



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

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Mike T. Judge, Ventura County
Transportation Commission

MEETING OF THE

**LEGISLATIVE/
COMMUNICATIONS AND
MEMBERSHIP COMMITTEE**

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

***Tuesday, June 16, 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, June 15, 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, June 15, 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>Ryan Balius Nomadic Cowork Space Small Conference Room 2119 McCulloch Blvd N Lake Havasu City, AZ 86403</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>J. John Dutrey Bear Paw Recreation Center 5757 E. Bear Paw Dr Flagstaff, AZ 86004</p>
<p>Margaret Finlay 2221 Rim Road Duarte, CA 91008</p>	<p>Gary Gardner 65925 Buena Vista Avenue Desert Hot Springs, CA 92240</p>	<p>Mike Goodsell SCAG Imperial County Regional Office 1503 N. Imperial Avenue, Suite 104 El Centro, CA 92243</p>
<p>Curt Hagman District Office 14010 City Center Drive Chino Hills, CA 91709</p>	<p>Jan Harnik City of Palm Desert - City Hall 73-510 Fred Waring Drive Palm Desert, CA 92260</p>	<p>Laura Hernandez Port Hueneme - City Hall 250 N. Ventura Road Port Hueneme, CA 93041</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 Rebollar SCAG Imperial County Regional Office 1503 N. Imperial Avenue, 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>Donald P. Wagner County Administration North 400 West Civic Center Drive 6th Floor Conference Room 601 A Santa Ana, CA 92701</p>
<p>Alan Wapner City of Ontario – City Hall Conference Room 1 303 East B Street Ontario, CA 91764</p>	<p>Mark Waronek 24116 Alliene Avenue Lomita, CA 90717</p>	<p>Thomas Wong City of Monterey Park – City Hall 320 West Newmark Avenue Monterey Park, CA 91754</p>
<p>Frank Yokoyama 11540 Gonsalves Street Cerritos, CA 90703</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 – June 2026

- 1. Hon. Margaret Finlay**
LCMC Chair, Duarte, RC District 35
- 2. Hon. Jan Harnik**
LCMC Vice Chair, RCTC Representative
- 3. Hon. Cindy Allen**
Long Beach, RC District 30
- 4. Hon. Ryan Balius**
Anaheim, RC District 19
- 5. Hon. Wendy Bucknum**
Mission Viejo, RC District 13
- 6. Hon. Ulises Cabrera**
Moreno Valley, RC District 69
- 7. Hon. Jenny Crosswhite**
Santa Paula, RC District 47
- 8. Hon. J. John Dutrey**
Montclair, RC District 9
- 9. Hon. Gary Gardner**
Desert Hot Springs, RC District 2
- 10. Hon. Mike Goodsell**
ICTC Representative
- 11. Sup. Curt Hagman**
San Bernardino County
- 12. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 13. Hon. Patricia Lock Dawson**
LCMC Chair, Riverside, RC District 68
- 14. Hon. Ray Marquez**
Chino Hills, RC District 10
- 15. Hon. Gil Rebollar**
Brawley, RC District 1
- 16. Hon. Suely Saro**
Long Beach, RC District 29



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

- 17. Hon. David J. Shapiro**
Calabasas, RC District 44

- 18. Sup. Donald Wagner**
Orange County

- 19. Hon. Alan Wapner**
SBCTA Representative

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

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

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



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Policy B Room
Los Angeles, CA 90017
Tuesday, June 16, 2026
8:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Margaret Finlay, Chair)

PRESENTATION

(Michael Pimentel, Executive Director, California Transit Association)

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 – May 26, 2026 PG. 8
- 2. SCAG Memberships & Sponsorships PG. 16

Receive and File

- 3. Legislative Tracking Report PG. 18
- 4. 2026 Regional Conference & General Assembly Post-Event Recap PG. 20

ACTION ITEM

- 5. AB 2296 (Papan) – RHNA Timeline Extension PG.26
(David Angel, Senior Legislative Affairs Analyst, SCAG)

RECOMMENDED ACTION:

Staff recommends that the Legislative/Communications & Membership Committee forward a “support if amended” position on AB 2296 (Papan) to the Regional Council.



INFORMATION ITEMS

6. Mid-Cycle Legislative Update PG.33
(David Angel, Senior Legislative Affairs Analyst, SCAG and Jorge Zavala, Legislative Affairs Analyst, SCAG)

7. BUILD America 250 Act (H.R. 8870) PG. 48
(Francisco Barajas, Legislative Affairs Supervisor, SCAG)

CHAIR UPDATE

(The Honorable Margaret Finlay, Chair)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

(Javiera Cartagena, Chief Government and Public Affairs Officer)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
June 16, 2026

**LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, MAY 26, 2026**

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

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

Members Present

Hon. Margaret Finlay (Chair)

Duarte

District 35

Hon. Jan Harnik (Vice Chair)

RCTC

Hon. Cindy Allen

Long Beach

District 30

Hon. Ray Balius

Anaheim

District 19

Hon. Wendy Bucknum

Mission Viejo

District 13

Hon. Jenny Crosswhite

Santa Paula

District 47

Hon. J. John Dutrey

Montclair

District 9

Hon. Gary Gardner

Desert Hot Springs

District 2

Hon. Mike Goodsell

ICTC

Hon. Laura Hernandez

Port Hueneme

District 45

Hon. Patricia Lock Dawson

Riverside

District 68

Hon. Ray Marquez

Chino Hills

District 10

Hon. Suely Saro

Long Beach

District 29

Hon. David J. Shapiro

Calabasas

District 44

Sup. Donald Wagner

Orange County

Hon. Alan Wapner

SBCTA

Hon. Mark Waronek

Lomita

District 39

Hon. Thomas Wong

Monterey Park

District 34

Hon. Frank Yokoyama

Cerritos

District 23

Members Not Present

Hon. Ulises Cabrera

Moreno Valley

District 69

Sup. Curt Hagman

San Bernardino County

Hon. Gil Rebollar

Brawley

District 1

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Margaret Finlay called the meeting to order at 8:33 a.m. and called upon Hon. Donald Wagner, Orange County, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

PRESENTATION

(The Honorable Benjamin Allen (D-Santa Monica), Senator, 24th District and Chair, Senate Special Committee on International Sporting Events: Olympics, Paralympics and World Cup Soccer)

There were no public comments for the presentation.

Chair Finlay introduced Senator Benjamin Allen, who provided an update on ongoing legislative and policy efforts. He noted that the Energy Committee has been focused on issues related to insurance, environmental protection, and findings from a recent California Earthquake Authority report regarding rising costs and liabilities. The emphasis has been on recovery, resilience, and strengthening utility infrastructure.

Senator Allen described the challenges faced by fire-affected communities, particularly how the lack of insurance hinders recovery. He highlighted the legislation he is developing to offer low-interest loans for property owners to finance home hardening and defensible space improvements. He also discussed initiatives to improve insurance protections, including measures to prevent non-renewals, increase notice requirements, and enhance transparency.

Additionally, he outlined proposed legislation (SB 1244) that would require insurance brokers to disclose their compensation to prevent conflicts of interest for public agencies. Senator Allen addressed various initiatives aimed at supporting mobile home residents, including bills that would allow residents to purchase parks and improve tenant protections and communication following disasters.

Furthermore, he spotlighted environmental legislation focused on battery recycling programs (SB 501 and SB 615) to reduce costs and environmental impacts for local governments. Finally, Senator Allen discussed preparations for the 2028 Olympic and Paralympic Games, which include investments in public transit, renewable energy, and infrastructure, concentrating on creating long-term regional benefits and addressing challenges like grid connection delays for clean energy projects.

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

Hon. Mark Waronek expressed strong appreciation for Senator Allen, highlighting his long-standing support for local government and his positive relationships with organizations such as the League of California Cities and the California Contract Cities Association. In response, Senator Allen thanked the committee for their kind remarks, reflecting on the value of his relationships with local governments and expressing gratitude for their work.

PUBLIC COMMENT PERIOD ON NON-AGENDA ITEMS

Chair Finlay opened the Public Comment Period for items not listed on the agenda and outlined the instructions for public comments. She noted that this was the time for 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 Finlay closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

CONSENT CALENDAR

Approval Item

1. Minutes of the Meeting – April 21, 2026
2. SCAG Memberships and Sponsorships

Receive and File

3. Legislative Tracking Report

There were no public comments for the Consent Calendar.

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

There were no comments for the Consent Calendar.

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

AYES: Allen, Balius, Bucknum, Crosswhite, Dutrey, Finlay, Gardner, Goodsell, Harnik, Hernandez, Lock Dawson, Marquez, Saro, Shapiro, Wagner, Wapner, Waronek, Wong, and Yokoyama (19)

NOES: None (0)

ABSTAINS: Gardner, Lock Dawson (2) - Abstained on Item No. 1

INFORMATION ITEMS

4. May 2026 Legislative Advocacy Update

There were no public comments for Item No. 4.

Mr. David Angel, Senior Legislative Affairs Analyst, provided the committee with an informational update on SCAG's recent advocacy efforts, outlining the progress on key state and federal legislation. He reported that SB 1087, which aims to modernize SB 375 and advance regional climate, housing, and transportation goals, has passed multiple Senate committees with strong support and is awaiting consideration on the Senate floor, with preparations underway for Assembly hearings. Additionally, he mentioned that AB 2002, which seeks to codify the REAP 1.0 program, has received broad support from nearly 30 entities and has successfully passed the Assembly, moving on to the Senate for further consideration.

At the federal level, Mr. Angel provided the committee with an update on developments related to the ROAD to Housing Act, highlighting ongoing negotiations and revisions between the House and Senate, noting that SCAG continues to advocate for the passage and restoration of key priorities, such as disaster recovery funding. He also reported on the federal surface transportation reauthorization process, highlighting the introduction and committee approval of the Build America 250 Act, a \$580 billion proposal that includes significant funding allocations and several programs aligned with SCAG's priorities. Mr. Angel concluded by emphasizing that SCAG would continue to monitor and advocate for these measures and offered to answer any questions from the committee.

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

Hon. Wendy Bucknum shared feedback from a recent SCAG advocacy trip to Washington, D.C. She noted that the trip was productive and included bipartisan engagement. Specifically, she highlighted a discussion with Congressman Calvert regarding Olympic funding, where concerns were raised about funds being concentrated in Los Angeles. Hon. Bucknum emphasized that SCAG's regional transportation planning ensures that benefits extend to surrounding areas, such as the Inland Empire and Orange County. She encouraged continued efforts to communicate the regional value of such investments.

Hon. Bucknum also inquired about the coordination with the Building Industry Association (BIA) regarding SB 1087 and requested an update on addressing their concerns. Vice Chair Jan Harnik echoed Hon. Bucknum's remarks, acknowledging the importance of reinforcing the regional benefits of Olympic investments and commending Hon. Bucknum's response during the meeting.

Staff confirmed ongoing collaboration with BIA at both the state and regional levels and committed to continue working collaboratively as the bill progresses.

5. State Budget Update – 2026 May Revise

There were no public comments for Item No. 5.

Mr. Francisco Barajas, Legislative Affairs Supervisor, introduced the agenda item and invited Nick Romo from Cruz Strategies to provide an overview of the Governor's May Revision to the state budget. Mr. Romo reported that the proposed \$350 billion budget indicated a stronger fiscal outlook, with an additional \$16.5 billion in projected revenue, mainly due to growth in the technology and AI sectors.

He highlighted key areas of focus, particularly housing and homelessness. Funding for the Homeless Housing, Assistance and Prevention (HHAP) program remained at \$500 million, despite legislative efforts to increase it. Mr. Romo mentioned new accountability measures and local matching requirements for the program. He also discussed a proposal aimed at reducing local fees for affordable housing projects that receive state funding. Additionally, a new \$100 million disaster rebuilding fund was proposed to support recovery efforts by expanding access to financing.

In the transportation sector, he noted the inclusion of \$40 million for the Clean California program and updates related to Olympic planning, which included automated enforcement for dedicated traffic lanes. Other updates included continued investments in the state's Next Generation 911 system.

Mr. Romo concluded by outlining the upcoming budget timeline, emphasizing the June 15 deadline for legislative approval and ongoing negotiations between the Governor and the Legislature. He reaffirmed SCAG's continued advocacy for regional funding priorities.

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

Hon. Gary Gardner asked a follow-up question about the HHAP program, specifically inquiring if funding restrictions still prioritized Housing First models and whether alternative approaches could be considered in the future. Mr. Romo confirmed that funding continued to focus largely on Housing First programs, though he noted that the Legislature had begun exploring expanded uses of HHAP funds, including sober living and alternative supportive housing models. He indicated that this would likely be part of a longer-term policy discussion.

Hon. Gardner expressed appreciation for the response and shared that his city had experienced success with a Treatment First approach, suggesting it as a viable model. He advocated for future consideration of allowing such programs to access HHAP funding, acknowledging that changes would likely need to be addressed in a longer-term strategy rather than within the current budget cycle.

6. Annual California Transportation Congressional Reception & Hill Lobby Day

There were no public comments for Item No. 6.

Mr. Francisco Barajas, the Legislative Affairs Supervisor, provided an overview of the Southern California Association of Governments (SCAG) annual advocacy trip to Washington, D.C., which took place from May 17 to May 20. This trip included a delegation of SCAG leadership and regional representatives.

He emphasized that the delegation focused on three main priorities: reauthorization of surface transportation, including support for the BASICS Act, securing federal funding for the 2028 Olympic and Paralympic Games, and support for key housing initiatives, including the 21st Century Road to Housing Act. Mr. Barajas noted the timely release of the House's surface transportation proposal, the Build America 250 Act, during the trip. This allowed the delegation to engage in real-time analysis and advocacy, especially provisions aligned with SCAG's priorities, such as increased federal funding and expanded program flexibility.

He also reported on meetings with federal agencies, congressional offices, committee staff, and policy organizations, where discussions included transportation, housing, Olympic planning, and environmental issues. Furthermore, he shared that \$875 million in proposed Olympic transportation funding had been included in a federal appropriations bill, and Congressman Ken Calvert agreed to co-sponsor the BASICS Act following the delegation's outreach.

Mr. Barajas concluded by summarizing the successful congressional reception co-hosted with the Metropolitan Transportation Commission, which attracted approximately 200 attendees, including members of Congress and federal officials. He emphasized the overall effectiveness of the trip in advancing SCAG's federal advocacy priorities.

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

There were no comments for Item No. 6.

CHAIR UPDATE

There were no public comments for the Chair Update.

Chair Finlay provided brief remarks. She expressed her appreciation to President Ray Marquez for appointing her as chair and acknowledged the experience and leadership within the committee, highlighting the presence of several past presidents and respected members. She commented on the strength and caliber of the group, concluding her remarks with gratitude for the opportunity to serve in the role.

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

There were no public comments for division updates.

Ms. Javiera Cartagena, Chief Government and Public Affairs Officer, provided an update for the division, welcoming new committee members and thanking returning members. She emphasized that her team is available to assist with any committee matters. She expressed her appreciation to the legislative team and DC advocates for organizing a successful advocacy trip to Washington, D.C. She highlighted the trip's significance during ongoing reauthorization discussions, despite some minor scheduling challenges.

Ms. Cartagena also praised the recent General Assembly and Regional Conference. The event was well attended, with 843 attendees out of 936 registered, reflecting a strong participation rate. She noted that staff are currently reviewing survey feedback from the event and will provide a more comprehensive evaluation report at the next meeting, along with updates on the upcoming EAC retreat.

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

Hon. Ray Marquez expressed his gratitude to the staff and delegation members for their hard work during the Washington, D.C. advocacy trip. He commended the team's organization and effectiveness, acknowledging the individual contributions of members. Hon. Cindy Allen echoed these sentiments, noting that the trip was productive and the team's advocacy efforts were impactful.

FUTURE AGENDA ITEMS

None.

ANNOUNCEMENTS

Hon. John Dutrey also expressed gratitude to President Marquez for encouraging his involvement in the committee and stated his enthusiasm for participating. Chair Finlay thanked members for their comments, shared her own enthusiasm and slight apprehension about serving as chair, and announced that the next meeting would be held on June 16, concluding the discussion with appreciation for staff and members.

ADJOURNMENT

There being no further business, Chair Finlay adjourned the Legislative/Communications and Membership Committee meeting at 9:41 a.m.

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

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Legislative / Communications and Membership Committee

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



AGENDA ITEM 2

REPORT

Southern California Association of Governments
June 16, 2026

To: LCMC - Legislative/Communications and Membership Committee

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 \$10,000 for sponsorship of 1) CoMotion LA'26 (\$10,000).

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The Legislative/Communications and Membership Committee (LCMC) is asked to approve up to \$10,000 to sponsor 1) CoMotion LA '26 (\$10,000).

BACKGROUND:

Item 1: CoMotion LA '26

Type: Sponsorship **Amount:** \$10,000

The CoMotion LA '26 Conference will be held from November 18-19, 2026, at the Japanese American National Museum. The event will bring together key public and private stakeholders shaping the future of mobility to emerge with new policy and innovation mandates for a more connected, innovative, and sustainable urban future by discussing the future of cities and the vehicles and systems that power them. CoMotion will offer a curated two-day conference full of immersive and interactive talks, pitches, demos, and workshops to find a path forward for cities and mobility systems.

CoMotion LA is the leading global conference and expo focused on New Mobility. It is an initiative of the NewCities Foundation, the Montreal-based nonprofit institution dedicated to improving the quality of life and work in 21st-century cities worldwide. Speakers for previous years conference's include SCAG President Cindy Allen, SCAG Executive Director Kome Ajise, ITS America CEO Laura Chace, LADOT General Manager Laura Rubio-Cornejo, and other top officials across the public, private, and nonprofit sectors. Additionally, CoMotion LA brings more than 1,200 people in attendance, 250 cities, and over 160 recognized speakers from around the world.

SCAG sponsored this event from 2017 to 2019 and from 2022 to 2025. The feedback was very positive due to the integration of SCAG many programmatic areas. SCAG staff recommends sponsorship of this event of \$10,000, including the following benefits:

- SCAG branded as CoMotion LA '26 Partner (website, print, marketing materials, social media channels and on-site signage);
- SCAG Executive Director or President invited to speak on a CoMotion Panel at the conference;
- Ten (10) admission passes for senior SCAG executives and leadership and/or clients to the event;
- Option to have an exhibit space;
- Access to industry tours, workshops, and:
- Access to over 40 sessions.

FISCAL IMPACT:

\$10,000 for the sponsorship of CoMotion LA '26 is included in the FY 27 General Fund Budget.



AGENDA ITEM 3

REPORT

Southern California Association of Governments
June 16, 2026

To: LCMC - Legislative/Communications and Membership Committee

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Legislative Tracking Report

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

The California State Legislature has transitioned from house-of-origin deadlines to consideration of bills in the second house. At this stage, measures have either advanced out of Appropriations Committees or been held, significantly narrowing the field of active legislation.

Legislative activity is now focused on second-house policy and fiscal committee hearings, along with ongoing floor deliberations, amendments, and voting. Concurrently, the Legislature is expected to have finalized and passed the state budget by the June 15 constitutional deadline, assuming timely passage, based on negotiations informed by the Governor's May Budget Revision.

Looking ahead, the Legislature is scheduled to begin its summer recess on July 2 and will reconvene on August 3. This body will be dark in July due to the Legislature being on summer recess, with legislative activity resuming upon return in August.

SCAG is already tracking 118 measures early in the session. SCAG’s state bill tracking document, containing information on all 118 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
May 29, 2026	Last day for each house to pass bills introduced in that house
June 15, 2026	Budget must be passed by midnight
July 2, 2026	Summer Recess begins upon adjournment, provided Budget Bill has been passed
August 3, 2026	Legislature reconvenes from Summer Recess

FISCAL IMPACT:

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



AGENDA ITEM 4

REPORT

Southern California Association of Governments

June 16, 2026

To: LCMC - Legislative/Communications and Membership Committee

EXECUTIVE DIRECTOR'S
APPROVAL

From: Ana Vallianatos, Department Manager
213-236-1803, vallianatos@scag.ca.gov

Kome Ajise

Subject: 2026 Regional Conference & General Assembly Post-Event Recap

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:

SCAG's 2026 Regional Conference & General Assembly took place on May 7-8, 2026, in Palm Desert. The event convened nearly 900 civic, business, and elected leaders from across Southern California for dialogue on topics of regional significance related to the pillars SCAG's Regional Transportation Plan/Sustainable Communities Strategy. This report provides an overview of the event, including measurements of attendance, participant satisfaction, and the General Assembly Host Committee's fundraising efforts.

BACKGROUND:

The Regional Conference & General Assembly is SCAG's premier annual event, drawing elected officials, jurisdiction staff, and community and business leaders from across the six-county region. The General Assembly portion of the event is an annual public meeting of delegates representing 191 cities in Southern California. The conference portion of the event features programming that explores planning and policy areas significant to the region under the four pillars of SCAG's regional plan, Connect SoCal: Mobility, Communities, Environment, and the Economy.

PROGRAMMING HIGHLIGHTS:

Programming was grounded in the four goal areas of Connect SoCal 2024: Mobility, Communities, Environment, and the Economy. The event featured expert-led panels, a keynote address, and a plenary session. The 2026 conference again continued SCAG's long-standing tradition of convening diverse leaders for dialogue and networking to support their work in shaping a more sustainable, resilient, and inclusive future for Southern California.

In response to feedback provided after last year's event, the Media & Public Affairs department refined components of the event to further improve attendees' experience. These refinements included reducing the number of videos shown during the event, creating more time for networking and collaboration, and adapting the set up for the Student Showcase. These iterations are part of SCAG's commitment to continuous improvement for its events in ways that are responsive to stakeholder needs.

Thursday, May 7

Breakout panel sessions on Thursday focused on topics around the four pillar areas of Connect SoCal 2024:

- Perspectives from municipal leadership, finance, and technical consulting looked at how aligning land availability, financing, and utility capacity to turn housing goals into reality.
- A look at how communities are leveraging the LA28 Games to advance mobility projects and improve experiences for residents and visitors.
- Discussion of how jurisdictions are undertaking critical work to plan and implement resilient infrastructure to support daily needs and withstand future disruptions in the face of intensifying shocks and stressors.
- Exploring questions of how AI tools can be leveraged in the public sector to promote data-driven decision making, capacity building, and increased efficiency and cost savings.

Thursday also included the regular Student Showcase poster and StoryMap competition, as well as the annual Sustainability Awards Luncheon, which featured a revamped set of categories highlighting outstanding local projects that contribute to implementation of SCAG's Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy.

Friday, May 8

Bestselling author and entrepreneur Suneel Gupta delivered a keynote address that explored how leaders can stay energized and effective amid uncertainty and stress. He shared practical strategies for sustaining energy, protecting purpose, and leading with clarity in turbulent times.

A special plenary session looked at how the forces reshaping communities demand adaptive, forward-thinking public institutions, while many agencies remain constrained by structures designed for a different time. This plenary session brought together innovative leaders to explore how regional leadership, bold collaboration, and renewed institutional vision can unlock new pathways to progress.

REGISTRATION AND TICKET SALES

Overall registrations for the event were at 925, with final attendance at 843. This resulted in an overall attendance rate of 91%, similar to the previous year.

Event registrations break down as follows by audience:

- 31% Elected officials
- 29% General admission
- 19% Sponsors
- 5% City managers

The remaining 17% of registrations were event staff (SCAG staff and support, panel speakers, Sustainability Award recipients, and Student Showcase participants).

The Media & Public Affairs team ran several pre-event marketing campaigns to promote conference registration via owned media channels, including email marketing, organic social media activity, and information on SCAG's website.

Email marketing was most successful in generating registrations, followed closely by website traffic to the event landing page. Again, this year, social media activity related to the conference included stories and posts highlighting key moments and panel discussions throughout the event.

SPONSORSHIPS

This year's sponsorship effort, involving the General Assembly Host Committee, raised \$436,750 from 65 sponsors. This amount exceeded the Host Committee's goal of \$435,000 and breaks the fundraising record set by last year's committee at \$435,500.

POST-EVENT SURVEY RESULTS

To evaluate the overall performance of the event, SCAG staff conducted an online, post-event survey to gather feedback from 2026 Regional Conference and General Assembly attendees.

Surveys could be accessed via a scannable QR code on conference materials, and were distributed in emails to conference attendees and sponsors immediately following the event. The survey remained open for 14 days and received 83 completed responses, representing a 20% increase in survey responses compared to last year.

SCAG's MPA team looks at three core metrics across major events to evaluate attendee experience. For the 2026 Regional Conference and General Assembly, respondents reported strong results across all three areas:

- Overall satisfaction received a score of 4.26 out of 5: 84% of respondents said they were satisfied or very satisfied with the event.
- Brand health received a score of 4.35 out of 5: 86% of respondents agreed or strongly agreed that SCAG is a trusted partner helping move Southern California forward.

- Net promoter score (NPS) of 48: NPS is a standard measure used across industries to understand whether participants would recommend the event to others. 58% of respondents gave the highest recommendation ratings, indicating they would be highly likely to recommend the conference to a friend or colleague. The NPS benchmark for large events and conferences is 30-50, with scores above 50 being considered excellent.

Additional survey questions pointed to specific strengths in event operations and conference content:

- Respondents gave the highest ratings to registration and on-site check-in at 4.79 out of 5 and staff support at 4.72, suggesting a smooth and well-supported attendee experience.
- The keynote address received the strongest program rating at 4.68 out of 5.
- The highest-rated panel session was “Aligning Land, Capital and Infrastructure and Strategies for Planning, Building and Funding,” highlighting attendee interest in practical conversations around various facets of housing production.

While program content was broadly well received, some respondents also expressed interest in future programming that includes more interactive dialogue, diverse perspectives, practical examples and innovate solutions for transportation and infrastructure challenges facing communities across the region.

FISCAL IMPACT:

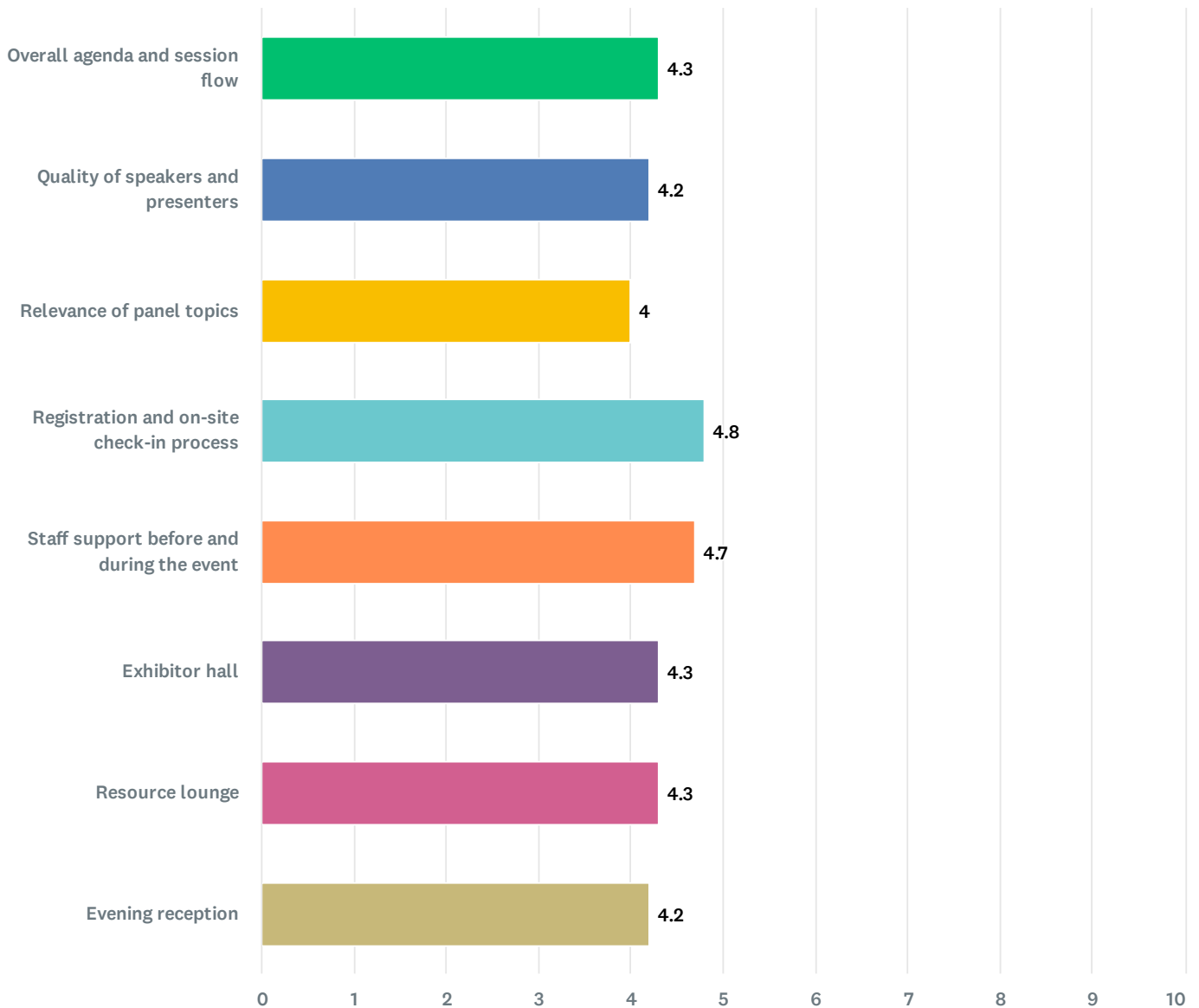
Work associated with the Regional Conference and General Assembly is contained in the General Fund and TDA budgets, 800.0160.06 and 700.4743.05.

ATTACHMENT(S):

1. 2026 Regional Conference and General Assembly Attendee Survey

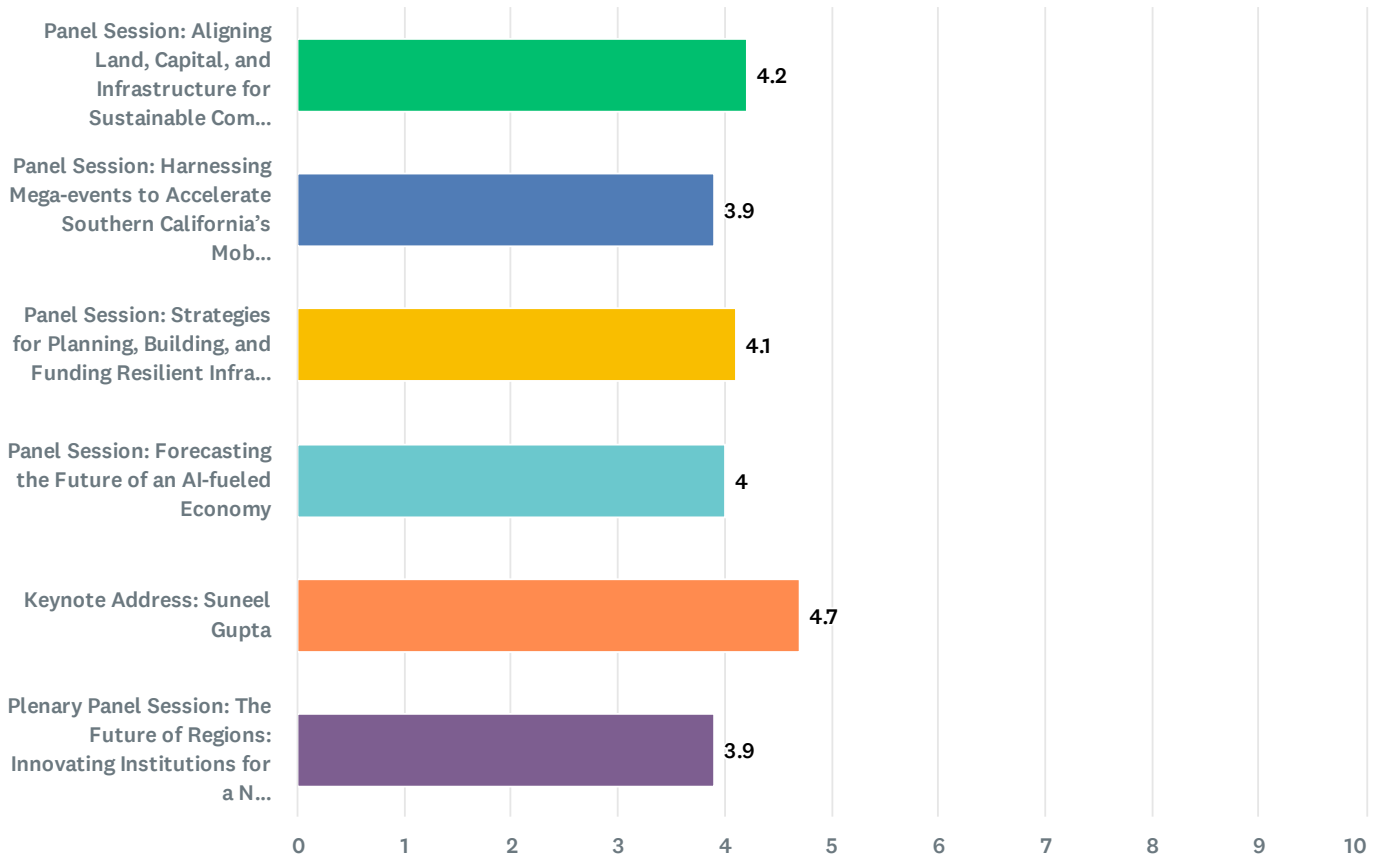
Q8

How satisfied were you with each of the following aspects of the event? (Select one answer per row. If you did not attend/participate, choose “Did not participate/N/A”)



Q9

**How satisfied were you with each of the following sessions/program elements?
(Select one answer per row. If you did not attend/participate, choose “Did not participate/N/A”)**





AGENDA ITEM 5

REPORT

Southern California Association of Governments
June 16, 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: AB 2296 (Papan) – RHNA Timeline Extension

RECOMMENDED ACTION:

Staff recommends that the Legislative/Communications & Membership Committee forward a “support if amended” position on AB 2296 (Papan) to the Regional Council.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Assembly Bill (AB) 2296 (Papan) would extend various timelines of the regional housing needs determinations (RHND), regional housing needs allocations (RHNA), and housing element revision processes. Staff recommends the Legislative/Communications and Membership Committee (LCMC) forward a “support if amended” position to the Regional Council on AB 2296 to exempt SCAG from certain deadline modifications contained in the bill, since the 7th RHNA Cycle is already underway in our region using the current deadlines.

BACKGROUND:

Since 1969, the California State Legislature has passed laws requiring regions, cities, and counties to plan for the housing needs of their residents across all income levels. Local governments fulfill their housing need planning responsibilities by adopting housing plans, or housing elements, as part of their “General Plan.” The law mandating that housing be included as an element of each jurisdiction’s general plan is known as “housing element law.”

As part of that process, the state administers the Regional Housing Needs Allocation (RHNA), a state-mandated process for identifying the total number of housing units to be planned statewide to meet the current and projected needs of residents across all income categories. The first step in this process begins with the California Department of Housing and Community Development (HCD), which issues the total housing need for each region, including the SCAG region, for an eight-year planning period. For the 6th RHNA cycle, covering the eight-year period from October 2021 to October 2029, HCD assigned 1.34 million units to the SCAG region in the Regional Housing Needs Determination (RHND).

Each region's council of governments (COG) is then responsible for distributing that RHND to its local jurisdictions. As the COG for Southern California, SCAG is responsible for distributing our region's RHND amongst the 197 cities and counties within our jurisdiction. Throughout this process, there are various deadlines that HCD, SCAG, and local jurisdictions must meet, culminating in the deadline for local jurisdictions to adopt an HCD-certified housing element. A breakdown of the current RHNA process is provided below:

1. Regional Determination Phase

- **HCD Consultation Deadline – August 2026:** HCD must consult with SCAG regarding data sources and structural assumptions by August 2026. This includes factoring in specific regional challenges, such as severe cost burdens, overcrowding, and homelessness data.
- **HCD Issues RHND – October 2026:** HCD must formally issue the Regional Housing Needs Determination (RHND), which is the absolute total number of housing units SCAG must accommodate, by October 2026.

2. Subregional Allocation & Local Methodology

- **Subregional Formation – June 2027:** Jurisdictions can choose to form subregions to collectively manage their allocations and must alert SCAG by June 2027.
- **Methodology Development – October 2027:** SCAG must design and develop a proposed rigorous math-based formula to divide the state-mandated RHND amongst our 197 local jurisdictions by October 2027. After a public comment period, SCAG must send a draft to HCD for review and approval prior to adoption of a final methodology.

3. Local Allocation & Appeals (April 2028 – Oct 2028)

- **Draft Allocation – April 2028:** SCAG must release the exact number of low-, moderate-, and above-moderate-income units assigned to every local jurisdiction by April 2028.
- **Statutory Appeals:** Local jurisdictions may formally appeal their allocations within 45 days of SCAG releasing the draft allocation, based strictly on statutory criteria (e.g., major changes in circumstances or planning errors).
- **Final Allocation Adoption – October 2028:** SCAG must adopt a final RHNA allocation that outlines the exact number of units assigned to every local jurisdiction.

4. Final Housing Element Deadline (October 2029)

- **Local Adoption – October 2029:** Local municipalities must submit fully compliant, updated Housing Elements to HCD for statutory certification by October 2029. Jurisdictions within Los Angeles and Imperial Counties must revise and adopt their housing elements by April 2030. Failing to adopt on time triggers legal exposure from the state Attorney General, loss of local zoning authority, and potential "Builder's Remedy" developments.

Information on AB 2296 and how it would amend this process is included below.

AB 2296 (Papan)

AB 2296 is authored by Assemblymember Diane Papan (D-San Mateo) and sponsored by the League of California Cities. This year's bill is a follow-up to AB 650, which Assemblymember Papan authored last year on a similar subject and that SCAG supported at that time. AB 650 would have extended various RHNA, RHND, and housing element deadlines to provide COGs and local jurisdictions with additional time on the front end, from the time HCD provides a regional determination until housing element updates are due, to increase compliance without modifying the housing element due date. Further, AB 650 required HCD to provide jurisdictions with specific feedback on how to bring their housing elements into compliance if HCD determined they didn't comply with state housing element law.

AB 650 passed in both chambers of the State Legislature but was vetoed by Governor Newsom because it required HCD to provide specific feedback to local jurisdictions, which he felt would shift responsibility for producing compliant housing elements to the state. Further, that requirement was estimated to cost the state \$11 million annually.

Assemblymember Papan is trying again this year with AB 2296 but removed provisions that would require HCD to provide specific feedback on how to bring a non-compliant housing element into compliance. AB 2296 also excluded some deadline extensions included in AB 650 because those deadlines were extended by other legislative bills signed into law last year. A summary of provisions included in AB 2296, compared to AB 650, as well as a table of current and proposed milestone deadlines, is included below:

AB 2296 provisions retained from AB 650:

- Revises subregional entity formation deadline from 28 to 34 months prior to the HE due date
- Revises deadline for COGs to provide RHNA to subregions from 25 to 31 months prior to the HE due date
- Revises COG proposed methodology deadline from two to 2½ years prior to the due date
- Revises COG and subregion draft RHNA deadline from 1½ to two years prior to the due date

AB 650 provisions excluded from AB 2296:

- Revision of HCD RHND Consultation deadline from two to three years prior to the HE due date.
 - This provision, which SCAG supported, was enacted through AB 1275 (Elhawary, 2025), which was signed into law by Governor Newsom last year.
- Extension of HCD deadline to meet with the COG regarding assumptions and methodology from 26 to 38 months prior to the HE due date.
 - This provision was enacted through SB 233 (Seyarto, 2025), which SCAG supported and was signed into law by Governor Newsom last year.

Milestone	Current Timeline	Current Deadline	AB 2296 Proposal	AB 2296 Deadline
HCD consultation w/COG	38 months prior	Aug 2026	No change	No Change
HCD issues RHND	~36 months prior	Oct 2026	No change	No Change
Subregional formation deadline	28 months prior	June 2027	34 months prior	Dec 2026
COG assigns RHNA shares to subregions	25 months prior	Sept 2027	31 months prior	March 2027
Methodology development	2 years prior	Oct 2027	2.5 years	April 2027
Draft RHNA allocation	18 months prior	April 2028	2 years prior	Oct 2027
Final RHNA adoption	≥ 1 year prior	Oct 2028	No change	Oct 2028
Housing Elements due	—	Oct 2029	—	Oct 2029

SCAG supported AB 650 because it would have provided additional front-end time for both regions and local jurisdictions to administer the RHNA process before the housing element due date, thereby increasing housing element compliance. Staff recommended supporting AB 650 last year in part because the changes to the deadlines would have taken effect in January 2026, which is well before our internal planning work would begin. In the case of AB 2296, however, SCAG’s internal RHNA planning process has already begun. AB 2296’s proposed changes could change deadlines for which planning has already begun. In addition, AB 2296’s proposal to adjust the deadline for local jurisdictions to form a subregion would shift from June 2027 to December 2026, which would require either an exemption or clarification, since if signed into law, AB 2296 would not go into effect until January 1, 2027.

For these reasons, staff recommends a “support if amended” position. While staff recommends extending the RHNA timeline to provide a longer runway before the housing element revision deadline, this bill would disrupt SCAG’s 7th cycle process, which is already underway. This concern is particularly relevant to councils of governments that begin the 7th Cycle RHNA process earlier in the statewide cycle, including SCAG, as well as the Sacramento Area Council of Governments (SACOG) and the San Luis Obispo Council of Governments (SLOCOG). If SCAG adopts a “support if amended” position, staff would work to amend the bill to minimize the bill’s impacts to regions that have already begun the 7th cycle RHNA process.

Staff Recommendation

Staff recommends the LCMC forward a “support if amended” position to the Regional Council on AB 2296, as the bill still aligns with SCAG’s support for legislative efforts that would increase coordination and flexibility between the HCD and local jurisdictions to realize shared housing production goals, particularly for the development and implementation of local housing elements as well as advancing fairness and transparency of the RHNA program, as is noted in our 2025-26 State Legislative Platform. However, and if approved, staff would seek to amend the bill to ensure it does not cause unintended complications for the 7th Cycle RHNA process in our region.

FISCAL IMPACT:

Work associated with the staff report on AB 2296 is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. PowerPoint Presentation – AB 2296 (Papan)

AB 2296 (Papan)

David Angel, Sr. Legislative Affairs Analyst
June 16, 2026

WWW.SCAG.CA.GOV

1

AB 2296 (Papan) RHNA Timeline Extension

- Extends key Regional Housing Needs Allocation (RHNA) process timelines
- Focuses on providing additional front-end time for regions and jurisdictions
- Revises deadlines for:
 - Subregional formation
 - Methodology development
 - Draft RHNA allocation
- Intended to improve coordination and compliance with housing element law.



AB 2296 (Papan) SCAG Considerations

- SCAG’s 7th RHNA Cycle is already underway under current timelines
- Proposed changes could disrupt the ongoing planning process
- Subregional formation deadline may shift earlier than implementation date

Staff Recommendation - Support if Amended

- Support timeline extensions in concept
- Seek amendments to exempt or clarify impacts to ensure changes do not interfere with SCAG’s 7th RHNA cycle

Milestone	Current Timeline	Current Deadline	AB 2296 Proposal	AB 2296 Deadline
HCD consultation w/COG	38 months prior	Aug 2026	No change	No Change
HCD issues RHND	~36 months prior	Oct 2026	No change	No Change
Subregional formation deadline	28 months prior	June 2027	34 months prior	Dec 2026
COG assigns RHNA shares to subregions	25 months prior	Sept 2027	31 months prior	March 2027
Methodology development	2 years prior	Oct 2027	2.5 years	April 2027
Draft RHNA allocation	18 months prior	April 2028	2 years prior	Oct 2027
Final RHNA adoption	≥ 1 year prior	Oct 2028	No change	Oct 2028
Housing Elements due	—	Oct 2029	—	Oct 2029

QUESTIONS?



AGENDA ITEM 6

REPORT

Southern California Association of Governments
June 16, 2026

To: LCMC - Legislative/Communications and Membership Committee

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Mid-Cycle Legislative Update

RECOMMENDED ACTION:

Information Only – No Action Required.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The California State Legislature is now midway through the second year of the 2025-2026 legislative session. As such, various crucial deadlines have passed, including those for bills to advance from policy and fiscal committees and on the floor in their house of origin.

Many bills did not meet these deadlines, so staff identified seven bills that are still active and relate to SCAG’s core issue areas. For today’s meeting, staff is providing an informational update and requests LCMC feedback on SB 675 (Padilla), SB 866 (Blakespear), SB 1123 (Wiener), SB 1361 (Durazo), SB 1414 (Reyes), AB 1777 (Garcia), and AB 2168 (Wicks). Staff requests LCMC feedback on these bills.

BACKGROUND:

The State legislature is midway through the second half of the two-year 2025-2026 Legislative Session. At this point, many bills are “dead” as they failed to meet deadlines in policy or fiscal committees, as well as on the floor of the chamber in which a given bill was introduced. Many of the remaining bills have been heavily amended through the committee process in the house of origin and are now being considered in the second chamber.

Staff has identified relevant legislation still moving through the legislative process to keep the committee apprised; these were identified internally or brought forward by partner agencies.

For today's meeting, staff is providing informational updates and requesting committee feedback on the following seven bills: SB 675 (Padilla), SB 866 (Blakespear), SB 1123 (Wiener), SB 1361 (Durazo), SB 1414 (Reyes), AB 1777 (Garcia), and AB 2168 (Wicks).

Summaries of the seven bills are included below.

Staff is providing an update FOR INFORMATIONAL PURPOSES for the following seven (7) legislative bills:

Bill: SB 675 **Author:** Senator Steve Padilla (D-San Diego)

Title: Imperial County Air Pollution Control District: members and duties.

Status: Passed Sen. Floor 39-0 06/04/25. Gut-and-amended in the Assembly to contain current language 06/01/26. Passed Asm. Natural Resources 9-4 06/08/26.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billVotesClient.xhtml?bill_id=202520260SB675

SB 675, authored by Senator Steve Padilla (D-San Diego), would restructure the governance of the Imperial County Air Pollution Control District (ICAPCD) by replacing the existing five-member County Board of Supervisors with a 10-member board consisting of one county representative, five city representatives, and four public members, effective March 1, 2028. The bill would also prohibit the district from issuing any "major air permits," also known as Title V permits, until that date and would impose additional transparency, reporting, and planning requirements on the district, including expanded public access to permitting data, enforcement actions, budgets, and air quality information.

Specifically, the bill establishes a new board composition that includes one county supervisor, five city council members, one from each supervisorial district, and four public members with expertise in public health, environmental justice, labor, and agriculture. The bill also requires the district to create a standalone website and post detailed permit and enforcement information, publish an annual air quality report, develop a comprehensive air monitoring plan, evaluate and improve public complaint processes, and increase access to grant and incentive funding opportunities. Additionally, SB 675 temporarily prohibits the district from issuing Title V permits to "major sources" of air pollution, generally facilities emitting more than 100 tons per year of a criteria pollutant, until the new governing board is in place.

The author introduced SB 675 to address what he and supporters describe as unique and severe air quality challenges in Imperial County, including pollution from the shrinking Salton Sea, cross-border emissions, and high rates of asthma and respiratory illness. They argue that the current governance structure, composed solely of county supervisors, limits representation from cities and impacted communities, and that a more diverse board will improve accountability, transparency, and responsiveness to local air quality concerns. The bill is modeled in part on AB 423 (Gloria, 2019),

which restructured the San Diego County Air Pollution Control District to include representation from cities and the public.

While the committee analysis does not detail specific arguments from stakeholders in opposition, it notes that the bill's prohibition on issuing Title V permits until March 1, 2028, could delay facility maintenance, upgrades, and other actions required for compliance, potentially affecting implementation of federal Clean Air Act requirements. The analysis also suggested that the author consider alternatives to the moratorium on Title V permits, such as requiring the board to create a temporary Title V permit advisory committee consisting of local elected officials and members of the public or shortening the current 14-month transition period.

Support:

City of Imperial (sponsor), Alianza Coachella Valley, Audubon California, Imperial Valley Equity & Justice Coalition, Sierra Club California

Oppose:

Imperial County Board of Supervisors, Imperial County Farm Bureau, CalChamber.

Bill: SB 866 **Author:** Senator Catherine Blakespear (D-Encinitas)

Title: Planning and zoning: housing element: unhoused population.

Status: Passed Sen. Floor 26-9 05/27/26. Assigned to Asm. Housing Committee pending hearing.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billStatusClient.xhtml?bill_id=202520260SB866

SB 866, authored by Senator Catherine Blakespear (D-Encinitas), would require local governments that *do not* receive funding from the Homeless Housing, Assistance, and Prevention (HHAP) program to expand the scope of data and analysis included in the homelessness program of their housing elements. The required pieces of data that must be included in a housing element include:

- A list of available federal, state, and local resources for people experiencing homelessness;
- A description of actions taken by the jurisdiction to connect unhoused individuals to these resources;
- Current data on the unhoused population, including total population, average length of time, number of individuals exiting to permanent housing, and the number of individuals who return to homelessness after obtaining permanent housing, among others;
- A description of key actions to reduce homelessness based on the reported data;
- A description of coordination efforts with cities, counties, or councils of governments; and
- A list identifying programs and actions to prevent homelessness, especially for at-risk populations.

The author argues that this bill is necessary because, while HHAP requires recipients that are local jurisdictions to meet robust accountability measures, such as developing a regional plan and performance goals, only cities with populations above 300,000 are eligible to apply for the program. This population threshold results in large gaps in the data, which the author hopes to address with this bill. The League of California Cities is leading the opposition to this bill, as it believes that increased representation in the regional planning process would be a more effective approach.

Starting with Round 5, HHAP began requiring all eligible applications within a specific county boundary to submit a single, cohesive Regionally Coordinated Homelessness Action Plan. Every HHAP recipient within the geographic county “region” must play a part in drafting and sign off on the plan, which includes the overlapping county government, the regional continuum of care, and a large city with a population over 300,000. Cities with populations under 300,000 are typically invited to participate in the process and sign on, though they are not currently required to do so.

Support:

Bay Area Council, City of Riverside, Corporation for Supportive Housing, Dignitymoves (UNREG), San Jose Mayor Matt Mahan, National Alliance to End Homelessness, New California Coalition.

Oppose:

The League of California Cities and 59 individual cities, including 36 in the SCAG region: Artesia, Brawley, Buena Park, Colton, Cypress, Downey, El Centro, Fillmore, Glendora, Grand Terrace, Hesperia, Highland, Inglewood, La Mirada, Lake Forest, Lakewood, Lomita, Los Alamitos, Lynwood, Mission Viejo, Montclair, Norwalk, Paramount, Pico Rivera, Rancho Palos Verdes, Rancho Santa Margarita, Redondo Beach, Rolling Hills Estates, San Bernardino, Santa Paula, Simi Valley, Stanton, Thousand Oaks, Town of Apple Valley, Whittier, and Yucca Valley.

Bill: SB 1123 **Author:** Senator Wiener (D-San Francisco)

Title: Administrative Procedure Act: major regulations.

Status: Passed Sen. Floor 26-8 05/26/26. Assigned to Asm. Economic Development and Judiciary Committees. Pending hearing in Asm. Economic Development Committee.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billStatusClient.xhtml?bill_id=202520260SB1123

SB 1123 modifies the state’s regulatory review process by requiring agencies to include offsetting benefits when estimating the economic impact of major regulations. Under current law, agencies calculate economic impact based on the total value of costs and benefits without considering net effects. This bill instead directs agencies to account for benefits such as cost savings, improved health outcomes, or consumer protections when determining whether a regulation meets the threshold for a major regulation.

SB 1123 requires state agencies, when proposing major regulations under the Administrative Procedure Act, to factor in both the costs and the offsetting benefits of a regulation when estimating its economic impact. By shifting the calculation toward a net impact approach, some regulations that would otherwise exceed the \$50 million threshold could fall below it and avoid triggering a full Standardized Regulatory Impact Analysis (SRIA). The bill is intended to streamline the regulatory process and better reflect the overall impact of regulations, but it also changes how and when more detailed economic review is required.

Supporters of SB 1123 include consumer advocates, labor unions, and environmental organizations. These groups argue that the current method of calculating economic impact overemphasizes costs while failing to fully account for the benefits of regulations, such as improved public health, worker safety, and consumer protections. They contend that the bill introduces a more balanced and realistic assessment of regulatory impacts and helps prevent delays in implementing policies that provide net societal benefits. Supporters also believe the change will streamline the rulemaking process and reduce opportunities for procedural delays.

Opposition to SB 1123 comes largely from business groups, industry associations, and chambers of commerce. These stakeholders argue that the bill could reduce the number of regulations subject to detailed economic analysis by allowing agencies to estimate benefits in a way that avoids triggering a full SRIA. They express concern that this could weaken transparency, limit accountability, and reduce the rigor of economic review for regulations with significant impacts. Opponents also caution that the bill may allow agencies greater discretion in estimating benefits, potentially leading to less consistent and less verifiable regulatory analysis.

Bill: SB 1361 **Author:** Senator Maria Elena Durazo (D-Los Angeles)

Title: Transit-oriented housing developments: local governments: transit agencies and projects.

Status: Passed Senate Floor 31-8 5/19. Assigned to Assembly Housing & Local Government Committees. To be heard in Assembly Housing on 6/10.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260SB1361

SB 1361, sponsored by Los Angeles County Metropolitan Transportation Authority (LA Metro), and authored by Senator Maria Elena Durazo (D-Los Angeles), would prohibit local governments with an existing or planned transit-oriented development (TOD) stop from taking actions that interfere with a transit project's approval to avoid the upzoning provisions of SB 79 (Wiener, 2025). For areas with existing or planned transit-oriented development (TOD) stops, local governments could not:

- Request transit agencies to cut service, remove a stop, or eliminate transit lanes in order to avoid SB 79 requirements;

- Delay or deny approval of a transit project because of the increased building height or density allowed near TOD stops; and
- Withdraw or refuse support for federal funding for a transit project because of those same density or height impacts.

LA Metro sponsored this bill to ensure that local governments do not compromise their large portfolio of transit projects being developed across the county due to their opposition to SB 79's upzoning provisions. While LA Metro stated that it has a long history of working collaboratively with local governments on transit issues, SB 79 has created unintended consequences and has already caused some local jurisdictions and stakeholder groups to resist rail and bus rapid transit projects they otherwise would have supported. Thus, this bill is necessary to ensure that LA Metro can advance projects on a timely basis. Further, LA Metro clarified that while this bill prohibits local jurisdictions from using SB 79's upzoning provisions as a basis for opposing transit projects, it does not require support for any project, nor does it prohibit local jurisdictions from withholding support for non-SB 79-related reasons.

In opposition, the city of Pico Rivera stated that SB 1361 is punitive rather than collaborative, as its current language assumes that local jurisdictions are attempting to circumvent or obstruct state law when evaluating transit projects and land-use impacts. Further, they expressed that this bill attempts to impose a one-size-fits-all approach that would prevent local governments from being thoughtful when considering the impacts and realities of their communities when evaluating transit and housing projects. However, while the League of California Cities had originally adopted a "support if amended" position on SB 1361, recent amendments updating the bill, as described above, prompted it to move to a neutral position. While the League is now neutral on SB 1361 as currently drafted, it continues to encourage the legislature to consider a large-scale cleanup of SB 79 to assist local jurisdictions with implementation.

Support:

LA Metro (Sponsor), Abundant Housing LA, California YIMBY, Greenbelt Alliance, Inner City Law Center, LA County BizFed, SPUR, State Building & Construction Trades Council of California, and Streets for All

Oppose:

California Contract Cities Association, City of Burbank, City of Pico Rivera

Bill: SB 1414 **Author:** Senator Eloise Gomez Reyes (D-Colton)

Title: County of San Bernardino Citizens Redistricting Commission.

Status: Passed on the Senate Floor 29-9. Assigned to the Assembly Elections and Local Government Committees. To be heard in Assembly Elections 6/17.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260SB1414

SB 1414, authored by Senator Eloise Gomez Reyes (D-Colton), would establish an independent Citizens Redistricting Commission in San Bernardino County to draw supervisorial district boundaries following each decennial census, transferring that authority from the County Board of Supervisors to a 14-member citizen body.

Specifically, the bill would create a 14-member commission reflecting the county's political party registration and geographic diversity, with at least one member from each supervisorial district. Commissioners would be chosen through a structured process in which the county elections official first screens applicants and selects a pool of qualified candidates, after which eight commissioners are randomly drawn: five from district-based subpools (one from each supervisorial district) and three at large. Those eight initial members would then appoint the remaining six commissioners to complete the panel. Individuals with recent political, lobbying, or campaign ties would be barred from serving, and commissioners would be subject to strict conflict-of-interest and post-service restrictions. The commission, not the Board of Supervisors, as is currently the case, would have final authority to adopt redistricting maps, with approval requiring at least nine (9) votes. The commission would also be required to conduct extensive public outreach, including multiple hearings before and after draft maps are released, ensure public access to redistricting data and mapping tools, and operate transparently. Final maps would be subject to referendum and must be accompanied by a report explaining how the commission applied legal redistricting criteria.

The bill's sponsors argue that SB 1414 is necessary to promote fair, transparent, and community-driven redistricting in one of California's fastest-growing and most diverse counties. They argue that shifting map-drawing authority to an independent body will reduce political influence, increase public participation, and align San Bernardino County with other large counties that already utilize independent commissions.

In opposition, the San Bernardino County Board of Supervisors argues that the bill is overly prescriptive, costly, and administratively burdensome, with vague standards that could lead to disputes, litigation, and increased operational risks. The County also raises concerns about the lack of a clear funding structure and the potential for significant costs, which could reach millions of dollars each decade.

Support:

California Common Cause, Inland Empire United, and the League of Women Voters of California (co-sponsors), Courage California, Inland Coalition for Immigrant Justice, Inland Equity Community Land Trust, Starting Over Inc., Starting Over Strong, and 26 individuals.

Oppose:

County of San Bernardino, Fontana Mayor Acquanetta Warren, California Association of Clerks and Election Officials, the cities of Needles, Fontana, Ontario, and Upland, the Greater High Desert Chamber of Commerce, Greater Ontario Business Council, Inland Empire Economic Partnership, LIUNA Laborers Local 783, the San Bernardino County Sheriff's Department, the Sheriff's Employees Benefit Association, and Teamsters California.

Bill: AB 1777 **Author:** Assemblymember Robert Garcia (D-Redlands)

Title: CARB Indirect Source Regulations.

Status: Failed to meet the deadline to pass in the House of Origin. The author indicated he will reintroduce the bill next year.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billStatusClient.xhtml?bill_id=202520260AB1777

AB 1777, authored by Assemblymember Robert Garcia (D-Redlands), authorizes the California Air Resources Board (CARB) to adopt regulations to reduce or mitigate emissions from "indirect sources" of pollution, defined as facilities or infrastructure, such as warehouses, ports, or highways, that attract mobile sources, such as trucks and cars. The bill clarifies that CARB has the authority to regulate these sources in order to help the state meet and maintain federal and state air quality standards, particularly in regions that continue to experience elevated levels of pollutants such as nitrogen oxides and particulate matter. The bill frames this authority as consistent with existing law rather than creating entirely new powers.

By allowing CARB to establish a statewide framework, the bill builds upon existing indirect source rules currently implemented at the local air district level and provides flexibility in how emissions reductions can be achieved, including through zero-emission infrastructure, cleaner technologies, operational changes, or mitigation measures. Supporters, including various environmental groups, view the measure as a tool to address emissions from goods movement and improve public health in affected communities. However, opposition, which included business and agriculture groups, argued that this bill would implement one of the state's largest expansions of regulatory authority in state history, also potentially duplicating existing regulations and increasing business costs.

Assemblymember Garcia attempted to pass this bill on the Assembly Floor twice during this legislative session but was unable to secure sufficient support from leadership for consideration. Although this bill failed to meet the deadline to pass in the House of Origin, the author indicated that he plans to reintroduce it next year.

Bill: AB 2168 **Author:** Assemblymember Buffy Wicks (D-Oakland)

Title: Active Transportation Program: guidelines.

Status: Passed Asm. Floor 58-20 05/28/26. Moved to Senate, pending committee assignments.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billStatusClient.xhtml?bill_id=202520260AB2168

AB 2168, authored by Assembly Member Buffy Wicks (D-Oakland), would revise and expand the Active Transportation Program (ATP) to prioritize projects that improve access to public transit and increase accountability for the timely use of awarded funds.

Specifically, the bill would broaden ATP's goals to explicitly include increasing the proportion of trips that connect to public transit, such as biking or walking to transit stops, stations, and other facilities. It would expand the definition of "safe routes to transit" to include projects serving transit station areas, corridors, transit-oriented development areas, and underserved or rural communities, thereby clarifying eligibility for a wider range of transit-access improvements. The bill would also require the California Transportation Commission (CTC) to incorporate new project selection criteria that consider a project's potential to increase access to public transit and encourage leveraging additional funding, including State Transportation Improvement Program (STIP) funds, to scale larger or network-level projects.

In addition, beginning January 1, 2028, the bill would require the CTC to include incentives in ATP guidelines to attract non-program funding and establish a progressive range of penalties for grant recipients that fail to use awarded funds in a timely manner, ranging from point deductions to disqualification, while accounting for factors beyond an applicant's control. The measure maintains existing requirements that a portion of ATP funding benefit disadvantaged communities, and that project selection consider safety, mobility, public health, and environmental benefits.

The author and supporters argue that AB 2168 modernizes the ATP by better aligning it with California's climate, housing, and transportation goals, focusing investments on high-impact transit-connected areas and improving accountability to ensure funds are spent efficiently. They contend the bill will help reduce greenhouse gas emissions, expand sustainable transportation options, and deliver projects more quickly.

SCAG staff and partner agencies have expressed concerns that the bill may unnecessarily duplicate existing ATP criteria and further complicate an already oversubscribed and complex grant program. They note that current ATP scoring already rewards projects that connect to transit and accounts for past performance, raising questions about whether the proposed changes would improve outcomes. Additionally, our partner agencies raised concerns with provisions encouraging the use of STIP funding for ATP projects, as counties rely on STIP for a wide range of transportation investments and may not have sufficient active transportation projects ready to meet STIP timelines. Finally, staff notes that adding more penalties for delayed project delivery could disproportionately disadvantage smaller or resource-constrained jurisdictions that need grant funding but struggle to deliver projects quickly.

Support:

California Bicycle Coalition

Oppose:

Nevada County Transportation Commission (unless amended)

FISCAL IMPACT:

Work associated with the Mid-Cycle Legislative Update is in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. PowerPoint Presentation – Mid-Cycle Legislative Update

Mid-Cycle Legislative Update

June 16, 2026

Jorge Zavala, Legislative Affairs Analyst

David Angel, Sr. Legislative Affairs Analyst

WWW.SCAG.CA.GOV

2025-26 Mid-Cycle Bills of Interest

1. SB 675 (Padilla) – Imperial County Air Pollution Control District
2. SB 866 (Blakespear) – Housing Elements: Unhoused Populations
3. SB 1123 (Wiener) – Administrative Procedures Act: Major Regulations
4. SB 1361 (Durazo) – TOD/SB 79 Implementation
5. SB 1414 (Reyes) – San Bernardino County Redistricting Commission
6. AB 1777 (Garcia) – CARB Indirect Source Regulations
7. AB 2168 (Wicks) – ATP Guidelines



SB 675 (Padilla): Imperial County APCD

- Restructures ICAPCD board (5 → 10 members, adds city & public reps).
- Prohibits issuance of Title V (major source) permits until March 2028.
- Expands transparency, reporting, and air monitoring requirements
- Intended to address severe regional air quality and governance concerns

Status: Passed Asm. Nat. Resources 9–4

ICAPCD
IMPERIAL COUNTY
AIR POLLUTION CONTROL DISTRICT

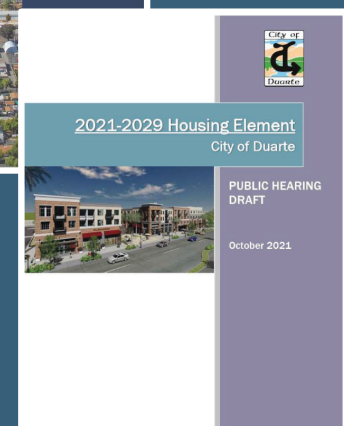
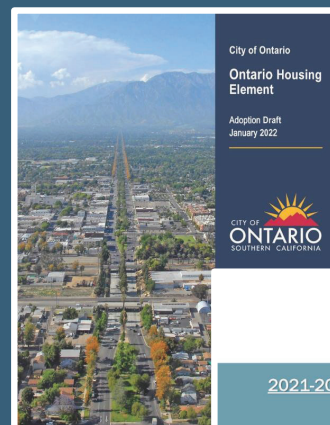


Source: Salton Sea dust triggers lung inflammation
www.news.ucr.edu/articles/2022/12/08/salton-sea-dust-triggers-lung-inflammation

SB 866 (Blakespear): Housing Elements – Unhoused Population

- Expands required homelessness data and analysis in housing elements.
- Applies to jurisdictions not receiving HHAP funding (under 300k population)
- Requires reporting on outcomes, coordination, and prevention strategies
- Aims to address statewide data gaps and improve accountability

Status: Pending Asm. Housing Hearing



SB 1123 (Wiener): Administrative Procedures Act

- Requires state agencies to include both costs and benefits when estimating the economic impact of regulations
- May reduce the number of regulations that require a full Standardized Regulatory Impact Analysis (SRIA)
- Intended to streamline the rulemaking process by limiting when detailed economic reviews are required

Status: Pending hearing in Asm. Economic Development Committee.



SB 1361 (Durazo): TOD/SB 79

- Prohibits local actions that interfere with transit project approvals for reasons related to SB 79 (Wiener, 2025) implementation
- Restricts delays, denials, or withdrawal of support for transit projects tied to SB 79 upzoning.
- Sponsored by LA Metro to ensure timely project delivery

Status: Pending Asm. Housing Committee hearing on 6/10



SB 1414 (Reyes): SB County Redistricting Commission.

- Establishes a 14-member independent citizens redistricting commission for SB County.
- Transfers map-drawing authority from the Board of Supervisors.
- Requires public outreach, transparency, and open data access
- Includes strict eligibility and conflict-of-interest rules

Status: Pending Asm. Elections Committee hearing on 6/17



AB 1777 (Garcia): CARB Indirect Source Regulations.

- Authorizes the California Air Resources Board (ARB) to regulate emissions from "indirect sources" such as warehouses, ports, and highways
- Clarifies ARB's authority to adopt regulations to help meet state and federal air quality standards
- Provides flexible compliance options, including zero-emission infrastructure, cleaner technologies, and mitigation measures



Status: Failed to pass first house. Author intends to reintroduce

AB 2168 (Wicks): Active Transportation Program.

- Expands ATP to prioritize projects improving access to transit.
- Broadens eligibility (TOD areas, corridors, underserved communities)
- Adds incentives and penalties for timely project delivery
- Encourages leveraging additional funding (including STIP)

Status: Pending Sen. Committee Assignment



Thank you

Questions?



AGENDA ITEM 7

REPORT

Southern California Association of Governments
June 16, 2026

To: LCMC - Legislative/Communications and Membership Committee

EXECUTIVE DIRECTOR'S
APPROVAL

From: Francisco Barajas, Legislative Affairs Supervisor
213-630-1400, barajasf@scag.ca.gov

Subject: BUILD America 250 Act (H.R. 8870)

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The Building Unrivaled Infrastructure and Long-term Development for America’s 250th Act, or “BUILD America 250 Act,” was introduced on Sunday, May 17, 2026, and advanced out of the House Committee on Transportation and Infrastructure on Friday, May 22, 2026. The \$580 billion surface transportation reauthorization proposal aims to upgrade the nation’s infrastructure, emphasizing core investments in traditional infrastructure – including roads, transit, and bridges. As of the writing of this report, the Senate has yet to release its own version.

Included in this report is a summary of the bill provided by Manatt, SCAG’s representatives in Washington, D.C.

BACKGROUND:

The current iteration of the surface transportation policy bill was included in the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), and is set to expire on September 30, 2026. The IIJA provided approximately \$550 billion in infrastructure investment over five years, including:

- \$350.8 billion for federal highways
- \$91.2 billion for federal transit programs

With its expiration approaching, Congress began to work on the next iteration of the bill in 2025. Key priorities for the Republican-controlled Congress have included emphasizing funding for state

Departments of Transportation (DOTs) and rural communities while deemphasizing climate and environmental justice, streamlining regulations, and placing emphasis on public-private partnerships (P3s).

Recognizing the need to be proactive in these conversations, the SCAG Regional Council (RC) adopted a set of reauthorization priorities in April 2025, following the Legislative/Communications and Membership Committee's (LCMC) recommendation, to advocate for the region's needs. Additionally, the RC recently adopted a support position for the BASICS Act, sponsored by the Local Officials in Transportation (LOT) Coalition, at its meeting in May 2026. A bipartisan effort, the Act seeks to make targeted updates to existing federal transportation programs to strengthen safety, improve accountability, and speed delivery of local and regional projects.

SCAG has used these priorities to advocate for reauthorization of the surface transportation bill, most recently during its annual Washington, D.C., Advocacy Day, led by SCAG President Ray Marquez, from May 17 to May 20, 2026. In alignment with the visit, the House Transportation and Infrastructure Committee released its reauthorization proposal on May 17, 2026, and advanced the measure out of committee on May 22, 2026, by a vote of 62–2.

Named the Building Unrivaled Infrastructure and Long-term Development for America's 250th Act (BUILD America 250), the reauthorization blueprint makes several key changes to existing programs relevant to SCAG, including an increase in the federal share from 80% to 90% for Metropolitan Planning (PL) funding, consolidation of several programs into allowable uses under existing programs, such as broadening allowable use of CMAQ funding for projects that deploy advanced transportation and congestion management technologies, and codification of the Safe Streets and Roads for All grant program, placing a greater emphasis on implementation, all key asks of both our board approved reauthorization priorities and the BASICS Act.

Attached to this report is a summary of the law and its provisions provided by Manatt, SCAG's representatives in Washington, D.C.

Timing and Next Steps

Although the bill was approved by the House T&I Committee, several steps remain before it can reach the President's desk. In the House, the measure must still be considered and passed by the full chamber. Some expect House floor action by the end of June 2026, before Congress adjourns for the Independence Day district work period from June 29 through July 10, 2026. As of the writing of this report, no action has been scheduled.

In the Senate, work continues through the four committees of jurisdiction, including:

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- Environment and Public Works Committee (EPW) – Oversees federal highway and bridge programs, project streamlining, and transportation research.
 - Commerce, Science, and Transportation Committee – Oversees motor carrier safety (trucking), rail programs, hazardous materials, pipeline safety, and the National Highway Traffic Safety Administration (NHTSA).
 - Banking, Housing, and Urban Affairs Committee – Manages public transportation (transit) light rail, and urban transit planning programs.
 - Finance Committee – Responsible for transportation funding, including Highway Trust Fund revenue, gas and diesel excise taxes, and other related taxation mechanisms.

The Senate has yet to schedule mark-ups for its bill in these respective committees of jurisdiction. To date, the Senate Commerce Committee only held their first surface transportation reauthorization hearing on June 9, 2026. The hearing, “The Need for Speed: How Technological Advances are Driving Transportation Innovation,” featured witnesses from ITS America, American Trucking Association and the Association of American Railroads.

With the IIJA set to expire on September 30, 2026, and much work left to be done before the bill can be ready for enactment, it is anticipated that Congress will need to pass an extension as it has with prior surface transportation reauthorization efforts. For reference, Congress had to pass three extensions of the Fixing America’s Surface Transportation (FAST) Act to allow lawmakers to finalize the IIJA, and five extensions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) before finalization of the FAST Act.

One key difference being considered in this reauthorization is advanced appropriations for authorized programs. Unlike the IIJA, the BUILD America 250 Act does not include advanced appropriations. As a result, annual program funding will be determined through the appropriations process and is likely to be lower than in prior fiscal years. Although the bill has advanced on a bipartisan basis to date, the absence of advanced appropriations remains a key concern for Democrats. Additionally, if an extension becomes necessary, it remains unclear whether advanced appropriations would be considered and, if so, how they would be addressed. This uncertainty could affect the likelihood of securing passage of an extension.

SCAG will continue to monitor the development of the surface transportation reauthorization and provide updates to the LCMC as it progresses.



FISCAL IMPACT:

Work associated with the staff report on the BUILD America 250 Act is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. Manatt Update_Surface Transportation Reauthorization_05292026
2. PowerPoint Presentation - BUILD America 250 Act Update

BUILD America 250 Act – Overview of Key Provisions for Local Governments, Transit Agencies, & Transportation Authorities

May 29, 2026

Executive Summary

On Sunday, May 17, the House Transportation & Infrastructure (T&I) Committee introduced the bipartisan Building Unrivaled Infrastructure and Long-term Development (BUILD) for America's 250th Act (**BUILD America 250 Act**), a legislative package to reauthorize and reform federal surface transportation programs and laws. The legislation authorizes nearly \$580 billion in total spending from FY 2027 – FY 2031, including:

- \$392.324 billion for the Federal-Aid Highways programs;
- \$102.74 billion for Public Transportation;
- \$64.656 billion for Railroads/Hazardous Materials programs;
- \$17.75 billion for freight/multimodal transportation programs;
- \$5.675 billion for highway traffic safety programs; and
- \$5.04 billion for motor carrier safety programs.

Local governments are estimated to have access to nearly 22 percent of funding included within the bill.

Surface transportation reauthorization sets the funding levels, policy directives, and programmatic requirements for the Federal Highway Administration (FHWA), the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), the National Highway Traffic Safety Administration (NHTSA), and the Pipeline and Hazardous Materials Safety Administration (PHMSA). Typically passed every five to six years, the most recent surface transportation reauthorization was enacted as part of the Infrastructure Investment and Jobs Act (IIJA) in 2021. IIJA provided \$1.2 trillion in advanced appropriations for transportation and infrastructure programs and is set to expire on September 30, 2026.

The programs created and reauthorized by the surface transportation reauthorization bill are critical to local government funding streams. Under the IIJA, local governments competed for

billions in competitive funding for transit, highway, port, airport, and bridge projects. New programs and increased funding levels allowed local governments across the United States to address critical infrastructure needs and modernize their transportation systems. The BUILD America 250 Act reauthorizes many of the programs local governments utilize and would update some federal surface transportation laws. The following summary highlights key provisions in the draft reauthorization bill that are relevant to local governments.

Markup Update

On May 22, the House T&I Committee advanced the BUILD America 250 Act 62-2 after a marathon markup process where the committee accepted and rejected amendments to the legislation. Also included was a manager's amendment package, which made several technical changes to the bill and incorporated amendments originally filed by committee members.

The following [amendments](#) of interest to local governments were adopted by the committee:

- Rep. Troy Nehls (R-TX): [#094](#) (Adopted 54-11):
 - Mandates two people in the cab of a freight train
 - Creates requirements for trains carrying particular hazardous materials and adds new inspection standards
 - Requires railroads to properly operate and maintain trackside sensors that identify wheel bearing and equipment failures
- Rep. Dina Titus (D-NV) [#307](#) (Adopted 40-24): Requires drivers and carriers that carry cargo transport units of lithium batteries to have hazmat endorsements on their CDLs and be registered as a hazmat carrier
- Rep. Val Hoyle (D-OR), [#064_Rev1](#) (Adopted by voice vote): Makes bus rapid transit projects TIFIA-eligible.
- Rep. Burgess Owens (R-UT), [#047](#) (Adopted by voice vote): Allows the use of ridership forecasts that account for population density and population growth rate when evaluating mass transit Capital Investment Grant projects.

The committee rejected the following amendments of interest to local governments:

- Rep. Scott Perry (R-PA), [#221](#) (Failed 20-44): Prohibits the use of automated license plate readers other than for tolling.
- Rep. Scott Perry (R-PA), [#223](#) (Failed 24-40): Prevents chapter 53 transit aid recipients from providing universal fare free policies. Fare-free or reduced-fare policies for seniors, students, and low-income riders would still be allowed.
- Rep. Scott Perry (R-PA), [#226](#) (Failed 31-33): Prohibits the Secretary from awarding funding to the California High Speed Rail.

- Rep. Scott Perry (R-PA), [#234](#) (Failed 29-35): Cuts off all chapter 53 mass transit funding to jurisdictions that operate as sanctuary jurisdictions and refuse to cooperate with federal immigration authorities.
- Rep. Jesus Garcia (D-IL), [#043](#) (Failed on voice vote): Requires transit passenger vehicles designed to carry 8 or more people to be driven by a human operator for the next 10 years.
- Rep. Jared Huffman (D-CA), [#076_Rev1](#) (Failed 27-37): Expands language included in the bill relating to honoring implementation of grants authorized under this bill - prohibiting cancellation, withholding, or delay of grants that were previously announced to grants that were authorized under IIJA and IRA.
- Rep. Jerrold Nadler (D-NY), [#043](#) (Failed on voice vote): Brings back the low-no emission bus set-aside in the competitive bus grant program at 50 percent of the program.
- Rep. Julia Brownley (D-CA), [#062](#), [#064](#), [#071](#) (Offered and withdrawn): Would have changed the allocation and sub-allocation process for metropolitan planning areas with a total population exceeding 10,000,000; increases the STBGP population sub-allocation from 55 to 60 percent over time; would have eliminated the authorized funding level for the new international games grant program.

Key Takeaways

Programs Preserved	Programs Repealed	New Programs
<ul style="list-style-type: none"> • Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program • Railroad Crossing Safety Improvements and Elimination Program • National Intercity Passenger Railroad Partnership Program • Safe Streets and Roads for All Program • Wildlife Crossings Program • Bridge Investment Program • Bus and Bus Facilities Program • SMART Grant Program 	<ul style="list-style-type: none"> • Healthy Streets Program • PROTECT Formula Funding • Charging and Fueling Infrastructure Grant Program • National Electric Vehicle Infrastructure (NEVI) Formula Program • Carbon Reduction Program 	<ul style="list-style-type: none"> • Surface Transportation Accelerator Grant Program (STAG) • Transportation assistance for international games grant program

<ul style="list-style-type: none"> • PROTECT Grant Program • Mega Grant Program • INFRA Grant Program 		
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Additional Highlights

- **Increased eligibilities for Metropolitan Planning Organizations (MPOs):** MPOs are now included as an eligible applicant for additional programs, such as the Nationally Significant Multimodal Freight & Highway Projects (INFRA) program.
- **Increased focus on digital infrastructure:** Adds digital infrastructure technologies designed to improve roadway safety and prevent crashes as an eligible research and development activity within NHTSA. The bill also reauthorizes technology deployment programs – such as the Accelerated Implementation and Deployment of Pavement Technologies (AID-PT) and Advanced Digital Construction Management Systems (ADCMS) programs – through FY 2031.
- **New EV Fee:** Requires states to impose an annual registration fee of \$130 for electric vehicles (EVs) and \$35 for covered plug-in hybrid vehicles to generate revenue for the Highway Trust Fund.
- **Build More Housing Near Transit Act Included:** Allows for Capital Investment Grant (CIG) applicants to receive an additional point on their overall application score if said project also promotes housing development along the project route.
- **Preserves the Railroad Crossing Elimination Program:** Reauthorizes the program formerly known as the Railroad Crossing Elimination Program.
- **Bridge programs, 25% set-aside:** The program also requires that states set-aside 25 percent of funds to run a competitive process to fund locally-owned bridge projects. (up from 15%).
- **New security / accessibility requirements for UZA formula funds:** Amends Urbanized Area Formula grants to require recipients to allocate a minimum amount of funding to security and accessibility.
- **Fare Evasion Policy Enforcement:** Allows DOT to withhold ten percent of urban area transit grant funds if said local jurisdiction does not have criminal or civil enforcement mechanisms to protect against fare evasion.
- **National Transit Database (NTD):** Includes technical changes to the NTD and requires transit agencies to report two new types of data for inclusion in the NTD: revenue loss because of fare evasion for each mode of transportation; and (2) data on assaults and other violent crimes on transit passengers while onboard public transportation and within transit facilities.

- **Repeal of Climate Title:** Repeals funding for climate programs included within the Infrastructure Investment and Jobs Act, such as the Healthy Streets and Charging Fueling and Infrastructure (CFI) programs.
- **Funding for International Games:** Authorizes \$50 million in annual funding to support planning, capital, and operations needs for international games, such as the Olympics, Paralympics, and FIFA World Cup events.

Overview of Key Provisions

Federal-Aid Highways Highlights:			
<ul style="list-style-type: none"> • Adds metropolitan planning organizations (MPOs) as eligible entities under INFRA. • Repeals the Reduction of Truck Emissions at Port Facilities Program. • Repeals the Healthy Streets Program. • Codifies the Safe Streets and Roads for All grant program. Reduces the set aside for planning grants to five percent, adding a 30 percent set aside for rural communities, and providing parity with the Federal cost share of other safety projects. • Repeals the Carbon Reduction Program. • Repeals the PROTECT Program formula funding component. • Directs the FHWA Administrator to impose an annual registration fee of \$130 for a covered electric vehicle (EV) and \$35 for a covered plug-in hybrid vehicle. Beginning in 2029, both fee amounts are to be increased biennially by \$5, stipulating that the fee for covered EVs will not exceed \$150 and the fee for covered plug-in hybrids will not exceed \$50. The FHWA Administrator is directed to withhold an amount equal to 125 percent of the amount owed from the state’s highway apportionment if a state does not comply. 			
Sec.	Title	Summary	+/- IJJA (Five-Year Funding Total)
1104	Apportionment	Updates administrative expenses for the Federal Highway Administration (FHWA) and prescribes the apportionment of Federal highway funds, including how funds are to be divided across programs when apportioned to the states.	-\$64 million
1105	Nationally significant multimodal freight and highway projects	Amends the Nationally Significant Multimodal Freight and Highway Projects (INFRA) program by broadening program eligibility to metropolitan planning organizations (MPOs) serving urbanized areas with a population of at least 50,000. This section also eliminates the 30 percent cap on multimodal projects.	+\$1 billion
1106	National highway performance program	Changes the National Highway Performance Program (NHPP), including requiring the Secretary to determine compliance of asset management plans every two years, up from every year.	+18 billion
1107	Federal share	Amends current law to allow for an increased Federal share for rail-highway grade crossing improvements, as well as activities eligible under the Metropolitan	N/A

		Planning Program (MPP). Also increases the federal cost-share for the MPP program to 90 percent.	
1108	Bridge programs	<p>Authorizes formula and competitive programs to fund bridge improvement projects. Under the formula program established in this section, each state will receive an annual apportionment. To address off-system bridges, the formula program requires that states set-aside 20 percent of annual funding amounts for such projects. The program also requires that states set-aside 25 percent of funds to run a competitive process to fund locally-owned bridge projects. The program provides that states may count off-system bridge projects funded by the set-aside for locally-owned bridges towards the off-system set-aside. Under the formula program, the Federal share for locally-owned bridges is 95 percent.</p> <p>Also authorizes a \$2 billion per year competitive program to provide grants to improve the safety, efficiency, reliability, capacity, and utility of bridges on the National Highway System. The program stipulates that grant amounts shall be not less than \$50 million and that the Federal share of any project shall not exceed 50 percent. Directs the Secretary to consider several factors when providing grants under this section, including the average daily person and freight throughput expected to be supported by the project, the safety benefits of the project, the national or regional economic benefits of the project, geographic diversity, and the extent to which the project is for a bridge in poor condition or at risk of falling into poor condition, among other considerations. Under the program, projects may be carried out through a multiyear grant agreement.</p>	Bridge Formula Program: +\$17.5 billion

1109	Emergency relief	Changes to the Emergency Relief (ER) program intended to ensure resilience improvements are eligible under the program. Makes additional project delivery changes.	N/A
1111	Railway-highway grade crossings	Extends the Railway-Highway Grade Crossings program through FY 2031.	Same levels as IJJA.
1112	Surface transportation block grant program	Changes the STBG program to include infrastructure improvements to existing facilities to withstand natural disasters and increase resilience. This section also provides a definition for a “low-water crossing.” Also updates existing language intended to allow for Highway Safety Improvement Program (HSIP) funds to be counted towards the nonfederal share for a Transportation Alternatives (TA) project provided that certain conditions are met. Adds construction of roundabouts and projects with technology of advanced detection of accident risk eligible.	+\$9.9 billion
1116	Construction of ferry boats and ferry terminal facilities	Reauthorizes the Ferry Boats and Ferry Terminal Facilities through FY 2031.	+\$362 million
1117	Highway safety improvement program	Broadens eligibility under HSIP, including by adding bollards, infrastructure that connects two or more existing segments of roadway safety infrastructure improvements, and digital infrastructure technologies, such as digital alerting systems and electronic ticketing (or e-ticketing). Also makes changes to emphasize the safety of roadway workers.	+1.7 billion
1118	CMAQ program	Changes to the Congestion Mitigation and Air Quality Improvement (CMAQ) program by broadening eligibility to include projects that deploy advanced transportation and congestion management technologies and projects supporting digital infrastructure.	+\$1.6 billion

		<p>Requires states to obligate specified percentages of CMAQ funding on eligible alternative fueling projects for four years. This section also requires the Secretary to, not less frequently than every two years, update a table illustrating the cost-effectiveness of a range of projects eligible under the program for the consideration of states.</p> <p>Requires the Secretary to provide written notification to states and MPOs regarding the cost-effectiveness table and the requirement under the program that states and MPOs consider such information when selecting projects. Repeals the Reduction of Truck Emissions at Port Facilities and Healthy Streets programs.</p>	
1119	Safe streets and roads for all grant program	Codifies the Safe Streets and Roads for All grant program. Reduces the set aside for planning grants to five percent, adding a 30 percent set aside for rural communities, and providing parity with the Federal cost share of other safety projects.	-\$1.25 billion
1123	Wildlife crossings program	Amends the Wildlife Crossings Program by increasing the minimum amount required to be obligated on rural projects to 75 percent and placing a limitation of not more than five percent of funds to be used on non-construction activities.	+\$50 million
1124	Surface transportation accelerator grant program (STAG)	<p>Establishes the Surface Transportation Accelerator Grant (STAG) discretionary program to fund surface transportation projects in local, regional, rural, and urban communities.</p> <p>Under the program, 50 percent of funding is for local and regional grants, 25 percent is for rural grants, and 25 percent is for urban grants. The rural component defines a covered rural area as having a population of 50,000 or less and funds surface transportation projects in such areas. The rural component sets a minimum grant</p>	+12 billion

		<p>amount of \$5,000,000, while allowing the Secretary to use not more than 10 percent of available funds per fiscal year for grants with a smaller award size.</p> <p>The urban component defines a covered urban area as having a population of not less than 50,000 and funds surface transportation projects in such areas. The urban component sets a minimum grant amount of \$5,000,000, while allowing the Secretary to use not more than 10 percent of available funding per fiscal year for grants with a smaller award size. The local and regional component defines a specified urban area as having a population of more than 200,000 and a specified rural area as those located outside of specified urban areas.</p> <p>The goal of the local and regional component is to fund eligible projects that will have a significant local or regional impact and improve surface transportation infrastructure. Under the local and regional component, grant amounts are specified as not less than \$5,000,000 for a specified urban area, not less than \$1,000,000 for a specified rural area, and are capped at \$25,000,000.</p> <p>A single state may not receive more than 15 percent of funds per fiscal year. The local and regional component requires that for each fiscal year, not more than 50 percent of funds shall be allocated for eligible projects in specified rural areas and not more than 50 percent of funds shall be allocated for eligible projects in specified urban areas.</p>	
1125	Carbon Reduction Program	Repeals the Carbon Reduction Program	-\$6.4 billion
1126	PROTECT program	Repeals the PROTECT Program formula funding component.	-\$7.3 billion

		Adds piers and boardwalks as eligible projects.	
1127	Codification and improvement of Jason's law	Creates a competitive grant program for projects that provide public parking for commercial motor vehicles (CMVs) to improve the safety of CMV drivers. Under the program, projects must be located on a Federal-aid highway or be a facility with reasonable access to a Federal-aid highway or freight facility.	N/A
1128	Consolidated funding pilot program	Creates a pilot program to allow up to ten states to receive their base apportionment in a lump sum. Under the pilot program, funds would be eligible for use for any project under existing highway formula programs. Participating states are required to obligate 25 percent of funding to regional and local areas in proportion to their relative shares of the population of the state and, are required to consult with MPOs and regional transportation planning organizations representing such areas, if any.	
1129	Registration fee on motor vehicles	Directs the FHWA Administrator to impose an annual registration fee to be collected by each state of \$130 for a covered electric vehicle (EV) and \$35 for a covered plug-in hybrid vehicle. Beginning in 2029, the Administrator is required to biennially increase both fee amounts by \$5, stipulating that the fee for covered EVs will not exceed \$150 and the fee for covered plug-in hybrids will not exceed \$50. To ensure compliance with the requirements of this section, the Administrator is directed to withhold an amount equal to 125 percent of the amount owed from the state's highway apportionment if a state does not comply.	+\$10 billion <i>(estimated)</i>
1130	Transfer of real property no longer needed	Provides for a process to transfer real property acquired with Federal-aid funds. It provides several conditions that must be	

		met for the Secretary to authorize a transfer, including that there is no longer a need for the real property, that the overall benefit of allowing the transfer is greater than the interest of the Federal Government in liquidation, and that there is no interest in acquiring the real property for Federal Government use.	
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Innovation Highlights:			
<ul style="list-style-type: none"> • Reauthorizes the SMART grant program. • Reauthorizes University Transportation Centers • Reauthorizes the Advanced Digital Construction Management Systems (ADCMS) program • Directs TRB to conduct autonomous vehicle accessibility study. 			
Sec.	Title	Summary	+/- I/JA
1103	Definitions	Provides a definition for the term “digital infrastructure.” Expands the definition of “operating costs for traffic monitoring, management, and control,” to include backup power systems, ensuring such projects are eligible under the Surface Transportation Block Grant (STBG) program.	N/A
6001	Strengthening mobility and revolutionizing transportation grant program.	Reauthorizes the Strengthening Mobility and Revolutionizing Transportation (SMART) grant program through FY 2031. This section also consolidates funding for the SMART grant program into a single funding stream for both development and implementation phase activities for eligible projects. This section also ensures that the Secretary prioritizes projects under this grant that promote new and emerging technologies that are not widely deployed.	Same authorization levels as I/JA.
6002	Technology deployment.	Reauthorizes the Accelerated Implementation and Deployment of Pavement Technologies Program (AID-PT), which supports innovative pavement technologies, as well as the Advanced Digital Construction	N/A

		Management Systems program (ADCMS), which provides grants to develop and support ADCMS technologies through FY 2031. For the ADCMS program, a single entity may not receive more than 10 percent of funds and requires the Secretary to publish recommendations to encourage wider deployment and implementation of ADCMS by states.	
6008	University transportation centers program	Reauthorizes the university transportation centers through FY 2031 and ensures funding for this program is awarded to applicants with a demonstrated ability to disseminate results to state and local transportation officials.	N/A
6012	Autonomous vehicle accessibility study	Requires the Transportation Research Board (TRB) to study infrastructure changes, such as curb management, sidewalk and roadway design, pick-up zones, curb extension, and infrastructure design, to improve accessibility of autonomous ride-hail vehicles for people with disabilities, particularly wheelchair users.	N/A

Motor Carrier Safety Highlights:

- Authorizes appropriations out of the Highway Trust Fund for the Federal Motor Carrier Safety Administration (FMCSA) through FY 2031 to carry out motor carrier safety assistance programs, the high priority program, the commercial motor vehicle enforcement training and support grant program, the commercial motor vehicle operators safety training grant program, the financial assistance program for commercial driver's license implementation, and to pay the administrative expenses of FMCSA.

Sec.	Title	Summary	+/- IJJA
5001	Authorization of appropriations	Authorizes appropriations out of the Highway Trust Fund for the Federal Motor Carrier Safety Administration (FMCSA) through FY 2031 to carry out motor carrier safety assistance programs, the high priority program, the commercial motor vehicle	+\$407.5 million

		enforcement training and support grant program, the commercial motor vehicle operators safety training grant program, the financial assistance program for commercial driver’s license implementation, and to pay the administrative expenses of FMCSA.	
5110	Transportation Workforce Education Optimization	Establishes a program to encourage historically black colleges and universities and other minority-serving institutions to engage in transportation workforce programs.	
5402	ADS-equipped commercial motor vehicle interstate operation.	Creates a safety standard for commercial motor vehicles equipped with autonomous driving systems (ADS) operating in interstate commerce. The safety standard requires manufacturers of ADS and ADS-equipped commercial motor vehicles to meet all applicable regulations, demonstrate competencies through a safety case, and adhere to reporting requirements. The section also establishes requirements for operators of ADS-equipped commercial motor vehicles.	N/A

Public Transportation Highlights:

- Amends Urbanized Area Formula grants to require recipients to allocate a minimum amount of funding to security and accessibility.
- Establishes a consolidated state block grant program that allows the Secretary to allocate a lump sum to participating states to fund public transportation services in rural and urbanized areas.
- Amends the Capital Investment Grants Program to require the Secretary to consider whether proposed projects will promote housing development along the project route.
- Consolidates the low-no emission bus and bus and bus facilities grant programs into one program. Modifies the bus and bus facilities competitive program and ensures that all vehicle propulsion types remain eligible.

Sec.	Title	Summary	+/- IJJA
3002	Definitions	Amends the definition of the term “associated transit improvement” to require that a transit improvement	N/A

		project be carried out within a specified distance from a transit facility depending on the type of project. This section also amends the chapter-wide definition of “capital project” to clarify that certain software is eligible as a capital project for purposes of Federal transit law.	
3005	Urbanized area formula grants	Amends the urbanized area formula grant program to <ol style="list-style-type: none"> 1. Allow transit agencies operating a maximum of 125 buses to use a portion of their urbanized area formula funds for operating expenses; 2. Eliminate some public hearing requirements; 3. Require all transit agencies receiving urbanized area formula funds to spend at least one percent of that funding on crime prevention and security projects; 4. Require all transit agencies receiving to spend at least one percent of their urbanized area formula funds on projects to improve accessibility for individuals with disabilities; 5. Streamline required audits provided the Secretary determines that the recipient has not established a pattern of deficiency in fulfilling grant requirements; 6. Consolidate various passenger ferry programs. 	+\$6.852 billion
3006	Consolidated state block grant program	Establishes a consolidated state block grant program that allows the Secretary to allocate a lump sum to participating states to fund public transportation services in rural and urbanized areas. A state must first notify designated recipients of the state’s intent to	N/A

		<p>participate in the block grant program and afford them the chance to opt in or out, and designated recipients are subsequently required to coordinate with direct recipients in the relevant urbanized area. Primary urbanized areas are prohibited from receiving block grant assistance from a state, rather, such areas will continue to obtain formula funding from the FTA in the same manner provided prior to the establishment of this program.</p>	
3007	Fixed guideway capital investment grants	<p>Amends the Capital Investment Grants (CIG) program to</p> <ol style="list-style-type: none"> 1. Expand the definition of “core capacity” to include projects that substantially increase the capacity of a system (in part or in whole) as well as makes eligible projects that reduce passenger travel time, including for passengers with disabilities and those who use wheelchairs; 2. Rename “small starts” to “streamlined starts” and raise the maximum Federal assistance in a manner that captures most bus rapid transit projects as streamlined start projects; 3. Require applicants for new start, core capacity, and streamlined start projects to have initiated NEPA and have completed 30 percent of design and engineering prior to entering Project Development; 4. Allow applicants to receive a rating adjustment in rating certain criteria if the project will promote housing development along the project route; 	Same as authorized levels under IIJA.

		<ol style="list-style-type: none"> 5. Require the Secretary to update the CIG policy guidance every two years and to issue specific policy guidance for core capacity projects that improve accessibility of the system; 6. Prohibit the Secretary from locking in the government’s contribution until 120 days after the project enters the engineering phase; 7. Codify the Expedited Project Delivery program established under the Fixing America’s Surface Transportation (FAST) Act, make project elements designed to achieve a state of good repair eligible, and raise the award amount to 40 percent of the net capital project cost. 	
3008	Formula grants for enhanced mobility of seniors and individuals with disabilities	Codifies the Innovative Coordinated Access and Mobility Program (ICAM). This section also amends the ICAM program to allow for projects to improve access to a facility of the Department of Veterans Affairs or an organization or facility that provides services to veterans using funds provided by the Department of Veterans Affairs.	N/A
3010	Technical assistance and workforce development	Allows the Secretary to issue grants to provide technical assistance to transit agencies and to advance the development of voluntary and consensus-based standards.	N/A
3011	Bus testing facility	Amends Federal bus testing requirements to allow the Secretary to test new bus models equipped with advanced bus technologies. Reduces the Federal cost share of bus testing to 60 percent (down from 80 percent) and provides for a technical rewrite of the bus test pass/fail standard in the underlying code.	N/A

3012	Crime prevention and security	<p>Rewrites the underlying crime prevention and security section in code for purposes of specifying eligible activities a transit agency may undertake to address crime and safety through expending the required crime prevention and security set-aside in urbanized area formula grants.</p> <p>Broadens transit funding eligibility to allow a transit agency to contract with local law enforcement and to hire transit support specialists to improve the security of public transportation systems.</p> <p>Allows a transit agency to expend up to 1.5 percent of urbanized area formula funds on operating costs for projects that reduce crime and improve security. Lastly, this section allows the Secretary to withhold 10 percent of urban area transit grant money if a jurisdiction lacks criminal or civil enforcement mechanisms to protect against fare evasion and unauthorized transit system access.</p>	N/A
3013	General provisions	<p>Makes various amendments to chapter 53, of title 49, United States Code:</p> <ul style="list-style-type: none"> • Allows for a 90 percent cost share for the procurement of vehicles or vessels (ferryboats) that comply with the Americans with Disabilities Act of 1990 (ADA), among other statutes • Requires the Secretary to issue Buy America waiver determinations within 180 days from the date on which an applicant submits a waiver request to the Secretary while simultaneously providing 	N/A

		<p>authority to extend the deadline for six months</p> <ul style="list-style-type: none"> • Prohibits federal assistance from being used to purchase rolling stock or powertrain components from companies under China’s influence and eliminates the lifetime exemption to purchase rolling stock from a state-owned enterprise provided under current law to certain transit agencies • Codifies FTA policy allowing for advance payments for bus rolling stock; • Establishes a maximum Federal contribution for buses procured using Federal funds. The maximum Federal contribution varies by bus length and propulsion type and does not apply in instances where vehicles are being procured through a specified State procurement schedule. 	
3014	Public transportation emergency relief program	Establishes a six-year period of availability for the obligation of emergency relief grants.	N/A
3015	Contract requirements	Amends procurement requirements related to the acquisition of rolling stock. Specifically, this section requires a recipient that acquires bus rolling stock through the competitive procurement process to utilize performance specifications in the procurement process to the greatest extent practicable.	N/A
3016	Transit asset management.	Updates the transit asset management section in chapter 53 of title 49, United States Code, to account for the 2016 transit asset management rulemaking	N/A

		the code statutorily required. Prohibits the Secretary from construing the changes made to the law as requiring updates to the transit asset management regulations in part 625 of title 49, Code of Federal Regulations, or imposing new requirements on tier II providers beyond what the regulations require present day.	
3017	Project management oversight	Requires the Secretary to update regulations in part 633 of title 49, Code of Federal Regulations, to modify the term “major capital project” and provide that compliance reviews may occur annually rather than quarterly. The section amends the term “major capital project” to specify that the term excludes a project to maintain or rehabilitate a vehicle a project with an estimated total cost of less than \$1,000,000,000, unless the Secretary determines project management oversight will benefit the Federal Government or the recipient.	N/A
3018	Public transportation safety program	Amends the risk reduction program required for transit agencies in large urbanized areas to clarify that the programs must improve workplace safety for frontline employees; and requires these programs to improve passenger safety systemwide, including through a reduction in the number and rates of assaults and other violent crimes on transit passengers and mitigating fare evasion.	
3019	Administrative provisions	Allows recipients and subrecipients of FTA assistance to retain asset disposition proceeds provided the proceeds are reinvested in capital projects.	N/A
3020	National transit database	Provides for a technical rewrite of the national transit database (NTD) section in chapter 53 of title 49, United States Code, and establishes two new	N/A

		<p>required data sets that transit agencies must report for inclusion in the NTD:</p> <ol style="list-style-type: none"> 1. Data relating to a public transportation system’s revenue loss because of fare evasion for each mode 2. Data on assaults and other violent crimes on transit passengers while onboard public transportation vehicles and in public transportation facilities. 	
3021	Apportionment of appropriations for urbanized area formula grants + new competitive ferry program	Increases the apportionment amount for the small transit intensive cities formula to five percent (up from three percent), provides a set-aside of \$125,000,000 million for urban ferry grant recipients under the new competitive ferry grant program, and requires certain transit agencies directing assistance to an inaccessible rail fixed guideway system to expend a specified percentage of transit grant funding on projects to improve accessibility for persons with disabilities, including individuals who use wheelchairs.	
3022	State of good repair grants	Eliminates the competitive rail vehicle replacement grants program and amends the state of good repair grants program to emphasize that such grants are for the purpose of ensuring the safety of public transportation systems.	
3023	Authorizations	Provides for a general rewrite of the authorization section in chapter 53 of title 49, United States Code, to specify funding amounts for all FTA formula and discretionary programs for each of FYs 2027 through 2031.	+\$17.692 billion
3024	Grants for buses, bus facilities, and ferries	Applies the chapter-wide definition of “State” to include territories in the national distribution of bus and bus facility funds and increases the amount	Bus Formula Program: +\$700 million (approximately)

		<p>of funds reserved for each state through this distribution. It amends the distribution of the remaining formula funds, including by adding a new allotment for transit providers in rural areas. Amends the period of availability for bus formula funds from four to six years.</p> <p>Consolidates the low-no emission bus and bus and bus facilities grant programs into one program. Modifies the bus and bus facilities competitive program and ensures that all vehicle propulsion types remain eligible.</p>	<p>Combined Competitive Bus and Bus Facilities + Low-No Emission Funding: -\$900 million (approximately)</p>
3102	Protecting bus operators from risk of assault	<p>Establishes a bus driver safety working group to review and make recommendations to the Secretary on transit bus design and safety standards to protect operators from the risk of assault on a transit worker. Also requires fully enclosed operator workstation barriers in newly manufactured fixed route buses 30 feet or more in length beginning two years after the date of enactment.</p>	N/A
3103	Spare ratio modification	<p>Prohibits the Secretary from issuing policy, regulations, or guidance that sets a transit vehicle spare ratio while simultaneously maintaining the Secretary's authority to require a transit agency to provide a justification for purposes of acquiring new rolling stock.</p>	N/A
3104	Special rule for certain transportation services.	<p>Prohibits the Secretary from considering a driver of a transportation network company or a taxicab service as being an employee and a contractor of a federally funded transit agency unless a transit agency that is a contractee of such transportation network company or taxicab service fails to give customers for each ride more than one choice in companies providing transportation services and</p>	N/A

		provide the customer with a written or verbal explanation on the differences between the alcohol and controlled substances testing requirements that may apply for drivers of each company. Also specifies that a transit agency that enters into an agreement with a transportation network company or a taxicab service shall ensure that such transportation services solely serve to supplement, not supplant, fixed route or route-based public transportation provided by the transit agency.	
3105	Innovative procurement	Amends the innovative procurement program by expanding eligibility for local governments and adding new eligible costs. Amendments also eliminate some agency reporting requirements.	N/A
3106	Transit award management system improvement.	Requires the Secretary to ensure that the transit award management system, as it is used by the FTA to ensure that financial assistance specified in section 5333(b) notifies only persons and entities directly affected by the relevant financial assistance.	N/A
3107	Public transit first aid and emergency medical kit equipment and training	Requires the Secretary to establish a transportation rulemaking committee to review and develop findings and recommendations to be submitted to Congress relating to whether public transit vehicles and stations should be required to carry first aid and emergency medical kits.	N/A
3108	Improving transparency in certain urbanized areas	Requires designated recipients of the Urbanized Area Formula Program, Enhanced Mobility of Seniors and Individuals with Disabilities Program, State of Good Repair Program and Grants for Buses and Bus Facilities (sections 5307, 5310, 5337, 5339 of title 49, United States Code) in urbanized areas of more than a 200,000 population to submit a letter	N/A

		to the Secretary explaining the rationale for how Federal funds are split among direct recipients when a method for allocating assistance other than the Federal apportionment formula is used or when population data not produced by the United States Census is used. If an urban area fails to provide a rationale for its allocation method, the Secretary may withhold urban area grant program funds. Directs the Secretary to publish annually on the FTA website each split allocation letter received from designated recipients for each fiscal year.	
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Highway Traffic Safety Highlights:			
<ul style="list-style-type: none"> • Outlines six core national priority programs for states to address in their highway safety plans: occupant protection, impaired driving, distracted driving, motorcyclist safety, non-motorist safety, and speeding. • Directs DOT to provide technical assistance to state and local governments to improve safety data. 			
Sec.	Title	Summary	+/- IJJA
4001	Authorization of appropriations	Authorizes appropriations out of the Highway Trust Fund for the National Highway Traffic Safety Administration (NHTSA) through FY 2031 for highway safety programs, highway safety research and development, the high-visibility enforcement program, administrative expenses, and the national driver register.	-\$30 million
4002	Consolidation and enhancement of highway safety programs	Consolidates the grants under the National Priority Safety Program for states within the State and Community Safety Grants Program. This section also directs DOT to provide technical assistance to state and local governments to improve safety data, including with regard to the role of drugs in serious injuries and fatal crashes, state efforts to align with the Model Minimum Uniform Crash Criteria, the	

		use of safety data in transportation planning, and reporting override crashes.	
4007	Coordination of Federal highway and traffic safety programs	Directs the Secretary to improve coordination between the FHWA's Highway Safety Improvement Program and NHTSA's highway safety grant programs and ensure alignment with other related programs. This section requires the Secretary to align planning cycles, performance targets, and reporting timelines to provide flexibility for states to implement safety strategies consistent with their own safety plans.	N/A
4011	Motorcycle checkpoint funding	Prohibits DOT from providing funds to any state or locality for any program that profiles or stops motorcycle operators solely based on their mode of transportation.	N/A

Rail/Multimodal Freight Highlights:

- Reauthorizes CRISI and the Railroad Crossing Safety Improvements and Elimination programs
- Consolidates multiple passenger rail programs into a new, National Intercity Passenger Railroad Partnership Program

Sec.	Title	Summary	+/- IJJA
7001	National multimodal freight policy	Requires the Secretary to consider how proposed projects under both the Mega and INFRA grant programs would mitigate bottlenecks and improve freight movement on the National Multimodal Freight Network.	N/A
7002	National freight strategic plan	Ensures the National Strategic Freight Plan includes consideration of inland maritime port facilities.	N/A
7007	Publication of Evaluation Criteria	Requires the Secretary to publish all evolution criteria and rating methodologies in INFRA grant NOFOs and ensure each such NOFO is concise and limited to evaluation factors consistent with law.	

10101	Grants to Amtrak	This section authorizes annual funding for Amtrak from FY 2027 through FY 2031, authorizing grant programs for both the Northeast Corridor and the National Network. The section sets aside funding for the Northeast Corridor Commission and the State-Supported Route Committee.	+\$11.845 billion
10103	Competitive Grants	Reauthorizes annual funding for multiple discretionary grant programs administered by the Federal Railroad Administration (FRA), including: <ul style="list-style-type: none"> • Consolidated Rail Infrastructure and Safety Improvements (CRISI); • Railroad Crossing Safety Improvements and Elimination; and • National Intercity Passenger Railroad Partnership Program 	CRISI: + \$4.102 billion Railroad Crossing Safety Improvements and Elimination: +\$1.15 billion
10104	Consolidated rail infrastructure and safety improvements	Reauthorizes the CRISI grant program, including the following changes: <ul style="list-style-type: none"> • Expands eligibility to law enforcement; • Enables research and development of technologies to improve railroad safety (i.e. wayside defect detection); • Provides assistance for projects that improve passenger rail ridership and freight service by reducing conflicts on shared lines. 	
10105	Railroad crossing safety improvements and elimination program	Reauthorizes the program formerly known as the Railroad Crossing Elimination Program. The section also makes rail safety nonprofit organizations eligible for grant funding, continues eligibility for safety improvements at grade crossings, and allows for the use of advanced technology to improve safety and to reduce costs.	

10106	National intercity passenger railroad partnership program	This section consolidates three grant programs: the Federal-State Partnership for Intercity Passenger Rail, Restoration and Enhancements, and Interstate Rail Compacts; into a newly created National Intercity Passenger Railroad Partnership Program. Further, this section establishes new cost shares for operating assistance and clarifies an acceptable degree of non-Federal financial commitments.	
10107	Corridor Identification and Development Program	This section authorizes the Corridor Identification and Development Program through FY 2031, and revises service development plan requirements for new applicants and current applicants that have not yet secured non-Federal funding. It also allows corridors to concurrently undertake various phases of project development work to speed up project completion.	
10108	Emergency relief	Authorizes an Emergency Relief Program at FRA to provide grants for repairing or replacing rail infrastructure of Class II, Class III, and intercity passenger rail carriers damaged by natural disasters or catastrophe. It covers both capital projects and evacuation-related operating expenses that are not otherwise covered by private insurance. This section requires recipients to maintain proper insurance and ensures Federal funds do not duplicate assistance FEMA or private sources.	
10302	California High-Speed Rail Working Group	Creates a working group to conduct a comprehensive assessment of the California High-Speed Rail project, composed of stakeholders and experts appointed by Congressional leadership and the Secretary. The legislation restricts further funding to the project	N/A

		during the working group’s assessment or within two years of enactment of this Act, whichever is earlier.	
10304	Study on commuter rail passenger transportation and transfers	Directs the Comptroller General to conduct a study on the benefits of commuter rail and the primary obstacles to implementing “single-seat trips” that eliminate the need for passenger transfers.	N/A
10408	Rail technology and asset pilot program	Creates a pilot program to provide competitive grants to acquire newer, innovative railroad technology systems and equipment that improve safety and efficiency.	
10423	Reports on highway-rail grade crossing safety and trespasser prevention	Requires states to update their highway-rail grade crossing action plans every five years and to include specific strategies for reducing pedestrian fatalities and suicides.	N/A
10501	Pre-award authority	Allows the DOT Secretary to grant pre-award authority that allows grant recipients to procure project-related materials and conduct other activities related to a project for eventual reimbursement.	N/A
10504	State-railroad infrastructure project coordination and process standardization working group.	Requires the Secretary to establish a Working Group to examine and develop recommendations and methods to improve coordination among states, local governments, metropolitan planning organizations and railroads for non-railroad projects that cross a railroad right-of-way.	N/A

Project Delivery and Environmental Streamlining Highlights:

- Specifies that the first agency within DOT to take major action on a proposed project shall be the lead agency for NEPA compliance.
- Establishes a 90-day timeframe for the lead agency of a transportation project to provide decisions on the scope of required NEPA activities.

Sec.	Title	Summary	+/- I/JA
10508	Lead agency for environmental review purposes	Specifies that the first agency within DOT to take major action on a	N/A

		proposed project shall be the lead agency for NEPA compliance.	
10509	Environmental review determination	Establishes a 90-day timeframe for the lead agency of a transportation project to provide decisions on the scope of required NEPA activities.	N/A

Miscellaneous Highlights:

- Establishes a new \$50 million program to support planning, capital, and operating needs for international or major sporting events, including Olympic, Paralympic, and FIFA World Cup events.
- Reauthorizes the Mega grant program through FY 2031.
- Reauthorizes the TIFIA Program and allows for up to 15 percent of TIFIA funds to be used for airport-related projects.
- Reauthorizes the Local and Regional Project Assistance (BUILD) Program through FY 2031 and prioritizes project readiness.

Sec.	Title	Summary	+/- IJA
2001	Infrastructure Finance	Reauthorizes the Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance program. This section adds the purchase or lease of drayage trucks as an eligible project in the TIFIA program. Additionally, this section requires the Secretary of Transportation to accept a qualified institution's creditworthiness analysis on behalf of a TIFIA applicant in combination with the Build America Bureau's own creditworthiness analysis. This section lowers the threshold for intelligent transportation system projects to qualify, at \$10 million, and increases the project cost threshold for rural projects to \$150 million, adjusted annually for inflation. It clarifies that NEPA is not applicable to land acquisitions by a nonpublic entity if the purchase occurs prior to an application for TIFIA and codifies two categorical exclusions regarding rehabilitation of existing facilities and projects built on land previously disturbed for transportation use. This section also allows for up to 15 percent of TIFIA funds for airport-related projects.	
2004	Study on establishment of Federal	Directs the Secretary to conduct a study with the National Academies on the establishment of a Federal Infrastructure Bank. The study will	

	Infrastructure Bank	identify potential forms of credit assistance, examine the potential financial benefits a Federal Infrastructure Bank offers, and analyze best practices of other infrastructure banks. The National Academies is required to consult with the Secretary, state infrastructure banks, and stakeholders with expertise in financial markets and infrastructure financing and submit a report detailing the findings of the study to Congress within two years.	
7104	Transportation assistance for international games	Establishes a new program to support planning, capital, and operating needs for major international sporting events, including Olympic, Paralympic, and FIFA World Cup events. Eligible entities may apply for grants to fund transportation projects and planning activities that facilitate the movement of people and goods associated with a covered event. Authorizes \$50 million annually for the program for FYs 2027 through 2031 and directs the Secretary to provide technical and planning assistance to eligible entities.	+\$250 million
7105	National infrastructure project assistance	Reauthorizes the Mega grant program through FY 2031. Expands project eligibility to include lessees of Federal surface transportation hubs and public transportation projects eligible for assistance under the CIG program in large urbanized areas. Updates the evaluation criteria, including by adding consideration of the use of innovative construction materials and the impact of population growth. Reduces the Congressional notification period from 30 days to three days and reduces the program set-aside to 25 percent from 50 percent for projects that cost between \$100 million and \$500 million.	Same authorization levels as IJJA.
7106	Local and regional project assistance	Reauthorizes the Local and Regional Project Assistance (BUILD) Program through FYs 2027 through 2031. Updates the definition of “area of persistent poverty” to include updated census data and qualified opportunity zones and expands eligible applicants to include lessees of Federal surface transportation hubs.	N/A

		Requires the Secretary to consider if a project may reasonably begin construction within 18 months of an award, requiring project sponsors to certify they have notified a state department of transportation if their project is located on a state-owned or state-managed facility, and providing pre-award authority. Requires the Secretary to only select grant recipients based on the program’s selection criteria and clarifies any planning funds provided under this program do not constitute a guarantee of a future grant award.	
7107	National culvert removal, replacement, and restoration grant program	Amends the National Culvert Removal, Replacement, and Restoration Grant Program by expanding eligible projects and entities.	N/A

Next Steps

Now advanced, the bill would be considered by the House for a full vote, with exact timing to be determined.

The House Science, Space, and Technology Committee – which has jurisdiction over research, development and demonstration activities within the Department of Transportation – held a markup of their provisions (known as the [Surface Transportation Research and Development Act](#)) on Wednesday, May 20. The House Energy and Commerce Committee has also advanced its [Motor Vehicle Modernization Act](#), which includes their jurisdictional provisions – specifically those addressing vehicle safety – on Thursday, May 21.

On the Senate side, Senators and staff across the Senate Environment and Public Works Committee; Banking, Housing, and Urban Affairs Committee; and the Commerce, Science, and Transportation Committee continue to collect priorities and draft their respective surface transportation reauthorization bill, which is expected to be different in scope and substance from the House’s version. These Committees will soon conduct bill markups where Senators will debate sections of the bill; offer, accept, or reject amendments; and vote on whether to advance the bill out of committee to the full chamber.

The Manatt Government Strategies Team will continue to provide clients with updates on key developments throughout the surface transportation reauthorization process.



BUILD America 250 Act Update

June 16, 2026

Francisco J Barajas, Legislative Affairs Supervisor

WWW.SCAG.CA.GOV

2026 Federal Priorities

Priorities Included:

- Surface Transportation Reauthorization
- BASICS Act

SCAG

2026

FEDERAL LEGISLATIVE PRIORITIES

SCAG'S FEDERAL LEGISLATIVE PRIORITIES

SCAG'S 2026 FEDERAL LEGISLATIVE PRIORITIES

Mobility
Support dedicated funding for the 2028 Summer Olympic and Paralympic Games

With the 2028 Summer Olympic and Paralympic Games just around the corner, Southern California will experience an influx of international athletes and spectators while continuing to facilitate transportation for one-third of the nation's freight and goods movement sector and nearly 19 million residents.

As part of LA28's Games Mobility Executive group, SCAG is leading road congestion relief efforts for both passengers and freight activity before and during the LA28 Games. Additionally, SCAG is deploying quick-build projects, which are flexible in design and require only minor construction activity, to support road congestion relief efforts.

SCAG's Ask:

- Support dedicated funding for 2028 Summer Olympic and Paralympic Games, including funding for SCAG to conduct road congestion relief efforts.
- Consistent with the Los Angeles County Metropolitan Transportation Authority, SCAG requests that funding be included in Congress's fiscal year 2027 appropriations bills for the LA28 Games in the amount of \$1.98 billion (including \$144 million for enhanced Metrolink regional rail service).

Communities
Support critical investments in proven housing programs

The SCAG region has a severe housing shortage, impacting both housing affordability and availability. As a result, the SCAG region has some of the highest purchase and rental housing prices in the nation, a problem that continues to impact other regions as Californians seek more affordable housing opportunities.

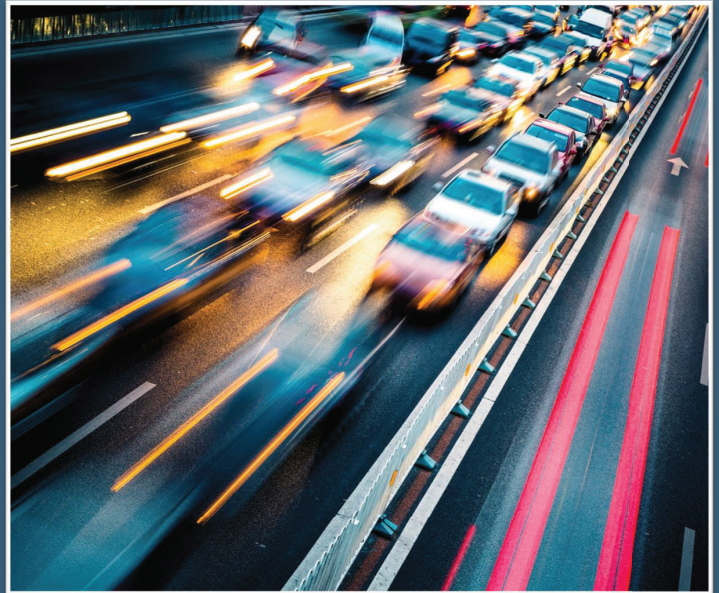
SCAG uses considerable state and local resources to help cities, counties, and Tribal governments prepare sites for housing development. In turn, a strong federal partnership is needed to increase housing supply.

SCAG's Ask:

- Provide funding in the FY 2027 THUD appropriations bill for critical housing programs, including the PRO Housing Program, Community Development Block Grant Program, Emergency Solutions Grants, and the HOME Investments Partnerships.
- Support enactment of bipartisan, comprehensive housing legislation, which includes critical elements from the 21st Century Road to Housing and the Housing for the 21st Century Act (H.R. 6644).

Surface Transportation Reauthorization

- Expires: September 30, 2026
- First committee hearing held Wednesday, January 15, 2025
- Key priorities for Republican-controlled Congress:
 - Increasing emphasis on funding for state DOTs and rural communities
 - Streamlining regulations
 - Emphasizing public-private partnerships (P3s)



BUILD America 250 Act

- House T&I Committee:
 - Introduced – Sunday, May 17
 - Advanced – Friday, May 22
- Authorizes ~\$580B for FY 2027-2031



BUILD America 250 Act – Key Takeaways

- Programs Preserved
 - Safe Streets and Roads for All Program
 - Wildlife Crossings Program
 - Bridge Investment Program
- Programs Repealed
 - Healthy Streets Program
 - Charging and Fueling Infrastructure Grant Program
 - National Electric Vehicle Infrastructure (NEVI) Formula Program
 - Carbon Reduction Program
- New Programs
 - Surface Transportation Accelerator Grant Program (STAG)
 - Transportation Assistance for international games grant program



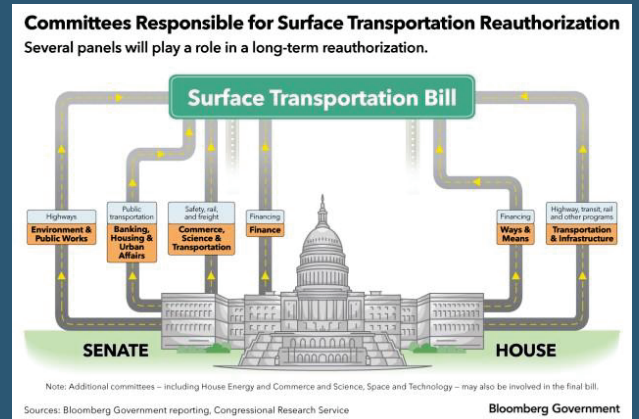
BUILD America 250 Act - Key Takeaways Continued

- Increase in Metropolitan Planning (PL) Funds
- Increases in STBG/ CMAQ Funding
- MPOs would be eligible for INFRA grants
- Streamlines TIP and STIP Amendment Process
- Increases access up to 22% of federal transportation funding for locals, including:
 - Bridge Program
 - Safe Streets and Roads for All
 - Surface Transportation Accelerator Grant (STAG) Program
- New EV Annual Registration Fee



Committees of Jurisdiction – Surface Transportation Reauthorization

- Completed:
 - House T&I – Advanced Friday, May 22
- Still needed:
 - House Ways & Means
 - House Floor
 - Senate EPW
 - Senate Banking, Housing & Urban Affairs
 - Senate Commerce, Science & Transportation
 - Senate Finance
 - Senate Floor
 - Conference
 - President's Signature



Thank you

Questions?