



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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Los Angeles, CA 90017
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www.scag.ca.gov

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Transportation Commission**

MEETING OF THE

**LEGISLATIVE/
COMMUNICATIONS AND
MEMBERSHIP COMMITTEE**

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

***Tuesday, April 21, 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**

PUBLIC ADVISORY

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

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



Instructions for Attending the Meeting

To Attend In-Person 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, April 20, 2026** will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on **Monday, April 20, 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.
3. **In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

General Information for Public Comments

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

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

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



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE MEETING AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

<p>Cindy Allen City of Long Beach - City Hall 411 W. Ocean Boulevard., 11th Floor Long Beach, CA 90802</p>	<p>Wendy Bucknum 18301 Von Karman, Suite 600 Irvine, CA 92612</p>	<p>Ulises Cabrera City of Moreno Valley – City Hall 14177 Frederick Street Moreno Valley, CA 92553</p>
<p>Jenny Crosswhite City of Santa Paula - City Hall 970 E. Ventura Street Santa Paula, CA 93060</p>	<p>Margaret Finlay 2221 Rim Road Duarte, CA 91008</p>	<p>Jan Harnik City of Palm Desert - City Hall 73-510 Fred Waring Drive Palm Desert, CA 92260</p>
<p>Mark E. Henderson City of Gardena – City Hall Management Information Center 1700 W. 162nd Street Gardena, CA 90247</p>	<p>Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton, CA 92832</p>	<p>Patricia Lock Dawson City of Riverside - City Hall 7th Floor Conference Room 3900 Main Street Riverside, CA 92522</p>
<p>Ray Marquez 15922 Old Carbon Road Chino Hills, CA 91709</p>	<p>Gil Rebolgar SCAG Imperial County Regional Office 1503 N. Imperial Ave. Suite 104 El Centro, CA 92243</p>	<p>Suely Saro City of Long Beach – City Hall 411 W. Ocean Boulevard Floor 2 – The Colorado Long Beach, CA 90802</p>
<p>David J. Shapiro City of Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302</p>	<p>Alan Wapner City of Ontario – City Hall Conference Room 1 303 East B Street Ontario, CA 91764</p>	<p>Thomas Wong City of Monterey Park – City Hall 320 West Newmark Avenue Monterey Park, CA 91754</p>

* 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 – April 2026

- 1. Hon. Patricia Lock Dawson**
LCMC Chair, Riverside, RC District 68
- 2. Hon. Margaret Finlay**
LCMC Vice Chair, Duarte, RC District 35
- 3. Hon. Cindy Allen**
Long Beach, RC District 30
- 4. Hon. Wendy Bucknum**
Mission Viejo, RC District 13
- 5. Hon. Ulises Cabrera**
Moreno Valley, RC District 69
- 6. Hon. Jenny Crosswhite**
Santa Paula, RC District 47
- 7. Sup. Curt Hagman**
San Bernardino County
- 8. Hon. Jan C. Harnik**
RCTC Representative
- 9. Hon. Mark Henderson**
Gardena, RC District 28
- 10. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 11. Hon. Fred Jung**
Fullerton, RC District 21
- 12. Hon. Ray Marquez**
Chino Hills, RC District 10
- 13. Hon. Gil Rebolgar**
Brawley, RC District 1
- 14. Hon. Suely Saro**
Long Beach, RC District 29
- 15. Hon. David J. Shapiro**
Calabasas, RC District 44
- 16. Sup. Donald Wagner**
Orange County



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

- 17. Hon. Alan Wapner**
SBCTA Representative

- 18. Hon. Thomas Wong**
Monterey Park, RC District 34



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Policy B Room
Los Angeles, CA 90017
Tuesday, April 21, 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 Patricia Lock Dawson, 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 – February 17, 2026 PPG. 8
2. Minutes of the Meeting – March 16-17, 2026 PPG. 16
3. SCAG Memberships & Sponsorships PPG. 21

Receive and File

4. Legislative Tracking Report PPG. 24

ACTION ITEM

5. Sacramento Summit Follow-Up Bills PPG. 26
(Jorge Zavala, Legislative Affairs Analyst, SCAG)

RECOMMENDED ACTION:

Staff recommends support for Senate Bill (SB) 1411 (Stern), Assembly Bill (AB) 2059 (Wilson), AB 1903 (Wicks), AB 1567 (Ta), AB 2576 (Harabedian) and AB 1623 (Davies).



6. Bridges and Safety Infrastructure for Community Success (BASICS) Act PPG. 39
(Francisco Barajas, Legislative Affairs Supervisor, SCAG)

RECOMMENDED ACTION:

Staff recommends forwarding a “support” position to the Regional Council on the BASICS Act (H.R. 7437)

INFORMATION ITEMS

7. April 2026 Legislative Advocacy Update PPG. 51
(David Angel, Senior Legislative Affairs Analyst, SCAG)

8. 2026 Sacramento Summit Overview PPG. 86
(David Angel, Senior Legislative Affairs Analyst, SCAG)

CHAIR UPDATE

(The Honorable Patricia Lock Dawson, Chair)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

(Javiera Cartagena, Chief Government and Public Affairs Officer)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



**LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, FEBRUARY 17, 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

Patricia Lock Dawson	Riverside	District 68
Cindy Allen	<i>Long Beach</i>	District 30
Wendy Bucknum	<i>Mission Viejo</i>	District 13
Jenny Crosswhite	<i>Santa Paula</i>	District 47
Margaret Finlay (Vice Chair)	Duarte	District 35
Curt Hagman		San Bernardino County
Jan Harnik		RCTC
Mark Henderson	<i>Gardena</i>	District 28
Laura Hernandez	<i>Port of Hueneme</i>	District 45
Fred Jung	<i>Fullerton</i>	District 21
Ray Marquez	<i>Chino Hills</i>	District 10
Suely Saro	<i>Long Beach</i>	District 29
David J. Shapiro	<i>Calabasas</i>	District 44
Alan Wapner		SBCTA
Thomas Wong	<i>Monterey Park</i>	District 34

MEMBERS NOT PRESENT

Ulises Cabrera	<i>Moreno Valley</i>	District 69
Gil Rebollar	<i>Brawley</i>	District 1
Donald Wagner		Orange County

CALL TO ORDER

Chair Patricia Lock Dawson called the meeting to order at 8:40 a.m. and called upon Hon. Curt Hagman, San Bernardino County, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

PUBLIC COMMENT PERIOD ON NON-AGENDA ITEMS

Chair Patricia Lock Dawson 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 persons 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 or any raised hands. Seeing and hearing no public comment speakers, Chair Lock Dawson closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEM

There were no prioritized agenda items.

CONSENT CALENDAR

Approval Item

1. Minutes of the Meeting – January 20, 2026

Receive and File

2. Federal Update – February 2026
3. Legislative Tracking Report

There were no public comments for the Consent Calendar.

Chair Patricia Lock Dawson opened the floor to the committee members for questions or comments.

Hon. Bucknum requested that Item No. 1 be pulled from the agenda, highlighting the importance of acknowledging in the minutes that a request had been made for additional information on how local governments could obtain funding or direct allocations through REAP 1.0, noting the substantial costs incurred by local jurisdictions for updating housing elements, which could range from hundreds of thousands to nearly a million dollars or more.

Hon. Bucknum proposed an amendment to the language on page 12, third paragraph, to clarify that members had questioned how local jurisdictions could receive funding support for preparing the seventh cycle housing element under the REAP 1.0 codification proposal. Mr. Kevin Gilhooley, Legislative Affairs & Government Relations Department Manager, responded that staff would be willing to incorporate the amendment if directed by the committee.

Supervisor Hagman then amended his motion to include the proposed change. Chair Patricia Lock Dawson confirmed the inclusion of the amendment and proceeded with a motion to approve the consent agenda as amended, which included Agenda Item No. 1, and to receive and file Items 2 and 3.

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

AYES: Allen, Bucknum, Crosswhite, Finlay, Hagman, Harnik, Henderson, Hernandez, Jung, Lock Dawson, Marquez, Saro, Shapiro, Wapner and Wong (15)

NOES: None (0)

ABSTAINS: None (0)

ACTION ITEM

4. REAP 1.0 Codification Bill

There were no public comments for Item No. 4.

Mr. David Angel, Senior Legislative Affairs Analyst, presented a follow-up to last month's briefing regarding efforts in partnership with the California Association of Councils of Governments (CalCOG) to explore legislation aimed at codifying REAP 1.0. He reported that staff is now recommending the committee support and sponsor the proposed legislation. This recommendation follows the development of legislative language included in the staff report.

Mr. Angel noted that Assemblymember José Luis Solache is expected to introduce the bill before the February 20th deadline and has expressed interest in championing a complementary budget request of \$125 million. He explained that the recommendation represents a two-pronged approach: sponsoring the legislation to codify REAP 1.0 into state law while also advocating for the associated budget request, from which approximately half would be allocated to SCAG.

He summarized that the proposal aims to codify the 2019 REAP 1.0 framework within the State Health and Safety Code, with only minor technical and formatting updates made by the Legislative Council. He addressed concerns raised in the previous meeting regarding the lack of direct funding to local governments, noting that REAP 1.0 was a separate effort from the Local Early Action Planning (LEAP) program, which provided direct allocations for housing element updates to local jurisdictions.

Mr. Angel also reported outreach to the League of Cities, noting their general support, although their current focus is on funding priorities related to housing development. He emphasized that it is strategic to focus on REAP 1.0 given the current budget constraints, while also leaving open the possibility of pursuing LEAP-related funding in future budget cycles as housing element deadlines approach. He concluded by inviting questions from the committee.

Chair Patricia Lock Dawson opened the floor to the committee members for questions or comments.

Committee members expressed appreciation for the staff's efforts and the importance of the initiative.

A MOTION was made (Bucknum) to approve the motion on Item 4. The MOTION was SECONDED (Shapiro) and APPROVED by a majority roll call vote as follows:

AYES: Allen, Bucknum, Crosswhite, Finlay, Hagman, Harnik, Henderson, Hernandez, Jung, Lock Dawson, Marquez, Saro, Shapiro, Wapner and Wong (15)

NOES: None (0)

ABSTAINS: None (0)

INFORMATION ITEMS

5. Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Program

There were no public comments for Item No. 5.

Mr. Darin Chidsey, Chief Operating Officer, provided an overview of the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs, emphasizing their importance in the context of federal transportation reauthorization. He noted that over the past several years, both the Transportation Committee and the Regional Council have reviewed and approved more than \$1.3 billion in project allocations for the region following implementation of a corrective action plan to align with federal requirements by ensuring

competitive project selection, broad eligibility, and consistency with regional transportation plans, in collaboration with our region's six county transportation commissions.

Mr. Chidsey concluded by noting that reauthorization discussions were ongoing in Washington, D.C., though potentially delayed, and reaffirmed SCAG's commitment to advocating for expanded federal resources and maintaining a robust local role in project selection. He then invited questions from the committee.

Chair Patricia Lock Dawson opened the floor to the committee members for questions or comments.

Committee members discussed the administration of STBG/CMAQ funds, including SCAG's 2.5% set-aside, emphasizing prioritizing program outcomes, regional readiness for major events like the LA28 Olympics, and the importance of unified messaging between SCAG and local transportation agencies when advocating for federal transportation funding.

6. 2026 Sacramento Summit and Legislative Priorities

There were no public comments for Item No. 6.

Mr. David Angel, Senior Legislative Affairs Analyst, provided an overview of the upcoming 2026 Sacramento Summit, scheduled for March 16–17 at the Hyatt Centric, noting that the format will be similar to last year's, starting in the afternoon on the first day and concluding in the afternoon on the second day, with all venues within walking distance.

His overview included staff's recommendation to focus advocacy efforts on the SB 375 reform proposal and the REAP 1.0 codification bill, as well as providing updates on broader housing policy issues, including REAP 2.0. Legislative meetings will prioritize key policymakers, including leadership and members of the budget, housing, transportation, environmental quality, and natural resources committees. Mr. Angel reported that several meetings with legislators have already been confirmed and reminded members of the RSVP deadline, noting that additional details and briefings will be provided ahead of the summit.

Chair Patricia Lock Dawson opened the floor to the committee members for questions or comments.

Hon. Finlay inquired about accommodations, and her question was addressed.

CHAIR UPDATE

There were no public comments for the Chair Update.

Chair Patricia Lock Dawson provided an update on recent activities, beginning with her successful participation in a Senate confirmation hearing for her appointment to the California Air Resources Board. She noted that the confirmation received unanimous support, with a vote of 5-0 from both Republican and Democratic members. She expressed her appreciation to SCAG’s Legislative Affairs and Governmental Relations teams for their assistance throughout the process. The next step for her appointment will be a full floor vote in the coming months.

Additionally, Chair Lock Dawson reported on her attendance at the U.S. Conference of Mayors leadership meeting, where key topics included transportation and housing. She highlighted that housing continues to be a major issue and indicated that she would share updates on conference priorities and resolutions with SCAG staff for further review and potential follow-up.

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

There were no public comments for division updates.

Ms. Javeria Cartagena, Chief Government and Public Affairs Officer, provided an update from her division, announcing that SCAG's 2026 Public Participation Plan (PPP) had been adopted by the Regional Council during its meeting last month. This followed a year-long development process. She noted that the draft plan had been released for public review in September, incorporating input from this committee. Ms. Cartagena emphasized that the PPP is a crucial first step in advancing the Connect SoCal Regional Transportation Plan and Sustainable Communities Strategy, as it establishes guidance for regional outreach efforts. Members were encouraged to review the final document available on SCAG’s website, and she praised the Media and Public Affairs and Government Affairs teams for their efforts and engagement with public comments.

Ms. Cartagena also provided an update on the upcoming Regional Conference and General Assembly, confirming that it will take place on May 7-8 at the JW Marriott, clarifying the dates due to previous confusion. She reported that programming is in progress and that fundraising efforts are ahead of schedule, reaching nearly 80 percent of the goal. She recognized Hon. Crosswhite for her leadership of the host committee and invited members to reach out with any questions.

FUTURE AGENDA ITEMS

None.

ANNOUNCEMENTS

None.



ADJOURNMENT

There being no further business, Chair Patricia Lock Dawson adjourned the Legislative/Communications and Membership Committee meeting at 9:40 a.m.

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

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Legislative / Communications and Membership Committee

2025-2026																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	1	1	1		1	1			7	
2	Bucknum, Wendy	Mission Viejo, RC District 13	1	1		1	1	1	1		1	1			8	
3	Cabrera, Ulises	Moreno Valley, RC District 69	1	1		1	0	1	0		1	0			5	
4	Crosswhite, Jenny	Santa Paula, RC District 47	1	1	D	1	1	1	1	D	1	1			8	
5	Finlay, Margaret (Vice Chair)	Duarte, RC District 35	0	1		1	1	0	1		1	1			6	
6	Hagman, Curt	San Bernardino County	1	1		0	1	0	0		1	1			5	
7	Harnik, Jan C.	RCTC	1	1		0	1	1	0		1	1			6	
8	Henderson, Mark	Gardena, RC District 28	1	1		1	1	1	1		1	1			8	
9	Hernandez, Laura	Port Hueneme, RC District 45	1	1	A	1	0	1	1	A	1	1			7	
10	Jung, Fred	Fullerton, RC District 21	1	1		1	1	1	1		1	1			8	
11	Lock Dawson, Patricia (Chair)	Riverside, RC District 68	1	1		1	0	0	1		1	1			6	
12	Marquez, Ray	Chino Hills, RC District 10	1	1		1	1	0	1		1	1			7	
13	Rebollar, Gil	Brawley, RC District 1	1	0	R	0	0	1	1	R	1	0			4	
14	Saro, Suely	Long Beach, RC District 29	1	1		1	1	1	0		1	1			7	
15	Shapiro, David J.	Calabasas, RC District 44	1	1		1	1	1	1		1	1			8	
16	Wagner, Donald P.	Orange County	0	1	K	1	1	1	1	K	1	0			6	
17	Wapner, Alan	SBCTA	1	0		1	1	1	1		1	1			7	
18	Wong, Thomas	Monterey Park, District 34	1	1		1	1	1	1		1	1			8	



**LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
MONDAY, MARCH 16, 2026 - TUESDAY MARCH 17, 2026**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC).

The Legislative/Communications and Membership Committee (LCMC) of the Southern California Association of Governments (SCAG) held its Sacramento Summit meeting at the Hyatt Centric – Downtown Sacramento, 1122 7th Street, Sacramento, CA 95814. A quorum was present.

MONDAY, MARCH 16, 2026 – 12:30 PM – 9:00 PM

MEMBERS PRESENT

Patricia Lock Dawson (Chair)	<i>Riverside</i>	District 68
Margaret Finlay (Vice Chair)	<i>Duarte</i>	District 35
Cindy Allen	<i>Long Beach</i>	District 30
Jan Harnik	<i>RCTC Representative</i>	
Wendy Bucknum	<i>Mission Viejo</i>	District 13
Ray Marquez	<i>Chino Hills</i>	District 10
Gil Rebolgar	<i>Brawley</i>	District 1
Thomas Wong	<i>Monterey Park</i>	District 34
Suely Saro	<i>Long Beach</i>	District 29

MEMBERS NOT PRESENT

Ulises Cabrera	<i>Moreno Valley</i>	District 69
Mark Henderson	<i>Gardena</i>	District 28
Jenny Crosswhite	<i>Santa Paula</i>	District 47
Laura Hernandez	<i>Port Hueneme</i>	District 45
David Shapiro	<i>Calabasas</i>	District 44
Donald Wagner	<i>Orange County</i>	
Alan Wapner	<i>SBCTA Representative</i>	
Fred Jung	<i>Fullerton</i>	District 21

OTHER MEMBERS PRESENT

Mike Goodsell	<i>ICTC Representative</i>	
Tanya Doby	<i>Los Alamitos</i>	OCCOG



Rocky Rhodes
Mike Judge
Tracey Hernandez

Simi Valley
VCTC Representative
GLUE Council

District 46

STAFF PRESENT

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer
Javiera Cartagena, Chief Government and Public Affairs Officer
Sarah Jepson, Chief Planning Officer
Kevin Gilhooley, State and Federal Legislative Affairs Manager
Francisco Barajas, Legislative Affairs Supervisor
David Angel, Senior Legislative Affairs Analyst
Jorge Zavala, Legislative Affairs Analyst

CALL TO ORDER

Chair Patricia Lock Dawson called the meeting to order at 12:15 p.m. Staff confirmed that a quorum was present.

PUBLIC COMMENT PERIOD

Chair Patricia Lock Dawson 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 persons 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 or any raised hands from the public present. Seeing and hearing no public comment speakers, Chair Patricia Lock Dawson closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEM

There were no prioritized agenda items.

INFORMATION/DISCUSSION ITEMS

1. Monday Panel Session with Special Guest Speaker(s) *Location: Hyatt Centric – Downtown Sacramento, Baby Grand Ballroom, 1122 7th Street, Sacramento, CA 95814*

Chair Lock Dawson opened the Public Comment Period for Item 1. Seeing and hearing no public comment speakers, Chair Lock Dawson closed the public comment period.



SCAG Executive Director Kome Ajise provided welcoming remarks to the delegation and attendees. Regional Council President Cindy Allen then began and led the series of panel discussions.

The first panel focused on air quality and climate policy and featured Lauren Sanchez, Chair of the California Air Resources Board.

The second panel focused on housing policy and featured Dan Dunmoyer, President of the California Building Industry Association; Brian Hanlon, Chief Executive Officer of California Yes In My Backyard; Marina Espinoza, Policy Director for the California Housing Consortium; and Ali Sapirman, Policy Manager for the Housing Action Coalition.

The third panel focused on labor and transportation and featured Kiana Valentine, Executive Director of Transportation California; Joseph Cruz, Executive Director of the California State Council of Laborers; and Danny Curtin, Director of the California Conference of Carpenters.

The final panel focused on regional collaboration and transit leadership and featured Bill Higgins, Executive Director of the California Association of Councils of Governments, and Michael Pimentel, Executive Director of the California Transit Association.

Following the conclusion of the panel discussions, Committee Member Ray Marquez made a motion to recess the meeting until 6:30 p.m. to continue the meeting at the dinner hosted at Il Fornaio, as noted in the agenda. The motion was seconded by Committee Member Tanya Doby.

Chair Patricia Lock Dawson opened the Public Comment Period for Item 1. Seeing and hearing no public comment speakers, Chair Lock Dawson closed the public comment period.

Chair Patricia Lock Dawson welcomed everyone to the dinner and concluded the evening’s remarks.

Following the conclusion of the dinner, Committee Member Thomas Wong made a motion to recess the meeting until Tuesday, March 17, as noted in the agenda. The motion was seconded by Committee Member Gil Rebolgar.

TUESDAY, MARCH 17, 2026 – 8:00AM – 9:15 PM

MEMBERS PRESENT

Patricia Lock Dawson (Chair)	<i>Riverside</i>	District 68
Margaret Finlay (Vice Chair)	<i>Duarte</i>	District 35
Cindy Allen	<i>Long Beach</i>	District 30
Jan Harnik	<i>RCTC Representative</i>	
Wendy Bucknum	<i>Mission Viejo</i>	District 13



Ray Marquez	<i>Chino Hills</i>	District 10
Gil Rebollar	<i>Brawley</i>	District 1
Thomas Wong	<i>Monterey Park</i>	District 34
Suely Saro	<i>Long Beach</i>	District 29

MEMBERS NOT PRESENT

Ulises Cabrera	<i>Moreno Valley</i>	District 69
Mark Henderson	<i>Gardena</i>	District 28
Jenny Crosswhite	<i>Santa Paula</i>	District 47
Laura Hernandez	<i>Port Hueneme</i>	District 45
David Shapiro	<i>Calabasas</i>	District 44
Donald Wagner	<i>Orange County</i>	
Alan Wapner	<i>SBCTA Representative</i>	
Fred Jung	<i>Fullerton</i>	District 21

OTHER MEMBERS PRESENT

Mike Goodsell	<i>ICTC Representative</i>	
Tanya Doby	<i>Los Alamitos</i>	OCCOG
Rocky Rhodes	<i>Simi Valley</i>	District 46
Mike Judge	<i>VCTC Representative</i>	
Tracey Hernandez	<i>GLUE Council</i>	

STAFF PRESENT

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer
Javiera Cartagena, Chief Government and Public Affairs Officer
Sarah Jepson, Chief Planning Officer
Kevin Gilhooley, State and Federal Legislative Affairs Manager
Francisco Barajas, Legislative Affairs Supervisor
David Angel, Senior Legislative Affairs Analyst
Jorge Zavala, Legislative Affairs Analyst

CALL TO ORDER

Chair Patricia Lock Dawson called the meeting to order at 8:00 a.m. Staff confirmed that a quorum was present. Chair Lock Dawson called upon President Cindy Allen, City of Long Beach, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD



Chair Lock Dawson opened the Public Comment Period for items not listed on the agenda and outlined the instructions for public comments. He noted that this was the time for persons 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 or any raised hands. Seeing and hearing no public comment speakers, Chair Patricia Lock Dawson closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEM

There were no prioritized agenda items.

INFORMATION/DISCUSSION ITEMS

1. Partnership Breakfast with Special Guest Speaker(s)

Location: Hyatt Centric – Downtown Sacramento, 1122 7th Street, Sacramento, CA 95814

Chair Lock Dawson opened the Public Comment Period for Item 1. Seeing and hearing no public comment speakers, Chair Lock Dawson closed the public comment period.

Regional Council President Cindy Allen welcomed the delegation and introduced Attorney General Rob Bonta to provide remarks. Following his remarks, Gabriel Petek, Legislative Analyst for the California Legislative Analyst's Office, provided an overview and comments regarding statewide fiscal and policy considerations.

Sr. Legislative Affairs Analyst David Angel and Legislative Affairs Supervisor Francisco Barajas provided an overview of our advocacy priorities for the day, followed by closing remarks by SCAG Executive Director, Kome Ajise.

ADJOURNMENT

There being no further business, Chair Lock Dawson adjourned the Legislative/ Communications and Membership Committee meeting at 9:45 a.m.

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

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Southern California Association of Governments
April 21, 2026

To: LCMC - Legislative/Communications and Membership Committee
RC - Regional Council

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: SCAG Memberships and Sponsorships

RECOMMENDED ACTION:

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

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The Legislative/Communications and Membership Committee (LCMC) is asked to approve up to \$18,000 to maintain membership with 1) California Contract Cities Association (CCCA) (\$6,500), 2) MBUF Alliance (\$5,000) and sponsor 3) Mobility 21 Summit (\$6,500).

BACKGROUND:

Item 1: California Contract Cities Association (CCCA)

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

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

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

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

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

Item 2: Mileage-Based User Fee Alliance (MBUFA)

Type: Membership **Amount:** \$5,000

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

Item 3: Mobility 21 Summit

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

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

- Support practical solutions to Southern California’s transportation challenges;
- Mobilize regional support for transportation funding and legislative priorities at the federal and state levels;
- Unite political leaders around common priorities for transportation; and
- Bring together residents, civic leaders, business groups, and industry experts to inspire them to act and educate them on how to effectively speak out in support of transportation initiatives.

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

Mobility21 co-hosts an annual conference with SCAG, and this year’s 2025 Mobility 21 Southern California Transportation Summit Power of Partnership will be held on Friday, September 12, 2025, at the Disneyland Hotel in Anaheim, California. Last year’s Summit, which SCAG attended, focused on the challenge of change in a post-pandemic world. It featured panels such as Unlocking the Future of Mobility: How AI is Transforming Transportation, Federal and State Opportunities: Finding Innovation in Uncertainty, and The Human Equation in Transportation Innovation. Various panels included members of the SCAG board. Staff recommends sponsoring the conference at the \$6,500 Gold level. The Gold sponsorship level will provide SCAG with the following benefits:

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

FISCAL IMPACT:

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



Southern California Association of Governments
April 21, 2026

To: LCMC - Legislative/Communications and Membership Committee
From: Jorge Zavala, Legislative Affairs Analyst
213-630-1414, zavala@scag.ca.gov
Subject: Legislative Tracking Report

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Receive and file.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The Legislative Tracking Report 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 also contains an update on key legislative deadlines.

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 125 measures with a nexus to the Regional Council's adopted 2025-26 State and Federal Legislative Platform.

The Legislature's bill introduction deadline was February 20, 2026. By that deadline, lawmakers introduced nearly 1,800 bills across both the Assembly and Senate, representing the lowest number of bills introduced in the past 20 years. This reduction reflects ongoing changes to legislative workload limits and a more constrained bill introduction environment.

Of the measures introduced, approximately 600 bills are classified as "spot" or "intent" bills, which are placeholder measures that do not yet contain substantive policy language. These bills preserve a legislative vehicle that may be amended at a later time to address specific policy proposals as the session progresses. As a result, while overall bill introductions are lower, significant policy activity is still expected through amendments to existing measures.



SCAG is tracking 125 measures this year. SCAG’s state bill tracking document, containing information on all 125 measures, can be found at www.scag.ca.gov/legislation, under the “Legislative Tracking” tab.

As the Session progresses, staff will continue to provide an updated calendar of legislative deadlines and bill tracker reports with the most relevant and pressing bills. The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
February 20, 2026	Last day for bills to be introduced
March 26, 2026	Spring Recess begins upon adjournment
April 6, 2026	Legislature reconvenes from Spring Recess
April 24, 2026	Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house
May 1, 2026	Last day for policy committees to hear and report to the Floor nonfiscal bills introduced in their house
May 8, 2026	Last day for policy committees to meet prior to June 1
May 29, 2026	Last day for each house to pass bills introduced in that house
June 15, 2026	Budget must be passed by midnight

FISCAL IMPACT:

Work associated with the Legislative Tracking staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 5

REPORT

Southern California Association of Governments
April 21, 2026

To: LCMC - Legislative/Communications and Membership Committee
RC - Regional Council

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Sacramento Summit Follow-Up Bills

RECOMMENDED ACTION:

Staff recommends support for Senate Bill (SB) 1411 (Stern), Assembly Bill (AB) 2059 (Wilson), AB 1903 (Wicks), AB 1567 (Ta), AB 2576 (Harabedian) and AB 1623 (Davies).

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

SCAG hosted its annual Sacramento Summit on March 16 and 17, 2026, where members of the RC, EAC, and LCMC met with nearly forty legislative offices, including Senate Majority Leader Lena Gonzalez (D-Long Beach), the Office of Assembly Speaker Robert Rivas (D-Salinas), and the Office of California Governor Gavin Newsom. During these meetings, legislators brought various bills to SCAG's attention.

Staff have identified six bills that are sufficiently developed and align with the agency's adopted State Legislative Platform. For today's meeting, staff recommends the Legislative/Communications and Membership Committee (LCMC) forward a "support" position to the Regional Council (RC) on SB 1411 (Stern), AB 2059 (Wilson), AB 1903 (Wicks), AB 1567 (Ta), AB 2576 (Harabedian) and AB 1623 (Davies).

BACKGROUND:

Since the State legislature started a new session, many bills are still being developed and await heavy amendments through the committee process. Thus, staff has worked to identify bills that are sufficiently developed and align with the State Legislative Platform adopted by the Regional Council on Thursday, February 6, 2025.

For today's meeting, staff recommends support for the following five bills: SB 1411 (Stern), AB 2059 (Wilson), AB 1903 (Wicks), AB 1567 (Ta), AB 2576 (Harabedian) and AB 1623 (Davies).

Staff will continue to monitor the balance of tracked legislative bills and report back to the LCMC at a future meeting.

Summaries of the six bills are included below.

Staff recommends SUPPORT for the following six legislative bills:

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

Title: Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.

Status: Re-refer to Sen. Com. Trans. (Ayes 11. Noes 1.) Re-refer to Com. on E.Q. pending hearing.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260SB1411

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

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

SB 1411 responds to evolving project delivery needs by removing this dollar limitation while retaining the requirement that expenditures outside the Merced to Bakersfield segment be tied to activities that maximize efficiency. By lifting the cap, the bill allows the High-Speed Rail Authority to pursue a broader range of complementary investments, partnerships, and project delivery strategies that support the overall high-speed rail program and its integration with the state's rail network, without altering the prioritization of completing the initial segment. SB 1411 passed the Senate Transportation Committee on a vote of 11-1-1 and was referred to the Senate Environmental Quality Committee.

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

greenhouse gas reduction goals by strengthening investments in rail infrastructure that complement regional transit networks and long-term sustainable transportation strategies.

Support:

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

Opposition:

Merced County Association of Governments.

Staff recommends support for SB 1411 (Stern).

Bill: AB 2059 **Author:** Assemblymember Lori Wilson (D-Suisun City)
Title: California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.

Status: Referred to Com. On Natural Resources, set to be heard set on April 20.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260AB2059

AB 2059, by Transportation Chair Wilson, would establish a limit on vehicle miles traveled (VMT) mitigation costs required under the California Environmental Quality Act (CEQA) for transportation projects located in rural counties. Specifically, the bill would cap the total cost of VMT-based mitigation measures at no more than 5% of a project’s estimated total cost and would deem mitigation costs exceeding that threshold to be economically infeasible for CEQA purposes.

Under existing CEQA law, transportation impacts are evaluated using metrics developed to reduce greenhouse gas emissions and promote multimodal transportation, including VMT. VMT is a metric that measures the total amount of driving generated by a project or land use. In rural counties, transportation projects often face higher relative mitigation costs due to limited alternatives, longer travel distances, and constrained funding sources. These conditions can make it challenging for projects to proceed, even when they address critical mobility, safety, or evacuation needs. AB 2059 applies exclusively to rural counties with populations of 200,000 or fewer. Within the SCAG region, Imperial County would be the only jurisdiction directly affected by the bill.

AB 2059 aligns with SCAG’s Legislative Platform by supporting policies that improve transportation project delivery while maintaining flexibility to address local and regional mobility needs. By providing clarity and predictability around VMT mitigation requirements, the bill supports congestion reduction, transportation system efficiency, and safety improvements, particularly in areas with

limited resources. The measure is consistent with SCAG's goals to advance practical transportation solutions that improve mobility outcomes while supporting broader environmental and sustainability objectives.

Support:

Transportation California

Staff recommends support for AB 2059 (Wilson).

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

Title: Construction defects.

Status: Re-referred to Assembly Judiciary Committee, set to be heard on April 21.

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

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

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

AB 1903 seeks to address these issues by encouraging early inspection and repair through private certification, expanding documentation requirements for defect claims, and clarifying procedural compliance standards prior to filing an action. The bill also revises the burden of proof for construction defect claims, limits recoverable costs and testing, and narrows the circumstances under which homeowners' associations may pursue construction defect litigation. Collectively, these changes are intended to promote early resolution of construction issues, provide greater predictability in dispute resolution, and reduce reliance on litigation. AB 1903 has been referred to the Assembly Judiciary Committee and is pending a hearing date on April 21, 2026.

AB 1903 aligns with SCAG's Legislative Platform by supporting efforts to accelerate housing production and streamline project delivery while maintaining appropriate environmental and consumer protections. By promoting early inspection, repair, and resolution of construction issues and clarifying procedural standards for construction defect claims, the bill is consistent with SCAG's support for project streamlining and CEQA reform to expedite housing and infill development. The

measure also aligns with SCAG’s housing production goals by addressing factors that may increase project costs and uncertainty, which can affect the timely delivery of new housing consistent with Connect SoCal 2024’s growth patterns.

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

Staff recommends support for AB 1903 (Wicks).

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

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

Status: Do pass and re-refer to Com. on L. GOV. (Ayes 12. Noes 0.) Re-referred to Assembly Local Government Committee, set to be heard on April 22.

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

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

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

AB 1567 seeks to address this gap by explicitly authorizing planning agencies to include approved senior congregate and residential care housing units in their RHNA reporting, subject to a 15 percent cap. By doing so, the bill aims to better reflect the full range of housing production occurring within jurisdictions while maintaining existing RHNA objectives and reporting structures. AB 1567 passed the Assembly Housing and Community Development Committee with a unanimous vote and has been referred to the Assembly Local Government Committee, where it will be heard April 22, 2026.

The Legislative and Communications Membership Committee (LCMC) previously voted to support last year’s version of this bill during the prior legislative session. Despite receiving committee support, the bill was placed on suspense by the Senate Appropriations Committee and did not advance, following a 7–0 vote.

AB 1567 aligns with SCAG’s Legislative Platform by supporting increased coordination and flexibility between HCD and local jurisdictions in implementing housing elements and reporting RHNA progress. By recognizing additional housing types that serve specific population needs, the bill supports more comprehensive and transparent housing planning while preserving local authority. The measure is consistent with SCAG’s goals to advance housing production strategies that respond to demographic trends and support inclusive, well-planned communities.

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

Staff recommends support for AB 1567 (Ta).

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

Title: Transit-oriented development.

Status: Do pass and re-referred to Assembly Housing and Community Development, re-refer to Com. on L. GOV. (Ayes 11. Noes 0.)

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

AB 2576 would delay the implementation of all provisions of SB 79 (Wiener, 2025) by one year, add additional historic preservation protections, and increase the population threshold under which certain SB 79 requirements apply to cities from 35,000 to 40,000.

AB 2576 addresses various local concerns with SB 79 by providing additional time for local governments to prepare for implementation, refining which jurisdictions are subject to the requirements, and broadening the definition of historic resources to include properties listed on local, state, or national historic registers. The bill also removes the existing cap on the cumulative exclusion of historic sites within TOD zones, while retaining the broader TOD framework, development standards, and oversight structure. On April 15, the Assembly Housing and Community Development Committee voted (11-0) to approve as amended and re-refer to Committee on Local Government.

AB 2576 aligns with SCAG’s Legislative Platform by supporting coordinated transportation and land use planning and advancing transit-oriented communities near high-quality transit. By promoting housing development around transit facilities while providing implementation flexibility and preserving historic resources, the bill is consistent with SCAG’s goals to accelerate housing production, reduce vehicle miles traveled, and support sustainable, mixed-use development patterns consistent with Connect SoCal 2024.

Support: City of Oceanside and City of Pasadena

Staff recommends support for AB 2576 (Harabedian).

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

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

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

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

AB 1623 aligns with SCAG’s Legislative Platform by supporting increased coordination and flexibility between HCD and local jurisdictions in implementing housing elements and improving the fairness and transparency of the RHNA program. By accounting for student housing in RHNA progress, the bill supports more comprehensive housing planning and aligns with SCAG’s goals to advance housing production strategies that respond to population needs while supporting sustainable growth patterns consistent with Connect SoCal 2024.

Staff recommends support for AB 1623 (Davies).



FISCAL IMPACT:

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

ATTACHMENT(S):

1. PowerPoint Presentation - Follow-Up Bills Presentation

Sacramento Summit Follow-Up Bills

April 21, 2026

Jorge Zavala, Legislative Affairs Analyst

WWW.SCAG.CA.GOV

Encountered Bills of Interest

- SB 1411 (Stern) – HSR Funding Spending Restriction Removal
- AB 2059 (Wilson) – VMT Reform
- AB 1903 (Wicks) – Construction Defect Reform
- AB 1567 (Ta) – RHNA Credit for Congregate Housing
- AB 2576 (Harabedian) – SB 79 Cleanup
- AB 1623 (Davies) – RHNA Credits for Student Housing



SB 1411 (Stern): GGRF: high-speed rail.

- Would permit the California High-Speed Rail Authority to enter into new agreements that aims to maximize the efficiency of construction and projects.
- Existing \$500 million cap on projects outside of the Merced to Bakersfield would be removed.



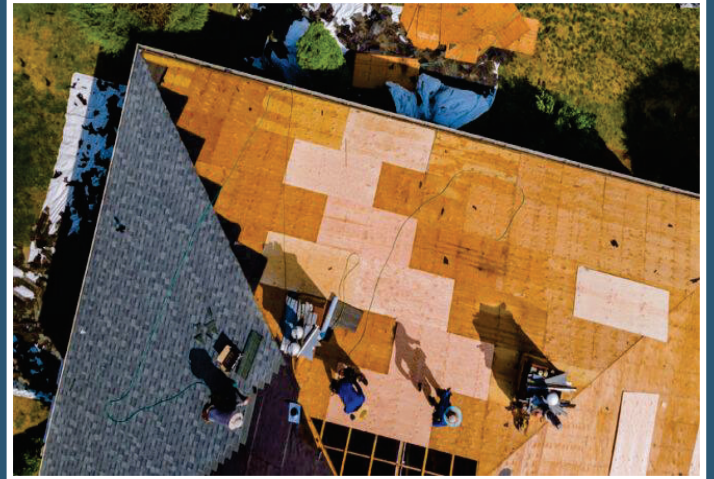
AB 2059 (Wilson): CEQA: VMT Mitigation Cost

- Aims to provide targeted reforms to vehicles miles traveled (VMT) while ensuring climate goals are met and critical transportation project costs remain low.
- This bill would place a 5% cap on VMT mitigation cost for transportation projects in rural counties (less than 200,000 persons).



AB 1903 (Wicks): Construction defects.

- Aims to address the concerns about the cost, duration, and uncertainty associated with construction defect litigation.
- Reducing litigation cost, the bill hopes to increase the development of more entry level homeownership opportunities.



AB 1567 (Ta): RHNA: Assisted Living Facilities

- Would authorize the Housing and Community Development (HCD) Department to include assisted living facilities in the housing element report.
- Allows cities and counties to count these units for up to 15% of their Regional Housing Needs Allocation (RHNA) goals.



AB 2576 (Harabedian): Transit-oriented development.

- Proposes clean-up measures to SB 79 (Wiener, 2025), including:
 - Extends implementation by 1 year for local jurisdictions
 - Increases population exemption
 - Extends historic resources protections



AB 1623 (Davies): RHNA: Student Housing Quarters.

- Authorizes HCD to include student housing to be counted toward a local government's Regional Housing Needs Allocation (RHNA).
- Student housing quarters, as determined by HCD, be counted toward a local government's RHNA, regardless of permitting or occupancy status.



Thank you

Questions?



Southern California Association of Governments
April 21, 2026

To: LCMC - Legislative/Communications and Membership Committee
From: Francisco Barajas, Legislative Affairs Supervisor
213-630-1400, barajasf@scag.ca.gov
Subject: Bridges and Safety Infrastructure for Community Success (BASICS) Act

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Forward a "support" position to the Regional Council on the BASICS Act (H.R. 7437)

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

U.S. House of Representatives (H.R.) Bill 7437, the Bridges and Safety Infrastructure for Community Success Act (BASICS Act) (McDonald Rivet, D-MI, Bresnahan, R-PA, Obernolte, R-CA, & Vasquez, D-NM), seeks to make targeted updates to existing federal transportation programs to strengthen safety, improve accountability, and speed delivery of local and regional projects. The bill is endorsed by the Local Officials in Transportation (LOT) Coalition, which represents cities, towns, counties, rural transportation planning organizations (RTPOs), metropolitan planning organizations (MPOs), and regional councils nationwide. Joining the Legislative/ Communications and Membership Committee (LCMC) to provide a presentation on the bill is Ms. Leeann Sinpatanasakul, Director of Policy for the National Association of Regional Councils (NARC).

Staff recommends that the Legislative/Communications and Membership Committee (LCMC) forward a "support" position to the Regional Council on H.R. 7437.

BACKGROUND:

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

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

- Increases to Metropolitan Planning (PL) and Surface Transportation Block Grant (STBG) program funding. In the SCAG Region, PL funding pays for the development of our Regional Transportation Plan, which includes more than 2,000 local projects, valued at nearly one trillion dollars of investment, vetted through a comprehensive public participation process. Equally important, STBG funding helps regions identify and prioritize local transportation priorities, providing critical funding to plan, construct, and program local transportation projects. These programs are essential for effective federal investments in infrastructure.
- Restrictions preventing states from transferring Highway Safety Improvement Program (HSIP) funds away from safety-related uses, and a requirement that 25 percent of HSIP funds be suballocated based on population, giving local governments direct access to capital for proven safety projects and building on the success of the Safe Streets and Roads for All program.
- Enhancements to the Bridge Formula Program, including a requirement that states suballocate 25 percent of funding to areas based on population. Unlike prior approaches, the BASICS Act ensures that funding for locally owned bridges is proportional to the number of locally owned bridges in each state, directing resources to the worst-condition bridges regardless of ownership.

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

Members of the LOT Coalition, which is endorsing this bill, include:

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

Ms. Leeann Sinpatanasakul, Director of Policy for the National Association of Regional Councils (NARC), will be providing members of the LCMC with a presentation on the bill. A copy of her presentation has been included in the report, as has a copy of the bill's Section-by-Section Summary.

SCAG's board adopted 2025-26 Federal Legislative Platform supports legislative efforts that provide funding, resources, and tools that help our region's jurisdictions and partner organizations implement locally tailored solutions that address our region's needs, including support for federal resources to fund necessary capital infrastructure and efforts to allow local governments to receive direct funding for federal grant and formula programs. As such, staff recommends that the LCMC forward a "support" position to the Regional Council on H.R. 7437.

FISCAL IMPACT:

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

ATTACHMENT(S):

- 1) BASICS Act Section-by-Section Summary
- 2) PowerPoint Presentation - NARC – BASICS Presentation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



BASICS Act

Bridges And Safety Infrastructure for Community Success Act

Southern California Association of Governments
April 21, 2026



What Is the BASICS Act?

- The BASICS (Bridges And Safety Infrastructure for Community Success) Act ([H.R. 7437](#)) would deliver more guaranteed, formula federal funding to MPOs for use on local projects in programs like **STBG**.
- The BASICS Act updates existing federal transportation programs to strengthen safety, fix poor condition bridges, and improve planning for local and regional projects.



Who Endorses the BASICS Act

The Local Officials in Transportation (LOT) Coalition amplifies the voices of thousands of organizations and individuals across the nation with a vested interest in the long-term success of our transportation system.

Together, our members own, maintain, plan for, and support about half of the federal-aid highway system and the bridges nationwide.



What Does Your Community and Region Need in the Next Transportation Bill?

Who Is the BASICS Act For?

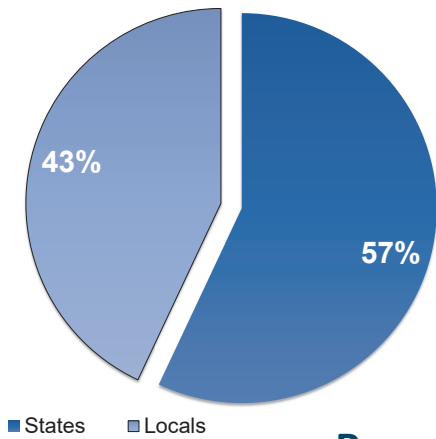
- Do you wish your region had more funding for **priority projects**?
- Do you need to fix a **bridge** that's in bad shape before something happens?
- Do you need to make improvements on dangerous **roads and intersections**?
- What if you never had to apply for a **grant** again? Or if you apply that your community had a **better chance of winning**?
- Do you wish your region could **plan for new projects** for the future whether your community is in a rural or urban area?



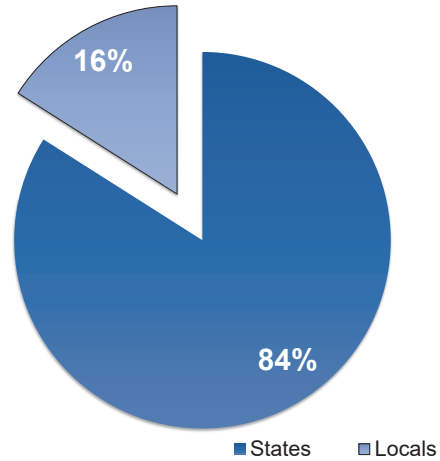
Why Isn't the Federal Transportation Process Meeting Your Goals?



Local Governments own **43%** of the Federal-Aid Highway System



Yet Communities Are Only Guaranteed **16%** of the Federal-Aid Highway Funding



Responsibility ≠ Resources

The distribution is out of balance



Regions & Locals Need to Maintain their Share



If Congress shifts funding from discretionary programs to formula programs without shifting \$\$ to regions,

Local governments could lose access to funding that previously flowed to them under the IJA, roughly 25 percent of total federal transportation funding.



How Does the BASICS Act Help Your Community?



Investing in the BASICS Act

What the Bill (H.R. 7437) Does:

- Delivers guaranteed funding to regions, specifically to:
 - fix bridges based on condition and local ownership, and
 - target safety dollars to local priorities.
- Increase funding to MPOs to plan local and regional priority projects.
 - Builds planning capacity to deliver better projects faster.
- Protects local and regional dollars from being transferred away.



Investing in the BASICS Act

Federal-Aid Highway Program

BASICS Changes

- National Highway Performance Program (23 USC 119)
- **Surface Transportation Block Grant Program (23 USC 133)** →
 - Transportation Alternatives Set-Aside
- **Highway Safety Improvement Program (23 USC 148)** →
 - Safety-Related Activities (MAP-21 §1519) (Set-aside)
 - Rail-Highway Grade Crossing Program (23 USC 130)
 - Congestion Mitigation & Air Quality Improvement Program (23 USC 149)
- **Metropolitan Planning (23 USC 134)** →
 - National Highway Freight Program (23 USC 167)
 - Carbon Reduction Program (23 USC 175)
 - Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) (23 USC 176)
- **Bridge Formula Program** →
 - **Surface Transportation Block Grant Program (23 USC 133)**
 - More funding for STBG; good for states, good for MPOs
 - **Highway Safety Improvement Program (23 USC 148)**
 - Currently only for states; BASICS would give 25% to MPOs
 - BASICS requires states to either use their 75% on safety projects they choose, or run a competitive local program on the remaining dollars before spending it on other uses.
 - **Metropolitan Planning (23 USC 134)**
 - More funding for MPOs
 - Eliminates the local match for MPOs, freeing up resources
 - Updates eligible uses
 - Allows MPOs to track project finances more efficiently using the same systems that state DOTs can use
 - **Bridge Formula Program**
 - Funding divided among states by poor bridge condition
 - Currently only for states; BASICS would give 25% to MPOs

How Local Leaders Can Support H.R. 7437

At Home	With Congress
<p>Pass a resolution or draft a letter of support and share it with your congressional delegation.</p> <ul style="list-style-type: none"> • Access the template here: shorturl.at/rDsvU 	<p>Meet with your congressional delegation and request support or co-sponsorship.</p>
<p>Invite your Members of Congress to the district and host a roundtable on local transportation infrastructure needs.</p>	<p>Participate in Washington, DC fly-ins to elevate your community's voice.</p>
<p>Talk about the bill at public meetings to build local awareness.</p>	<p>Follow up with staff and provide additional information as the bill progresses.</p>
<p>Submit an op-ed in a local newspaper explaining why the BASICS Act matters for your community. (**Members of Congress often have news alerts on themselves if you mention them by name in your local op-ed!)</p>	<p>Meet with your congressional district office staff to discuss the BASICS Act</p>
<p>Engage local business, chambers of commerce, freight leaders, and other key community stakeholders.</p>	<p>Share real world examples with your delegation (e.g., projects that are ready but waiting, safety challenges you are working to address).</p>

Supporting the BASICS Act (H.R. 7437)

BASICS Act Toolkit: shorturl.at/rDsvU →

- *Briefing materials, outreach templates, talking points, and more!*



Q&A

Learn More: shorturl.at/rDsvU

Contact Me

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AGENDA ITEM 7

REPORT

Southern California Association of Governments
April 21, 2026

To: LCMC - Legislative/Communications and Membership Committee

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: April 2026 Legislative Advocacy Update

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

This report provides the Legislative/ Communications and Membership Committee (LCMC) with an update on recent legislative advocacy efforts conducted by SCAG and partner organizations, including updates on both of the agency’s state legislative sponsor bills, Senate Bill (SB) 1087 (Cabaldon) to reform SB 375 (Steinberg, 2008) and Assembly Bill (AB) 2002 to codify the Regional Early Action Planning (REAP 1.0) grant program, as well as the federal ROAD to Housing Act, on which SCAG adopted a “support” position.

BACKGROUND:

STATE

SB 1087 (Cabaldon) – SB 375 SCS Reform

SB 375 (2008), by then Senate President Pro Tem Darrell Steinberg, directed California’s 18 metropolitan planning organizations (MPOs) to create Sustainable Communities Strategies aimed at meeting greenhouse gas (GHG) emissions reduction targets set by the California Air Resources Board (CARB) for 2020 and 2035. While the legislation strengthened regional transportation planning, major changes over the past 18 years have affected the program’s effectiveness, from new state mandates on zero-emission vehicles to the lasting impacts of the global pandemic, which reshaped travel behavior and land-use trends. Simultaneously, state goals continue to multiply without alignment.

With the next target setting deadline of 2035 quickly approaching, the Big 4 MPOs, including the Metropolitan Transportation Commission-Association of Bay Area Governments (MTC/ABAG), the Sacramento Area Council of Governments (SACOG), the San Diego Association of Governments (SANDAG), and SCAG, engaged in a comprehensive, statewide stakeholder process, including housing, transportation, environmental, and business advocates, to reform and strengthen the policy framework governing SB 375, retaining the services of former Senator Steinberg to convene these discussions.

These efforts culminated in SB 1087 by Senator Christopher Cabaldon (D-West Sacramento), which seeks to modernize SB 375 by establishing a more cohesive planning framework aligned with current realities. These improvements include placing focus on implementation, ensuring that the SCS reflects a balanced set of state goals, and increasing transparency surrounding the GHG emissions reduction target-setting process.

On Wednesday, April 8, the Senate Environmental Quality (EQ) Committee passed Senate Bill (SB) 1087, as amended, by a vote of 5-0-1-1, with Senator Valladares (R-Lancaster) abstaining and Senator Dahle (R-Chico) absent. Committee members from the SCAG region who voted in support included Committee Chair Catherine Blakespear (D-Encinitas), Benjamin Allen (D-El Segundo), Lena Gonzalez (D-Long Beach), and Caroline Menjivar (D-Van Nuys).

SCAG Chief Operating Officer and Deputy Executive Director, Darin Chidsey, provided testimony in support of SB 1087 to the committee before voting began. Chidsey was joined by SANDAG Senior Director of Regional Planning, Antoinette Meier. The bill is now headed to the Senate Transportation Committee and is pending a hearing, which staff anticipates will occur on Tuesday, April 21.

Staff will continue to engage with state agencies, partners, and stakeholders on SB 1087 to achieve meaningful SB 375 reform while addressing stakeholder feedback. The Senate EQ Committee's bill analysis for SB 1087 is attached to this report.

AB 2002 (Solache) – REAP 1.0 Codification

On April 8, the Assembly Housing and Community Development (HCD) Committee passed AB 2002 by a vote of 11-0-1. Regional Council Member Jan Harnik (RCTC), who is also serving as President of the California Association of Councils of Governments, provided testimony in support of AB 2002 to the committee before voting began. Councilmember Harnik was joined by SCAG Deputy Director for Land Use Planning, Elizabeth Carvajal, who also testified and answered questions from the committee.

Assembly Housing Committee members voting in support from the SCAG region include Assemblymembers Jessica Caloza (D-Los Angeles), Robert Garcia (D-Rancho Cucamonga), and Sharon Quirk-Silva (D-Fullerton), with Assemblymember Tri Ta (R-Westminster) voting present.

The bill is now headed to the Assembly Appropriations Committee, where it will likely receive a hearing in May. Staff will continue to engage with partners and stakeholders to address feedback before future committee hearings and floor votes. The Assembly Housing & Community Development Committee's bill analysis for AB 2002 is attached to this report.

FEDERAL

ROAD to Housing Act Update

In 2025, the U.S. Senate advanced the bipartisan Renewing Opportunity in the American Dream (ROAD) to Housing Act, a comprehensive housing package aimed at addressing the nation's housing affordability and supply challenges by incentivizing housing production and encouraging Pro-housing local policies. The legislation consolidated 27 previously introduced bipartisan bills and proposed adding several new Department of Housing and Urban Development grant programs designed to reward jurisdictions that have adopted reforms or demonstrated increased housing growth. Among its key provisions is a pilot program that links Community Development Block Grant funding levels to local housing production, increasing allocations for jurisdictions with higher-than-average growth while reducing funding for those below their 10-year average. SCAG adopted a formal "support" position on the ROAD to Housing Act in November 2025.

In February 2026, the U.S. House of Representatives responded with its own housing package, overwhelmingly passing the Housing for the 21st Century Act by a bipartisan vote of 390–9. This legislation proposed addressing the nation's housing affordability crisis by expanding housing supply, modernizing federal housing programs, and reducing regulatory barriers. It included more than 20 provisions, such as directing the Government Accountability Office to identify gaps in federal housing programs and updating the Department of Housing and Urban Development's HOME Investment Partnerships Program to better support affordable housing development.

Following House passage, the Senate advanced the 21st Century ROAD to Housing Act by a vote of 89-10, combining the titles and attempting to reconcile various provisions from both chambers' bipartisan-approved housing reform packages, including a few entirely new provisions meant to reflect President Trump's priorities. New provisions not previously included in either bill include restrictions on large institutional investors' purchases of single-family homes and a temporary prohibition on the Federal Reserve establishing a digital dollar. The new blended bill contains all but one of SCAG's priority provisions that were contained in the Senate's original ROAD to Housing Act, including:

- **Section 202 – Increased Housing in Opportunity Zones**
Authorizes HUD to give greater weight to competitive housing grant applications serving Opportunity Zones.
- **Sections 207 & 208 – BUILD Housing Act**
Streamlines environmental reviews by allowing HUD to delegate NEPA responsibilities to state and local governments.
- **Section 210 – Innovation Fund**
Establishes a competitive grant program to reward jurisdictions that have adopted pro-housing reforms and demonstrated increased housing supply as a result.
- **Section 212 – RESIDE Act**
Creates a new grant within the HOME grant program to fund projects that convert vacant commercial and industrial properties into affordable housing.
- **Section 304 – PRICE Act**
Permanently reauthorizes the PRICE grant program for preservation and stabilization of manufactured housing
- **Section 501 – Reforming Disaster Recovery Act**
Permanently authorizes the CDBG-Disaster Recovery program, with new reforms to streamline recovery efforts, and establishes HUD’s Office of Disaster Management and Resiliency
- **Section 502 – HOME Investment Partnerships Reauthorization and Improvement Act**
Reauthorizes and modernizes the HOME program, expanding eligible uses and increasing administrative flexibility.

Notably, while the House’s reform package excluded a provision that ties some local jurisdictions’ CDBG allocations to their housing production, rewarding jurisdictions with accelerated housing production with bonuses while implementing small reductions in allocations for jurisdictions with low housing production, the new, blended bill retains this provision. Regardless, the U.S. Conference of Mayors continues to support this legislation and is calling for Congress to deliver a final bill to President Trump for his signature. Staff will monitor the evolution of this bill to determine which SCAG priorities are included or excluded in the final bill.



FISCAL IMPACT:

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

ATTACHMENT(S):

1. PDF – AB 2002 (Solache) Assembly Housing & Community Development Committee Analysis
2. PDF – SB 1087 (Cabaldon) Senate Environmental Quality Committee Analysis
3. PowerPoint Presentation – April 2026 Legislative Advocacy Update

Date of Hearing: April 8, 2026

ASSEMBLY COMMITTEE ON HOUSING AND COMMUNITY DEVELOPMENT

Matt Haney, Chair

AB 2002 (Solache) – As Introduced February 17, 2026

SUBJECT: Local government assistance: Regional Early Action Planning Fund

SUMMARY: Creates the Regional Early Action Planning (REAP) Fund to provide councils of governments (COGs), regional entities, and jurisdictions with grants for planning and other activities to help those entities meet the seventh and subsequent cycles of the regional housing need assessment. Specifically, **this bill:**

- 1) Includes the following definitions:
 - a) “Council of governments (COGs)” means a single-county or multicounty council that is responsible for allocating regional housing need, as specified;
 - b) “Jurisdiction” means a city, county, or city and county;
 - c) “Regional entity” means a regional government that is not a council of government that is responsible for allocating regional housing need, as specified; and
 - d) “Regional housing need assessment” or “RHNA” means the existing and projected need for housing for each region, as determined by the department as specified.
- 2) Establishes the REAP Fund to provide COGs, regional entities, and jurisdictions with one-time funding, including grants for planning activities to enable those entities to meet the seventh and subsequent cycles of the regional housing need assessment. Provides that upon appropriation by the Legislature, moneys in the fund shall be made available to HCD for allocation as specified.
- 3) Requires HCD to allocate funds from the REAP Fund to each COG or regional entity responsible for allocating regional housing need.
- 4) Provides that a COG or regional entity may apply for funds, in a form and manner prescribed by the department, beginning 39 months prior to the next applicable housing element for the seventh housing element.
- 5) Requires funds to be distributed by HCD on a population basis based on the most recent population estimates posted on the Department of Finance’s (DOF’s) internet website.
- 6) Requires an application to include, at minimum, all of the following information:
 - a) An allocation budget for the funds;
 - b) Amounts to be retained by the COG or regional entity, and any suballocations to jurisdictions;
 - c) An explanation of how proposed uses will increase housing planning and facilitate local housing production;

- d) Identification of current best practices at the regional and statewide level that promote sufficient supply of housing affordable to all income levels, and a strategy for increasing adoption of these practices at the regional level, where viable; and
 - e) An education and outreach strategy to inform jurisdictions of the need and benefits of taking early action related to housing need, as quantified by the regional housing need assessment.
- 7) Requires HCD to review an application submitted within 30 days, otherwise, the application shall be deemed approved.
- 8) Allows a COG or regional entity to use REAP program funds for any of the following purposes:
- a) Activities that support the development, improvement, or implementation of the methodology for the seventh and subsequent RHNA cycles;
 - b) Suballocating moneys directly and equitably to jurisdictions in the form of grants for planning that will accommodate the development of housing and infrastructure that accelerates housing production in a way that aligns with state planning priorities, and housing, transportation, equity, and climate goals;
 - c) Provide jurisdictions with technical assistance, planning, temporary staffing, or consultant needs associated with updating local planning and zoning documents, including any activity related to updating or implementing a jurisdiction's housing element, expediting application processing, and other actions to accelerate additional housing production;
 - d) Administrative costs, which may be up to 5 percent of an entity's total award;
 - e) Activities to establish a regional or countywide housing trust, or to allocate a portion of funds to an existing regional or countywide housing trust, for the purpose of supporting planning, predevelopment, or other activities that facilitate the production of housing; and
 - f) Activities, determined in consultation with HCD, that support regional or local housing planning priorities.
- 9) Provides that a jurisdiction that receives a suballocation of funds from the COG or regional entity shall only use that suballocation for housing-related planning activities, including, but not limited to, the following:
- a) Technical assistance in improving housing permitting processes, tracking systems, and planning tools;
 - b) Establishing regional or countywide housing trust funds for affordable housing;
 - c) Performing infrastructure planning, including for sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents;
 - d) Performing feasibility studies to determine the most efficient locations to site housing consistent; and

- e) Covering the costs of temporary staffing or consultant needs associated with the activities allowed for the program.
- 10) A COG or regional entity receiving funds shall submit annual reports to HCD that include information on expenditures and suballocations to jurisdictions.
- 11) Requires a COG or regional entity to submit a final report to HCD upon expenditure of all funds, that includes information on outcomes achieved, including the corresponding impact on housing within the region.
- 12) Allows HCD to publish a summary of information received from the reports submitted by the COGS and regional entities.
- 13) Allows HCD to monitor expenditures and activities of an applicant, as the department deems necessary, to ensure compliance with program requirements.
- 14) Requires HCD to produce guidelines to create REAP that are exempt from the Administrative Procedure Act.

EXISTING LAW:

- 1) Defines a “council of governments” to mean a single or multicounty council created by a joint powers agreement that is responsible for allocating regional housing, as specified. (Health and Safety Code (HSC) 0515.07)
- 2) Established the Local Government Planning Support Grants Program to provide regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment. (HSC 0515.07)
- 3) Requires HCD to administer the Local Government Planning Support Grants Program to provide grants to regions and jurisdictions for technical assistance, preparation and adoption of planning documents, and process improvements to accelerate housing production and facilitate compliance to implement the sixth cycle of the regional housing need assessment. (HSC 0515.02)
- 4) Requires HCD to allocate \$125 million based on population, as part of the Local Government Planning Support Grants Program, to COGs and regional entities to increase housing planning and accelerate housing production, as follows:
 - a) Develop an improved methodology for the distribution of the sixth cycle regional housing need assessment;
 - b) Suballocating moneys directly and equitably to jurisdictions or other subregional entities in the form of grants; for planning that will accommodate the development of housing and infrastructure that will accelerate housing production in a way that aligns with state planning priorities, housing, transportation, equity, and climate goals;
 - c) Providing jurisdictions and other local agencies with technical assistance, planning, temporary staffing or consultant needs associated with updating local planning and

zoning documents, expediting application processing, and other actions to accelerate additional housing production; and

- d) Cost of administering any programs (HCS 50515.02)
- 5) Requires any funds that are suballocated from COGs to jurisdictions from the Local Government Planning Support Grants Program to use the funds for housing-related planning activities, including, but not limited to, the following:
- a) Technical assistance in improving housing permitting processes, tracking systems, and planning tools;
 - b) Establishing regional or countywide housing trust funds for affordable housing;
 - c) Performing infrastructure planning, including for sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents;
 - d) Performing feasibility studies to determine the most efficient locations to site housing consistent with transportation and environmental planning; and
 - e) Covering the costs of temporary staffing or consultant needs associated with the above activities (HCS 50515.02)
- 6) Require HCD to make \$125 million available to cities and counties using a population formula, to assist in planning for other activities related to meeting the sixth cycle regional housing need assessment. Requires a city or county that receives an allocation to use that allocation for housing-related planning activities, including, but not limited to, the following:
- a) Rezoning and encouraging development by updating planning documents and zoning ordinances, such as general plans, community plans, specific plans, sustainable communities' strategies, and local coastal programs;
 - b) Completing environmental clearance to eliminate the need for project-specific review;
 - c) Establishing a workforce housing opportunity zone;
 - d) Performing infrastructure planning, including for sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents;
 - e) Partnering with other local entities to identify and prepare excess property for residential development;
 - f) Revamping local planning processes to speed up housing production;
 - g) Developing or improving an accessory dwelling unit ordinance; and
 - h) Covering the costs of temporary staffing or consultant needs associated with the above activities. (HSC 50515.03)

FISCAL EFFECT: Unknown.

COMMENTS:

Author's Statement: According to the author, "California remains in a severe housing crisis, with millions of units needed to meet current and future demand. The REAP1.0 program was initially established as a one-time investment to help regional governments and local jurisdictions implement the Regional Housing Needs Assessment (RHNA) process. AB 2002 seeks to build off REAP 1.0's proven success by codifying the program and creating permanent support infrastructure to ensure regional governments, cities, and counties have the technical assistance needed to get their housing elements done right and on time. This cost-effective solution provides regions and local governments the tools needed to strengthen collaboration, and accelerate housing production and prepare for the future. AB 2002 will safeguard the integrity of the state's housing planning framework, improve the RHNA process, and ensure California can meet its housing goals."

RHNA and Housing Elements: The RHNA process is used to determine how many new homes, and the affordability level of those homes, each local government must plan for in its housing element to cover the duration of the next planning cycle. The state is currently in the sixth housing element cycle. The RHND is assigned at the COG level, while RHNA is suballocated to subregions of the COG or directly to local governments. RHNA is currently assigned via six income categories: very low-income (0-50% of AMI), low-income (50-80% of AMI), moderate income (80-120% of AMI), and above moderate income (120% or more of AMI). Beginning with the seventh cycle, two new income categories will be incorporated for acutely low-income (0-15% of AMI) and extremely low-income (15-30% of AMI).

The cycle begins with HCD and DOF projecting new RHND numbers every five or eight years, depending on the region. DOF produces population projections, and the COG also develops projections during its Regional Transportation Plan update. Then, 26 months before the housing element due date for the region, HCD must meet and consult with the COG and share the data assumptions and methodology that they will use to produce the RHND. The COG provides HCD with its own regional data on several criteria, including:

- Anticipated household growth associated with projected population increases;
- Household size data and trends in household size;
- The percentage of households that are overcrowded, as defined, and the overcrowding rate for a comparable housing market, as defined;
- The rate of household formation, or headship rates, based on age, gender, ethnicity, or other established demographic measures;
- The vacancy rates in existing housing stock, and the vacancy rates for healthy housing market functioning and regional mobility, as well as housing replacement needs, as specified;
- Other characteristics of the composition of the projected population;

- The relationship between jobs and housing, including any imbalance between jobs and housing;
- The percentage of households that are cost burdened and the rate of housing cost burden for a healthy housing market, as defined; and
- The loss of units during a declared state of emergency during the planning period immediately preceding the relevant housing element cycle that have yet to be rebuilt or replaced at the time of the data request.

HCD can take this information and use it to modify its own methodology, if it agrees with the data the COG produced, or can reject it if there are other factors or data that HCD feels are better or more accurate. Then, after a consultation with the COG, HCD makes written determinations on the data it is using for each of the factors listed above, and provides that information in writing to the COG. HCD uses that data to produce the final RHND, which must be distributed at least two years prior to the region's expected housing element due date. The COG must then take the RHND and create an allocation methodology that distributes the housing need equitably amongst all the local governments in its region. The RHNA methodology is statutorily obligated to further all of the following objectives:

- 1) Increase the housing supply and mix of housing types, tenure, and affordability in all cities and counties within the regional in an equitable manner, which must result in each jurisdiction receiving an allocation of units for low- and very low-income households;
- 2) Promote infill development, socioeconomic equity, the protection of environmental and agricultural resources, and achievement of regional climate change reduction targets;
- 3) Promote an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction;
- 4) Allocate a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category; and
- 5) Affirmatively further fair housing.

State Funding for Planning: Although local governments do not build housing, they are responsible for the planning and zoning necessary to facilitate the production of housing. Prior to the dissolution of redevelopment agencies in 2016, many cities and counties relied upon redevelopment funding to support their planning departments. Beginning in 2019, the state created several one-time General Fund programs to support local planning activities to increase housing production.

SB 2 Planning Grants, the first of these programs was funded by SB 2 (Atkins) Chapter 364, Statutes of 2017, the Building Homes and Jobs Act, which imposes a \$75 recording fee on real estate documents, excluding those documents recorded at the time of sale. The money raised by SB 2 goes to support affordable housing activities, and in the first year, the money collected was split between planning grants and funding for homelessness programs. The SB 2 Planning Grants made \$123 million in grants available to local governments to update general plans, community plans, specific plans, local planning related to implementation of sustainable communities

strategies, or local coastal plans, updates to zoning ordinances, environmental analyses that eliminate the need for project-specific review, and local process improvements that expedite local planning and permitting.

In 2019-20, the Budget included \$250 million in grants for COGs, regions, cities, and counties to fund planning activities that accelerate housing production. This funding was split between the Regional Early Action Planning Grant Program (REAP) and Local Early Action Planning Grant Program (LEAP). Through REAP, \$125 million went to COGs and regional entities for planning activities that will accelerate housing production and facilitate compliance in implementing the sixth cycle of the RHNA. The remaining \$125 million went to the REAP, which provided one-time grants to cities and counties to update their planning documents and implement process improvements that will facilitate the acceleration of housing production and help local governments prepare for their 6th cycle RHNA, much like the SB2 Planning Grants.

In 2020, REAP 2.0 expanded on the REAP program by integrating housing and climate goals, and allowing for broader planning and implementation investments (including infrastructural investments that support infill development, which facilitates housing supply, choice, and affordability). REAP 2.0 funds were designed to accelerate infill housing development, reduce Vehicle Miles Traveled (VMT), increase housing supply at all affordability levels, affirmatively further fair housing (AFFH), and facilitate the implementation of adopted regional and local plans to achieve these goals. REAP 2.0 was administered by HCD in collaboration with the Governor's Office of Land Use and Climate Innovation (LCI), the Strategic Growth Council (SGC), and the California Air Resources Board (CARB). REAP 2.0 provided an investment to advance implementation of adopted regional plans by funding planning and development activities that accelerate infill housing and reductions in per capita VMT. The 2020-21 Budget included \$480 million for REAP 2.0 to suballocated directly to the state's 18 Metropolitan Planning Organizations (MPOs), and the MPOs suballocated a portion of the funds to eligible entities (cities, counties, transit/transportation agencies) in their metropolitan region. The remaining funds were split into a set aside for Tribal entities and for eligible entities in smaller counties in non-MPO regions (\$30 million), as well as for a Higher Impact Transformative set aside for all eligible entities (\$30 million).

This Bill: This bill creates a program that is similar to the existing statutory program but with some key differences. The Local Government Planning Support Grants Program provides grants to COGs and local jurisdictions to update the sixth RHNA cycle, which is almost over, this bill would apply to the seventh cycle. In addition, this bill adds local housing trust fund activities as an eligible use for COGs; removes the multiagency working groups required to access funds; adds an automatic approval once HCD's 30-day shot clock to approve a request expires; and staggers allocations so that COGs become eligible for funding once they begin their RHNA process.

The author of this bill submitted a budget request for \$125 million over multiple years for the Regional Early Action Planning (REAP 1.0) grant program. If funding was included in the budget for this program, it could not be easily plugged into the existing statute given the differences between what is being proposed and the Local Government Planning Support Grants Program. It's worth noting that the Governor's budget does not include any new funding for housing programs.

Augments in Support: According to the sponsor of this bill, California Association of Councils of Government (CalGOG), “the next RHNA cycle will be the most expensive and complex in California history. Recent statutory changes require regions to analyze additional income categories, conduct expanded outreach to special-needs populations, undergo more rigorous HCD review, and meet heightened equity, environmental, and data standards. These reforms can potentially improve outcomes, but they significantly increase costs for both regional agencies and local jurisdictions. Without a dedicated funding source, regions will struggle to meet statutory requirements, and cities will lose access to the planning assistance that proved essential during REAP 1.0.”

Arguments in Opposition: The California Building Industry Association (CBIA) writes in an oppose unless amended position: “CBIA supports codifying the REAP framework as a permanent program and agrees that regional governments need dedicated resources for the increasingly complex RHNA process. Our concern is focused on ensuring that REAP funds are directed toward planning for and permitting housing, rather than toward regional regulatory frameworks that layer new requirements on top of the state housing accountability system that the Legislature has built over the past decade.”

REGISTERED SUPPORT / OPPOSITION:

Support

Southern California Association of Governments (Sponsor)
 American Planning Association, California Chapter
 California Association of Councils of Governments
 California State Association of Counties
 City of Barstow
 City of Garden Grove
 City of Grand Terrace
 City of Montebello
 City of Palm Desert
 City of Palmdale
 City of Paramount
 City of Pico Rivera
 City of Pomona
 City of Riverside
 City of Santa Monica
 City of South El Monte
 City/county Association of Governments of San Mateo County
 East Bay Housing Organizations
 Imperial County
 LA Forward Institute
 League of California Cities
 Mayor Patricia Lock Dawson, City of Riverside
 Rural County Representatives of California
 South Bay Cities Council of Governments
 South Bay Cities Council of Governments
 Urban Counties of California

Opposition

Equitable Land Use Alliance

Oppose Unless Amended

California Building Industry Association
Families and Homes San Jose

Analysis Prepared by: Lisa Engel / H. & C.D. / (916) 319-2085

SENATE COMMITTEE ON ENVIRONMENTAL QUALITY
Senator Blakespear, Chair
2025 - 2026 Regular

Bill No: SB 1087
Author: Cabaldon
Version: 2/13/2026
Urgency: No
Consultant: Heather Walters
Hearing Date: 4/8/2026
Fiscal: Yes

SUBJECT: Transportation planning: sustainable communities strategies: Road Maintenance and Rehabilitation Program: local planning grants

DIGEST: This bill makes numerous changes to existing Sustainable Communities Strategy guidelines and requirements including but not limited to those that would significantly shift responsibilities from the California Air Resources Board to the California Transportation Commission, make changes to how strategies are evaluated, and align certain state funding opportunities with said strategies.

ANALYSIS:

Existing federal law:

- 1) Requires any urbanized area with a population greater than 50,000 to establish a metropolitan planning organization (MPO) that, among other things, is responsible to ensure that regional transportation planning is cohesive across local jurisdictions. (23 U.S.C. §134–135)
- 2) Requires MPOs to prepare long-range (i.e. at least 20-year) regional transportation plans (RTPs) to establish regional goals, identify present and future needs, deficiencies, and constraints, analyze potential solutions, estimate available funding, and propose investments. (23 U.S.C. §134)
- 3) Defines “regionally significant projects” to mean a transportation project that is on a facility which serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network. (40 U.S.C. §93.101)

Existing state law:

- 1) Establishes the Air Resources Board (CARB) as the air pollution control agency in California and requires CARB, among other things, to control emissions from a wide array of mobile sources and coordinate, encourage, and review the efforts of all levels of government as they affect air quality. (Health

and Safety Code (HSC) §39500 et seq.)

- 2) Requires CARB to determine the 1990 statewide GHG emissions level, and achieve that same level by 2020 (AB 32), and achieve a 40% reduction from that level by 2030 (SB 32, Pavley). (HSC §38500 et seq.)
- 3) Requires transportation planning agencies to prepare and adopt regional transportation plans (RTPs) that, with specifications, achieve a coordinated and balanced regional transportation system. (Government Code (GOV) §65080 et seq.)
- 4) Requires, as a part of the regional transportation plan, a Sustainable Communities Strategy (SCS) with specifications, to be prepared by each MPO. (GOV §65080)
- 5) Establishes a process for, and requires, CARB to provide regional transportation planning agencies with GHG emissions reductions targets that must be included in their SCS. (GOV §65080)
- 6) Requires CARB, pursuant to SB 150 (Allen, Chapter 646, Statutes of 2017), to report to the Legislature every four years on MPOs' progress towards meeting their GHG emission reduction targets in their SCS, including changes to emissions, metrics that support the strategies being used, a discussion of best practices, and an identification of challenges. (Allen, Chapter 646, Statutes of 2017)

This bill:

- 1) Directs CARB to:
 - a) Provide, no later than ____ years before the due date of a region's next SCS, a GHG emission reduction target for all on-road transportation sectors for 2035. Further stipulates:
 - i) CARB shall exchange technical information with MPOs and affected air districts;
 - ii) CARB must take into account the GHG emission reductions that will be achieved by improved vehicle emission standards, changes in fuel composition, and other measures CARB has and will approve that will reduce emissions;
 - iii) The GHG emission reduction targets must reflect the combined effect of policies, regulations, and investments by a number of entities across numerous levels of government, and be based on what is achievable for the region, taking into account existing conditions, as defined;

- iv) CARB must, before updating GHG emission reduction targets, exchange technical information with specified state, regional, and local entities and engage in a consultative process; release a draft target for public comment; publish its methodology and assumptions no fewer than 60 days before the release of a draft target; host at least two public workshops; and hold a public hearing within the applicable region;
 - v) CARB may express GHG emission reduction targets in any metric, provided said metric does not penalize regions for exogenous factors including population, economic growth, and cross-border traffic;
- b) Appoint a Regional Targets Advisory Committee (RTAC), which is directed to recommend:
 - i) Factors to be considered and methodologies to be used for setting GHG emission reduction targets; and
 - ii) How certain considerations should be balanced in setting GHG emission reduction targets.
 - c) Consider the report from the RTAC before setting GHG emission reduction targets; and
 - d) Develop the SB 150 report in consultation with the CTC and HCD, in addition to existing requirements.
- 2) Directs the CTC to:
- a) In collaboration with CARB, prescribe:
 - i) Technical methodologies that MPOs and regional transportation planning agencies may employ to estimate the emissions of GHGs; and
 - ii) The required contents of SCSs.
 - b) Maintain guidelines for travel demand models used by MPOs for SCSs.
 - c) Coordinate with RTPs to ensure that regionally significant projects, as defined, selected for funding by the state highway operation and protection program (SHOPP) align with the timing, phasing, and scope of projects included in RTPs.
 - d) Prior to initiation of a public participation process, receive and review from MPOs a description of the technical methodology the MPO intends to use to estimate the GHG emissions of the SCS (or APS). Further stipulates:
 - i) The CTC may object to the methodology;
 - ii) The CTC's review must be completed within 30 days; and
 - iii) The CTC's review is limited to only whether the methodology aligns with the latest CTC guidelines.
 - e) After adoption of an SCS (or APS), review the quantification of reductions of emissions of GHGs the strategy to achieve. Further stipulates:

- i) The CTC must review the strategy within ____ days for completeness (including whether the MPO used required data sources, disclosed assumptions, and applied methodology in a manner consistent with CTC guidelines);
 - ii) The CTC must determine within 60 days of submission of the strategy would, with nonsubstantive corrections, or would not achieve the GHG emission reduction targets;
 - iii) That if the CTC does complete this work in the allotted time, the strategy will be deemed approved for implementation and funding alignment purposes; and
 - iv) That in the event of strategy rejection, the CTC must provide written explanation of the deficiencies of the strategy, and the MPO must either revise the strategy or adopt an APS.
- 3) Directs MPOs to:
 - a) Submit an SCS (or APS) every eight years, rather than every four;
 - b) Prepare, if an SCS is unable to achieve the set GHG emission reduction goals, an APS, which shall include an analysis of additional infrastructure, transportation measures, or policies, if necessary;
 - c) Submit a SCS implementation report, consistent with CTC guidelines, alongside any RTP that does not include a new SCS.
- 4) Exempts from CEQA the preparation and adoption of RTPs, SCSs, and APRs if the MPO or regional transportation planning agency conducts enhanced public outreach, which may include activities such as workshops, interactive online tools, convening advisory panels, conducting targeted outreach, or employing public survey tools.
- 5) Defines relevant terms, including farmland, feasible, and resource areas.
- 6) Removes outdated legislative provisions regarding San Deigo's (from AB 423 (Gloria, Chapter 744, Statutes of 2019)) and Sacramento's (from AB 350 (Aguilar-Curry, Chapter 648, Statutes of 2023)) past SCS submissions.
- 7) Expands the allowable uses of Road Maintenance and Rehabilitation Account local planning grants to include the goals of an SCS.
- 8) Expands the eligibility and allowable uses of Solutions for Congested Corridors Program funds to include projects that are included in an APS, funding implementation of an RTP, and requires projects to document consistency and alignment with an RTP.

Background

- 1) *Regional Transportation Plans*. Long-term planning decisions about transit infrastructure by local governments are guided by 20-year Regional Transportation Plans (RTPs). Federal and state requirements for the development of RTPs have been in law since the 1970's, with additional requirements added over the years.

Over the decades that RTPs have been used, there have been changes in the considerations included in transportation planning. As an example, the latest California RTP Guideline revision in 2017 included updates such as following state climate change mitigation/adaptation guidance, considering environmental justice issues, and updating travel demand models.

- 2) *Sustainable Communities and Climate Protection Act of 2008 (SB 375)*. In 2008, the Legislature passed SB 375, a first-of-its-kind law to recognize the critical role of integrated transportation, land use, and housing decisions to meet state climate goals. The law requires each of California's 18 regional MPOs to include a new element in their RTPs – a SCS.

The key guiding metric in a SCS is a GHG emission reduction target, which is decided by ARB upon consideration of a district's specific challenges and capabilities. This target is supposed to guide long-term planning and local decision making on new transit, housing, and roadway projects. Ultimately, while these targets are intended to guide planning discussions, they are not enforceable. The question of how MPOs fund projects that advance their SCS remains open, and MPOs do not have the authority to directly regulate land use.

- 3) *Updated regional plan targets*. In an update to the SB 375 targets originally set in 2010, ARB staff proposed new targets for 2020 and 2035, which were approved in 2018. These more stringent targets again varied by MPO, but still represented a compromise between what the MPOs believed possible, and what ARB deemed necessary to achieve SB 32 targets. Specifically, the original 2010 targets would cumulatively contribute a 13% reduction in GHG emissions, and the updated targets would get to 19%. According to the 2017 Scoping Plan update, this reduction needs to be 25% - well above even the increased targets.
- 4) *SCS progress report to the Legislature*. As required by SB 150 (Allen, 2017), CARB prepared a report describing the MPOs' progress towards achieving the GHG emission reductions contained in their SCS documents. That report found

that California was not on track to meet the GHG reductions expected under SB 375, with emissions from statewide passenger vehicle travel per capita actually increasing. It is unlikely that any MPO achieved their 2020 GHG emission reduction goals. Without substantial changes, it will be unlikely they will achieve the currently set 2035 goals either.

Troubling findings, such as more single-occupant vehicle trips, longer commutes, and unchanging ratios of spending on roads versus other transit helped explain the shortcomings of SB 375 implementation to date. While preparing the first SB 150 report, CARB consistently heard concerns over the pervasive and longstanding disconnect between the factors that shape regional growth and development in California – such as transportation investment, housing market conditions at the local, regional, and state levels – and the state’s environmental, equity, climate, health, economic, and housing goals.

Overall, CARB concluded that SB 375, “...focused its efforts on MPOs and initiating change in the way planning for growth and travel occurs, but structural changes and additional work by all levels of government are still needed to implement what regions have identified to be needed strategies. While no single agency or level of government alone bears the responsibility for this work; there is an important opportunity to partner across many agencies, with regional and local government staff and elected officials, and with communities on taking collaborative action toward better results.”

- 5) *California Transportation Assessment Report (AB 285)*. In 2019, Assemblymember Friedman’s AB 285 (Chapter 605, Statutes of 2019) was signed into law. It called for an analysis of the California Transportation Plan and related documents—including RTP/SCSs—to see they are working towards or against better multimodal transportation options, GHG emission reductions, equity, and environmental justice. The AB 285 report, released in 2022 found that RTP/SCSs have been more ambitious than pre-SB 375 regional plans in encouraging more compact growth patterns, mode shifts toward sustainable transport, such as transit, biking, and walking, and reductions in VMT. However, the report did address the shortcomings of SB 375 implementation and made some recommendations. To quote:

“What accounts for the disappointing performance of RTP/SCSs in achieving desired outcomes? Various observers have long warned of structural flaws in SB 375 in terms of a mismatch of MPO responsibility with inadequate authority or resources to carry it out. To achieve plan goals, MPOs need state and local government support and cooperation, which so far have been inadequate.

“The need for local cooperation has been evident from the start. SB 375 relies on MPOs to coordinate transportation and land use at a regional scale, and plan analyses consistently show the synergistic benefits of this approach for reducing VMT and GHGs. But to achieve their SB 375 targets, the MPOs have relied on land use policy changes not yet adopted by many localities and which veer away from current local general plans and zoning ordinances. The MPOs do not control land use policymaking, which is the prerogative of local governments.”

Comments

- 1) *Purpose of Bill.* According to the author, “California passed SB 375 in 2008 with a bold and necessary vision: that the way we plan our communities, where we build homes, how we connect people to jobs and services, and how we invest in transportation, is inseparable from our ability to meet our climate goals. That vision was right then, and it is more urgent now. But nearly two decades of implementation have made one thing clear: the law as currently structured is not delivering the results Californians deserve. Our regions are still sprawling. Commutes are still growing. Families, especially those with the fewest options, are spending more and more of their incomes just to get to work and back. SB 1087 is a course correction. It aligns state dollars with regional climate plans, so that the billions California spends on transportation each year are working toward our goals, not against them. It streamlines a planning process that has become a compliance exercise rather than a tool for action, freeing our regional agencies to do what we need them to do: deliver projects, build housing in the right places, and invest in the transit and infrastructure that will determine whether California meets its climate commitments.”
- 2) *CARB is best for GHG reduction analysis...* As written, SB 1087 would task the California Transportation Commission (CTC) with developing technical GHG emission reduction methodologies, and with reviewing submitted SCS plans for their ability to achieve GHG emission reduction goals.

The CTC was created in 1978 and replaced and assumed the responsibilities of four independent bodies: The California Highway Commission, the State Transportation Board, the State Aeronautics Board, and the California Toll Bridge Authority. According to the CTC website, “The Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, transit and active transportation improvements throughout California. The Commission also advises and assists the Secretary

of the California State Transportation Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is also an active participant in the initiation and development of State and Federal legislation that seeks to secure financial stability for the State's transportation needs." The CTC does not currently review GHG methodologies as part of its normal responsibilities.

In contrast, CARB is California's primary air pollution and GHG regulator and the preeminent state entity for developing and assessing GHG emission methodologies. CARB have numerous staff currently who have significant training and experience in GHG quantification and projections.

It seems that this aspect of the bill comes from a place of frustration with CARB's existing GHG emission reduction methodology development and SCS review processes. These frustrations may be much better addressed by reforming CARB's existing processes, rather than transferring those responsibilities to a commission that was not established to—and may be hard-pressed to develop the ability to—perform technical analyses of GHG emission data. There may still be value in considering other ways some of CARB's responsibilities could be delegated or otherwise shaped by other agencies, and those conversations are expected to continue as this bill moves through the legislative process.

The committee may wish to keep GHG emission reduction methodology development and SCS review at CARB, rather than move it to the CTC as currently proposed.

- 3) *...but CARB's process does need improvements.* Regardless of CARB being the most appropriate entity to develop, review, and assess the technical GHG emission reduction methodologies, that does not change the fact that MPOs almost universally report frustrations with the existing processes.

Beyond moving some of CARB's responsibilities to the CTC, SB 1087 also introduces some new mechanisms to facilitate the process. Most notably, this bill would introduce a shot clock to the reviewing entity' timeline for review of technical methodology (30 days); judging completeness, among other things (number of days to be determined; accepting or rejecting the plan's suitability for achieving GHG emission reduction goals (60 days); and—if the plan is rejected—plan revision, resubmission (or submission of an APS), and (re)review (60 days). The penalty for the reviewing entity failing to comply with these timelines is that the plan is immediately deemed approved for implementation and funding alignment purposes.

Although these timelines may, in some situations, be uncomfortably short, they are sensible as an attempt to keep plans moving steadily towards final approval. Given the many years that thoroughly- and deliberatively-reviewed plans have failed to achieve GHG emission reduction targets and the common refrains from MPOs about the current process, it may indeed be reasonable to create such timelines. As more details of the bill potentially change during the legislative process these timelines could need to be reassessed, but they seem (if done by CARB) potentially reasonable.

A notable point of contention regarding the timeline for plan evaluation is whether a submission is deemed “complete” or not. As the bill moves forward, the author is encouraged to consider alternative approaches by which the reviewing entity may ensure they have a sufficiently-complete plan to review while still achieving the goals of the bill.

- 4) *Targets with considerations.* One aspect of CARB’s authority that SB 1087 does not attempt to move to CTC is the GHG emission reduction target-setting process. However, the bill does propose several changes to the process, through directly amending the relevant statute, directing the RTAC to provide certain guidance on target-setting to CARB, and placing certain requirements upon the metrics themselves used in the targets. These three avenues seem to have similar intent, but they could benefit from added clarity and consolidation.

Briefly, SB 1087 proposes that (and the author may wish to consider, going forward):

- a) CARB should appoint a Regional Targets Advisory Committee (RTAC), including practitioners as well as technical and policy experts, to recommend factors to be considered and methodologies to be used for setting GHG emission reduction targets, as well as recommend how specified factors should be balanced. *The composition, desired outcomes, and apparent value of the RTAC are all unclear and should be elucidated going forward;*
- b) The future GHG emission reduction targets set by CARB shall:
 - i) Be for all on-road transportation sectors for 2035, rather than just for the automobile and light truck sector as the law currently requires.

This small amendment introduces seismic changes to the scope of the SCS/APS. The types of housing, transit, and other land-use

decisions envisioned by SB 375 are significantly different policies from what governs emissions from, for example, the medium- and heavy-duty trucking sectors. Although those are major contributors of GHG and other air pollutant emissions, the original stated intent of SB 375 was to build upon the successful regional “blueprint” process by requiring MPOs to develop SCSs to be the “land use allocation in the [RTP].” By adding more sectors to the target that is the focus of the SCS, this may dilute focus on the intended scope of the strategy. There is a tradeoff to weigh here between a more-complete picture of the GHG emissions from the complete transportation sector versus a more-targeted focus on the types of transportation and housing-based land-use decisions SCSs have traditionally centered around.

- ii) “Reflect the combined effect of policies, regulations, and investments by cities, counties, special districts, county transportation agencies, air districts, metropolitan planning organizations, the state, and the federal government to improve fleet efficiency and reduce vehicle miles traveled.”

The author’s intent is understood to be that GHG emission reduction targets should be designed to capture the sum total of GHG reducing efforts underway. However, the specific terminology used may confound this goal. *Going forward, the author may wish to consider instead having the targets consider these same policies from all levels of government, to provide CARB more discretion in setting the targets while ensuring targets are realistic for regions;*

- iii) “Be based on what is achievable for the region, taking into account existing conditions, exogenous factors, and financial constraints. For purposes of this subclause, ‘existing conditions’ includes, but is not limited to, existing resources, the built environment, and access to modes of travel outside of single-occupant passenger vehicles.”

This use of “existing conditions” may unintentionally limit CARB’s ability to offer forward-looking targets and address anticipated changes. *Going forward, the author may wish to consider instead having the targets consider existing conditions, exogenous factors, and financial constraints, to ensure targets are simultaneously grounded in reality while not being overly constrained;*

- iv) Be expressed in any metric deemed appropriate by CARB, "...that does not penalize regions for exogenous factors such as population, economic growth, or cross-border traffic."

While it is appropriate for CARB to tailor GHG emission reduction targets to the unique factors that regions experience, it is not clear how a metric would or would not penalize a region. *Going forward, the author may wish to consider instead having the GHG emission reduction targets consider exogenous factors such as population, economic growth, or cross-border traffic, to make sure those factors are included in how targets are set without necessarily excluding any specific metric from being used.*

Ultimately, setting a GHG emission reduction target for a region is certain to be a contentious, iterative, and consequential process. Many of the specific factors and topics included in SB 1087 are important pieces of what makes a target ambitious yet achievable, and they should remain in the legislation. By providing CARB direction in scope and discretion in implementation, SB 1087 can be more effective in achieving its stated goals without tying CARB's hands. Discussions of whether metrics "penalize a region" or targets "reflect the combined effect" of policies may be best had in the proposed consultative and participatory process with regions, rather than fixed in statute.

- 5) *To 2035 and beyond.* Currently, CARB has set GHG emission reduction targets for MPOs to achieve by 2035. This is worth considering in the context of California's climate goals, as well as in the context of the rest of this bill.

California has statutory GHG emission reduction goals: a 40% reduction below 1990 levels (per SB 32 – Pavley, Chapter 249, Statutes of 2016) and an 85% reduction below 1990 levels and accompanying carbon neutrality no later than 2045 (per AB 1279 – Muratsuchi, Chapter 337, Statutes of 2022). Even more recently, California's flagship climate program (now called Cap-and-Invest) was reauthorized last year (per AB 1207 – Irwin, Chapter 117, Statutes of 2025) until 2045. The Scoping Plan, updated every 5 years, represents CARB's roadmap for achieving those goals using the tools available to the state. As part of the last update (released in 2022), CARB called for a 25% statewide VMT reduction by 2030 as part of the efforts necessary to reach the SB 32 target. Although there was no 2045 VMT reduction target, CARB is clearly already using VMT reduction as one of many policy levers to consider pulling to achieve our climate goals. Nevertheless, given the SB 375 targets only go out to 2035, any VMT reductions between 2035 and 2045 would need to be effectuated through policies other than SCS/APS implementation.

Within the context of this bill, there are several timing elements whose interactions are worth considering. First, the bill proposes moving the current four-year SCS cycle to an eight-year cycle. Given the resources that go into both SCSs and plans to meet regional housing needs, this may be a sensible change. Secondly, the bill gives MPOs some discretion as to when they choose to switch to the eight-year cycle—it can be either of the next two regularly scheduled SCS updates. This will enable them to best synchronize the SCS with other plans. Finally, the bill provides direction for CARB as to how the 2035 targets should be set, but goes no further.

As a result of these three factors, MPOs under SB 1087 may only release a single SCS update between the passage of this bill and the 2035 targets, with no further SCS requirements. ***Given the effort undertaken to improve the program and the value of SB 375 in reducing VMT to help the state reach its climate goals, the committee may wish to amend SB 1087 to direct CARB to set additional regional GHG emission reduction targets for 2045.***

- 6) *Growing smarter.* When an MPO releases an SCS, it is intended to guide where and how a region decides to grow its housing and transportation systems in a GHG emissions-conscious way for years to come. That guidance looks significantly different for each of California's 18 MPOs, and as a result, the statutory direction to MPOs as to what must be included is relatively scant. Per Government Code section 65080, an SCS must identify the location of uses, residential densities, building intensities; areas sufficient to house the projected population; areas sufficient to house an eight-year projection of additional necessary housing; and a transportation network to service the transportation needs of the region. It must also gather and consider the best available science on resource areas and farmland, consider housing goals, set forth a forecasted development pattern to reduce GHGs, and allow the region to comply with the federal Clean Air Act.

An SCS is not the only document that guides where and how new growth and development occurs in the state, and there may be lessons to be learned from other such efforts. Several state-level governmental entities already use maps to help guide growth (such as Site Check from the Governor's Office of Land-Use and Climate Innovation). Even some MPOs today (such as SACOG, SANDAG, and Fresno COG) use maps to help screen where future housing growth should be more or less constrained, in consideration of other factors. This best practice may be an effective approach for other MPOs to consider to help the SCS be an even more functional document and helping prioritize growth that avoids conflict with sensitive or otherwise high-risk lands.

Such changes to MPOs' directives are beyond the purview of this committee. However, *going forward the author may wish to consider the value of directing MPOs to include maps that may be used for land-use screening in future SCSs. Said maps could potentially reflect existing data, including but not limited to Fire Hazard Severity Zones, Federal Emergency Management Agency flood zones, sea level rise projections, U.S. Fish and Wildlife Service Critical Habitat, National Wetlands Inventory, Areas of Conservation Emphasis identified by the Department of Fish and Wildlife, certain farmland identified in the Department of Conservation's Farmland Mapping & Monitoring Program, or easements enrolled in the Williamson Act.* By considering lands like these in the consolidated SCS process, this could help simplify the process for future housing and transportation system growth to avoid undesired locales.

- 7) *Checking in.* To be clear, extending the timeline for SCS plans from every four years to every eight years is not without its consequences, even if it may ultimately be a net benefit. If stakeholders only get an opportunity once every eight years to provide input and oversight, regions may end up far off base in implementation with little transparency for how they got there or how they will course correct.

The bill attempts to address this potential issue by requiring an "SCS implementation report" within the RTP at the four-year mark in the eight-year SCS cycle. This represents a laudable attempt to provide transparency and ensure progress, but the bill lacks detail. Fortunately, updating stakeholders on SCS implementation is not a new concept. SACOG, pursuant to AB 350 (Aguiar-Curry – Chapter 648, Statutes of 2023), is required to submit a report on the "regional implementation of its most recently adopted SCS using indicators developed and vetted with stakeholders." That bill further stipulated the contents of that report, including a comparison between a priori housing development assumptions and actual production activity, a discussion of factors that have influenced progress, and the construction and funding progress for certain transportation projects. Prior to that, AB 423 (Gloria, Chapter 744, Statutes of 2019) required SANDAG to publish a biennial implementation report as well. Although less prescriptive than AB 350's requirements upon SACOG, AB 423 did direct SANDAG to discuss the status of implementation, as well as any successes or barriers that had occurred since the last report.

Going forward, the author is encouraged to consider specific elements of existing implementation reports, as well as other useful information, that could be added to ensure implementation reports are held to a consistent, useful

standard across MPOs.

A common criticism of existing SCS documents is that many of the most GHG emissions-reducing projects are slated for the later years of the plan resulting in ongoing short- and medium-term development that does little to achieve GHG targets. By quantitatively assessing progress along the way towards target dates, there could potentially be opportunities to incentivize regions and developers towards meeting interim targets in line with implementation reports.

- 8) *CEQA at the planning level.* Another way that SB 1087 changes the existing process around SCS adoption is exempting the preparation and adoption of RTPs, SCSs, and APSs from CEQA if the planning agency conducted “enhanced public outreach”. According to information provided by the sponsors to the committee, the Programmatic Environmental Impact Report (PEIR) for an SCS can cost in the range of \$4-5 million and represent a significant investment of limited time and funds. The rationale is that by exempting plan preparation and adoption from CEQA, those resources can be better put towards implementation and development.

So what is lost by exempting RTP/SCS/APS plan preparation and adoption from CEQA? It is not entirely clear. On one hand, affected communities lose the opportunity to challenge the holistic, region-level assumptions and projections that underpin the SCS, for better or worse. On the other hand, the projects themselves are not significantly less likely to go through a full CEQA process because of SB 1087, as the language is clear to point out (“This section shall not be interpreted as exempting from [CEQA] a project that would implement actions taken pursuant to a plan or strategy adopted pursuant to this chapter.”).

Facilitating the CEQA process for meritorious projects that advance the SCS has been a feature of the process since its inception but has found middling success. The original SB 375 created a pathway for certain projects to be exempt from CEQA; so-called “Transit Priority Projects” could, if they met certain specified criteria, be deemed a “Sustainable Communities Project” and be exempt from CEQA. Even for projects that are not deemed Transit Priority Projects, other criteria can still be met that would allow a project to do a “Sustainable Communities Environmental Assessment” which is a limited EIR that does not need to include certain impacts. In practice, these exemptions appear to be very rarely used since their inception. Moreover, in theory a programmatic EIR (such as the one prepared for the SCS plan) should enable projects to tier off of it, needing to only prepare an abridged “focused EIR” which only contemplates changes not considered in the PEIR. Again however,

in practice multiple MPOs report no knowledge of any project seeking to tier off of an SCS's PEIR.

Indeed, because of other recent legislation, many of the same types of projects likely to be described in an SCS (such as infill housing and certain transportation projects) are broadly exempt from CEQA already. In fact, SB 71 (Wiener, Chapter 742, Statutes of 2025) specifically only exempts transit projects that are anticipated to cost over \$100 million from CEQA if (among other things) they were included in an SCS (or RTP, general plan, or other plan) that underwent a PEIR. Thus, some portion of the resources saved by exempting the SCS itself from doing a PEIR may in turn be counterbalanced by formerly SB 71-eligible transit projects needing to do a full EIR.

There is no doubt that preparing a PEIR for an SCS is a substantial undertaking. However, for some projects (especially those categorically exempted from CEQA through other processes), an SCS PEIR may be the only formal environmental review that contemplates them. Moreover, it is one of the only times for community members to, through CEQA, influence larger-scale, regionwide planning and growth assumptions. Particularly given the shift to an eight-year cycle, entirely losing this opportunity to holistically assess a region's SCS is not a decision that should be made lightly.

- 9) *What does enhanced public outreach get you?* The alternative envisioned by the bill to CEQA for these substantial documents (the latest SCAG SCS PEIR was roughly a thousand pages)—enhanced public outreach—is open-ended and ambiguous. It *may* include hosting workshops, developing online tools, convening advisory panels, conducting target outreach, or employing public survey tools. There are no requirements in the definition that any of those outreach activities be responded to or included in any way. This, in no uncertain terms, pales in comparison to the thoroughness of consideration and accountability that CEQA provides.

As implemented today, MPOs conduct varying levels of outreach and public engagement as part of their SCS preparation. According to information provided to the committee by MTC-ABAG:

“...Plan Bay Area 2050+ adopted a hybrid approach to public involvement, keeping with the commitment to equitably reach out to communities rather than requiring residents to reach out to MTC-ABAG. This allowed residents to inform the plan development process in person while also relying on the newly established best practice of offering more widely accessible virtual engagement opportunities.

To that end, Plan Bay Area 2050+ engagement offered ample opportunity for public and partner involvement, both online and in person. To date, overall engagement for the plan between 2023 and 2025 yielded over 15,300 comments, over 40,500 data points and the active participation of over 17,300 residents from across the region. This accomplishment was made possible in large part with the help of MTC’s growing partnership network of community-based organizations (CBOs).”

While laudable, the text of SB 1087 certainly does not ensure that all MPOs would conduct such an exemplary level of outreach and engagement to comply with the law. And furthermore, it should be noted that even with MTC-ABAG’s reported outreach, the affected communities’ members did not have the legal basis that CEQA would provide to influence and potentially challenge the SCS that was ultimately adopted. While MPOs should ideally strive towards the most meaningful engagement of community members possible, such efforts should be done on their own merits and to comply with other applicable requirements, not as a substitute for CEQA.

Given the resources devoted to completing a full EIR for an SCS/APS, the apparent lack of tiering being used to accelerate project implementation, and the applicability of CEQA for many of the projects that are included within an SCS/APS, the author and committee may wish consider simply exempting the preparation of the documents from CEQA, rather than making the exemption contingent on “enhanced public outreach”.

- 10) *Minor and technical amendments.* As SB 1087 is a large and technical bill, opportunities for clarifications and improvements abound. ***The author and committee may wish to consider:***
- a) ***Moving the proposed coordination between Caltrans and MPOs regarding projects in the State Highway Operation and Protection Program (SHOPP) from the Transportation Asset Management Plan (TAMP) program’s code section to that of the SHOPP itself; and***
 - b) ***Restoring “project deliverability” from the criteria listed in Streets and Highway Code sec. 2394, which the author did not intend to delete.***
- 11) *Committee amendments.* ***Staff recommends the committee adopt the bolded amendments contained in comments 2, 5, 9, and 10.***

DOUBLE REFERRAL:

If this measure is approved by the Senate Environmental Quality Committee, the do pass motion must include the action to re-refer the bill to the Senate Transportation Committee.

Related/Prior Legislation

AB 2059 (Wilson, 2026) would cap the maximum cost impact of VMT mitigation for certain projects under CEQA. AB 2059 is currently in the Assembly Natural Resources Committee.

SB 670 (Allen, 2023) would have required CARB in consultation with the Governor's Office of Planning and Research (OPR) and Caltrans, to develop a methodology for assessing and spatially representing VMT and develop maps to display average VMT per capita in the state at the local, regional, and statewide level. SB 670 was held on suspense in the Senate Appropriations Committee.

SB 261 (Allen, 2021) would have tasked CARB with devising new GHG emission reduction targets for the automobile and light truck sector—as well as adding VMT reduction targets—to the requirements for SCCS plans as prepared by the state's MPOs. SB 261 died in the Senate Transportation committee.

SB 475 (Cortese, 2021) would have made numerous changes to the provisions of SB 375, including but not limited to: requiring CARB to update SCS guidelines in coordination with specified agencies; tasking CARB with appointing a State-Regional Collaborative for Climate, Equity, and Resilience, with membership as specified; requiring CARB to update short- and long-term GHG emission reduction goals, as specified; requiring CEC to set regional building decarbonization targets; and eliminating the APS compliance option. SB 475 died in the Senate Transportation committee.

AB 1147 (Friedman, 2021) made numerous substantive changes to the required elements of MPOs' RTPs to ensure effective implementation of SCSs and APSs, as specified. This bill also required the OPR to develop a guidance document to provide best practices for establishing "15-minute communities," as defined, and required Caltrans to develop a bicycle highway pilot program, as specified. AB 1147 was vetoed by Governor Newsom.

SOURCE: Metropolitan Transportation Commission & Association of Bay Area Governments
Sacramento Area Council of Governments
San Diego Association of Governments
Southern California Association of Governments

SUPPORT:

Association of Bay Area Governments
Cal Asian Pacific Islander Chamber of Commerce
California Asian Pacific Chamber of Commerce
City of Elk Grove
City of Sacramento
Councilmember Alice Dowdin Calvillo
Placer County Transportation Planning Agency
Sacramento Area Council of Governments
Sacramento Metropolitan Air Quality Management District
Sacramento; County of
San Diego Association of Governments
South Bay Cities Council of Governments
Southern California Association of Governments
Valley Vision
Valley Vision, INC.

OPPOSITION:

California Building Industry Association
Coalition for Clean Air
Equitable Land Use Alliance (ELUA)
Families and Homes San Jose

-- END --

April 2026 Legislative Advocacy Update

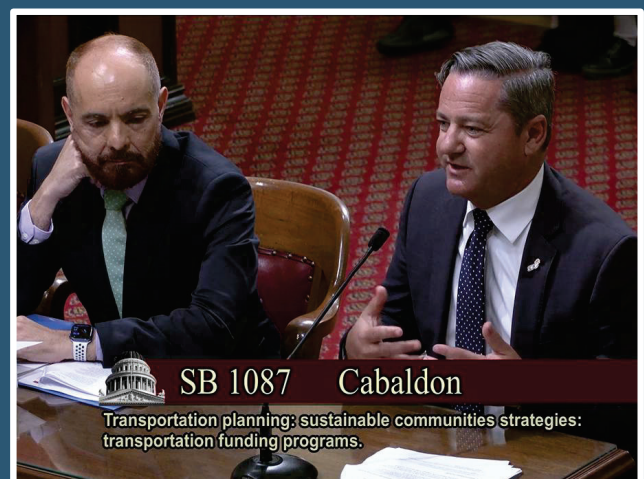
David Angel, Sr. Legislative Affairs Analyst
April 21, 2026

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1

S.B. 1087 (Cabaldon) – SB 375 Reform

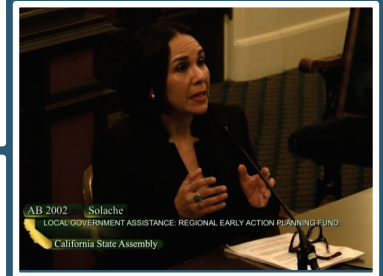
- Would modernize SB 375 to strengthen regional GHG reduction planning and accelerate progress on state climate, housing, and transportation goals.
- Unanimously passed Senate EQ 5-0 on April 7.
- We are committed to continue working with stakeholders and committee members.
- Re-referred to Senate Trans., to be heard in May.



2

A.B. 2002 (Solache) – REAP 1.0 Codification

- Would codify REAP 1.0; Paired with a \$125M budget ask.
- Unanimously passed Asm. Housing Committee 11-0 on April 7.
- Re-referred to Asm. Approps., to be heard in May.



H.R. 6644 – 21st Century ROAD to Housing Act

- SCAG supported the Senate-passed ROAD to Housing Act (Nov. 2025).
- The Senate later combined ROAD with a House-passed Housing for 21st Century Act.
- The combined bill retains key SCAG priorities from the original Senate package.
- The House will now consider the combined bipartisan housing reform package.



QUESTIONS?



Southern California Association of Governments
April 21, 2026

To: LCMC - Legislative/Communications and Membership Committee

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: 2026 Sacramento Summit Overview

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

SCAG hosted its annual Sacramento Summit on March 16 and 17, 2026, where members of the Regional Council (RC), Executive/Administration Committee (EAC), Legislative/ Communications, and Membership Committee (LCMC), and SCAG leadership met with a wide range of state legislators and administration officials to discuss the agency’s top priorities. This year’s advocacy focused primarily on SCAG sponsor bills, Senate Bill (SB) 1087 (Cabaldon) and Assembly Bill (AB) 2002 (Solache), as well as related budget needs to support regional planning.

This report provides a recap of the 2026 Sacramento Summit and outlines next steps, including ongoing bill advocacy for SB 1087 and AB 2002, budget advocacy associated with both bills, and continued coalition building with statewide partners.

BACKGROUND:

On March 16 and 17, SCAG conducted its annual Sacramento Summit, bringing together SCAG board officers, board members, staff, and partners in the state capital to advance the agency’s key legislative and budget priorities. In 2026, those priorities centered on modernizing the state’s regional climate planning framework, codifying successful regional housing implementation tools, and securing resources to support local governments as statutory requirements continue to expand.

A primary focus of the summit was SB 1087 (Cabaldon), SCAG-sponsored legislation that would modernize the statutory framework established by SB 375 (Steinberg, 2008). SB 1087 would allow

regions to more efficiently identify strategies to meet greenhouse gas reduction targets and to better implement those strategies to achieve actual emissions reductions.

The delegation also advocated in support of AB 2002 (Solache), which would codify the successful Regional Early Action Planning (REAP 1.0) framework first enacted in 2019. AB 2002 would provide a stable statutory foundation for regional coordination and assistance related to RHNA implementation, and technical assistance for local jurisdictions. In coordination with AB 2002, SCAG also advocated for a \$125 million one-time budget request to support implementation of the upcoming 7th RHNA cycle.

The summit commenced with a series of discussion sessions, during which the SCAG delegation heard from multiple speakers across four sessions covering air quality, housing, labor, transit, and regional collaboration.

The first session featured Lauren Sanchez, Chair of the California Air Resources Board (CARB), who discussed statewide climate policy, greenhouse gas reduction targets, and the role regional agencies play in implementation. The second panel focused on housing policy and featured Dan Dunmoyer, President of the California Building Industry Association (CBIA); Brian Hanlon, CEO of California YIMBY; Marina Espinoza, Policy Director of the California Housing Consortium (CHC); and Ali Sapirman, Policy Manager for the Housing Action Coalition (HAC). Panelists discussed current challenges in housing production and the policy tools being debated in Sacramento.

The third panel featured labor leaders Kiana Valentine, Executive Director of Transportation California; Joseph Cruz, Executive Director of the California State Council of Laborers; and Danny Curtin, Director of the California Conference of Carpenters, who discussed workforce development, construction timelines, and the relationship between labor policy and housing and transportation investments.

The final panel included Bill Higgins, Executive Director of the California Association of Councils of Governments (CALCOG), and Michael Pimentel, Executive Director of the California Transit Association (CTA), who shared perspectives on statewide coordination, transit funding, and opportunities for interregional collaboration.

Following the panel discussions, the delegation gathered for the annual Alumni Dinner, which included several members of the State Legislature who previously served on SCAG committees. Notable SCAG alumni in attendance included Senator Steven Choi (R-Irvine) and Assemblymembers José Luis Solache (D-Lynwood), Juan Carrillo (D-Palmdale), Nick Schultz (D-Burbank), and Diane Dixon (R-Newport Beach).

On the second day of the summit, the delegation heard from California Attorney General Rob Bonta and California Legislative Analyst Gabe Petek at breakfast before heading to the Capitol for 39 advocacy meetings with state elected officials, legislative staff, and administration representatives. Key meetings included discussions with the Offices of Senate President Pro Tem Monique Limón (D-Santa Barbara) and Assembly Speaker Robert Rivas (D-Salinas). The delegation also met with Deputy Secretary Trey Reffett from Governor Newsom’s office and hosted California State Treasurer Fiona Ma for a meet-and-greet during lunch.

Additional meetings included Senators Maria Elena Durazo (D-Los Angeles), Kelly Seyarto (R-Murrieta), Catherine Blakespear (D-Encinitas), as well as Assemblymembers Juan Carrillo (D-Palmdale), Mike Fong (D-Alhambra), Laurie Davies (R-Laguna Niguel), Lori Wilson (D-Suisun City), Mark González (D-Los Angeles), Greg Wallis (R-Rancho Mirage), Rosilicie Ochoa Bogh (R-Yucaipa), and Corey Jackson (D-Moreno Valley), among others.

SCAG Regional Council President Cindy Allen (Long Beach) led the delegation, joined by First Vice President Ray Marquez (Chino Hills), LCMC Chair Patricia Lock Dawson (Riverside), and Vice Chair Margaret Finlay (Duarte). Additional Regional Council and Policy Committee members present included Wendy Bucknum (Mission Viejo), Tanya Doby (Los Alamitos), Mike Goodsell (Holtville), Mike Judge (Simi Valley), Jan Harnik (Palm Desert), Gil Rebollar (Brawley), Rocky Rhodes (Simi Valley), Suely Saro (Long Beach), Thomas Wong (Monterey Park) and SCAG GLUE Council Member, Tracy Hernandez, Chief Executive Officer of the New California Coalition. SCAG executive staff in attendance included Executive Director Kome Ajise, Chief Operating Officer Darin Chidsey, Chief Planning Officer Sarah Jepson, and Chief Government and Public Affairs Officer Javiera Cartagena.

Staff will continue building upon the advocacy conducted during the 2026 Sacramento Summit. This includes advancing SCAG’s sponsor bills, SB 1087 (Cabaldon) and AB 2002 (Solache), through the legislative process and continuing engagement with bill authors, committee staff, and coalition partners. Staff will also continue targeted budget advocacy to support the proposed \$125 million one-time funding request to assist with implementation of the 7th RHNA cycle, in addition to broader regional planning priorities. More information on advocacy efforts is contained in the State and Federal Advocacy Update staff report.

FISCAL IMPACT:

Work associated with the staff report on the 2026 Sacramento Summit Recap is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. PowerPoint Presentation – 2026 Sacramento Summit Recap

2026 SCAG Sacramento Summit Recap

April 21, 2026

David Angel, Sr. Legislative Analyst

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2026 Sacramento Summit

- March 16-17, 2026
- 4 Panel Sessions
- Alumni Dinner
- 39 Breakout Meetings



2026 Sacramento Summit Legislative Priorities

Priorities:

- Support AB 2002 (Solache) to codify REAP 1.0
 - \$125M “REAP refill” budget ask
- Support SB 1087 (Cabaldon) to reform SB 375 (Steinberg, 2008)



Tuesday Panel Sessions

- **Panel #1** – Fireside Chat w/ CARB Chair Lauren Sanchez
- **Panel #2** – Housing in CA
- **Panel #3** – Labor Leaders
- **Panel #4** – Friends of SCAG



Alumni Dinner

- Assemblymembers
 - José Luis Solache (D-Lynwood)
 - Juan Carrillo (D-Palmdale)
 - Nick Schultz (D-Burbank)
 - Diane Dixon (R-Newport Beach)
- Senator Steve Choi (R-Irvine)



Administration Breakfast

- Rob Bonta, Attorney General
California Department of Justice
- Gabriel Petek, Legislative Analyst
California Legislative Analyst's Office



Breakout Meetings

- 39 breakout meetings total, including:
 - Senators: Lena Gonzalez (D-Long Beach), Kelly Seyarto (R-Murrieta)
 - Assemblymembers: Jessica Caloza (D-Los Angeles), Juan Carrillo (D-Palmdale), and Nick Schultz (D-Burbank).



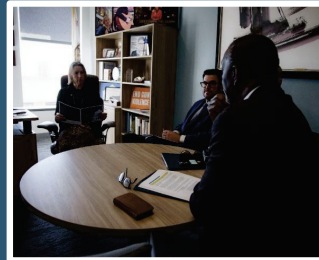
Lunch Break

- Fiona Ma, California State Treasurer



Breakout Meetings Cont'd

- Senators: Rosilicie Ochoa Bogh (R-Yucaipa) & Catherine Blakespear (D-Encinitas)
- Assemblymembers: Blanca Pacheco (D-Downey), Lori Wilson (D-Suisun City), Mark González (D-Los Angeles), Corey Jackson (D-Moreno Valley).



Next Steps...

- Follow-Ups:
 - April LCMC Sac Summit Bill Recommendations
 - Budget Advocacy
 - Coalition Building
 - May & June Committee Bill Hearings & Floor Sessions






March 25, 2026

The Honorable Jose Solache
California State Assembly
1021 O St Ste 5110
Sacramento, CA 95814

RE: AB 2002 Local government assistance: Regional Early Action Planning Fund.

Dear Assemblymember Solache,

On behalf of the California State Association of Counties (CSAC), representing all 58 California counties, the League of California Cities (CalCities), the Urban Counties of California (UCC), the American Planning Association, California Chapter, and the Rural County Representatives of California (RCRC) we write to express our support for AB 2002 (Solache), which codifies the Regional Early Action Planning (REAP 1.0) program, providing a critically needed framework to support state, regional, and local housing planning responsibilities.

California's cities and continues to face a severe and long-standing housing shortage. Meeting the state's housing needs requires robust, data-driven planning, strong intergovernmental coordination, and reliable tools that help local jurisdictions produce and preserve housing at all income levels. AB 2002 directly supports this goal by codifying a proven program that has already helped cities and regional governments modernize planning, enhance technical capacity, and increase housing readiness.

At the same time, the state's Regional Housing Needs Assessment (RHNA) requirements continue to grow in complexity and cost for cities, counties and regional planning agencies. These local governments must now analyze additional income categories, conduct interviews with households with special housing needs, meet expanded equity and environmental standards, and undergo enhanced review by the Department of Housing and Community Development (HCD). These responsibilities reflect important state priorities—but they cannot be met without stable, dedicated support.

AB 2002 provides exactly that. By codifying REAP 1.0 and establishing an ongoing framework to support regional governments and local jurisdictions, the bill strengthens the foundation of California's housing planning system. It will ensure that cities and counties can continue to access critical technical assistance, data tools, and capacity-building resources necessary

Thank you

Questions?