachella Valley.

FREIGHT & GOODS MOVEMENT

1. Recognizing both the pivotal role that the SCAG region plays in domestic and international trade and, consequently, the disproportionate impacts carried by Southern California, support increased funding to the Trade Corridors Enhancement Program (TCEP) and Port and Freight Infrastructure Program (PFIP) and oppose efforts to reprioritize funding for non-freight related purposes to ensure the region can preserve and maintain key regional goods movement corridors.

2. Support the creation and expansion of state programs ~~designed to assist in leveraging~~ that advance freight technology ~~and~~, data ~~to improve freight mobility, establish~~ sharing, and public-private partnerships~~, increase~~ to improve goods movement efficiency ~~independently and through shared-use corridors~~, reduce ~~harmful~~ emissions, ~~mitigate negative~~strengthen supply chain reliability, and minimize impacts on disadvantaged communities~~, and address shifting consumer behaviors (e.g., e-commerce).~~.

3. Preserve the legislative intent of TCEP to support freight movement, not mitigate passenger vehicle miles traveled (VMT).

TECHNOLOGY & DATA

1. Support legislation and funding that enables electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging and refueling infrastructure, as well as new technologies and innovations in the state transportation system that improve accessibility, efficiency, safety, and capacity while reducing environmental impacts and mitigating the impact to the power grid.

2. Support funding for smart cities, including pilot projects to implement smart cities at the local level, emerging technology, and coordinated data collection and sharing to reduce greenhouse gas and VMT impacts, utilize water and energy resources more efficiently, and create safer roadways and highways.

3. Support funding for Intelligent Transportation Systems (ITS), Connected and broadband technologies, with an emphasis on infrastructure readiness, interoperability, and integration with existing transportation systems.

4. Support legislative efforts to prioritize additional funding and resources and support broadband infrastructure, particularly in low-income and rural areas, to bridge the digital divide and integrate broadband, land use, and transportation planning, particularly smart cities endeavors.

5. Expand state-initiated Master Service Agreements (MSAs) for transportation technology purposes to reduce barriers in the procurement of new technology and attain efficiencies through multi-jurisdictional cooperative purchasing.

~~3.~~6. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. Support policies and plans for electric vehicles that consider life-cycle analysis and prioritize proper battery reuse, recycling, and disposal.

7. Support funding to implement existing transportation data legislation, including funding for regions to procure and implement advanced data, modeling, and analytic software tools. Support funding for technical assistance at the regional level to ensure local jurisdictions and transit agencies make use of big data.

Miscellaneous

GOVERNMENT EFFICIENCY

1. Support legislative efforts to modernize the Ralph M. Brown Act to increase public participation, keep up with emerging technology, and allow local government agencies flexibility in conducting official meetings through virtual format as well as omit the time-consuming "Roll Call" process while maintaining the existing practice of recording and publishing votes for public review.
2. Support legislation reforms that reduce excessive liability costs for local governments, including proportionate liability standards and reasonable limitations on damages, to help ensure taxpayer resources remain available for transportation, public safety, infrastructure, parks and other essential community services.

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

~~2025-26~~2027-28 FEDERAL LEGISLATIVE PLATFORM

SCAG's Legislative Program

SCAG maintains a State and Federal Legislative Program, which consists of the Regional Council's positions on policies and legislative initiatives related to SCAG's core planning and policy areas— transportation, air quality, freight/goods movement, housing, environmental impact, sustainability, and economic recovery and job creation—that need the leadership and support of the California State Legislature and Congress to resolve challenges facing the SCAG region.

SCAG's legislative efforts are the product of a committee process whereby the agency's Legislative/Communications & Membership Committee, comprised of elected officials from throughout the region, identifies and recommends specific legislative action for consideration by the Regional Council with respect to state and federal legislation affecting the SCAG region.

The following state and federal legislative principles for ~~2025~~2027 and ~~2026~~2028 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

Policy Statement

SCAG works in partnership with the state on locally tailored solutions to address issues of regional and statewide concern.

Because of the SCAG region's rich diversity, one size rarely fits all. With more than 150 city councilmembers, mayors, and county supervisors serving on SCAG's Regional Council and policy committees, the nearly 19 million people of the SCAG region deserve to be represented at the local level with the best solutions to pressing public policy issues made in collaboration with the elected officials closest to the people.

SCAG supports legislative efforts that provide funding, resources, and tools that help our region's 191 cities, six counties, six county transportation commissions, and other member and partner organizations implement locally tailored solutions that address specific needs and meet statewide policy goals. We support efforts that leverage local knowledge from lived experiences.

The guiding ethos of the principles that follow reflect SCAG's belief that local levels of governments need additional tools and resources to achieve the positive outcomes associated with the policy goals the region shares with the state. These principles also support and reinforce the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy, which the SCAG Regional Council unanimously adopted in April 2024. Connect SoCal 2024 identifies policy priorities and implementation strategies to further our goals within the four pillars of Mobility, Communities, Environment, and Economy.

Mobility

ACTIVE TRANSPORTATION

1. Support increased funding for and the reauthorization of critical federal active transportation programs that local governments depend on, including the Safe Streets and Roads for All (SSFA), Healthy Streets, Active Transportation Infrastructure Improvement Programs (ATIIP), and Transportation Alternatives Program (TAP) as well as the creation of new data-driven tools to provide the resources necessary to implement Active Transportation strategies in Connect SoCal.
2. Support maintaining and strengthening the role of Metropolitan Planning Organizations in the selection, prioritization, and programming of Transportation Alternatives Program (TAP) funds to ensure investments reflect regional priorities, local needs, and adopted regional transportation plans.

AVIATION

1. Advocate for and seek funding opportunities ~~from~~for intermodal and airport ground access programs in the ~~Federal Aviation Administration~~next FAA reauthorization and in the pending federal surface transportation reauthorization, which can help SCAG conduct airport surface transportation passenger and air cargo studies and planning activities.
2. Support legislation that modernizes and addresses the limitations of the Passenger Facility Charge (PFC) by adjusting the outdated federal cap and adding indexing for future inflationary increases, allowing airports to meet their infrastructure needs to prevent delays in building, and fund projects that promote access to the airport to meet future capacity demands.

TRANSIT & RAIL

1. Support ~~legislation~~legislative and ~~funding to expand the region's public~~administrative actions that give transit and ~~passenger~~ rail operators greater flexibility to use funding for capital projects, operations, technology modernization, and ~~services to reduce congestion~~zero-emission vehicle deployment and ~~enhance sustainability, including programs encouraging transit-oriented development (TOD) to connect housing, jobs~~maintenance, and ~~mixed-use development with transportation options~~expand federal funding eligibility, program access, and investment opportunities for regional rail services.
2. Support legislation that encourages the implementation of physical and digital projects that facilitate multimodal connectivity, prioritize transit and shared mobility, and improve mobility, accessibility, and safety.
3. Support legislation that encourages innovative approaches for addressing transit safety and security issues so that impacts on transit employees and the public are minimized, and those experiencing issues (e.g., unhoused persons) are supported.
4. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so that people of all ages and abilities can maximize opportunities for active lifestyles, access essential services, and use transit or non-motorized transportation options.
4.5. Support efforts that fund transit and rail operating and maintenance expenses with an emphasis on commuter and intercity rail.

~~PUBLIC-PRIVATE PARTNERSHIPS~~

~~1. Support further development and implementation of public private partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.~~

2. ~~Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond to enable savings to be reinvested in additional infrastructure upgrades at airports, seaports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.~~
3. ~~Support efforts to protect the tax exemption of municipal bonds to ensure local jurisdictions continue to have access to the funding necessary to finance critical infrastructure projects.~~

PROJECT STREAMLINING

1. Support legislative streamlining and simplification measures that expedite and streamline the regulatory review processes, permitting and oversight, project development and delivery, and increase oversight and coordination among state and federal agencies.
2. Support streamlining for low-cost and innovative pilot projects that accelerate transportation improvements and new technologies while reducing administrative burdens and delivery delays.
3. Support policies that streamline and improve the efficiency of federal environmental review, permitting, and project delivery processes for critical freight and transportation infrastructure, while maintaining appropriate environmental protections and opportunities for public engagement.

SURFACE TRANSPORTATION POLICY

1. Support a transition to a mileage-based user fee funding mechanism as a replacement to federal gas taxes to provide sustainable funding to meet our nation's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. Before a transition period, support adjustments to the federal gasoline taxes to maintain purchasing power.
2. Support incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local investments while leveraging federal dollars to deliver transportation improvements.
3. Support sustainable solutions that restore the Highway Trust Fund's long-term solvency, including expanding tolling options on the interstate highway system and supporting states willing to research and pilot innovative revenue programs.
4. Support making the Pilot Program for Transit-Oriented Development Planning permanent and expanding eligibility to include MPOs that are not landowners.
5. Support increasing funding for the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs and ensuring funds remain dedicated to their core transportation purposes.
6. Support increased resources for zero-emission and alternative-fuel vehicle charging and fueling infrastructure, including infrastructure serving private vehicles and public transit fleets, through sustained funding for programs such as the National Electric Vehicle Infrastructure (NEVI) Formula Program and Charging and Fueling Infrastructure (CFI) Grant Program.

SURFACE TRANSPORTATION FUNDING

1. Support increased dedicated MPO formula funding for planning and to provide robust regional infrastructure and transportation system investments, ~~ensuring a world-class transportation system.~~expand eligible uses of planning funds across the project lifecycle, and provide greater flexibility in the administration of planning and capital funds.
2. Support investment ~~in and make MPOs direct recipients~~ of the Congestion Relief Program (CRP), Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT), ATIIP, Healthy Streets, Low-No Emission Bus Program and other priority programs included in the last surface transportation reauthorization bill.
3. Support increased investment in Safe Streets and Roads for All (SS4A) and increased cap on planning awards.
4. Support efforts to make MPOs eligible to be direct recipients for priority federal formula programs, such as freight formula funds, PROTECT, and TAP, commensurate with our opportunity to achieve federal goals.
5. ~~Support efforts to allow local governments to receive direct funding for federal grant and formula programs.~~

5. Support the reauthorization and increased investment in federal discretionary grant programs, including PIDP, INFRA, DERA, Mega, CRISI, and RAISE/BUILD programs, at or above Infrastructure Investment and Jobs Act (IIJA) funding levels, with multi-year funding commitments and other mechanisms that provide funding certainty for critical transportation, freight, and port infrastructure projects.
6. Support robust federal ~~resources~~funding for ~~the region to fund necessary capital infrastructure, clean~~Games-related transportation operations, enhanced transit service, maintenance, fleet ~~initiatives~~readiness, security planning~~, and transit and roadway operations, in preparation for~~ and implementation, traffic management, mobility programs, and associated transportation infrastructure and technology necessary to successfully host the 2028 Olympic and Paralympic Games and other major events.
7. Support reducing or eliminating local match requirements for MPO planning activities and lowering match requirements for suballocated transportation programs.

Communities

AFFORDABLE HOUSING, HOMELESSNESS, & LOCAL GOVERNMENT

1. ~~As homelessness continues to be an issue, support~~Prioritize new federal grant programs to support cities, counties, and regional collaborations that ~~help~~provide jurisdictions ~~provide~~ for the needs of the unhoused through supportive housing models and planning grants.
2. Support increased funding for critical federal programs that local governments depend on, including the Community Development Block Grants (CDBG), Affordable Housing Tax Credit (AFTC), HOME Investment Partnerships Program (HOME), and Low-Income Housing Tax Credit (LIHTC), as well as the creation of new tools to confront the housing affordability crisis and expand economic opportunity for residents in Southern California.
3. Support ongoing funding for the Pathways to Removing Obstacles to Housing (PRO Housing) program ~~to~~, Innovation Fund, RESIDE Act, PRICE, planning and implementation grants, and other federal programs that help local jurisdictions remove barriers to housing development, increase housing production, expand and preserve affordable housing opportunities, and invest in the infrastructure necessary to support new housing.
~~3.~~4. Support federal incentives and financing tools that facilitate the adaptive reuse and conversion of underutilized commercial, industrial, institutional, and public properties into housing.

~~BROADBAND ACCESS~~

~~1. Support programs like the Affordable Connectivity Program (ACP) and additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions, to bridge the digital divide.~~
~~2. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.~~
~~3. Support legislative efforts that promote the integration of broadband, land use, and transportation planning as a strategy to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG), and support legislative efforts that provide transportation agencies access to the middle-mile network to bolster the deployment of intelligent transportation systems.~~

RACIAL JUSTICE

1. Recognizing that systemic racism continues to create barriers to success for people of color, support legislative efforts that reverse the effects of unfair policies, processes, programs, and practices and empower communities that will be disproportionately impacted by climate change to address the

legacy and impact of past planning decisions in the region, such as the Reconnecting Communities Program.

2. Recognizing that climate change, public health, and racial justice are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.

Environment

AIR QUALITY, ENVIRONMENT, & WATER

1. Support regional equity in funding allocations to ensure Southern California receives its fair share of grant and formula programs for climate resiliency, EV charging and fueling infrastructure, and reducing greenhouse gas emissions. Factors to consider include population, need (cumulative impacts), higher relative risks for natural hazards, improvement opportunities, and other quantifiable measures.
2. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure proper battery reuse, recycling, and disposal.
3. Building upon SCAG's work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low- to middle-income neighborhoods.
4. Support legislative efforts that promote sustainable water use planning, practices, and storage, which improve regional water security and resilience in a drier environment. Provide increased resources for water infrastructure investments to serve the Southern California region's needs and ensure the effectiveness, efficiency, and resiliency of the region's water systems.
5. ~~Support~~Support making the CDBG-Disaster Recovery program permanent, as well as additional resources for natural disaster resilience, preparedness, and response, and to assist displaced residents and help communities recover from wildfires, earthquakes, and floods.

~~PUBLIC HEALTH~~

~~1. Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas, as included in the Connect SoCal: accessibility to healthy food, parks and open space, and other services, affordable housing, air quality, climate resiliency, economic wellbeing, health equity, physical activity, and safety.~~

Economy

FREIGHT & GOODS MOVEMENT

~~1.~~ Support establishing a Pilot Freight Planning Program ~~under~~within the U.S. Department of Transportation ~~for~~to provide Metropolitan Planning Organizations (MPOs), local governments, and tribes~~.~~

~~2.~~1. ~~Support increased~~ with resources for multimodal freight planning, data analysis, corridor studies, supply chain resilience, and other regional freight planning activities that are not typically eligible for existing freight funding ~~for maintaining and expanding transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation~~programs.

2. Support the designation of National Freight Priority Gateways and Corridors and increased federal investment in freight infrastructure, operations, and programs that improve the efficiency, reliability,

resilience, and sustainability of key goods movement corridors and freight gateways, with funding formulas and programs that recognize the disproportionate national freight burden carried by regions such as Southern California.

3. Support federal programs and funding that leverage technology, data, and public-private partnerships to improve freight mobility and supply chain performance, reduce emissions, mitigate impacts on disadvantaged communities, and address evolving freight trends, including e-commerce.

~~3.~~4. Support increased transparency measures for competitive grant awards, including clear evaluation criteria, consistent scoring methodologies, and greater transparency in project selection decisions for freight and transportation infrastructure programs.

~~4. Support increased federal freight funding by establishing a dedicated freight trust fund to distribute revenues to states and regions most impacted by goods movement.~~

~~5. Support the creation of programs designed to assist in leveraging technology and data to improve freight mobility, establish public-private partnerships, increase goods movement efficiency independently and through shared-use corridors, reduce harmful emissions, mitigate adverse impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).~~

~~6. Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and, consequently, the disproportionate impacts carried by Southern California.~~

5. Support broader alignment through the Freight Logistics Optimization Works (FLOW) Program by including state DOTs, MPOs, and other regional entities across the U.S. that function within major freight gateways and corridors to coordinate data sharing, analysis, and freight planning initiatives.

6. Support federal policies and funding to maintain efficient goods movement during major national and international events, including the 2028 Olympic and Paralympic Games, through coordinated freight planning, alternative operating schedules, infrastructure investments, and public-private partnerships.

TECHNOLOGY & DATA

1. Support federal funding for Smart Cities plans and initiatives ~~to~~that reduce ~~GHG impacts~~greenhouse gas emissions, criteria pollutants, and ~~VMT, and deploy systems that allow for~~ vehicle miles traveled; improve transportation efficiency; promote efficient energy and water use; and ~~energy usage and safer roadways and highways~~enhance roadway safety.

2. ~~Secure~~Support funding ~~to support~~for Intelligent Transportation Systems (ITS), Connected and broadband technologies, with an emphasis on infrastructure readiness, interoperability, and integration with existing transportation systems.

~~2.~~ Support funding and legislative efforts to strengthen coordination among federal, state, regional, and local agencies, ~~MPOs, and other governmental entities~~including metropolitan planning organizations, to collect and share transportation data ~~that reflects~~, evaluate emerging technologies, ~~mobility choices,~~ and integrate findings into transportation and land use ~~collaboration, and regional conservation opportunities.~~

~~3. Building upon SCAG's work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-income neighborhoods.~~

~~4.~~3. ~~Support increased resources for zero-emission and alternative vehicle charging/fueling infrastructure programs, especially for private vehicles and public transit fleets.~~planning, with appropriate privacy and cybersecurity protections.

SCAG 2027-2028 State and Federal Legislative Platform Update

November 17, 2026

Jorge Zavala, Legislative Affairs Analyst

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Background

- Two major policy documents that guide our work:
  - Connect SoCal (RTP/SCS)
  - SCAG's Legislative Platform
- SCAG's Legislative Platform guides legislative advocacy and policy engagement efforts.
- Biennial update to coincide with state federal legislative calendars (2-year cycle).



Legislative Platform Structure

- SCAG Legislative Platform consists of two documents:
  - State Legislative Platform
  - Federal Legislative Platform
- Each document is built around four core policy pillars that reflect SCAG's regional priorities.
  - Mobility
  - Communities
  - Environment
  - Economy



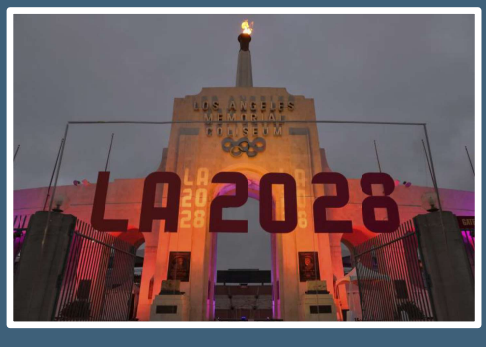


Legislative Platform Highlights: Mobility (1 of 2)

State

- Added support for:
  - Complete Streets implementation and Vision Zero and the Safe System Approach
  - Demand management (TDM) with mega events in mind
  - Strengthened transit funding and operational priorities





Legislative Platform Highlights: Mobility (2 of 2)

Federal

- Added support for:
  - Transportation project streamlining
  - Transit and rail operations funding
  - Airport access and intermodal connectivity
  - Discretionary grant and Olympic funding priorities





Legislative Platform Highlights: Communities (1 of 2)

State

- Added support for:
  - REAP 1.0 codification and RHNA funding
  - Expanded housing production and affordability priorities
  - Adaptive reuse and conversion to housing





Legislative Platform Highlights: Communities (2 of 2)

Federal

- Added support for:
  - ROAD to Housing programs
  - Expanded housing and homelessness priorities
  - Adaptive reuse and conversion to housing
- Relocated broadband access policy to Economy pillar



Legislative Platform Highlights: Environment (1of 2)

State

- Added support for:
  - Long-term GGRF funding certainty (Tier 3)
  - Climate resilience and adaptation investments
  - Wildlife connectivity and crossing projects



Then third, if funding is available, to the following programs:[c]			
Affordable Housing and Sustainable Communities Program	SGC	• 20 percent of annual revenues. • No sunset.	• $800 million annually.
TIRCP	CalSTA	• 10 percent of annual revenues. • No sunset.	• $400 million annually.
Community Air Protection Program—AB 617[d]	CARB	• None.[e]	• $250 million annually.
Low Carbon Transit Operations Program	Caltrans	• 5 percent of annual revenues. • No sunset.	• $200 million annually.
Wildfire and forest resilience—SB 901[f]	CalFire	• $200 million annually. • Sunsets on June 30, 2029.	• $200 million annually.
Safe and Affordable Drinking Water Program	SWRCB	• 5 percent of annual revenues (up to $130 million). • Sunsets on June 30, 2030.	• $130 million annually.

Legislative Platform Highlights: Environment (2 of 2)

Federal

- Added support for:
  - Permanent CDBG-Disaster Recovery authorization
- Retains core environmental priorities
- Removed standalone public health policy language



Legislative Platform Highlights: Economy (1 of 2)

State

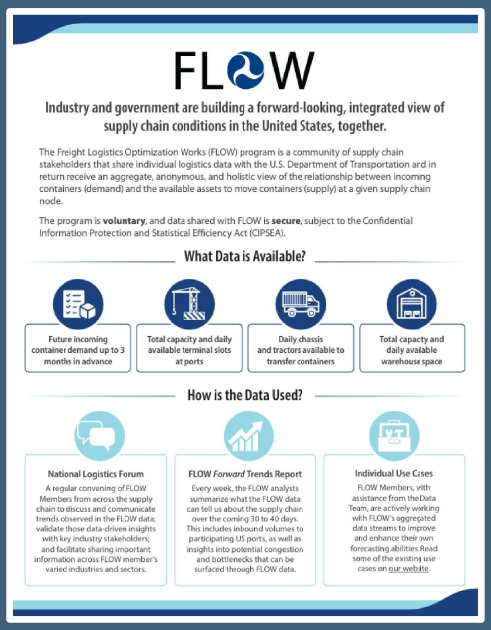
- Added support for:
  - Freight technology and data sharing
  - Public-private freight partnerships
  - (ITS) and broadband infrastructure
  - Transportation technology procurement efficiencies



Legislative Platform Highlights: Economy (2 of 2)

Federal

- Added support for:
  - Freight planning and supply chain resilience
  - FLOW Program
- Modernized freight and goods movement policies
- Expanded technology and data coordination policies



Thank you

Questions?