



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

#### REGIONAL COUNCIL OFFICERS

President  
Ray Marquez, Chino Hills

First Vice President  
Jenny Crosswhite, Santa Paula

Second Vice President  
Patricia Lock Dawson, Riverside

Immediate Past President  
Cindy Allen, Long Beach

#### COMMITTEE CHAIRS

Executive Administration  
Ray Marquez, Chino Hills

Community, Economic, and  
Human Development  
Rocky Rhodes, Simi Valley

Energy and Environment  
Rick Denison, Yucca Valley

Transportation  
Mike T. Judge, Ventura County  
Transportation Commission

MEETING NO. 682

## REGIONAL COUNCIL

*Thursday, June 4, 2026*  
*11:45 a.m. – 1:45 p.m.*

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

*To Attend In-Person:*

**SCAG Main Office - Regional Council Room**  
**900 Wilshire Blvd., Ste. 1700**  
**Los Angeles, CA 90017**

*To Attend and Participate on Your Computer:*

**<https://scag.zoom.us/j/83115565458>**

*To Attend and Participate by Phone:*

**Call-in Number: 1-669-900-6833**  
**Meeting ID: 831 1556 5458**

*To Watch or View Only:*

**<https://scag.ca.gov/scag-tv-livestream>**

#### **PUBLIC ADVISORY**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at [aguilarm@scag.ca.gov](mailto: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 Members of the Public Attending the Meeting

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

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

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

## Instructions for Participating and Public Comments

**In Writing:** Written comments can be emailed to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov). Written comments received by 5pm on **Wednesday, June 3, 2026**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, June 3, 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](mailto:aguilarm@scag.ca.gov).

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

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

## General Information for Public Comments

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

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

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



**RC - Regional Council  
Members – June 2026**

1. **Hon. Ray Marquez**  
President, Chino Hills, RC District 10
2. **Hon. Jenny Crosswhite**  
1st Vice President, Santa Paula, RC District 47
3. **Hon. Patricia Lock Dawson**  
2nd Vice President, Riverside, RC District 68
4. **Hon. Cindy Allen**  
Imm. Past President, Long Beach, RC District 30
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Santa Ana, RC District 16
6. **Hon. Debbie Baker**  
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7. **Hon. Ryan Balius**  
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8. **Sup. Kathryn Barger**  
Los Angeles County
9. **Hon. Karen Bass**  
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10. **Hon. Austin Bishop**  
Palmdale, RC District 43
11. **Hon. Bob Blumenfield**  
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12. **Hon. Wendy Bucknum**  
Mission Viejo, RC District 13
13. **Hon. Chelsea Byers**  
West Hollywood, RC District 41
14. **Hon. Ulises Cabrera**  
Moreno Valley, RC District 69
15. **Hon. Martha Cardenas-Singh**  
Imperial County
16. **Hon. Rick Denison**  
Yucca Valley, RC District 11
17. **Hon. Tanya Doby**  
Los Alamitos, RC District 20

- 18. Hon. Jon Dumitru**  
Orange, RC District 17
- 19. Ms. Paul Granillo**  
Business Representative, Non-Voting Member
- 20. Hon. J. John Dutrey**  
Montclair, RC District 9
- 21. Hon. Keith Eich**  
La Cañada Flintridge, RC District 36
- 22. Hon. Shaunna Elias**  
Glendora, RC District 33
- 23. Hon. Margaret Finlay**  
Duarte, RC District 35
- 24. Hon. Claudia Frometa**  
Downey, RC District 25
- 25. Hon. John Gabbard**  
Dana Point, RC District 12
- 26. Hon. Gary Gardner**  
Desert Hot Springs, RC District 2
- 27. Hon. William Go**  
Irvine, RC District 14
- 28. Hon. Michael Goodsell**  
ICTC Representative
- 29. Sup. Curt Hagman**  
San Bernardino County
- 30. Hon. Jan C. Harnik**  
Imm. Past President, RCTC Representative
- 31. Hon. Marqueece Harris-Dawson**  
Los Angeles, RC District 55
- 32. Hon. Mark Henderson**  
Gardena, RC District 28
- 33. Hon. Eunisses Hernandez**  
Los Angeles, RC District 48
- 34. Hon. Laura Hernandez**  
Port Hueneme, RC District 45
- 35. Hon. Heather Hutt**  
Los Angeles, RC District 57
- 36. Hon. Mike Judge**

VCTC Representative

- 37. Hon. Fred Jung**  
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- 38. Hon. Ysabel Jurado**  
Los Angeles, RC District 61
- 39. Hon. Ardy Kassakhian**  
Glendale, RC District 42
- 40. Hon. Trish Kelley**  
TCA Representative
- 41. Hon. Lauren Kleiman**  
Newport Beach, RC District 15
- 42. Hon. Linda Krupa**  
Hemet, RC District 3
- 43. Hon. Andrew Lara**  
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- 44. Hon. John Lee**  
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- 45. Hon. Carlos Leon**  
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- 46. Hon. Jim Light**  
Redondo Beach, RC District 40
- 47. Sup. Vianey Lopez**  
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- 48. Hon. Clint Lorimore**  
Eastvale, RC District 4
- 49. Hon. Steven Ly**  
Rosemead, RC District 32
- 50. Hon. Steve Manos**  
Lake Elsinore, RC District 63
- 51. Hon. Andrew Masiel**  
Tribal Govt Regl Planning Board Representative
- 52. Hon. Larry McCallon**  
Air District Representative

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- 53. Hon. Marsha McLean**  
Santa Clarita, RC District 67
  - 54. Hon. Tim McOsker**  
Los Angeles, RC District 62
  - 55. Hon. Frank Navarro**  
Colton, RC District 6
  - 56. Hon. Adrin Nazarian**  
Los Angeles, RC District 49
  - 57. Hon. Imelda Padilla**  
Los Angeles, RC District 53
  - 58. Hon. Traci Park**  
Los Angeles, RC District 58
  - 59. Hon. Curren Price**  
Los Angeles, RC District 56
  - 60. Hon. Nithya Raman**  
Los Angeles, RC District 51
  - 61. Hon. Daniel Ramos**  
Adelanto, RC District 65
  - 62. Hon. Gil Rebollar**  
Brawley, RC District 1
  - 63. Hon. Rocky Rhodes**  
Simi Valley, RC District 46
  - 64. Hon. Monica Rodriguez**  
Los Angeles, RC District 54
  - 65. Hon. Ali Saleh**  
Bell, RC District 27
  - 66. Hon. Steve Sanchez**  
La Quinta, RC District 66
  - 67. Hon. Tim Sandoval**  
Pomona, RC District 38
  - 68. Hon. Suely Saro**  
Long Beach, RC District 29
  - 69. Hon. Zak Schwank**  
Temecula, RC District 5
  - 70. Hon. David J. Shapiro**  
Calabasas, RC District 44



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- 71. Hon. Emma Sharif**  
Compton, RC District 26
  - 72. Hon. Marty Simonoff**  
Brea, RC District 22
  - 73. Sup. Hilda Solis**  
Los Angeles County
  - 74. Hon. Hugo Soto-Martinez**  
Los Angeles, RC District 60
  - 75. Sup. Karen Spiegel**  
Riverside County
  - 76. Hon. Helen Tran**  
San Bernardino, RC District 7
  - 77. Hon. Butch Twining**  
Huntington Beach, RC District 64
  - 78. Hon. Steve Tye**  
Diamond Bar, RC District 37
  - 79. Sup. Donald Wagner**  
Orange County
  - 80. Hon. Alan Wapner**  
SBCTA Representative
  - 81. Hon. Mark Waronek**  
Lomita, RC District 39
  - 82. Hon. Acquanetta Warren**  
Fontana, RC District 8
  - 83. Hon. Thomas Wong**  
Monterey Park, RC District 34
  - 84. Hon. Jeff Wood**  
Lakewood, RC District 24
  - 85. Hon. Katy Yaroslavsky**  
Los Angeles, RC District 52
  - 86. Hon. Frank A. Yokoyama**  
Cerritos, RC District 23



## REGIONAL COUNCIL AGENDA

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
**Thursday, June 4, 2026**  
**11:45 AM**

The Regional Council may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

### **CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

*(The Honorable Ray Marquez, President)*

### **PUBLIC COMMENT PERIOD (Matters Not on the Agenda)**

This is the time for public comments on any matter of interest within SCAG’s jurisdiction that is *not* listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time.

### **REVIEW AND PRIORITIZE AGENDA ITEMS**

#### **CHAIR’S REPORT**

- *The Honorable Rocky Rhodes – Community, Economy, and Human Development Committee*
- *The Honorable Rick Denison – Energy and Environment Committee*
- *The Honorable Mike T. Judge – Transportation Committee*

#### **ACTION ITEM**

1. Approval of Amendment No. 5 to Executive Director’s Employment Agreement 5 Mins. PG. 10  
*(Ruben Duran, Board Counsel, BBK)*

#### **RECOMMENDED ACTION:**

Approve the attached Amendment No. 5 to the Employment Agreement between SCAG and Kome Ajise to adjust the Executive Director’s Salary in response to a positive performance review, approve the Annual Work Plan for 2026-27, and extend the term of the Employment Agreement to May 31, 2029.

2. 7th Regional Housing Needs Assessment Process and Subcommittee PG. 30  
*(Ma’Ayn Johnson, Department Manager, SCAG)*

#### **RECOMMENDED ACTION:**

That the Regional Council authorize the formation of the 7th Cycle RHNA Subcommittee to support the development of the RHNA methodology and allocation plan, provide recommendations to the CEHD Committee and Regional Council, and serve as the final hearing body for RHNA appeals, with membership composition, quorum, and voting procedures as described in the staff report.



### CONSENT CALENDAR

#### Approval Items

3. Minutes of the Meeting – May 7, 2026 PG. 44
4. Contracts \$500,000 or Greater: 26-048-C01, Connect SoCal 2050 Outreach PG. 55
5. Contracts \$500,000 or Greater: 27-003-C01, Board Counsel Services & As-Needed Legal Services PG. 68
6. SCAG Memberships and Sponsorships PG. 76

#### Receive and File

7. June 2026 State and Federal Legislative Update PG. 78
8. Transfer of Regional Housing Needs Assessment (RHNA) Units from County of Los Angeles to City of Whittier PG. 165
9. Purchase Orders, Contracts and Contract Amendments below Regional Council Approval Threshold PG. 272
10. CFO Monthly Report PG. 280

### INFORMATION ITEM

11. Quarterly Economic Update - Verbal Report 15 Mins.  
*(Kevin Kane, Planning Supervisor, SCAG)*

### BUSINESS REPORT

*(Paul Granillo, Ex-Officio Member, Business Representative)*

### PRESIDENT'S REPORT

*(The Honorable Ray Marquez, President)*

### EXECUTIVE DIRECTOR'S REPORT

*(Kome Ajise, Executive Director)*

### FUTURE AGENDA ITEMS

### ANNOUNCEMENTS

### ADJOURNMENT



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**To:** RC - Regional Council  
**From:** Ruben Duran, Board Counsel  
(213) 787-2569, Ruben.Duran@bbklaw.com  
**Subject:** Approval of Amendment No. 5 to Executive Director’s Employment Agreement

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CHIEF OPERATING OFFICER  
APPROVAL

**RECOMMENDED ACTION:**

Approve the attached Amendment No. 5 to the Employment Agreement between SCAG and Kome Ajise to adjust the Executive Director’s salary in response to a positive performance review, approve the Annual Work Plan for 2026-27, and extend the term of the Employment Agreement to May 31, 2029.

**STRATEGIC PRIORITIES:**

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

**EXECUTIVE SUMMARY:**

*In accordance with SCAG’s Bylaws and the Executive Director’s Employment Agreement, the Executive/Administration Committee (EAC) conducted an annual performance evaluation of the Executive Director at its regular meeting in April 2026. The EAC recommended that the RC approve an amendment to the Agreement to reflect a merit increase in the Executive Director’s annual salary of 5% and to extend the term of the Agreement until the end of May, 2029. The attached amendment makes only those changes; the remaining terms of the Agreement remain in full force and effect.*

**BACKGROUND:**

SCAG’s Executive Director, Kome Ajise, was hired on April 5, 2019. His employment agreement, as amended and attached hereto, sets forth the terms of employment, including an annual salary of \$413,133, customary employee benefits such as health and life insurance, and various other terms.

Section 2.03 of the agreement provides for an annual performance evaluation of the Executive Director by the EAC; that process was completed in accordance with SCAG’s Bylaws during the April 8, 2026, EAC Meeting. The EAC recommended that the RC approve a five percent merit increase, increasing the base salary to \$433,784.00, in recognition of a positive performance review. The EAC

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also recommended that the Regional Council approve an extension of the term of the Agreement until May 31, 2029.

Additionally, in accordance with Article V, Section C(3)(b) of SCAG's Bylaws, the EAC reviewed the Executive Director's Annual Work Plan, subject to ratification by the Regional Council.

Accordingly, Board Counsel has prepared the attached Amendment No. 5 to the employment agreement for consideration. The Executive Director's proposed Annual Work Plan is also attached for review and approval as required by the Bylaws.

**FISCAL IMPACT:**

This action (1) adjusts the Executive Director's annual salary by five percent (5%) to \$433,784.00 pursuant to a positive performance review; (2) extends the term of the Employment Agreement to May 31, 2029; and (3) approves the Executive Director's Annual Work Plan for 2026-2027.

**ATTACHMENT(S):**

1. Original Employment Agreement as amended
2. Proposed Amendment No. 5
3. Executive Director's Proposed Annual Work Plan 2026-27

**AMENDMENT NO. 4**

**EMPLOYMENT AGREEMENT BETWEEN  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
AND KOME AJISE**

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*The EMPLOYMENT AGREEMENT BETWEEN SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AND KOME AJISE*, dated May 2, 2019, as amended on October 6, 2022; July 6, 2023; and June 6, 2024, is hereby further amended as follows:

1. **Section 3.02. (Base Salary):** The Base Salary shall be increased to Four Hundred Thirteen Thousand One Hundred and Thirty-three Dollars (\$413,133.00), which represents a three percent (3%) merit increase plus a two percent (2%) cost-of-living adjustment.
2. **Section 3.05** is hereby deleted in its entirety.
3. **Subsection (a) of Section 3.06 (Employee Benefits)** is hereby amended in its entirety to read as follows:

“(a) Employee is entitled to sick leave, all retirement, health, vision and dental insurance, life insurance, deferred compensation, and disability benefits and other work related programs offered to all non-exempt SCAG employees. In addition, life insurance with an increased coverage level of \$150,000.00 is provided. The Employer shall pay the full premium of this coverage; but the Employee shall be responsible for the taxable value of this benefit. Also, the Employer shall contribute to the Employee’s 457(b) deferred compensation plan in an amount equal to the maximum annual contribution limit established by the Internal Revenue Service (IRS) for each applicable calendar year. If the Employee is age 50 or older during the applicable year, the Employer shall include the allowable “catch-up contribution” amount permitted under IRS regulations. The contributions described herein shall be made on a biweekly basis or in accordance with SCAG’s standard payroll cycle. Contributions may be adjusted annually to reflect updated IRS limits without the need for a formal contract amendment.”
4. Except as expressly amended herein, all other terms and conditions of the Agreement shall remain in full force and effect.

This amendment has been mutually agreed upon and shall become effective upon approval of this Amendment by the Regional Council.

SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS

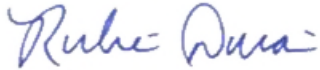
EMPLOYEE

By:   
Cindy Allen, President

By:   
Kome Ajise, Executive Director

DATE: 6/5/2025

APPROVED AS TO FORM



Ruben Duran, Board Counsel

**AMENDMENT NO. 3**

**EMPLOYMENT AGREEMENT BETWEEN  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
AND KOME AJISE**

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*The EMPLOYMENT AGREEMENT BETWEEN SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AND KOME AJISE, dated May 2, 2019, is hereby amended as follows:*

- 1. Section 3.02. (Employee Base Salary):** The base salary shall be increased to Three Hundred Ninety-Three Thousand Four Hundred and Sixty Dollars (\$393,460.00) per year.
- 2.** Except as expressly amended herein, all other terms and conditions of the Agreement shall remain in full force and effect.

This amendment has been mutually agreed upon and shall become effective upon approval of this Amendment by the Regional Council.

SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS

EMPLOYEE

By:   
Curt Hagman, President

By:   
Kome Ajise, Executive Director

Date: 6/6/2024

APPROVED AS TO FORM

  
Ruben Duran, Board Counsel

**AMENDMENT NO. 2**

**EMPLOYMENT AGREEMENT BETWEEN  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
AND KOME AJISE**

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*The EMPLOYMENT AGREEMENT BETWEEN SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AND KOME AJISE*, dated May 2, 2019, is hereby amended as follows:

1. **Section 1.01. (Specified Term):** This section is hereby amended in its entirety to read as follows:

The Employer hereby employs Employee and Employee hereby accepts employment with Employer for the period from April 5, 2019 to April 4, 2027.

2. Except as expressly amended herein, all other terms and conditions of the Agreement shall remain in full force and effect.

This amendment has been mutually agreed upon and shall become effective upon approval of this Amendment by the Regional Council.

SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS

EMPLOYEE

By:   
Art Brown, President

By:   
Kome Ajise, Executive Director

DATE: 7/6/2023

APPROVED AS TO FORM

  
Ruben Duran, Board Counsel

**AMENDMENT NO. 1**

**EMPLOYMENT AGREEMENT BETWEEN  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
AND KOME AJISE**

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*The EMPLOYMENT AGREEMENT BETWEEN SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AND KOME AJISE*, dated May 2, 2019, is hereby amended as follows:

1. **Section 2.03. (Performance Evaluation):** This section shall be revised, as follows:  
  
Employee's performance will be evaluated in accordance with Article V, section C(3)(b) of SCAG's Bylaws.
2. **Section 3.02. (Employee Base Salary):** The base salary shall be increased to Three Hundred and Eighty-Two Thousand Dollars (\$382,000) per year.
3. **Section 3.03. (Cost of Living Adjustment):** This section shall be removed in its entirety.
4. Except as expressly amended herein, all other terms and conditions of the Agreement shall remain in full force and effect.

These amendments have been mutually agreed upon and shall become effective upon approval of this Amendment by the Regional Council.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

By:   
Jan C. Harnik, President

By:   
Kome Ajise, Executive Director

DATE: 10/6/2022

APPROVED AS TO FORM

  
Ruben Duran, Board Counsel

## **EMPLOYMENT AGREEMENT**

**FOR**

**KOME AJISE**

This Employment Agreement (hereinafter referred to as "Agreement") is entered into by and between the Southern California Association of Governments, a California Joint Powers Agency (hereinafter referred to as the "Employer" or "SCAG") and Kome Ajise (hereinafter referred to as the "Employee"), each individually referred to as "Party" and collectively referred to as the "Parties," in consideration of the mutual promises as set forth herein.

### **RECITALS**

WHEREAS, the position of Executive Director is a "Director" level and "at-will" position;

WHEREAS, it has been determined that it is in the best interest of SCAG that all "Director" level positions and their terms of employment be set forth in an employment contract between SCAG and the Executive Director;

WHEREAS, the Regional Council has given authority to the SCAG President to enter into this Agreement on behalf of Employer; and

WHEREAS, SCAG intends that this Agreement set forth all obligations, rights and privileges it may owe to Employee and which Employee may owe to SCAG as a result of the employment relationship.

NOW THEREFORE, the Parties agree to enter into this Agreement under the terms and the conditions set forth below.

### **ARTICLE 1. TERM OF EMPLOYMENT**

#### **Section 1.01 -- Specified Term**

The Employer hereby employs Employee and Employee hereby accepts employment with Employer for the period from April 5, 2019 to April 4, 2024, hereinafter referred to as the "Term" of the Agreement.

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**Section 1.02 -- Earlier Termination**

This Agreement may be terminated earlier as hereinafter provided under Article 4.

**ARTICLE 2. DUTIES AND OBLIGATIONS OF EMPLOYEE**

**Section 2.01 -- Title and Description of Performance Goals**

Employee shall serve as the Executive Director of SCAG. In that capacity, Employee shall do and perform all services, acts, or things necessary or advisable to fulfill the duties of an Executive Director pursuant to the provisions of Article VII of SCAG's Bylaws. However, Employee shall at all times be subject to the direction of the Regional Council and the policies of the Regional Council.

**Section 2.02 -- Loyal and Conscientious Performance of Duties**

Employee agrees that to the best of his ability and experience, he will at all times loyally and conscientiously perform all of the duties and obligations required of him either expressly or implicitly by the terms of this Agreement. Said required duties and obligations are set forth in Article VII of SCAG's Bylaws.

**Section 2.03 -- Performance Evaluation**

Employee's performance will be evaluated annually by SCAG's Executive / Administration Committee (EAC) and ratified by SCAG's Regional Council in accordance with the Bylaws of SCAG. This annual performance evaluation shall occur on or before April 30<sup>th</sup> of each year during the Term of this Agreement. Informal performance evaluations by the EAC may be undertaken as determined by the EAC. Each annual performance evaluation shall be based on Employee's performance as measured against both the required duties and obligations of the Executive Director and an annual Work Plan developed by Employee and the EAC and agreed to by the Regional Council. The EAC shall also have the authority to seek input from SCAG's Executive Management staff in assessing Employee's performance.

**Section 2.04 -- Employer's Personnel Rules**

Employee agrees to comply with all of the provisions set forth within the Personnel Rules of SCAG that are applicable to this Agreement, as they are adopted and periodically amended.

**ARTICLE 3. OBLIGATIONS OF EMPLOYER**

**Section 3.01 -- General Description**

Employer shall provide Employee with the compensation, incentives, and benefits as set forth below, and reasonable business expense reimbursement in accordance with SCAG's policies.

**Section 3.02 -- Employee Base Salary**

Commencing the starting date (Term) of this Agreement (April 5, 2019) and as compensation for the services to be rendered by Employee under this Agreement, Employer shall pay Employee a base salary of Three Hundred and Thirty Five Thousand Dollars (\$335,000.00) per year paid in equal biweekly amounts during the period of his employment and prorated for any partial employment period. During the Term of this Agreement and subject to the terms of this Article 3, the EAC shall have the authority to recommend the adjustment and increase of the base salary of Employee, with any such base salary adjustment and increase subject to the ratification of the Regional Council.

**Section 3.03 -- Annual Cost of Living Increases**

At the sole discretion of SCAG, and commencing on April 5, 2019 and continuing each year thereafter, provided that the Regional Council and General Assembly approve salary adjustments for SCAG employees through the annual budget approval process, Employee shall receive a cost of living increase paid consistent with any cost of living increase made available to SCAG staff and only if a cost of living increase is made available to SCAG staff. The amount of any such cost of living increase for Employee must be determined using a process that is consistent with that used for SCAG staff. Any such cost of living increase must be authorized by the SCAG President before it takes effect, and will be effective on the same date as it is effective for SCAG staff.

**Section 3.04 -- Discretionary Merit Increase**

At the sole discretion of SCAG and commencing on April 5, 2019 and continuing each year thereafter, provided that the Regional Council and General Assembly approve salary adjustment for SCAG employees through the annual budget approval process, Employee shall receive a merit salary adjustment based on the EAC's review of Employee's performance of duties and obligations and achievement, as well as the achievement of performance objectives/desired outcomes as provided in a Work Plan to be subsequently approved and agreed upon between Employee and the EAC. Any merit salary increase, if any, must be consistent with any merit salary increase available to

SCAG staff and, after authorization by the SCAG President, will be effective on the same date as it is effective for SCAG staff.

**Section 3.05 -- Limitation on Increases**

Notwithstanding Sections 3.03 and 3.04 above, in years when there is no cost of living increase, merit salary adjustment or other form of compensation adjustment provided to SCAG staff, Employee will not receive any such increases, payments or adjustments. .

**Section 3.06 -- Employee Benefits**

(a) Employee is entitled to sick leave, all retirement, health, vision and dental insurance, life insurance, deferred compensation, and disability benefits and other work related programs offered to all non-exempt SCAG employees. In addition, life insurance with an increased coverage level of \$150,000.00 is provided. The Employer shall pay the full premium of this coverage; but the Employee shall be responsible for the taxable value of this benefit. Also, the Employer agrees to match Employee's annual contribution to SCAG's 457 deferred compensation retirement plan(s) provider, except that matching amount from Employer, not to exceed IRS limits in any given year.

(b) Employee will be entitled to accumulate annual vacation leave at the rate of 160 hours or at such accumulation rate as provided in the Personnel Rules as they are adopted and periodically amended, whichever is greater. Utilization of such leave and restrictions on the accumulation of such leave shall be governed by the provisions of the Personnel Rules.

(c) Employee will be entitled to receive ~~\$10,500 annually~~ <sup>KA</sup> or \$750 monthly for an auto allowance. This supplemental allowance will be paid as part of a non-accountable plan in accordance with applicable regulations of the United States Treasury Department, Internal Revenue Service, and all such payments will be reported as income.

(d) Employee shall receive a monthly allowance equal to cost of monthly parking in SCAG's Downtown Los Angeles headquarters.

(e) Employee shall receive \$250 monthly as reimbursement for the acquisition and use of a Cellular Telephone and for unrestricted Internet home use; and any hardware accessories.

(f) Employee shall also be entitled to receive, each year, Personal Floating Holidays to be used in accordance with the provisions set forth in the Personnel Rules of SCAG, as they are adopted and periodically revised.

(g) In addition to the vacation leave described in Section 3.06(b) above, Employee shall also be entitled to receive each year 80 hours of executive leave accrued annually on a calendar year basis, and whatever portion is unused as of December 31<sup>st</sup> of the calendar year, shall be paid out in cash upon Employee's request in the following calendar year.

(h) All sick leave, vacation, retirement and other benefits accrued by Employee as of the Effective Date of this Agreement shall be carried forward under this Agreement.

#### **ARTICLE 4. TERMINATION OF EMPLOYMENT**

##### **Section 4.01 -- Automatic Termination**

This Agreement shall automatically terminate, with or without notice, and without the severance payment set forth in Article 4.03(a) (2), upon the occurrence of the following events:

- (a) the death of the Employee;
- (b) the inability of the Employee to perform the essential functions of his employment;
- (c) the voluntary or involuntary dissolution of Employer; or
- (d) the expiration of the Term of this Agreement.

This Agreement will also automatically terminate, after sixty (60) days written notice, in the event that Employee's position is eliminated due to work reduction caused by budgetary constraints or for any other reason; provided, however, that in this situation, severance payment may be paid to Employee in accordance with Article 4.03(a) (2) of this Agreement at the sole discretion of the Employer.

##### **Section 4.02 -- Termination by Employee**

The Employee may terminate this Agreement by providing the Employer with sixty (60) days written notice of his resignation of employment. Upon his resignation, Employee shall be entitled only to the compensation set forth in Section 4.04 and shall not be entitled to any severance payment.

### **Section 4.03 -- Termination by Employer**

(a) **Without Cause:** The Employer may, at its sole discretion, terminate this Agreement without cause provided that Employer gives Employee at least sixty (60) days written notice of such termination without cause. Being at-will, Employee acknowledges that he has no right to the grievance procedures established by Employer.

- (1) Should Employer elect to terminate this Agreement without cause, Employer agrees to provide Employee with a severance payment as set forth in Section 4.03(a) (2) below from the date of termination.
- (2) Employee shall receive an amount equal to Employee's annual base salary as defined in Section 3.02 at the time of termination as a severance payment; except, that, in accordance with Government Code Section 53260, the maximum severance payment made to Employee cannot be more than Employee's annual base salary divided by twelve and multiplied by the number of months remaining in the Term of this Agreement (up to a maximum of twelve (12) months). In addition, Employer shall pay the life, vision, medical and dental premiums of Employee at the then current participation rate at the time of termination for the number of months remaining in the Term of this Agreement (up to a maximum of twelve (12) months).

(b) **For Cause:** The Employer shall have the right to immediately terminate Employee for cause if the Employee does any of the following:

- (1) willfully breaches or habitually neglects the duties which he is required to perform under terms of this Agreement;
- (2) commits acts of dishonesty, fraud, misrepresentation, or other acts of moral turpitude, that would prevent the effective performance of his duties or that places SCAG in an unfavorable light;
- (3) substantially fails to perform his duties or fails to meet his performance objectives based upon the annual review by the EAC;
- (4) engages in any actions that is disruptive to the workplace;
- (5) commits significant acts of insubordination to the Regional Council; or
- (6) violates any of the policies set forth in the Personnel Rules of SCAG, as adopted and periodically amended.

If the Employee is terminated by Employer for cause, Employee shall not be entitled to any severance payment from Employer, unless the EAC in its sole discretion authorizes severance payment and the decision by the EAC is ratified by a majority vote of the Regional Council.

(c) Notice of For Cause Termination: Should the Employer terminate Employee pursuant to Section 4.03(b), Employer agrees to provide Employee with written notice detailing the specific grounds leading to his for cause termination, provided that such written notice of termination for cause may be effective immediately.

**Section 4.04 -- Effect on Compensation**

In the event that this Agreement is terminated, for any of the reasons set forth in this Article, Employee shall be entitled to his base salary owed and benefits earned by and vested in Employee prior to the date of his termination, computed pro rata up to and including that date. Except for the provisions in this Agreement allowing for severance payment, and except for the payment of life, vision, medical and dental premiums as discussed in Section 4.03(a) (2), Employee shall be entitled to no further compensation as of the date of termination.

**ARTICLE 5: GENERAL PROVISIONS**

**Section 5.01 -- Notices**

Any notices to be given by either Party to the other shall be in writing and maybe transmitted either by personal delivery or by mail, registered or certified, postage prepaid with return receipt requested. Mailed notices shall be addressed to the Parties at the addresses appearing below. Each Party may change that address by written notice in accordance with this section. Notices delivered personally shall be deemed communicated as of the date of actual receipt; mailed notices shall be deemed communicated as of the date of mailing.

**Notice to Employer**

Human Resources Department  
SCAG  
900 Wilshire Boulevard  
Suite 1700  
Los Angeles, California 90017

**Notice to Employee**

Kome Ajise  
900 W. Temple Street #407  
Los Angeles, CA 90012

**Section 5.02 -- Attorney's Fees and Costs**

If any action is necessary to enforce or interpret the terms of this Agreement, the prevailing Party shall be entitled to reasonable attorney's fees, costs, and necessary disbursements in addition to any other relief to which that Party may be entitled. This provision shall be construed as applicable to the entire contract.

**Section 5.03 -- Entire Agreement**

This Agreement supersedes any and all other agreements, either oral or in writing, between the Parties with respect to the employment of Employee by Employer, and contains all of the covenants and agreements between the Parties with respect to that employment in any manner whatsoever. Each Party to this Agreement acknowledges that no representations, inducements, promises, or agreements, orally or otherwise, have been made by any Party, or anyone acting on behalf of any Party, which are not embodied herein, and that no other agreement, statement; or promise not contained in this Agreement shall be valid or binding.

**Section 5.04 -- Modification**

Any modification or amendment of this Agreement will be effective only if it is in writing signed by both the President of SCAG acting on behalf of SCAG's Regional Council and the Employee. However, changes to the Personnel Rules of SCAG, except for those addressing compensation or benefits, are applicable to this Agreement.

**Section 5.05 -- Partial Invalidity**

If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way.

**Section 5.06 -- Governing Law**

This Agreement shall be governed by and construed in accordance with the laws of the State of California.

Executed on May 2nd, 2019 at Los Angeles, California.

**EMPLOYER**

**Southern California Association of Governments**


By  \_\_\_\_\_  
Alan Wapner, SCAG President

**EMPLOYEE**

**Kome Ajise**

By  \_\_\_\_\_  
Executive Director

Approved as to Form:

 \_\_\_\_\_  
Legal Counsel

**AMENDMENT NO. 5**

**EMPLOYMENT AGREEMENT BETWEEN  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
AND KOME AJISE**

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*The EMPLOYMENT AGREEMENT BETWEEN SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AND KOME AJISE*, dated May 2, 2019, as amended on October 6, 2022; July 6, 2023; June 6, 2024, and June 5, 2025, is hereby further amended as follows:

1. **Section 1.01. (Specified Term):** This section is hereby amended in its entirety to read as follows:  
  
The Employer hereby employs Employee and Employee hereby accepts employment with Employer for the period from April 5, 2019 to May 31, 2029.
2. **Section 3.02. (Base Salary):** The Base Salary shall be increased to Four Hundred Thirty-three Thousand Seven Hundred and Eighty-four Dollars (\$433,784.00), which represents a five percent (5%) merit increase.
3. Except as expressly amended herein, all other terms and conditions of the Agreement shall remain in full force and effect.

This amendment has been mutually agreed upon and shall become effective upon approval of this Amendment by the Regional Council.

SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS

EMPLOYEE

By: \_\_\_\_\_  
Ray Marquez, President

By: \_\_\_\_\_  
Kome Ajise, Executive Director

DATE: \_\_\_\_\_

APPROVED AS TO FORM

\_\_\_\_\_  
Ruben Duran, Board Counsel

# Executive Director Proposed Work Plan for 2026-2027

## STRATEGIC PRIORITY 1: ESTABLISH AND IMPLEMENT A REGIONAL VISION FOR A SUSTAINABLE FUTURE

- For Connect SoCal 2050 development, complete key milestones in data collection and policy development, and initiate key outreach and analysis tasks:
  - Complete the Local Data Exchange (LDX) process with all SCAG region local jurisdictions
  - Complete the Policy Development Framework
  - Conduct a Peer Review of the SCAG Activity-Based Model base year validation
  - Prepare a draft technical methodology for the Sustainable Communities Strategy
  - Initiate public workshops
- Complete SCAG's Smart Cities Strategic Plan to establish a regional vision and approach for integrating technology and data-driven solutions to optimize mobility and promote sustainability.
- Develop guidelines for remaining 2024 Sustainable Communities Program (SCP) Call for Projects—anticipated to be focused on:
  - SCP Call #2: Smart Cities and Mobility Innovations (late FY26/early FY27)
- Develop a Complete Communities Toolkit to support local efforts to improve land use and transportation integration.
- Develop and implement SCAG tax increment financing (TIF) program to help jurisdictions explore feasibility and evaluate opportunities for TIF to support local housing, resilience, transportation, and economic development goals.
- Support Climate Resilience District (CRD) pilots in SCAG communities to build long-term resilience to climate and other hazards.
- Begin the 7<sup>th</sup> cycle Regional Housing Needs Assessment (RHNA) and work with the California Department of Housing and Community Development (HCD), local jurisdictions, regional partners, and stakeholders to develop a regional determination and methodology to distribute housing need across the region.
- Disburse an additional \$20M, and possibly more, in the NOFA 2 program to support established trust funds and catalyst funds that expand financing tools and lending products to create and preserve affordable housing across a range of housing types and income levels.

## STRATEGIC PRIORITY 2: BE A COHESIVE AND INFLUENTIAL VOICE FOR THE REGION

- Execute successful signature events convening the SCAG region.
  - Plan and host the Demographic Workshop, Economic Update, and General Assembly and Regional Conference.
- Conduct meetings of the Legislative/Communications & Membership Committee to achieve consensus, develop strategy for, and advocate on important state and federal issues relevant to the SCAG region.
- Continue to enhance regional advocacy in Sacramento and Washington, D.C.
  - Plan and execute the annual Sacramento Summit and California Transportation Congressional Reception.

- Represent SCAG’s priorities in Sacramento and Washington, D.C. by conducting additional legislative visits as needed, leverage memberships with trade and advocacy organization to advance SCAG’s goals, and influence partner organizations to promote policy positions that align with SCAG’s regional priorities.
- Continue to leverage membership and participation in regional, state, and national trade and advocacy organizations to advance SCAG’s priorities.
- Strengthen outreach and communication efforts.
  - Continue crafting clear, compelling messages about SCAG’s impact, programs, and resources; continue building and implementing brand guidelines to improve cohesion of communication materials and messaging; leverage and continue to monitor digital platforms, newsletters, and public forums to disseminate information and promote initiatives.

### **STRATEGIC PRIORITY 3: SPUR INNOVATION AND ACTION THROUGH LEADERSHIP IN RESEARCH, ANALYSIS, AND INFORMATION SHARING**

- Continue to deploy SCAG’s Regional Pilot Initiative (RPI), an incubator for pilot projects that have regional scalability. RPI comprises four program areas, including Big Data Research, Accelerating Active Transportation, Mobility Hubs, and Mobility Wallets (including open loop fare payment systems).
- Continue to advance the Clean and Resilient Utility Infrastructure Study (CRUIS) that is exploring the current state of utility planning and infrastructure in the region and future infrastructure demand, best practices, and policies needed to support regional growth, the clean energy transition, and accommodate the impacts of climate change as well as emerging sectors such as data centers and artificial intelligence
- Complete the Natural and Agricultural Lands Economic and Resilience Benefits Study, which will provide resources and information for jurisdictions to evaluate the economic value of ecosystem services and resilience benefits from natural and agricultural lands and pursue funding and financing for their conservation, restoration, enhancement, and/or maintenance
- Share best practices and tools developed from the REAP 2.0 program to support broader planning and further develop technical assistance for local jurisdictions to implement their housing elements and meet regional and local housing needs

### **STRATEGIC PRIORITY 4: BUILD A UNIFIED CULTURE ANCHORED IN THE PURSUIT OF ORGANIZATIONAL EXCELLENCE**

- Continue internal quarterly reporting on digital engagement as a regular quarterly report to the Executive Team to assess effectiveness of communication.
- Continued detailed metrics reporting for evaluation of signature events to gauge their success and inform future improvements.
- Set the strategic implementation approach and resourcing plan for a modern ERP transformation, enabling an integrated financial, budgeting, contracts and grants, and human resources system aligned with SCAG’s long-term business needs.
- Fully implement the enhanced performance management framework, assess its effectiveness through measurable outcomes, refine evaluation and merit practices as needed, and strengthen alignment between individual performance, competencies, and strategic objectives

- Implement a fully integrated workforce planning model that links staffing forecasts, succession planning, and budget strategy
- Expand leadership development beyond supervisors to build bench strength, formalize succession planning for critical roles, reinforce accountability standards, and continue enhancing HR policies and practices to support a resilient, high-performing organization.

### **STRATEGIC PRIORITY 5: SECURE AND OPTIMIZE DIVERSE FUNDING SOURCES TO SUPPORT REGIONAL PRIORITIES**

- Sponsor SB 1087 (Cabaldon) to modernize the SB 375 (2008) sustainable communities program to better align state funding resources with regional strategies to achieve greenhouse gas reduction targets.
- Sponsor AB 2002 (Solache) to codify the Regional Early Action Planning grant program (REAP 1.0), which would provide stable funding for regional agencies to support local efforts to expedite housing development.
- Continue to provide letters of support to SCAG member jurisdictions and partner agencies for their applications seeking state or federal grants, congressional directed spending, and other funding opportunities.



**AGENDA ITEM 2**  
**REPORT**

Southern California Association of Governments  
June 4, 2026

**To:** CEHD - Community, Economic, and Human Development Committee  
RC – Regional Council  
**From:** Ma’Ayn Johnson, Department Manager  
213-236-1975, johnson@scag.ca.gov  
**Subject:** 7th Regional Housing Needs Assessment Process and Subcommittee

**EXECUTIVE DIRECTOR’S  
APPROVAL**

**RECOMMENDED ACTION FOR CEHD:**

That the CEHD Committee recommend that the Regional Council authorize the formation of the 7th Cycle RHNA Subcommittee to support the development of the RHNA methodology and allocation plan, provide recommendations to the CEHD Committee and Regional Council, and serve as the final hearing body for RHNA appeals, with membership composition, quorum, and voting procedures as described in the staff report.

**RECOMMENDED ACTION FOR RC:**

That the Regional Council authorize the formation of the 7th Cycle RHNA Subcommittee to support the development of the RHNA methodology and allocation plan, provide recommendations to the CEHD Committee and Regional Council, and serve as the final hearing body for RHNA appeals, with membership composition, quorum, and voting procedures as described in the staff report.

**STRATEGIC PRIORITIES:**

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

**EXECUTIVE SUMMARY:**

*State housing law requires that SCAG conduct the Regional Housing Needs Assessment (RHNA) process every 8 years. The process involves receiving a regional determination from HCD and developing a methodology to allocate housing need to all cities and counties in the SCAG region. For the upcoming 7<sup>th</sup> cycle, SCAG will begin with the kickoff of the RHNA Subcommittee in Summer 2026. SCAG will develop its RHNA methodology after receiving the determination from the State by October 2026, and after the release of the draft RHNA allocation and appeals process, will adopt a final RHNA allocation plan in October 2028.*

*As part of the process, SCAG will establish a RHNA Subcommittee to develop a RHNA methodology and consider appeals. Pending recommendation and action from the CEHD Committee and Regional Council, to increase geographical and population representation, the Subcommittee will*

***have a total of up to 17 members from the six SCAG counties. Membership would be limited to CEHD Committee members who are also Regional Council members. If geographical representation is insufficient from CEHD, members would be appointed from the Regional Council.***

**BACKGROUND:**

The Regional Housing Needs Assessment (RHNA) is a state-mandated planning process authorized under California Government Code Section 65584. The RHNA process occurs in eight-year planning cycles and is intended to ensure that local governments plan for adequate housing to meet current and future demand at all income levels. Cities and counties are responsible for planning for its assigned housing need through its Housing Element.

In accordance with Government Code Section 65584(d), RHNA must further all of the following five statutory objectives:

1. *Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very low income households. The regional housing needs allocation plan shall allocate units for extremely low and acutely low income households in a manner that is roughly proportional to, and within a range of 3 percent of, the housing need for very low income households.*
2. *Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.*
3. *Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.*
4. *Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.*
5. *Affirmatively furthering fair housing.*

At the start of each RHNA cycle, the California Department of Housing and Community Development (HCD) issues a Regional Housing Needs Determination (RHND) to each Council of Government (COG). In making the regional determination, HCD consults with the relevant COG and the California Department of Finance (DOF) and considers a range of factors set forth in statute, including population projections, household growth, vacancy rates, overcrowding, housing cost burden, and the relationship between jobs and housing. HCD is responsible for determining the total housing need for the region, while the COG is responsible for developing and adopting a methodology to allocate that regional need among individual jurisdictions.

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For the current 6th RHNA cycle, covering the planning period from October 2021 through October 2029, HCD determined a total regional housing need of 1,341,827 units for the SCAG region. The RHND for the upcoming 7th RHNA cycle has not yet been issued and is expected to be provided to SCAG by HCD in October 2026.

Once the regional determination is received, SCAG develops an allocation methodology to distribute the housing need to cities and counties throughout the region. The methodology adopted by the COG can vary by cycle and differ from methodologies adopted by other COGs. For the 6th cycle, SCAG’s adopted methodology considered factors such as household growth, job access, transit accessibility, and a range of indicators related to access to opportunity, including income, environmental quality, and educational outcomes.

For the 7th RHNA cycle, the specific allocation factors have not yet been determined. Development of a proposed RHNA methodology will be overseen by the SCAG RHNA Subcommittee and will involve a public comment and hearing process. After the public comment process, the Subcommittee, along with the CEHD Committee and Regional Council, will take action to send a draft RHNA methodology to HCD. The draft methodology must be reviewed and approved by HCD and will ultimately be reviewed and approved by the RHNA Subcommittee, CEHD Committee, and the SCAG Regional Council. Following approval of the final methodology, SCAG will release draft RHNA allocations to jurisdictions, consider and process any appeals, and adopt final allocations for transmittal to HCD. Jurisdictions will then be responsible for planning for their assigned housing need through their Housing Elements for the 2029–2037 planning period.

The final RHNA allocation is anticipated to be adopted in October 2028 by the SCAG Regional Council. Housing elements for jurisdictions in Riverside, Orange, San Bernardino, and Ventura Counties are due in October 2029. Housing elements for jurisdictions in Los Angeles and Imperial Counties are due in April 2030.

**RHNA Schedule**

The major milestones of the 7th RHNA schedule are outlined below. Actual dates are subject to change and staff will keep the RHNA Subcommittee and the public informed as more updates become available.

Date	Milestone
Aug 2026	RHNA Subcommittee kickoff meeting
Oct 2026	RHND due from HCD
Sept 2026-Apr 2027	Development of proposed RHNA methodology
Spring – Summer 2027	RHNA methodology hearings and public comment period

Oct 2027	Send draft RHNA methodology to HCD
Apr 2028	Release of Draft RHNA Allocation Plan
Spring – Summer 2028	RHNA Appeals hearings
Oct 2028	Adoption of Final RHNA Allocation Plan

**RHNA Subcommittee**

As part of the decision-making process for RHNA, the RHNA Subcommittee was formed in prior cycles to make recommendations to the CEHD Committee and Regional Council on the RHNA methodology and to also serve as the final hearing body for RHNA appeals. SCAG staff recommends that the RHNA Subcommittee again be formed for the 7th RHNA cycle, though with some changes compared to prior RHNA cycles.

In prior cycles, RHNA Subcommittee membership was limited to 1 primary member and 1 alternate member from each county. A quorum was reached when there was at least 1 member from each county in attendance. An action would pass with the majority of voting members while the Chair, who was designated as a non-voting alternate, served as a tie-breaker.

For the 7th cycle, to increase geographical population representation, SCAG staff proposes that the RHNA Subcommittee membership be expanded in both the number of members per county and the total number of members. Counties with a population fewer than 2 million would have 2 members each. Counties with a population between 2 million and 4 million will have an additional member (for a total of 3 each), and counties with a population over 4 million will have an additional 2 members (for a total of 4 members).

Based on population by county, below is the recommended number of members per county:

County	Population	Members
Los Angeles	9,800,000	4
Orange	3,300,000	3
Riverside	2,400,000	3
San Bernardino	2,400,000	3
Ventura	850,000	2
Imperial	175,000	2
Total		17

Rather than having assigned primary and alternate roles, each of the Subcommittee members would have one vote each. A quorum would be reached with at least 9 members in attendance (50%), and an action would pass with a majority of the members present.

For the appeals process, the Subcommittee will also serve as the Board to hear filed RHNA appeals. Their appeals decisions will not be subject to CEHD or RC review or action. The Subcommittee will also vote on recommending the proposed final RHNA allocation plan for adoption by the Regional Council.

SCAG staff recommends that the CEHD Committee take action to recommend that the Regional Council authorize the formation of the 7th Cycle RHNA Subcommittee to support the development and adoption of SCAG's 7th Cycle RHNA methodology and allocation plan, and to serve as the final hearing body for RHNA appeals. The RHNA Subcommittee shall be comprised of up to seventeen (17) voting members, allocated by county based on population as follows: up to four (4) members from Los Angeles County; three (3) members from Orange County; three (3) members from Riverside County; three (3) members from San Bernardino County; two (2) members from Imperial County; and two (2) members from Ventura County. Each appointed member shall have one vote. A quorum shall consist of at least nine (9) members, and actions of the Subcommittee shall require a majority vote of the members present. The SCAG President shall appoint the members of the RHNA Subcommittee. Membership shall be limited, where feasible, to CEHD Committee members who also serve on the Regional Council. If sufficient geographic representation cannot be achieved from eligible CEHD Committee members, the SCAG President may appoint other Regional Council members to serve on the Subcommittee. The RHNA Subcommittee shall make recommendations to the CEHD Committee and Regional Council regarding the RHNA methodology and proposed final RHNA allocation plan. For RHNA appeals, the Subcommittee shall serve as the final hearing body, and its appeal determinations shall not be subject to further review or action by the CEHD Committee or Regional Council.

**FISCAL IMPACT:**

Work associated with this item is included in the FY27 Overall Work Program (800.0160.03): Regional Housing Needs Assessment (RHNA).

**ATTACHMENT(S):**

1. PowerPoint Presentation – RHNA

# 7<sup>th</sup> Cycle RHNA Process and Subcommittee

June 4, 2026

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

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## Recommended Action for CEHD

- Recommend that the Regional Council authorize the formation of the 7th RHNA Subcommittee to support the development of the RHNA methodology and allocation plan, provide recommendations to the CEHD Committee and Regional Council, and serve as the final hearing body for RHNA appeals, with membership composition, quorum, and voting procedures as described in the staff report

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## Recommended Action for Regional Council

- Authorize the formation of the 7th RHNA Subcommittee to support the development of the RHNA methodology and allocation plan, provide recommendations to the CEHD Committee and Regional Council, and serve as the final hearing body for RHNA appeals, with membership composition, quorum, and voting procedures as described in the staff report

## What is RHNA?

- State-mandated planning process to determine the existing and projected housing need in California
- Occurs in eight-year planning cycles and allocates housing need across income categories
- Not a building quota – RHNA requires jurisdictions to plan for new housing capacity through updates to Housing Elements

# RHNA Objectives



- 1 To increase the housing supply and mix of housing types, tenure and affordability within each region in an equitable manner
- 2 Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns
- 3 Promoting an improved intraregional relationship between jobs and housing
- 4 Allocating a lower proportion of housing need in income categories in jurisdictions that have a disproportionately high share in comparison to the county distribution
- 5 Affirmatively furthering fair housing (AFFH)

# RHNA Responsibilities



## HCD

Determines regional housing need in SCAG region



## SCAG

Develops methodology to allocate housing need and considers appeals

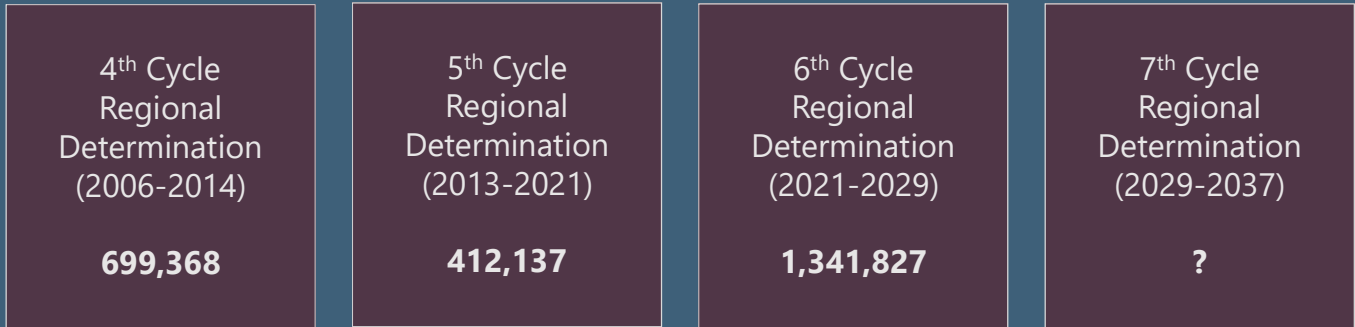


## Local Jurisdictions

Plan for new housing through Housing Element updates

## Regional Determination

HCD provides a regional determination in consultation with SCAG and the Department of Finance



## 6th Cycle RHNA Methodology: Primary Factors



Share of Household Growth



Job Accessibility

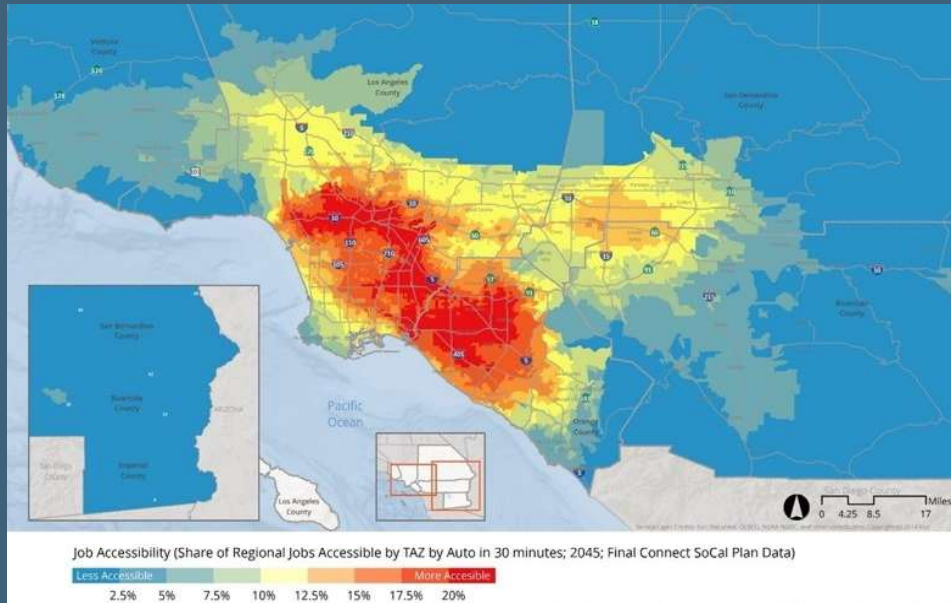


Transit Accessibility



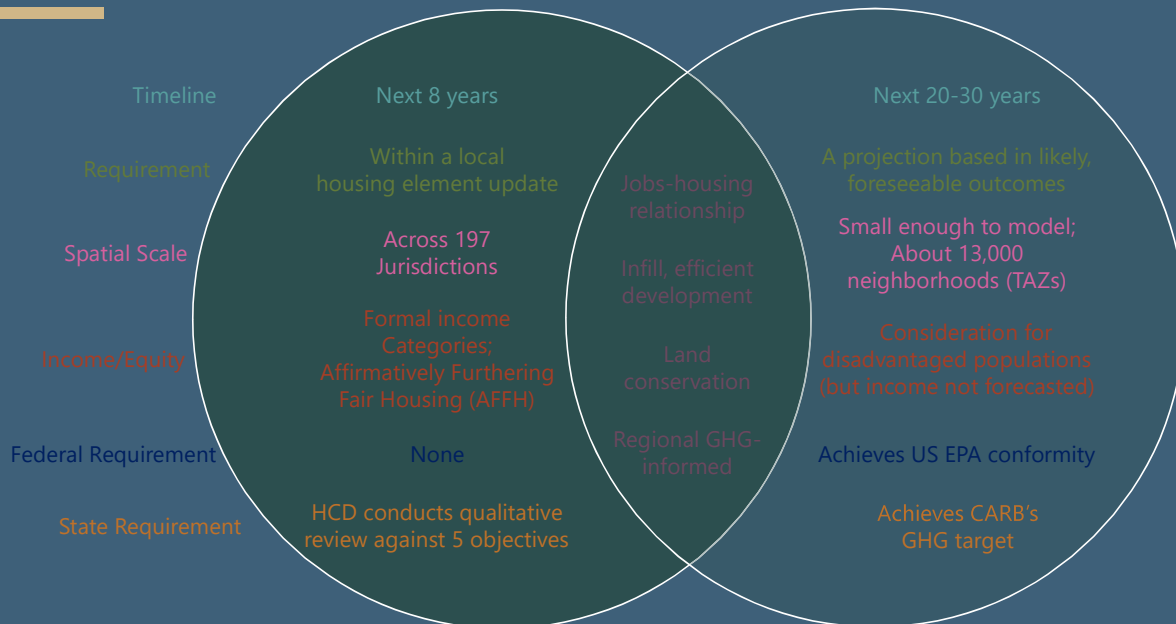
Household Income Distribution and Other Indicators of Resources (environment, education, economy)

# Job Accessibility

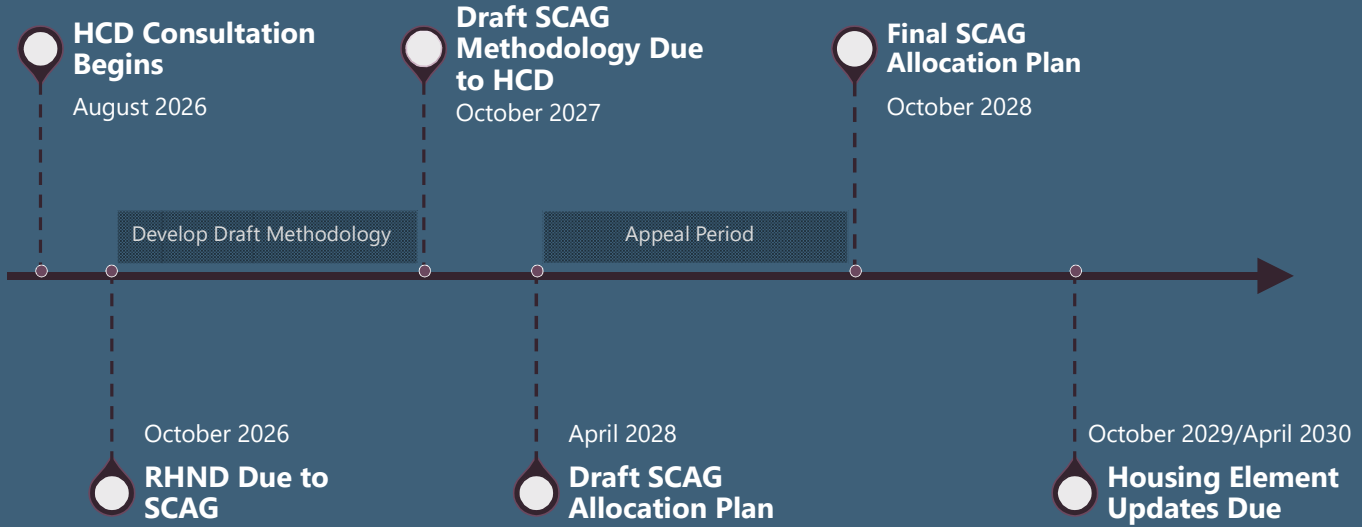


## 7<sup>TH</sup> Cycle RHNA Allocation (2029-2037)

## Connect SoCal 2050 Forecasted Development Pattern (2024-2050)



# RHNA Timeline



# RHNA Subcommittee

## Purpose

- Develop a RHNA methodology and make recommendations to CEHD and Regional Council
- Serve as the final hearing body to determine RHNA appeals

## RHNA Subcommittee

### Recommended Approach

- Up to 17 members total with the following representation based on population

County	Population	Members
Los Angeles	9,800,000	4
Orange	3,300,000	3
Riverside	2,400,000	3
San Bernardino	2,400,000	3
Ventura	850,000	2
Imperial	175,000	2
Total		17

## RHNA Subcommittee

### Recommendation for CEHD:

- Recommend the Regional Council authorize the formation of the 7th cycle RHNA Subcommittee
  - To support the development of the RHNA methodology and allocation plan
  - Provide recommendations to the CEHD Committee and Regional Council
  - Serve as the final hearing body for RHNA appeals

## RHNA Subcommittee

### Recommendation for CEHD:

- Recommend the Regional Council authorize RHNA Subcommittee membership composition and members to be limited to CEHD members who also serve on Regional Council, and be appointed by the SCAG President.
- If there is insufficient geographic representation, the SCAG President may appoint other Regional Council members to serve

## RHNA Subcommittee

### Recommendation for Regional Council:

- Authorize the formation of the 7th cycle RHNA Subcommittee
  - To support the development of the RHNA methodology and allocation plan
  - Provide recommendations to the CEHD Committee and Regional Council
  - Serve as the final hearing body for RHNA appeals

## RHNA Subcommittee

Recommendation for Regional Council:

- Authorize RHNA Subcommittee membership composition and members to be limited to CEHD members who also serve on Regional Council, and be appointed by the SCAG President.
- If there is insufficient geographic representation, the SCAG President may appoint other Regional Council members to serve



# THANK YOU!

For more information, please visit:

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

To subscribe for updates, please visit:

<https://scag.ca.gov/subscribe-updates-0>



NO. 681  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL  
MINUTES OF THE REGULAR MEETING  
THURSDAY, MAY 7, 2026

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

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held a regular meeting at the JW Marriott Desert Springs Resort and Spa, Sinatra Ballroom, 74-855 Country Club Drive, Palm Desert, CA 92260. A quorum was present.

**Members Present**

- |  |                           |                              |
|--|---------------------------|------------------------------|
| <b>Hon. Cindy Allen, President</b>               | <i>Long Beach</i>         | <b>District 30</b>           |
| <b>Hon. Ray Marquez, 1st Vice President</b>      | <i>Chino Hills</i>        | <b>District 10</b>           |
| <b>Hon. Jenny Crosswhite, 2nd Vice President</b> | <i>Santa Paula</i>        | <b>District 47</b>           |
| <b>Sup. Curt Hagman, Imm. Past President</b>     |                           | <b>San Bernardino County</b> |
| Sup. Martha Cardenas-Singh                       |                           | Imperial County              |
| Sup. Don Wagner                                  |                           | Orange County                |
| Sup. Vianey Lopez                                |                           | Ventura County               |
| Hon. Michael Goodsell                            |                           | ICTC                         |
| Hon. Jan Harnik                                  |                           | RCTC                         |
| Hon. Alan Wapner                                 |                           | SBCTA                        |
| Hon. Trish Kelley                                |                           | TCA                          |
| Hon. Mike T. Judge                               |                           | VCTC                         |
| Hon. Gil Rebollar                                | <i>Brawley</i>            | District 1                   |
| Hon. Gary Gardner                                | <i>Desert Hot Springs</i> | District 2                   |
| Hon. Linda Krupa                                 | <i>Hemet</i>              | District 3                   |
| Hon. Clint Lorimore                              | <i>Eastvale</i>           | District 4                   |
| Hon. Frank Navarro                               | <i>Colton</i>             | District 6                   |
| Hon. Helen Tran                                  | <i>San Bernardino</i>     | District 7                   |
| Hon. John Dutrey                                 | <i>Montclair</i>          | District 9                   |
| Hon. Rick Denison                                | <i>Yucca Valley</i>       | District 11                  |
| Hon. John Gabbard                                | <i>Dana Point</i>         | District 12                  |
| Hon. Wendy Bucknum                               | <i>Mission Viejo</i>      | District 13                  |
| Hon. William Go                                  | <i>Irvine</i>             | District 14                  |



Hon. Lauren Kleiman	<i>Newport Beach</i>	District 15
Hon. Valerie Amezcua	<i>Santa Ana</i>	District 16
Hon. Jon Dumitru	<i>Orange</i>	District 17
Hon. Debbie Baker	<i>La Palma</i>	District 18
Hon. Ryan Balius	<i>Anaheim</i>	District 19
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. Jeff Wood	<i>Lakewood</i>	District 24
Hon. Claudia Frometa	<i>Downey</i>	District 25
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Andrew Lara	<i>Pico Rivera</i>	District 31
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Shaunna Elias	<i>Glendora</i>	District 33
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Mark Waronek	<i>Lomita</i>	District 39
Hon. Chelsea Byers	<i>West Hollywood</i>	District 41
Hon. Nikki Perez	<i>Burbank</i>	District 42
Hon. Austin Bishop	<i>Palmdale</i>	District 43
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Rocky Rhodes	<i>Simi Valley</i>	District 46
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Daniel Ramos	<i>Adelanto</i>	District 65
Hon. Steve Sanchez	<i>La Quinta</i>	District 66
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Ulises Cabrera	<i>Moreno Valley</i>	District 69
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.
Hon. Larry McCallon		Air District Representative
Ms. Lucy Dunn		Business Representative

**Members Not Present**

Sup. Kathryn Barger  
 Sup. Hilda Solis  
 Sup. Karen Spiegel  
 Hon. Carlos Leon  
 Hon. Zak Schwank  
 Hon. Acquanetta Warren  
 Hon. Fred Jung

**Members Not Present**

*Temecula*  
*Fontana*  
*Fullerton*

**Members Not Present**

Los Angeles County  
 Los Angeles County  
 Riverside County  
 OCTA  
 District 5  
 District 8  
 District 21



Hon. Emma Sharif	<i>Compton</i>	District 26
Hon. Suely Saro	<i>Long Beach</i>	District 29
Hon. Thomas Wong	<i>Monterey Park</i>	District 34
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Eunisses Hernandez	<i>Los Angeles</i>	District 48
Hon. Adrin Nazarian	<i>Los Angeles</i>	District 49
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Katy Young Yaroslavsky	<i>Los Angeles</i>	District 52
Hon. Imelda Padilla	<i>Los Angeles</i>	District 53
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Traci Park	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Hugo Soto-Martinez	<i>Los Angeles</i>	District 60
Hon. Ysabel Jurado	<i>Los Angeles</i>	District 61
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Butch Twining	<i>Huntington Beach</i>	District 64
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large

**Staff Present**

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

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

President Allen called the meeting to order at 9:07 a.m. and asked Second Vice President Jenny

Crosswhite, Santa Paula, RC District 47, to lead the pledge of allegiance.

### **PUBLIC COMMENT PERIOD**

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

The Clerk of the Board acknowledged there were no written public comments received.

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

### **REVIEW AND PRIORITIZE AGENDA ITEMS**

There was no prioritization of agenda items.

### **ACTION ITEM**

#### 1. 2026 SCAG Scholarship Program

Jan Harnik, Scholarship Committee Chair, reported on the 2026 scholarship program, noting a record 292 applications received, of which 183 met minimum requirements. She noted that the committee reviewed and evaluated the top 50 applications based on students' essays, career goals, letters of recommendation, and extracurricular activities, ultimately recommending 11 students for awards. She shared that the selected recipients represent diverse backgrounds and geographic distribution across the SCAG region, including Imperial, Los Angeles, Ventura, Orange, Riverside, and San Bernardino counties. She also explained that SCAG funds nine scholarships, with two additional awards supported by the California Transportation Foundation. Chair Harnik expressed appreciation to the Foundation, committee members, and academic representatives for their contributions to a rigorous and inspiring selection process and concluded by requesting Board approval of the recommended scholarship recipients.

There were no public comments on Item No. 1.

A MOTION was made (Saleh) to approve Scholarship Committee recommendations for the 2026 SCAG Scholarship Program Award. Motion was SECONDED (Simonoff) and passed by the following votes:

**AYES:** Allen, Amezcua, Baker, Balius, Bishop, Bucknum, Byers, Cabrera, Cardenas-Singh, Clark, Crosswhite, Denison, Dumitru, Dutrey, Eich, Elias, Finlay, Frometa, Gardner, Gabbard, Go, Goodsell, Hagman, Harnik, Henderson, L. Hernandez, Judge, Kalmick, Kelley, Kleiman, Krupa, Lara, Lopez, Lorimore, Manos, Marquez, Masiel, McCallon,

McLean, Perez, Ramos, Rebollar, Rhodes, Saleh, Sanchez, Shapiro, Simonoff, Tran, Wagner, Wapner, Waronek, Wood, and Yokoyama (53)

**NOES:** None (0)

**ABSTAIN:** None (0)

## 2. Connect SoCal 2050: Special Subcommittee

Sarah Jepson, Planning Director, provided an update on the Connect SoCal 2050 plan, which the Board is expected to consider for adoption within two years to refine the region's vision for improved mobility and sustainable development. She reported that over the past two years, staff have compiled and analyzed data to track progress toward regional goals and identify emerging trends to inform policy discussions. She noted that at the recent Joint Policy Committee (JPC) meeting, staff presented highlights on existing regional conditions, available in the State of the Region report, and shared insights from the preliminary growth forecast. She indicated that the JPC also recommended that the Regional Council approve the formation of a special committee to provide overarching policy leadership for the plan's development, consisting of at least two members from each of the three policy committees and up to three ex-officio members. She explained that the committee's primary responsibility would be to recommend performance metrics to align strategies with the regional vision and to advance recommendations on draft and final policies and implementation strategies. She noted that the committee was expected to convene in summer and meet approximately six to eight times over an 18-month period, concluding in winter 2028. She emphasized that the vision and strategies that were established in Connect SoCal drive all of the work at Skag, including the transportation projects they fund in the FTIP, and through various federal and state funding programs. She also stated that it sets the priorities for their state and federal advocacy work, and it informs the Regional Housing Needs Assessment with implications for local land use planning.

There were no public comments on Item No. 2.

A MOTION was made (Bucknum) to establish a special Connect SoCal 2050 Subcommittee to provide overarching policy leadership for development of the Connect SoCal 2050 Regional Transportation Plan/Sustainable Communities Strategy. Motion was SECONDED (Frometa) and passed by the following votes:

**AYES:** Allen, Amezcua, Baker, Balius, Bishop, Bucknum, Byers, Cabrera, Cardenas-Singh, Clark, Crosswhite, Denison, Dumitru, Dutrey, Eich, Elias, Finlay, Frometa, Gardner, Gabbard, Go, Goodsell, Hagman, Harnik, Henderson, L. Hernandez, Judge, Kalmick, Kelley, Kleiman, Krupa, Lara, Lopez, Lorimore, Manos, Marquez, Masiel, McCallon, McLean, Perez, Ramos, Rebollar, Rhodes, Saleh, Sanchez, Shapiro, Simonoff, Tran, Wagner, Wapner, Waronek, Wood, and Yokoyama (53)

**NOES:** None (0)

**ABSTAIN:** None (0)

### 3. 2028 Games Regional Transportation Demand Management (TDM) Approach

Sarah Jepson, Planning Director, reported on progress made over the past year under President Allen's leadership to prepare the region for the 2028 Olympic and Paralympic Games, including adoption of the Games Program Development Framework to guide SCAG's efforts and participation in the Games Mobility Executive Committee. She noted that SCAG hosted convenings on economic impacts, supported cities through a resource guide, and prioritized transportation demand management (TDM) projects in federal funding decisions. She reminded the Board that the Regional Council approved the Community Hubs program to assist up to 12 cities in creating celebration spaces, as well as a quick-build program to enhance walkability and public spaces in anticipation of increased active transportation. She indicated that staff requested approval of the Transportation Committee's recommendation to adopt the 2028 Games Regional TDM Approach and authorize the Executive Director to program resources and pursue additional funding. She noted that the approach seeks to achieve a 15% reduction in background travel to maintain system performance and minimize congestion impacts, with implementation involving multiple agencies and local jurisdictions. She explained that SCAG's role will focus on regional communications, wayfinding, supplemental mobility programs, and supportive regulatory and operational policies, including parking, transportation network company, and freight strategies. Lastly, she stated staff would continue refining the approach and return in July with a comprehensive TDM Strategic Plan.

There were no public comments on Item No. 3.

A MOTION was made (Ramos) to approve the 2028 Games Regional Transportation Demand Management (TDM) Approach; direct the Executive Director to take the necessary administrative actions to program resources; and pursue additional funding. Motion was SECONDED (Perez) and passed by the following votes:

**AYES:** Allen, Amezcua, Baker, Balius, Bishop, Bucknum, Byers, Cabrera, Cardenas-Singh, Clark, Crosswhite, Denison, Dumitru, Dutrey, Eich, Elias, Finlay, Frometa, Gardner, Gabbard, Go, Goodsell, Hagman, Harnik, Henderson, L. Hernandez, Judge, Kalmick, Kelley, Kleiman, Krupa, Lara, Lopez, Lorimore, Manos, Marquez, Masiel, McCallon, McLean, Perez, Ramos, Rebollar, Rhodes, Saleh, Sanchez, Shapiro, Simonoff, Tran, Wagner, Waronek, Wood, and Yokoyama (52)

**NOES:** Wapner (1)

**ABSTAIN:** None (0)

**CONSENT CALENDAR**

Approval Items

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

Receive and File

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

Mike Muarer, Board Counsel, provided a brief report to comply with Brown Act requirements related to Item 5 on the consent calendar, which includes an update to the executive salary schedule. He noted that the proposed update reflects adjustments to the salary ranges for eight executive classifications, with an average increase of approximately 6 percent. He clarified that this action pertains only to the adjustment of salary ranges and does not set or modify any individual executive's current salary or fringe benefits. He indicated that details of the revised salary ranges were included in the staff report.

There were no public Comments on the Consent Calendar.

A MOTION was made (Hagman) to approve Consent Calendar Items 4 through 8 and Receive and File Items 9 through 11. Motion was SECONDED (Frometa) and passed by the following votes:

**AYES:** Allen, Amezcua, Baker, Balius, Bishop, Bucknum, Byers, Cabrera, Cardenas-Singh, Clark, Crosswhite, Denison, Dumitru, Dutrey, Eich, Elias, Finlay, Frometa, Gardner, Gabbard, Go, Goodsell, Hagman, Harnik, Henderson, L. Hernandez, Judge, Kalmick, Kelley, Kleiman, Krupa, Lara, Lopez, Lorimore, Manos, Marquez, Masiel, McCallon,

Perez, Ramos, Rebollar, Rhodes, Saleh, Sanchez, Shapiro, Simonoff, Tran, Wagner, Wapner, Waronek, Wood, and Yokoyama (52)

**NOES:** None (0)

**ABSTAIN:** None (0)

### **BUSINESS REPORT**

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

### **PRESIDENT'S REPORT**

President Allen recognized outgoing Regional Council and Policy Committee members, expressing appreciation for their contributions and service to SCAG and the region. She also provided a recap of three recent mobile tours, including a visit to the Port of Los Angeles highlighting regional infrastructure, trade, and sustainability efforts; a tour of the OCVIBE mixed-use development in Anaheim, which will include housing, parks, and commercial space; and a tour of the CV Link multi-use path in the Coachella Valley, demonstrating regional collaboration in active transportation and sustainable infrastructure, along with a visit to Aziz Farms to learn about sustainable agriculture. She expressed appreciation to SunLine Transit and its leadership for supporting the Coachella Valley tour and showcasing clean transportation technologies. Lastly, she stated the next Regional Council meeting was June 4 at 11:45 a.m. at the SCAG main office in Downtown Los Angeles.

### **EXECUTIVE DIRECTOR'S REPORT**

Executive Director Kome Ajise recognized Honorable Lucy Dunn for her service as Business Representative, commending her leadership and valuable perspective on business-related policy matters. He provided an update on the federal recertification process, noting that SCAG undergoes a review every four years by the Federal Highway Administration and Federal Transit Administration to maintain its designation as a Metropolitan Planning Organization. He indicated that as part of this process, meetings with federal representatives were scheduled, and a public comment period would be held from May 1 through June 15, 2026, with submission details to be posted on the SCAG website and newsletter. He also announced the upcoming formation of two subcommittees: the Connect SoCal 2050 Subcommittee and the RHNA Subcommittee, with member appointments to be made during the summer EAC retreat and interest to be solicited by the Clerk. He noted that the RHNA



Subcommittee structure would be presented for approval in June. He also provided legislative updates on SCAG-sponsored bills SB 1087, aimed at modernizing Sustainable Communities Strategy requirements, and AB 2002, which would establish ongoing funding for housing programs, both of which were progressing through the State Legislature. Lastly, he announced the departure of Chief Information Officer Julie Shoyer effective May 15, acknowledging her significant contributions to modernizing SCAG's technology systems and strengthening cybersecurity, and noted that a transition plan was underway.

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

**FUTURE AGENDA ITEMS**

There were no future agenda items.

**ANNOUNCEMENTS**

There were no announcements.

**ADJOURNMENT**

There being no further business, President Allen adjourned the meeting of the Regional Council at 9:44 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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Regional Council Attendance Report																
2025-2026																
MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Total Mtgs Attended To Date		
Allen, Cindy	Long Beach, RC District 30	1			1		1	1		1	1	0	1	7		
Amezcuca, Valerie	Santa Ana, RC District 16	0			0		0	0		0	0	0	1	1		
Baker, Debbie	La Palma, RC District 18	1			1		1	0		1	1	1	1	7		
Balius, Ryan	Anaheim, RC District 19	1			0		1	1		1	1	1	1	7		
Barger, Kathryn	Los Angeles County	0			0		0	0		0	0	0	0	0		
Bass, Karen	Los Angeles, (Member at Large)	0			0		0	0		0	0	0	0	0		
Bishop, Austin	Palmdale, RC District 43	0			0		1	0		0	0	0	1	2		
Blumenfield, Bob	Los Angeles, RC District 50	0			0		0	0		0	0	0	0	0		
Boyles, Drew	El Segundo, RC District 40	0			1		0	0		0	0	0	0	1		
Bucknum, Wendy	Mission Viejo, RC District 13	1	D	D	0	D	0	1	D	1	1	1	1	6		
Byers, Chelsea	West Hollywood, RC District 41										1	0	1	2		
Cabrera, Ulises	Moreno Valley, RC District 69	1			1		1	0		0	1	0	1	5		
Cardenas-Singh, Martha	Imperial County				1		1	0		0	1	1	1	5		
Clark, Margaret	Rosemead, RC District 32	0			1		1	1		1	1	1	1	7		
Crosswhite, Jenny	Santa Paula, RC District 47	1			1		1	1		1	1	1	1	8		
Denison, Rick	Yucca Valley, RC District 11	1			1		1	0		1	1	0	1	6		
Dumitru, Jon	Orange, RC District 17	0			0		0	1		0	0	1	1	3		
Dunn, Lucy	Business Representative	1			1		0	1		1	0	1	1	6		
Dutrey, John	Montclair, RC District 9	1			1		1	0		1	1	1	1	7		
Eich, Keith	La Cañada Flintridge, RC District 36	1			1		1	0		0	1	0	1	5		
Elias, Shaunna	Glendora, RC District 33	0			1		1	1		1	1	1	1	7		
Finlay, Margaret E.	Duarte, RC District 35	0	A	A	1	A	1	1	A	0	0	1	1	5		
Frometa, Claudia M.	Downey, RC District 25	0			0		0	1		0	0	1	1	3		
Gardner, Gary	Desert Hot Springs, RC District 2	1			1		0	1		1	1	1	1	7		
Gabbard, John	Dana Point, RC District 12	1			1		1	1		1	1	1	1	8		
Go, William	Irvine, RC District 14	1			1		1	1		1	1	1	1	8		
Goodsell, Mike	ICTC Representative	1			1		1	1		1	1	1	1	8		
Hagman, Curt	San Bernardino County	1			1		1	1		0	1	0	1	6		
Harnik, Jan C.	RCTC Rpresentative	1			1		1	0		1	1	1	1	7		
Harris-Dawson, Marqueece	Los Angeles, RC District 55	0			0		0	0		0	0	0	0	0		
Henderson, Mark E.	Gardena, RC District 28	0			1		1	1		1	1	1	1	7		
Hernandez, Eunisses	Los Angeles, RC District 48	0			0		0	0		0	0	0	0	0		
Hernandez, Laura	Port Hueneme, RC District 45	1			1		0	1		1	1	1	1	7		
Hutt, Heather	Los Angeles, RC District 57	0	R	R	0	R	0	0	R	0	0	0	0	0		
Judge, Mike T.	VCTC Representative	1			1		1	1		1	1	1	1	8		
Jung, Fred	Fullerton, RC District 21	0			0		0	0		0	0	0	0	0		
Jurado, Ysabel	Los Angeles, RC District 61	0			0		0	0		0	0	0	0	0		
Kalmick, Joe	Seal Beach, RC District 20	1			1		1	1		1	1	1	1	8		
Kelley, Trish	TCA Representative	1			1		1	1		1	1	1	1	8		
Kleiman, Lauren	Newport Beach, RC District 15	0			0		1	1		0	0	0	1	3		
Krupa, Linda	Hemet, RC District 3	1	K	K	1	K	1	1	K	1	0	1	1	7		
Lara, Andrew	Pico Rivera, RC District 31	1			0		0	1		1	0	0	1	4		
Lee, John	Los Angeles, RC District 59	0			0		0	0		0	0	0	0	0		
Leon, Carlos A.	OCTA Representative	0			0		0	0		0	0	0	0	0		
Lock Dawson, Patricia	Riverside, RC District 68	0			0		0	1		1	1	1	0	4		
Lopez, Vianey	Ventura County	1			1		1	0		1	1	1	1	7		
Lorimore, Clint	Eastvale, RC District 4	0			1		1	1		1	1	0	1	6		
Manos, Steve	Lake Elsinore, RC District 63	1			1		1	1		1	0	0	1	6		
Marquez, Ray	Chino Hills, RC District 10	1			1		0	1		1	1	1	1	7		
Masiel, Andrew	Pechanga Band of Luiseno Indians Tribal Gov. PIng. Brd.	0			0		1	1		1	0	0	1	4		
McCallon, Larry	Air District Representative	1			1		1	1		1	1	1	1	8		
McLean, Marsha	Santa Clarita, RC District 67	1			1		1	1		1	1	1	1	8		
McOsker, Tim	Los Angeles, RC District 62	0			0		0	0		0	0	0	0	0		
Navarro, Frank J.	Colton, RC District 6	1			1		1	1		1	1	1	1	8		
Nazarian, Adrin	Los Angeles, RC District 49	0			0		0	0		0	0	0	0	0		
Padilla, Imelda	Los Angeles, RC District 53	0			0		0	0		0	0	0	0	0		
Park, Traci	Los Angeles, RC District 58	0			0		0	0		0	0	0	0	0		
Perez, Nikki	Burbank, RC District 42	0			1		0	0		1	1	0	1	4		
Price, Curren D.	Los Angeles, RCDistrict 56	0			0		0	0		0	0	0	0	0		
Raman, Nithya	Los Angeles, RC District 51	0			0		0	0		0	0	0	0	0		

Ramos, Daniel	Adelanto, RC District 65	1		1		1	1		1	1	1	1	8
Rebollar, Gil	Brawley, RC District 1	1		1		0	0		1	0	0	1	4
Rhodes, Rocky	Simi Valley, RC District 46	1		1		1	1		1	1	1	1	8
Rodriguez, Monica	Los Angeles, RC District 54	0		0		0	0		0	0	0	0	0
Saleh, Ali	Bell, RC District 27	1		0		1	1		1	1	1	1	7
Sanchez, Steve	La Quinta, RC District 66	1		1		1	0		1	1	1	1	7
Sandoval, Tim	Pomona, RC District 38	0		1		1	0		1	1	1	0	5
Saro, Suely	Long Beach, RC District 29	0		0		1	1		1	1	0	0	4
Schwank, Zak	Temecula, RC District 5	0		0		0	0		0	0	1	0	1
Shapiro, David J.	Calabasas, RC District 44	1		1		1	1		1	1	1	1	8
Sharif, Emma	Compton, RC District 26	0		1		1	0		1	1	1	0	5
Simonoff, Marty	Brea, RC District 22	1		1		1	1		1	1	1	1	8
Solis, Hilda	Los Angeles County	0		0		0	0		0	0	0	0	0
Soto-Martinez, Hugo	Los Angeles, RC District 60	0		0		0	0		0	0	0	0	0
Spiegel, Karen	Riverside County	1		1		1	0		0	1	1	0	5
Tran, Helen	San Bernardino, RC District 7	1		1		1	1		1	1	0	1	7
Twining, Butch	Huntington Beach, RC District 64	1		1		0	0		0	0	0	0	2
Tye, Steve	Diamond Bar, RC District 37	1		1		1	0		1	1	1	0	6
Wagner, Donald P.	Orange County	1		1		0	0		0	1	0	1	4
Wapner, Alan	SBCTA/SBCOG	1		1		1	0		0	0	1	1	5
Waronek, Mark	Lomita, RC District 39	0		1		1	1		0	0	1	1	5
Warren, Acquanetta	Fontana, RC District 8	1		1		1	0		1	1	0	0	5
Wong, Thomas	Monterey Park, RC District 34	1		1		1	1		1	1	1	0	7
Wood, Jeff	Lakewood, RC District 24	1		1		1	1		1	1	1	1	8
Yaroslavsky, Katy	Los Angeles, RC District 52	0		0		0	0		0	0	0	0	0
Yokoyama, Frank A.	Cerritos, RC District 23	1		0		1	1		1	1	1	1	7
		45	0	0	51	0	49	42	0	48	49	45	55



## AGENDA ITEM 4

### REPORT

Southern California Association of Governments

June 4, 2026

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**To:** EAC - Executive Administration Committee  
RC - Regional Council

EXECUTIVE DIRECTOR'S  
APPROVAL

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

**Subject:** Contracts \$500,000 or Greater: 26-048-C01, Connect SoCal 2050  
Outreach

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#### RECOMMENDED ACTION:

Approve Contract No. 26-048-C01 in an amount not to exceed \$854,941 with City Fabrick, to provide support for the development of the 2028 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), better known as "Connect SoCal 2050", by implementing outreach and engagement activities associated with the development of the plan, to meet the public outreach requirements of Senate Bill (SB) 375. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

#### STRATEGIC PRIORITIES:

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

#### EXECUTIVE SUMMARY:

*Consistent with the requirements of Senate Bill (SB) 375, the consultant shall develop and implement a comprehensive outreach and engagement strategy for Connect SoCal 2050 and execute multiple tasks to support plan development. This includes leading grassroots outreach efforts such as workshops and pop-up events; coordinating the CBO partnership program; and delivering an engagement analysis and final report that informs plan development. This project supports the goals and strategies identified in SCAG's adopted Public Participation Plan to ensure that opportunities for public involvement are accessible to all communities. This project will strengthen effective engagement to inform Connect SoCal strategy development.*

#### BACKGROUND:

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

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<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
City Fabrick 26-048-C01	The project will support inclusive engagement during the Connect SoCal 2050 Regional Transportation Plan/Sustainable Communities Strategy (the 2028 RTP/SCS cycle) development process; and expand opportunities to connect with the region’s diverse communities to create a plan that reflects shared priorities.	\$854,941

**FISCAL IMPACT:**

Funding of \$650,000 is available in the Fiscal Year (FY) 2026-27 Overall Work Program (OWP) Budget in Project Number(s) 290-4949UF.03 & 290-4949E.03, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

**ATTACHMENT(S):**

1. 26-048-C01 Contract Summary (Approval Item)
2. 26-048-C01 Conflict of Interest Forms

**CONSULTANT CONTRACT NO. 26-048-C01**

<b>Recommended Consultant:</b>	City Fabrick						
<b>Background &amp; Scope of Work:</b>	<p>The Consultant will provide support for the development of the 2028 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), better known as “Connect SoCal 2050”, by implementing outreach and engagement activities associated with the development of the plan, to meet the public outreach requirements of Senate Bill (SB) 375.</p> <p>The consultant will be responsible for the following tasks, as described in the scope of work:</p> <ul style="list-style-type: none"> <li>• Develop a comprehensive implementation plan detailing how all outreach tasks will be executed, including recommended venues, events, engagement formats, and sequencing of engagement activities;</li> <li>• Lead the coordination of SCAG’s grassroots public and stakeholder engagement activities, including public workshops and pop-up events;</li> <li>• Lead CBO partnership program coordination;</li> <li>• Coordinate staff engagement guide and training sessions;</li> <li>• Develop a public and stakeholder engagement analysis using existing SCAG KPIs and final report;</li> <li>• Lead the coordination of community storytelling profiles; and</li> <li>• Print and produce informational materials designed by SCAG to support outreach events as needed and suggested in work plan, such as fact sheets, flyers, posterboards, etc.</li> </ul>						
<b>Project’s Benefits &amp; Key Deliverables:</b>	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Support inclusive engagement during the Connect SoCal 2050 Regional Transportation Plan/Sustainable Communities Strategy (the 2028 RTP/SCS cycle) development process; and</li> <li>• Expand opportunities to connect with the region’s diverse communities to create a plan that reflects shared priorities.</li> </ul>						
<b>Strategic Plan:</b>	This item supports SCAG’s Strategic Plan Goals: 1: Establish and implement a regional vision for a sustainable future; and 2: Be a cohesive and influential voice for the region.						
<b>Contract Amount:</b>	<table> <tr> <td><b>Total not to exceed</b></td> <td align="right"><b>\$854,941</b></td> </tr> <tr> <td>City Fabrick (prime consultant)</td> <td align="right">\$451,179</td> </tr> <tr> <td>Kearn &amp; West, Inc. (subconsultant)</td> <td align="right">\$403,762</td> </tr> </table> <p>Note: City Fabrick proposed \$854,941, and staff determined the proposed amount was fair and reasonable for the type of work being performed.</p>	<b>Total not to exceed</b>	<b>\$854,941</b>	City Fabrick (prime consultant)	\$451,179	Kearn & West, Inc. (subconsultant)	\$403,762
<b>Total not to exceed</b>	<b>\$854,941</b>						
City Fabrick (prime consultant)	\$451,179						
Kearn & West, Inc. (subconsultant)	\$403,762						
<b>Contract Period:</b>	Notice to Proceed through December 31, 2028						

<b>Project Number(s):</b>	290-4949UF.03 \$756,879 290-4949E.03 \$98,062  Funding source(s): Senate Bill 1 (SB 1) and Transportation Development Act (TDA)  Funding of \$650,000 is available in the Fiscal Year (FY) 2026-27 Overall Work Program (OWP) Budget in Project Number(s) 290-4949UF.03 & 290-4949E.03, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.																						
<b>Request for Proposal (RFP):</b>	SCAG staff notified 5,954 firms of the release of RFP 26-048 via SCAG’s PlanetBids website. A total of 180 firms downloaded the RFP. SCAG received the following 11 proposals in response to the solicitation:  <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;"><b>City Fabrick (1 subconsultant)</b></td> <td style="text-align: right;"><b>\$854,941</b></td> </tr> <tr> <td>Bodewell Group (1 subconsultant)</td> <td style="text-align: right;">\$740,383</td> </tr> <tr> <td>McCormick Busse (no subconsultant)</td> <td style="text-align: right;">\$797,389</td> </tr> <tr> <td>Safe Moves (no subconsultant)</td> <td style="text-align: right;">\$799,464</td> </tr> <tr> <td>Lee Andrews Group (no subconsultant)</td> <td style="text-align: right;">\$800,185</td> </tr> <tr> <td>Redwood Resources (2 subconsultants)</td> <td style="text-align: right;">\$837,506</td> </tr> <tr> <td>Marathon Communications (2 subconsultants)</td> <td style="text-align: right;">\$850,019</td> </tr> <tr> <td>Okapi (2 subconsultants)</td> <td style="text-align: right;">\$868,222</td> </tr> <tr> <td>Costin Public (1 subconsultant)</td> <td style="text-align: right;">\$869,899</td> </tr> <tr> <td>Estolano Advisors (1 subconsultant)</td> <td style="text-align: right;">\$870,000</td> </tr> <tr> <td>Barrios-Community Lab (no subconsultant)</td> <td style="text-align: right;">\$2,208,839</td> </tr> </table>	<b>City Fabrick (1 subconsultant)</b>	<b>\$854,941</b>	Bodewell Group (1 subconsultant)	\$740,383	McCormick Busse (no subconsultant)	\$797,389	Safe Moves (no subconsultant)	\$799,464	Lee Andrews Group (no subconsultant)	\$800,185	Redwood Resources (2 subconsultants)	\$837,506	Marathon Communications (2 subconsultants)	\$850,019	Okapi (2 subconsultants)	\$868,222	Costin Public (1 subconsultant)	\$869,899	Estolano Advisors (1 subconsultant)	\$870,000	Barrios-Community Lab (no subconsultant)	\$2,208,839
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Estolano Advisors (1 subconsultant)	\$870,000																						
Barrios-Community Lab (no subconsultant)	\$2,208,839																						
<b>Selection Process:</b>	The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors.  The PRC consisted of the following individuals:  Alisha James, Senior Public Affairs Specialist, SCAG Camille Guiriba, Senior Regional Planner, SCAG Joseph De La Riva, Public Affairs Specialist, SCAG Sarah Dominguez, Planning Strategy Department Manager, SCAG																						
<b>Basis for Selection:</b>	The PRC recommended City Fabrick for the contract award because the consultant: <ul style="list-style-type: none"> <li>• The consultant is the most qualified, presenting a proposal that demonstrated a strong technical approach and relevant project experience and expertise;</li> <li>• The proposer received the highest score demonstrating their team’s qualifications to perform the work on schedule and within budget;</li> <li>• The selected firm’s key differentiators were their equity-centered community-driven approach and focus on creative and engaging engagement strategies;</li> <li>• The selected firm displayed balanced expertise, including, pop-up both experience, CBO program experience and familiarity with the RTP/SCS development process.; and</li> </ul>																						

	<ul style="list-style-type: none"><li>• The firm selected, uniquely, provided the best overall approach, a strong understanding of why we are doing this work, and an experienced team.</li></ul> <p>Although other firm(s) proposed a lower price(s), the PRC did not recommend this/these firm(s) for contract award because this firm(s):</p> <ul style="list-style-type: none"><li>• Did not present strong staffing plans to adequately support in-person events;</li><li>• Did not demonstrate unique approach to pop-up booth design and engagement;</li><li>• Did not provide unique approach to tasks and technical approach;</li><li>• Other firms approach generally met baseline requirements but did not meaningfully enhance authenticity or strengthen community trust-building;</li><li>• Other firms presented anticipated challenges that appeared misaligned with SCAG's perspective; and</li><li>• Lacked clarity on how to communicate complexity of the RTP/SCS development process.</li></ul>
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**Conflict of Interest (COI) Form - Attachment  
For June 4, 2026 Regional Council Approval**

Approve Contract No. 26-048-C01 in an amount not to exceed \$854,941 with City Fabrick, to provide support in implementing outreach and engagement activities associated with the development of Connect SoCal 2050. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
City Fabrick (prime consultant)	No - form attached
Kearns (subconsultant)	No - form attached

**SCAG CONFLICT OF INTEREST FORM****RFP No. 26 0****RFP No./Contract No. 26-048****SECTION I: INSTRUCTIONS**

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under "GET INVOLVED", then "Contract & Vendor Opportunities" and scroll down under the "Vendor Contracts Documents" tab; whereas the SCAG staff may be found under "ABOUT US" then "OUR TEAM" then "Employee Directory"; and Regional Council members can be found under "MEETINGS", then scroll down to "LEADERSHIP" then select "REGIONAL COUNCIL" on the left side of the page and click on "Regional Council Officers and Member List."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Legal Division, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal.

**Name of Firm:** City Fabrick  
**Name of Preparer:** Brian Ulaszewski  
**Project Title:** Connect Socal 2050  
**RFP Number:** 26-048  
**Date Submitted:** March 26,2026

**SECTION II: QUESTIONS**

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

YES       NO

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

Name	Nature of Financial Interest
<hr/>	<hr/>
<hr/>	<hr/>
<hr/>	<hr/>
<hr/>	<hr/>

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

YES  NO

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

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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

YES  NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES  NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

**SECTION III: VALIDATION STATEMENT**

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

**DECLARATION**

**I, (printed full name) Brian Ulae ~~wk~~, hereby declare that I am the (position or title) Principal + Executive Director of (firm name) City Fabrick, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated March 26, 2026 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.**

  
 \_\_\_\_\_      March 26, 2026  
 Signature of Person Certifying for Proposer      Date  
 (original signature required)

**NOTICE**

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

**SCAG CONFLICT OF INTEREST FORM****RFP No. 26-048****RFP No./Contract No.** No. 26-048**SECTION I: INSTRUCTIONS**

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under "GET INVOLVED", then "Contract & Vendor Opportunities" and scroll down under the "Vendor Contracts Documents" tab; whereas the SCAG staff may be found under "ABOUT US" then "OUR TEAM" then "Employee Directory"; and Regional Council members can be found under "MEETINGS", then scroll down to "LEADERSHIP" then select "REGIONAL COUNCIL" on the left side of the page and click on "Regional Council Officers and Member List."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Legal Division, especially if you answer "yes" to any question in this form, as doing so **MAY** also disqualify your firm from submitting an offer on this proposal.

**Name of Firm:** Kearns & West, Inc.**Name of Preparer:** Patricia Balmas**Project Title:** Connect SoCal 2050 Outreach & Partnerships**RFP Number:** No. 26-048**Date Submitted:** 12 March 2026**SECTION II: QUESTIONS**

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

YES       NO

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

Name	Nature of Financial Interest
<hr/>	<hr/>
<hr/>	<hr/>
<hr/>	<hr/>
<hr/>	<hr/>

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

YES       NO

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

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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

YES       NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

**SECTION III: VALIDATION STATEMENT**

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

**DECLARATION**

**I, (printed full name) Patricia Balmas, hereby declare that I am the (position or title) Senior Director, Business Services of (firm name) Kearns & West, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 12 March 2026 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.**

*Patricia Balmas*

\_\_\_\_\_  
Signature of Person Certifying for Proposer  
(original signature required)

12 March 2026

\_\_\_\_\_  
Date

**NOTICE**

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



**AGENDA ITEM 5**  
**REPORT**

Southern California Association of Governments  
June 4, 2026

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**To:** EAC - Executive Administration Committee  
RC - Regional Council

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

**Subject:** Contracts \$500,000 or Greater: 27-003-C01, Board Counsel Services  
& As-Needed Legal Services

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**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION:**

Approve Contract No. 27-003-C01 in an amount not to exceed \$715,020 with Best Best & Krieger LLP, to provide Board Counsel Services and as-needed legal services. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

**STRATEGIC PRIORITIES:**

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region. 3: Spur innovation and action through leadership in research, analysis and information sharing. 4: Build a unified culture anchored in the pursuit of organizational excellence.

**EXECUTIVE SUMMARY:**

*As a result of the competitive bid process, Best Best & Krieger will continue to serve as the primary counsel to SCAG's governing bodies, including the General Assembly, Regional Council, Executive/Administration Committee, and other committees, and SCAG's internal Legal Division shall serve as counsel to SCAG and its staff. The Board Counsel and SCAG's internal Legal Division will work together to provide legal services to the agency.*

**BACKGROUND:**

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

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Best Best & Krieger 27-003-C01	The consultant shall serve as Board Counsel and provide as-needed legal services.	\$715,020



**FISCAL IMPACT:**

Funding of \$125,000 is available in the Fiscal Year (FY) 2026-27 General Fund Budget in Project Numbers 800-0160.01. The remaining balance will be requested in future fiscal year budget(s), subject to budget availability.

**ATTACHMENT(S):**

1. 27-003-C01 Contract Summary
2. 27-003-C01 Conflict of Interest Form

**CONSULTANT CONTRACT NO. 27-003-C01**

<b>Recommended Consultant:</b>	Best Best & Krieger LLP	
<b>Background &amp; Scope of Work:</b>	<p>The Board Counsel shall serve as the primary counsel to SCAG’s governing bodies, including the General Assembly, Regional Council, Executive/Administration Committee, and other committees, and SCAG’s internal Legal Department shall serve as counsel to SCAG and its staff. The Board Counsel and SCAG’s internal Legal Department will work together to provide legal services to the agency.</p> <p>Ruben Duran of Best Best &amp; Krieger (BBK) will serve as Board Counsel and provide legal support to SCAG’s governing bodies. Mr. Duran will manage and be supported by a core team of BBK attorneys specifically selected for SCAG because of their expertise in areas of law pertinent to SCAG such as transportation, housing, land use, and environmental law. Board Counsel Services (Task 1) include, but are not limited to: attending and advising at regular and special meetings of the governing bodies; providing real-time guidance on Brown Act compliance, parliamentary procedure, agenda management, motions, voting, conflicts, public participation, closed sessions, and other legal or procedural issues; coordinating with SCAG leadership and staff before and after meetings on agendas, materials, minutes, resolutions, and follow-up actions; maintaining expertise in SCAG’s Bylaws and Regional Council Policy Manual; advising governing body members and staff on governance-related legal matters; assisting with bylaws and policy manual amendments; and supporting the annual review, negotiation, and amendment of the Executive Director’s employment contract. Task 1 services will be rendered in accordance with an agreed-upon flat monthly fee. BBK may also provide as-needed legal services (Task 2) in areas including public agency/government law, litigation, employment and workplace investigations and compliance, public works and construction, procurement and contracting, transportation, land use and environmental law, housing, federal grants and compliance, and tax, although no as-needed work is guaranteed. If needed, Task 2 services will be rendered in accordance with an agreed upon hourly rate structure. The contract is for three (3) years, with two addition 12-month options, for a total of 60-months.</p>	
<b>Project’s Benefits &amp; Key Deliverables:</b>	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Legal Counsel Services to the Regional Council on a flat monthly fee basis; and</li> <li>• As-Needed Legal Services on an hourly fee basis.</li> </ul>	
<b>Strategic Plan:</b>	<p>This item supports SCAG’s Strategic Plan Priorities: 2: Be a cohesive and influential voice for the region; 3: spur innovation and action through leadership in research, analysis, and information sharing; and 4: build a unified culture anchored in the pursuit of organizational excellence.</p>	
<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$715,020</b>
	Best Best & Krieger (prime consultant)	\$715,020
<b>Contract Period:</b>	Notice to Proceed through June 30, 2031	

<b>Project Number(s):</b>	800-0160.01  Funding source(s): General Fund						
<b>Request for Proposal (RFP):</b>	<p>SCAG staff notified 273 firms of the release of RFP 27-003 via SCAG’s PlanetBids website. A total of 26 firms downloaded the RFP. SCAG received the following 3 proposals in response to Task 1 of RFP 27-003 (Board Counsel Services &amp; As-Needed Services):</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;"><b>Best Best &amp; Krieger</b></td> <td style="text-align: right;"><b>\$715,020</b></td> </tr> <tr> <td>Hanson Bridgett</td> <td style="text-align: right;">\$1,620,000</td> </tr> <tr> <td>Kronick Moskovitz Tiedemann &amp; Girard</td> <td style="text-align: right;">\$1,409,040</td> </tr> </table>	<b>Best Best &amp; Krieger</b>	<b>\$715,020</b>	Hanson Bridgett	\$1,620,000	Kronick Moskovitz Tiedemann & Girard	\$1,409,040
<b>Best Best &amp; Krieger</b>	<b>\$715,020</b>						
Hanson Bridgett	\$1,620,000						
Kronick Moskovitz Tiedemann & Girard	\$1,409,040						
<b>Selection Process:</b>	<p>The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors.</p> <p>The PRC consisted of the following individuals:</p> <p>Jeff Elder, SCAG Chief Counsel  Darin Chidsey, SCAG Chief Operating Officer  Cindy Allan, SCAG Regional Council President  Ray Marquez, SCAG First Vice President</p>						
<b>Basis for Selection:</b>	<p>The PRC recommended Best Best &amp; Krieger for the contract award because:</p> <ul style="list-style-type: none"> <li>• Proposed Board Counsel and core team demonstrated the most extensive experience in working with metropolitan planning organizations, comparable regional governance entities, and public agencies in lead capacities;</li> <li>• Proposed Board Counsel and core team demonstrated the strongest qualifications, related work experience and depth of knowledge with respect to key areas of law relevant to SCAG, including but not limited to transportation, housing and environmental matters;</li> <li>• Proposed Board Counsel and core team would provide additional capacity in terms of legal services to the agency;</li> <li>• Proposed Board Counsel and core team would provide additional capacity in terms of legal services to the agency; and</li> <li>• Proposed Board Counsel presented the best overall value and lowest rates.</li> </ul> <p>The PRC did not recommend other firm(s) for the contract award because:</p> <ul style="list-style-type: none"> <li>• Proposed staff had less direct experience serving in a dedicated Board Counsel role for metropolitan planning organizations or comparable regional governance entities;</li> <li>• Proposed much higher rates and annual increases; and</li> <li>• Proposes rates excluded the cost of complex conflict of interest issues, non-routine policy matters such as a wholesale revision of the Regional Council Policy Manual or creation of new policies, and other non-routine matters agreed by the Regional Council President to be outside of the monthly fee.</li> </ul>						

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

Approve Contract No. 27-003-C01 in an amount not to exceed \$715,020,020 with Best Best & Krieger LLP, to provide Board Counsel Services and as-needed legal services. Authorize the Executive Director, or his designee, pursuant to legal counsel review, to execute the contract on behalf of SCAG.

The consultant team for this contract includes:

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

# SCAG CONFLICT OF INTEREST FORM

RFP No. 27-003

RFP No./Contract No. 27-003

## SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG’s Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG’s Regional Council members. All three documents can be viewed online at <https://scag.ca.gov>. The SCAG Conflict of Interest Policy is located under “GET INVOLVED”, then “Contract & Vendor Opportunities” and scroll down under the “Vendor Contracts Documents” tab; whereas the SCAG staff may be found under “ABOUT US” then “OUR TEAM” then “Employee Directory”; and Regional Council members can be found under “MEETINGS”, then scroll down to “LEADERSHIP” then select “REGIONAL COUNCIL” on the left side of the page and click on “Regional Council Officers and Member List.”

Any questions regarding the information required to be disclosed in this form should be directed to SCAG’s Legal Division, especially if you answer “yes” to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Best Best & Krieger LLP

Name of Preparer: Ruben Duran, Partner

Project Title: Board Counsel Services and As-Needed Legal Services

RFP Number: 27-003-C01 Date Submitted: April 13, 2026

## SECTION II: QUESTIONS

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

YES       NO

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

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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

YES       NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

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

YES       NO

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

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

**SECTION III: VALIDATION STATEMENT**

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

**DECLARATION**

I, (printed full name) Ruben Duran, hereby declare that I am the (position or title) Partner of (firm name) Best Best & Krieger LLP, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 04/13/2026 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

\_\_\_\_\_  
Signature of Person Certifying for Proposer  
(original signature required)

April 13, 2026

\_\_\_\_\_  
Date

**NOTICE**

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



Southern California Association of Governments  
June 4, 2026

**To:** RC - Regional Council  
EAC - Executive Administration Committee

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

**Subject:** SCAG Memberships and Sponsorships

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Approve up to \$5,772 for membership with 1) American Public Transportation Association (APTA) (\$5,772).

**STRATEGIC PRIORITIES:**

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

**EXECUTIVE SUMMARY:**

*At its May 26, 2026, meeting, the Legislative/Communications and Membership Committee (LCMC) approved up to \$5,772 to maintain membership with 1) American Public Transportation Association (APTA) (\$5,772).*

**BACKGROUND:**

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**Item 1:** American Public Transit Association  
**Type:** Membership      **Amount:** \$5,772

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The American Public Transportation Association (APTA) is a leading force in advancing public transportation. APTA members encompass a diverse range of organizations, including transit systems, government agencies, manufacturers, suppliers, consulting firms, contractors, and other business partners. To strengthen and improve public transportation, APTA serves and leads its diverse membership through advocacy, innovation, and the sharing of information. An annual membership provides SCAG access to the highest-quality tools, resources, and programs, including advocacy efforts, networking and partnership opportunities, the latest industry research and data, and professional development.

The LCMC recommends renewing SCAG’s membership with APTA at the “Category D – Governmental Agencies” level, with a membership fee of \$5,772. This is the same cost as last year’s membership

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with APTA and is consistent across non-operating state departments of transportation, metropolitan planning organizations (MPOs), and governmental agencies, including agencies of local or regional levels of government responsible for the planning and/or development of public transit systems.

**PRIOR COMMITTEE ACTION:**

Staff presented the agenda item for up to \$5,772 for membership with 1) American Public Transportation Association (APTA) (\$5,772) to the LCMC at its meeting on May 26, 2026. The LCMC approved this item unanimously as part of the consent calendar.

**FISCAL IMPACT:**

\$5,772 for the American Public Transit Association (APTA) membership is included in the FY 26 General Fund Budget.



Southern California Association of Governments  
June 4, 2026

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

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**EXECUTIVE DIRECTOR'S  
APPROVAL**

*Kome Ajise*

**RECOMMENDED ACTION:**

Receive and File.

**STRATEGIC PRIORITIES:**

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

**STATE**

**State Legislature Calendar Update**

May 15, 2026 was the deadline for fiscal committees to consider any cost implications associated with policy bills that have passed their relevant policy committees. Any bill that is marked as a “fiscal” bill by the Office of Legislative Counsel must be evaluated by the appropriations committee to ensure funding availability to accomplish the bill’s goal. The Assembly Appropriation Committee further holds bills whose price tag exceeds \$150,000 in a given year in a “suspense file.” The Senate Appropriations Committee holds “in suspense” bills whose price tag exceeds \$50,000 or more in a given year. A special suspense file hearing is then held before the May 15 deadline when hundreds of bills are voted upon in one fell swoop. Bills that fail to move off the suspense file are considered dead for the remainder of the legislative year.

With the appropriations process concluded, legislators have shifted their focus to floor deliberations, working toward a May 29 deadline for bills to pass that were introduced in that house. At the same time, the Legislature is evaluating the Governor’s May Budget Revision, which updates revenue projections and spending priorities, based upon April tax receipts, and serves as the foundation for negotiations leading up to the June budget deadline.

The legislature is now focused on the budget, since it must pass a budget bill by June 15, 2026, and the Governor must sign it into law by June 30, 2026, before the new fiscal year begins on July 1, 2026.

The table below highlights recent and upcoming legislative deadlines:

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Date	Deadline
May 26-29, 2026	Floor Session Only.
May 29, 2026	Last day for each house to pass bills introduced in that house.
June 15, 2026	Budget must be passed by midnight
July 2, 2026	Summer Recess begins upon adjournment
August 3, 2026	Legislature reconvenes from Summer Recess
August 14, 2026	Last day for fiscal committees to meet and report bills to the Floor
August 17-31, 2026	Floor Session only
August 21, 2026	Last day to amend bills on the floor.
August 31, 2026	Last day for each house to pass bills. Final recess begins upon adjournment.

**Governor Newsom Releases May Budget Revision**

On May 14, 2026, Governor Newsom released the May Revision for California’s FY 2026-27 budget, as required by law, updating the January proposal to reflect stronger-than-expected revenues and a revised multiyear plan that would stabilize state finances through 2028. The May Revision budget proposal closes projected budget gaps while maintaining positive year-end balances and substantial reserves in both FY 2026-27 and 2027-28, reducing future operating deficits by more than half compared to January estimates. The overall \$350 billion budget is bolstered by a \$16.5 billion increase in General Fund revenue over three years, largely driven by higher personal income tax collections and a surge in capital gains receipts. After accounting for budget solutions to address the deficit, General Fund spending is estimated at 246.6 billion dollars in 2026-27, which is 1.8 billion dollars below the January estimate. A few highlights that relate to SCAG include:

- **Homeless Housing, Assistance and Prevention (HHAP)** – Maintains \$500 million for the HHAP program included in the January Budget proposal for a future Round 7. However, includes stronger accountability measures and performance standards.
- **Infill Infrastructure Grant (IIG) program** – Reallocates \$7 million in previously uncommitted funds to support the IIG grant program.
- **LA28** – Proposes implementing automated enforcement and continued planning for dedicated Olympic traffic lanes

A more detailed summary of the May Revise, authored by SCAG’s state lobbyists, Cruz Strategies, has been included in this report.

**Assembly Bill (AB) 2002 Updates**

In April, the Assembly Housing and Community Development committee passed Assembly Bill (AB) 2002 unanimously, 11-0. Since then, AB 2002 was considered by the Assembly Appropriations Committee on May 14, 2026, and passed unanimously. AB 2002 was then subsequently passed 68-1 on the Assembly Floor. The bill now heads to the Senate, where staff anticipates it will be assigned

to the Senate Housing Committee. Staff will continue to engage with partners and stakeholders to address feedback before future committee hearings and floor votes

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

### **Senate Bill (SB) 1087 Updates**

In April, the Senate Environmental Quality and Senate Transportation committees passed SB 1087 by votes of 5–0 and 9-1, respectively. Since then, SB 1087 was considered by the Senate Appropriations Committee on May 14, 2026, and passed unanimously. At writing, the bill awaits consideration on the Senate Floor. If approved on the Senate floor, SB 1087 will advance to the Assembly, where staff anticipates it will be assigned to the Natural Resources and Transportation committees.

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

### **California Air Resources Board Cap-and Invest Amendments**

On May 28, 2026, CARB considered proposed amendments to the Cap-and-Invest program that would significantly change how emissions allowances are distributed and how program revenues are allocated. The proposal includes increasing allowance allocations to utilities and expanding the Climate Credit, with the goal of providing short-term affordability relief to ratepayers.

However, these changes would reduce revenues to the Greenhouse Gas Reduction Fund (GGRF), which has historically supported key climate, housing, and transportation programs. As proposed, the amendments could substantially decrease available funding, resulting in little to no funding for programs such as the Affordable Housing and Sustainable Communities (AHSC) program, Transit and Intercity Rail Capital Program (TIRCP), Low Carbon Transit Operations Program (LCTOP), and AB 617 community investments, all of which are critical to advancing California's long-term climate and equity goals.

A broad coalition of stakeholders, including local governments, housing advocates, transit agencies, labor organizations, environmental groups, and regional planning agencies, including Southern

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California Association of Governments (SCAG), have raised concerns regarding the proposed amendments and their potential impacts on existing climate investments. These stakeholders note that the proposed changes, which would expand allowance allocations and reduce revenues to the Greenhouse Gas Reduction Fund (GGRF), could significantly affect funding levels for programs supporting housing, transportation, and air quality improvements. While the amendments are intended to provide near-term relief on energy costs, stakeholders have highlighted the potential tradeoffs associated with reduced funding for programs that support longer-term affordability and climate goals, and have encouraged further consideration of these impacts as CARB evaluates the proposal.

## FEDERAL

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### **Federal FY 2026 & FY 2027 Appropriations**

On April 30, 2026, President Trump signed a partial Department of Homeland Security funding measure, ending the historic 76-day partial shutdown. The measure provided full funding for DHS agencies such as the Coast Guard, TSA, Secret Service, FEMA, and the Cybersecurity and Infrastructure Security Agency, as well as other departments not involved in immigration enforcement. Congressional Republicans are working to pass a separate reconciliation bill to fund immigration-related agencies through 2029. At the same time, attention is shifting to FY 27 appropriations.

The House Appropriations Committee released the draft for the Fiscal Year 2027 Transportation, Housing and Urban Development (THUD) appropriations bill. The FY 27 THUD bill provides a total of \$92.2 billion, which is \$10.7 billion, or 10.4 percent lower than the FY 26 enacted levels.

Overall, this bill provides \$28.3 billion for the US Department of Transportation (USDOT), which is \$1.2 billion above the fiscal year 2026 enacted levels. When paired with the \$83.3 billion available from the Highway and Airport Trust funds, this would provide a total of \$111.6 billion in resources for the USDOT. This bill also provides \$71.4 billion for the Department of Housing and Urban Development (HUD), \$6 billion below the fiscal year 2026 enacted level.

The House T&I's FY27 THUD bill also includes \$3.7 billion for 3,014 Community Project Funding requests. The House Appropriations THUD Subcommittee approved the FY 27 THUD bill 9-7 on May 21, 2026. It will be considered by the full House Appropriations Committee, tentatively scheduled for June 3, 2026. The Senate Appropriations Committee has not yet released language or schedules for consideration of FY 27 funding bills. Staff will monitor the FY 27 budget process to determine which SCAG priorities are included in the final THUD bill. A more detailed summary of the House Appropriation Committee's FY 27 THUD bill has been included in this report.

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### House T&I Committee Releases Surface Transportation Reauthorization Bill

On May 17, 2026, the House Transportation & Infrastructure (T&I) Committee released the draft text for the bipartisan, \$580 billion five-year surface transportation reauthorization proposal, the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act. The proposal spans more than 1,000 pages and includes more than 300 sections. The House T&I Committee held a markup of this proposal on May 21, 2026, and approved it by a vote of 62-2.

Below is a selection of the proposals most relevant to SCAG, including:

- **Section 1107: Federal Share** – Increases allowable federal cost share for rail-highway grade crossing improvements and raises the Metropolitan Planning Program (MPP) federal share to 90 percent.
- **Section 1108: Bridge Programs** – Increases bridge formula funding to \$9 billion annually (up from \$5.1 billion). Establishes formula and competitive programs with set-asides for Tribal bridges (3 percent), off-system bridges (20 percent), and locally owned bridges (25 percent through a competitive process). Provides up to 95 percent federal share for locally owned bridges and up to 50 percent for any other project.
- **Section 1112: Surface Transportation Block Grant (STBG) Program** – Expands eligibility to include resilience improvements, defines “low-water crossing,” and allows Highway Safety Improvement Program (HSIP) funds to count toward Transportation Alternatives nonfederal share.
- **Section 1113: Transportation Planning** – Allows unchanged projects to be added to Transportation Improvement Programs (TIPs) and State Transportation Improvement Programs (STIPs). Expands Metropolitan Planning Program (MPP) eligible uses and creates a process for metropolitan planning organizations (MPOs) to become direct MPP funding recipients.
- **Section 1118: Congestion Mitigation and Air Quality (CMAQ) Program** – Expands eligibility to include advanced transportation and digital infrastructure projects. Requires minimum spending on alternative fueling projects, adds cost-effectiveness guidance, but repeals Reduction of Truck Emissions at Port Facilities and Healthy Streets programs.
- **Section 1119: Safe Streets for All (SS4A)** – Codifies SS4A. Reduces the planning set-aside to 5 percent, adds a 30 percent rural set-aside, and aligns federal cost share with other safety programs.
- **Section 1121: High-Occupancy Vehicle (HOV) Facilities** – Extends access to high-occupancy vehicle (HOV) lanes for buses providing scheduled or charter services and allows alternative fuel vehicles to use HOV facilities through fiscal year 2031.
- **Section 1124: Surface Transportation Accelerator Grant (STAG) Program** – Establishes a new discretionary program to fund surface transportation projects in local, regional, rural, and urban communities. Includes dedicated funding for local and regional (50 percent), rural (25

percent), and urban (25 percent) projects, including minimum grant sizes and targeted set-asides.

- **Section 1126: Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)** – Eliminates the formula funding component of the PROTECT grant program.
- **Section 1128: Consolidated Funding Pilot** – Allows up to 10 states to receive lump-sum formula funds. Requires regional and local allocation, consultation with planning agencies, and performance reporting.
- **Section 1129: Electric Vehicle Registration Fees** – Requires annual fees of \$130 for electric vehicles and \$35 for plug-in hybrid vehicles, increasing over time with caps of \$150 and \$50, respectively. Includes penalties for noncompliant states.
- **Section 1203: Environmental Reviews** – Streamlines U.S. Department of Transportation (U.S. DOT) environmental review processes, designates a single lead agency, clarifies National Environmental Policy Act (NEPA) timelines, and expands judicial review limits to rail projects.
- **Section 1208: Project Delivery** – Allows states to review multistate projects under NEPA assignment, extends participation terms, and simplifies agreement requirements.
- **Section 1209: Environmental Review Duplication** – Permanently allows states that have assumed the responsibility for environmental reviews to use state environmental laws in place of NEPA.
- **Section 1214: Categorical Exclusions** – Raises cost thresholds for projects eligible for streamlined environmental review.
- **Section 3003: Transit Planning** – Updates planning requirements in federal transit law to reflect the new consolidated grant program, streamlines TIP amendments, and reduces housing coordination and planning processes.
- **Section 3005: Urbanized Area Formula Grants** – Allows smaller transit agencies to use funds for operations. Requires minimum spending on security and accessibility, streamlines oversight, and consolidates ferry programs.
- **Section 3006: Consolidated State Block Grant Program** – Creates a lump-sum transit funding option for states covering rural and smaller urban areas, with opt-in requirements for recipients.
- **Section 6001: Strengthening Mobility and Revolutionizing Transportation (SMART) Grants** – Reauthorizes and consolidates funding for innovative transportation technologies through fiscal year 2031.
- **Section 6002: Technology Deployment** – Reauthorizes innovation programs, including AID-PT and ADCMS, with funding caps and deployment guidance.
- **Section 6003: Strategic Innovation for Revenue Collection (SIRC)** – Reauthorizes the SIRC pilot program through FY 2031 to provide grant funding to test road usage fees and other alternative funding mechanisms to address the solvency of the Highway Trust Fund.
- **Section 6004: National Motor Vehicle Per-Mile User Fee Pilot** – Reauthorizes the national per-mile fee pilot through FY 2031 to study equity, interoperability, and public awareness.

- **Section 7001: National Multimodal Freight Policy** – Strengthens freight planning by requiring the USDOT Secretary to evaluate how Mega and INFRA grant programs would mitigate bottlenecks and improve freight network performance.
- **Section 7104: Transportation Assistance for International Events** – Establishes a grant program for major global events, with \$50 million annually for FYs 2027 through 2031, for planning, capital, and operating needs for major international sporting events, including Olympic, Paralympic, and FIFA World Cup events.
- **Section 7105: National Infrastructure Project Assistance** – Reauthorizes the Mega program through FY 2031, expands eligibility, updates evaluation criteria, and streamlines the award process.
- **Section 7106: Local and Regional Project Assistance** – Reauthorizes the BUILD program for FY 2027 through 2031. Expands eligibility, updates definitions, accelerates project delivery, and adds oversight requirements.

The full House will now consider passage of the BUILD America 250 Act, and leadership is hoping to schedule a vote in June. Senate Committees have not yet released their versions of a reauthorization proposal. The current surface transportation policy bill, the Infrastructure Investment and Jobs Act (IIJA), signed into law by President Biden in 2021, expires on September 30, 2026.

A more detailed summary of the BUILD America 250 Act has been included in this report.

**Federal Notices of Funding Opportunities (NOFOs) Update**

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

Program	Deadline	Agency
Building Resilient Infrastructure and Communities (BRIC) Program	7/23/2026	FEMA
Transit-Oriented Development Planning	7/10/2026	FTA
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	6/22/2026	FRA
Bridge Investment Program	6/15/2026	FHWA
Railroad Crossing Elimination Grant Program	6/8/2026	FRA
Round 2: Strengthening Mobility & Revolutionizing Transportation (SMART) Grants Program	TBD	US DOT

Reduction of Truck Emissions at Port Facilities (RTEPF) Program	TBD	FHWA
Grid Resilience and Innovation Partnerships (GRIP) Program	TBD	DOE
Rail Vehicle Replacement Grants	TBD	FTA
Nationally Significant Federal Lands and Tribal Projects Program	TBD	FHWA

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. T-I Bill Summary - PDF
2. 2026 May Revise Summary. Cruz Strategies. 5.14.2026 - PDF
3. FY27 THUD Bill Summary Subcommittee - PDF



## **Governor's 2026-2027 May Revise Summary**

May 14, 2026

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On May 14, Governor Newsom released the [May Revision](#) to his proposed fiscal year 2026-2027 budget. The Governor's May Revision updates the January Budget with stronger revenue estimates and a refined plan to stabilize the state's finances over multiple years. In January, the Administration proposed closing a \$2.9 billion shortfall in 2026-27 and ending with \$4.5 billion in discretionary reserves, while acknowledging a projected deficit in 2027-28. The Governor committed to returning in May with a plan to balance both fiscal years and maintain adequate reserves.

The May Revision fulfills that commitment and serves as the Administration's final multiyear budget proposal, balancing the state budget through 2028. It provides a spending plan that maintains positive year-end balances in both 2026-27 and 2027-28 and preserves substantial reserves. It also reduces projected operating deficits in later years by more than half compared to the January forecast.

The proposal does not introduce significant new ongoing spending. Instead, it deposits funds into the Projected Surplus Temporary Holding Account for the first time. This sets aside resources from 2026-27 to support the following fiscal year.

The state's \$350 billion total budget benefits from a major revenue upgrade. General Fund revenues are \$16.5 billion dollars higher than projected in January across the three-year window. Personal income tax accounts for \$13.6 billion of this increase, driven by a spike in 2025 capital gains and \$ 11.9 billion in higher cash receipts through April. The broader economic outlook remains relatively unchanged.

After accounting for solutions, General Fund spending is estimated at 246.6 billion dollars in 2026-27, which is 1.8 billion dollars below the January estimate.

## Highlights by Issue Areas

Below, we have included proposals of interest or significance in the Governor's revised budget, broken down by subject area. A link to the full May Revise summary is included [here](#).

**Please note that the May Revise only includes changes or new proposals to the Governor's January Budget. If not included here, then no changes have been proposed. Here is [our write-up of the January budget proposal](#)**

### Housing & Homelessness

- **Aligning Local Housing Policies:** Proposes policies to reduce affordable housing costs by encouraging local governments to waive development fees and limiting the ability to charge fees on state-funded projects, ensuring more state funding goes directly toward housing production.
- **Housing Agency Reorganization:** Provides staffing and operational resources to support the creation of the new California Housing and Homelessness Agency, improving coordination across departments and maintaining continuity of housing programs statewide.
- **Disaster Rebuilding Fund:** Establishes a \$100 million fund to help disaster-impacted homeowners rebuild by expanding access to financing, lowering borrowing costs, and partnering with lenders and philanthropic organizations to fill gaps left by insurance shortfalls.
- **Homeless Housing, Assistance and Prevention (HHAP):** The May Revision maintains \$500 million for a future Round 7 but ties this funding to stronger accountability measures and performance standards. These include requirements that local jurisdictions maintain a compliant housing element, adopt pro-housing policies, align with state guidance on encampment response, and demonstrate progress in reducing homelessness. The stated goal is to “better connect state funding with local policy decisions and outcomes, ensuring that investments lead to increased housing production, improved placements into permanent housing, and more effective regional coordination.”
- **Civil Rights Enforcement:** Adds staff and funding to the Civil Rights Department to reduce complaint backlogs, shorten wait times, and improve enforcement of housing and employment protections.

- **Infill Infrastructure Funding:** Reallocates approximately \$7 million in previously uncommitted funds to support additional infill housing and infrastructure projects, helping advance development in existing communities.

### **Transportation & Infrastructure**

- **Clean California:** Provides \$40 million to continue efforts to clean highways, reduce litter, and address encampments.
- **AI for Transportation:** Invests \$16.4 million to use AI tools to improve road safety and traffic management.
- **Encampment Liaisons:** Provides funding to continue addressing homelessness along highways and connect individuals to services.
- **LA 2028 Games Transportation:** Proposes automated enforcement and continued planning for dedicated Olympic traffic lanes to improve transportation during the Games. The automated enforcement program is intended to deter unauthorized use of the GRN through the issuance of fines to vehicles that do not have authorization to use the GRN while also enabling CHP to prioritize its limited resources effectively across the Games' security needs.
- **Mobile Driver's License (mDL):** Adds \$5 million to continue the digital driver's license pilot and expand participation.
- **State Office Building Upgrade:** Provides \$14.3 million for early planning and design to renovate the 10th and O Street building, preparing for construction after the Legislature moves to the new Capitol Annex.

### **Energy & Natural Resources**

- **State Parks Expansion:** Launches "State Parks Forward," a major effort to add three new state parks in underserved areas and expand existing parks by about 30,000 acres through low-cost land acquisitions and partnerships.
- **Healthy Rivers Program:** Provides \$25 million to support water flows, habitat restoration, and science efforts tied to the Bay-Delta plan.
- **Wildlife Coexistence:** Adds \$1 million to improve response to human-wildlife conflicts.

- **Air Toxics Research:** Provides \$2.5 million for research to reduce cancer risks from harmful air pollutants.
- **Recycling Program Investments:** Invests over \$200 million to stabilize recycling markets, improve materials, and expand access.
- **In-State Recycling Manufacturing:** Provides \$75 million to support recycling infrastructure and manufacturing jobs.
- **Material Quality Improvements:** Adds \$100 million to upgrade recycling systems and improve material quality.
- **Redemption Access Expansion:** Provides \$50 million to increase recycling access in underserved and rural areas.
- **CEQA Clearinghouse Modernization:** Authorizes a new fee on CEQA document submissions to fund upgrades to the State Clearinghouse system, improving efficiency, access, and processing of environmental review documents.
- **Pest Prevention Programs:** Provides \$10.5 million to maintain efforts to detect and prevent invasive pests, backfilling reduced federal funding.
- **Industrial Hemp Program:** Provides one-time funding and shifts oversight to the federal program due to insufficient state fee revenue.
- **Animal Care (Prop 12):** Adds funding to implement animal welfare requirements, with some ongoing costs due to delayed fee collection.

### **Criminal Justice & Public Safety**

- The May Revision includes funding to establish a new “honor housing” unit at Corcoran State Prison, focused on rehabilitation and reentry. It provides \$9.7 million in 2026–27 and \$12.6 million in ongoing costs, along with additional staffing, while shifting housing across the system and slightly reducing overall prison capacity.
- **CDCR Cost Saving Measures**
  - **Incarcerated Firefighter Pay:** Provides funding to implement higher wages for incarcerated firefighters, including paying federal minimum wage during active fire incidents and upgrading payroll systems.

- **Food Funding Adjustment:** Adds ongoing funding to cover higher food costs driven by new requirements to source more food from within California.
- **Workers' Compensation Staffing:** Provides funding and positions to improve return-to-work coordination, aiming to reduce workers' compensation costs over time.
- **Mental Health Receivership**
  - **Mental Health Receivership:** The May Revision provides additional funding and staffing to support the court-appointed Receiver overseeing prison mental health services, with costs partially covered by a dedicated fund that is expected to be exhausted by 2027–28.
  - **Staffing & Training:** Expands mental health staffing and clinician training programs to improve hiring and retention.
  - **Resource Teams:** Adds funding to expand specialized teams that support high-need mental health patients across more prisons.
  - **Crisis Intervention Teams:** Funds new teams to respond to mental health crises in prisons and help prevent self-harm and emergencies.
- **Other Public Safety Provisions**
  - **Community Corrections Grants:** The May Revision estimates \$132.2 million in funding for county probation programs that reduce returns to prison.
  - **Human Trafficking Prosecution Grants:** Provides \$10 million one-time funding for grants to support vertical prosecution models, improving investigation and prosecution of human trafficking cases.
  - **MMIP Grants:** Provides \$10 million one-time funding for tribes to support efforts to track, investigate, and solve missing and murdered Indigenous persons cases.
  - **Next Gen 9-1-1 Upgrade:** Provides \$141.9 million to modernize the 9-1-1 system, moving to a unified statewide network and upgrading outdated equipment.
  - **Emergency Operations Facility:** Adds ongoing funding to staff and fully operate a new Southern California emergency response center.

- **Nonprofit Security Grants:** Provides \$40 million to help nonprofits improve security against hate-based threats.
- **Victims of Crime Funding:** Provides \$25 million to backfill declining federal funds and maintain services for crime victims.
- **Antitrust Enforcement Funding:** Provides additional funding to the Department of Justice to increase enforcement of antitrust enforcement, respond to reduced federal oversight, and protect consumers from unfair business practices.

## Health and Human Services

- **Managed Care Organization (MCO) Tax**
  - Uses money from the Managed Care Organization (MCO) tax—about \$4.5 billion in 2025–26 and \$2.5 billion in 2026–27—to help fund Medi-Cal. It also includes additional funding to increase payments to hospitals, clinics, and behavioral health providers, with over \$1 billion in 2025–26 and more in the following years.
  - The May Revision proposes to seek renewal of an MCO Tax effective January 1, 2027. The May Revision includes \$575 million in 2026–27, \$2.3 billion each in 2027–28 and 2028–29, and \$1.7 billion in 2029–30 from this new tax to support the Medi-Cal program and maintain targeted rate increases for primary, maternal, and non-specialty mental health care implemented on January 1, 2024.
- The May Revision reflects significant Medi-Cal cost changes due to a new federal policy requiring individuals with unsatisfactory immigration status to exit managed care plans. Beginning January 1, 2027, these individuals will instead receive services through the fee-for-service system, resulting in reduced spending of about \$584 million in 2026–27 and \$1.5 billion in ongoing costs.
- **H.R. 1 Impacts:** The May Revision reflects costs of approximately \$1.5 billion General Fund in 2026–27, an increase of \$363.1 million General Fund in 2026–27 compared to the Governor’s Budget. The May Revision projects total H.R. 1 disenrollment of 44,000 in 2026–27 and 1.3 million by 2029–30, a decrease of 478,000 in 2026–27 and 446,000 by 2029–30 compared to the Governor’s Budget.

- **County Administration Funding:** The May Revision includes a one-time increase of \$262 million (\$74 million General Fund) in 2026–27, along with additional funding in the following two years, to help counties manage increased workload from Medi-Cal eligibility changes tied to federal policy (H.R. 1). This funding supports key county functions such as processing applications and renewals, handling call center volume, implementing work requirements, and providing optional surge staffing to address higher demand. In total, the May Revision provides \$2.8 billion (\$705.3 million General Fund) for county Medi-Cal administration in 2026–27.
- **Work Requirements:** New federal work and community engagement requirements for certain adults will reduce Medi-Cal enrollment and costs over time, though exemptions (like medical frailty) mean more people will retain coverage than initially expected.
- **Emergency Services Funding:** A reduction in the federal match for emergency services—from 90% to 50%—will significantly increase General Fund costs for covering certain Medi-Cal populations.
- **Immigrant Eligibility Changes:** Federal policy changes will limit full-scope Medi-Cal eligibility for some non-citizens, shifting them to restricted or fee-for-service coverage and increasing state costs due to reduced federal funding.
- **More Frequent Eligibility Checks:** Moving from annual to semiannual eligibility reviews will reduce overall enrollment and costs, as more individuals are expected to lose coverage during redeterminations.
- **Reduced Retroactive Coverage:** Shortening the retroactive coverage window (from three months to one or two months) will reduce Medi-Cal spending by limiting how far back benefits can be applied.
- **Hospital Quality Assurance Fee:** Updates to the hospital tax program shift funding between the state and hospitals, with pending federal approval creating uncertainty around final costs and savings.
- **Proposed May Revise Cost Savings in Health & Human Services**
  - **Higher Premiums:** Increases monthly premiums from \$30 to \$50 for certain adults, reducing state costs.

- **Asset Limits:** Reinstates stricter asset limits for seniors and disabled adults, lowering enrollment and costs.
  - **Enhanced Care Management:** Tightens eligibility and services, reducing spending.
  - **Community Supports:** Narrows eligibility and services for certain supports to cut costs.
  - **PACE Rate Cap:** Lowers payment rates for elderly care programs to reduce spending.
  - **Medical Loss Ratio Funds:** Redirects insurer rebates to the state General Fund.
  - **Acupuncture Benefit:** Eliminates optional adult acupuncture coverage to save costs.
- **Child Care and Development**
    - **Child Care Admin Costs:** Provides \$65.1 million to slightly increase funding for child care program administration.
    - **Child Care Infrastructure:** Allocates \$28 million in federal funds for facilities impacted by recent natural disasters.
    - **Child Care COLA Reduction:** Reduces the planned cost-of-living increase for child care programs, lowering it to about 2% to help balance the budget.
- **Other Health & Human Service Adjustments**
    - **CalWORKs Grant Increase:** The May Revision reflects a 1.8-percent increase in CalWORKs Maximum Aid Payment levels, effective October 1, 2026, estimated to cost \$59.5 million in 2026-27. These increased grant costs are funded entirely by the Child Poverty and Family Supplemental Support Subaccount of the Local Revenue Fund.
    - **CalFresh Work Requirements/Admin Funding:** Provides \$30 million one-time funding to help counties handle increased workload from new CalFresh work requirements.

- **State Admin Cost Overages:** Adds funding to cover CalFresh administrative costs that exceed the federal reimbursement limit.
- **CalFood Funding:** Provides a one-time \$30 million increase for food banks, in addition to ongoing support.
- **Conforming IHSS with Medi-Cal Immigrant Eligibility:** AN increase of \$30.8 million General Fund in 2026-27 to conform IHSS to the delayed transition to restricted-scope Medi-Cal for individuals impacted by the federal eligibility change for qualified non-citizens to July 1, 2027.
- **Immigration Legal Services:** Provides \$20 million one-time funding to expand legal support for individuals facing immigration proceedings.
- **Adult Protective Services:** Cuts funding and rolls back program expansion, raising the eligibility age from 60 back to 65.
- **Hospital Financial Support:** Allows up to \$50 million in one-time funding to provide short-term relief for hospitals facing serious financial distress.

### **General Government and Other May Revise Provisions**

- **California Civic Media Program:** \$10 million in General Fund annually in 2026-27 and 2027-28 for the California Civic Media Program, a public-private partnership, to support California's newsrooms, increase access to information, and strengthen community engagement statewide. This funding is in addition to the \$10 million General Fund provided in the 2025 Budget Act, bringing total investments in this program to \$30 million in General Fund.

### **Higher Education**

- **Cal Grant Program Caseload Adjustments:** Estimated Cal Grant expenditures of approximately \$2.5 billion in 2024-25, \$2.9 billion in 2025-26, and \$3.2 billion in 2026-27 based on the latest estimates of enrollment of Cal Grant-eligible students. These estimates reflect an increase of \$4.8 million in the one-time General Fund in 2025-26 and \$31.5 million in the ongoing General Fund in 2026-27.
- **Middle Class Scholarship Program:** A one-time net decrease of \$90.5 million General Fund to reflect the revised estimate for Middle Class Scholarship Program awards issued in the 2025-26 academic year as costs are paid in arrears in accordance with the 2025 Budget Act.

- **Golden State Teacher Grant Program (GSTG):** The May Revision withdraws the Governor’s Budget proposal to reappropriate \$14.4 million General Fund to support the GSTG. Revised program estimates reflect the full expenditure of these funds in 2025-26. Alternatively, as referenced in the TK-12 Education Chapter, the May Revision includes an ongoing increase of \$16.2 million in federal special education (IDEA) funds to support the GSTG, with grant awards of up to \$20,000 for prospective special education teachers.

### **TK-12 & Early Childhood Education**

- **LCFF cost-of-living adjustment (COLA)** of 2.87 percent, up from 2.41 percent at Governor's Budget
- **Student Support and Professional Development Discretionary Block Grant:** \$5 billion (from \$2.8 billion at Governor's Budget) for professional development for TK-3 teachers and elementary school site administrators on the principles and guidelines of developmentally appropriate instruction; teacher recruitment and retention strategies; and career pathways and dual enrollment expansion efforts consistent with the Master Plan for Career Education.
- **Teacher Training and Retention:**
  - \$30 million one-time Proposition 98 General Fund for the statewide teacher residency technical assistance center, extending its ability to support local educational agencies in implementing, expanding, and sustaining teacher residency programs, National Board for Professional Teaching Standards Certification Incentive Program, and other grow-your-own educator preparation programs through 2034.
  - \$16.2 million ongoing federal special education (IDEA) funds and \$1.6 million one-time federal Title II funds to continue the Golden State Teacher Grant Program (GSTG).
- **School Nutrition:** \$2.8 million in additional ongoing Proposition 98 General Fund to fully fund the universal school meals program in 2026-27.
- **Menstrual Products Mandate:** \$1.7 million in additional ongoing Proposition 98 General Fund for the Public School Restrooms: Menstrual Products mandated program.

## **TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2027**

The Transportation, Housing and Urban Development, and Related Agencies Appropriations Bill provides a total discretionary allocation of \$92.224 billion, which is \$10.659 billion (10.4%) below the Fiscal Year 2026 enacted level. This level reflects the America First agenda by including responsible levels for housing programs and reprioritizing transportation funding to meet infrastructure needs across the nation.

The legislation provides a non-defense discretionary total of \$91.79 billion and a defense discretionary total of \$434 million. This bill prioritizes air traffic control infrastructure, controller hiring, and transportation safety while maintaining essential housing assistance for our nation's most vulnerable.

### **KEY TAKEAWAYS**

- **Invests in transportation safety and rebuilds America by:**
  - Keeping our skies safe and helping build a world-class air traffic control system by providing \$22.7 billion for the Federal Aviation Administration (FAA).
  - Providing the FAA with resources to hire 2,300 new air traffic controllers and replace dated telecommunication infrastructure.
  - Redirecting \$7.9 billion in wasteful Democrat priorities from the Infrastructure Investment and Jobs Act (IIJA), and instead investing those funds in safety, stronger freight movement, and more reliable travel for the traveling public.
  - Supporting America's maritime dominance through investments in our maritime workforce and infrastructure.
  
- **Supports the Trump Administration and mandate of the American people by:**
  - Upholding America First priorities by guaranteeing that the U.S. has the most modern, safe, and efficient transportation system in the world.
  - Empowering the Department of Housing and Urban Development (HUD) to refocus housing assistance to promote self-sufficiency while maintaining support for America's most vulnerable – including the elderly and disabled.
  - Providing dedicated funding to make D.C. safe and beautiful.
  - Reinforcing President Trump's executive orders on American security and innovation.
  - Rebuilding America with more than \$6.3 billion in new budget authority for highways, rail, airports, and maritime infrastructure.

- **Bolsters U.S. national security and border protections by:**
  - Promoting defense readiness capabilities by funding the U.S. Merchant Marines, state Maritime Academies, shipyards, and the strategic sealift programs – including the Cable Security Fleet, Maritime Security Program, and Tanker Security Program.
  - Supporting America’s vehicle and aircraft manufacturers to ensure global leadership and to counter China’s malign influence.
  - Maintaining “Buy American” provisions that maximize the federal government’s use of services, goods, products, and materials produced and offered in the United States.
  - Providing \$92 million for new Department of Transportation (DOT) cybersecurity infrastructure initiatives.
  
- **Safeguards American taxpayer dollars and preserves core functions by:**
  - Cutting or redirecting \$8.7 billion through program eliminations, rescissions, and targeted repurposing, as compared to a Continuing Resolution that would perpetuate Democrat priorities.
  - Providing funding for agencies’ core mission activities while eliminating and reducing wasteful programs.

## **DETAILED FUNDING SUMMARY**

### **Department of Transportation**

Provides a discretionary total of \$28.29 billion to the Department of Transportation, which is \$1.177 billion above the Fiscal Year 2026 enacted level and \$1.464 billion above the budget request. This includes \$7.86 billion repurposed from the IJJA. Taken together with \$83.285 billion in obligation limitations for highway and airport trust fund programs, the bill provides \$111.571 billion in total budgetary resources to improve the safety and efficiency of our nation’s transportation system.

- \$22.665 billion in total budgetary resources for the Federal Aviation Administration (FAA).
  - \$9.275 billion to fully fund air traffic control operations and allow the FAA to hire 2,300 air traffic controllers to replace the retiring workforce.
  - \$4 billion for facilities and equipment, which is equal to the FY26 enacted level.
  - \$241 million in Community Project Funding for 118 airport improvement projects requested by 101 Members.
- \$64.531 billion in total budgetary resources for the Federal Highway Administration.
  - \$63.396 billion in highway trust fund programs.
  - \$410 million for priority infrastructure needs, including Tribal transportation and truck parking projects.
  - \$725 million in Community Project Funding for 468 highway infrastructure projects requested by 231 Members.

- \$3.043 billion in total budgetary resources for the Federal Railroad Administration, which is more than \$1 billion above the FY26 enacted level.
  - \$271 million for rail safety and operations.
  - \$2.1 billion for Amtrak, of which \$650 million is for the Northeast and \$1.45 billion is for the National Network, in line with the budget request.
  - \$523 million for the Consolidated Rail Infrastructure Safety Improvements (CRISI) program, including \$23 million in Community Project Funding for 27 projects requested by 26 Members.
  - \$100 million for the Railroad Crossing Elimination Program, as requested by the President’s budget.
- \$16.51 billion in total budgetary resources for the Federal Transit Administration, which is \$201 million below the FY26 enacted level.
  - \$14.642 billion in transit programs funded through the highway trust fund’s mass transit account.
  - \$737 million for Capital Investment Grants. By utilizing unallocated balances from prior years, the bill provides funding for all projects ready for construction in 2027.
  - \$973 million for the Transit Infrastructure Grants program.
    - \$875 million for public transportation assistance for the Olympic and Paralympic Games.
    - \$10 million for bus driver safety and security.
    - \$87 million in Community Project Funding for 118 transit infrastructure projects requested by 89 Members.
- \$1.483 billion for the Maritime Administration, which is a \$567 million increase from the FY26 enacted level.
  - \$538 million for the Port Infrastructure Development Program, including \$38 million in Community Project Funding for 21 port infrastructure projects requested by 18 Members.
  - \$732 million to support activities from the President’s Maritime Action Plan.
- \$2.5 billion for transportation safety agencies.
  - \$927 million for the Federal Motor Carrier Safety Administration, for grants and activities related to preventing commercial motor vehicle-related fatalities and injuries.
  - \$1.261 billion for the National Highway Traffic Safety Administration to fund critical safety activities.
  - \$362 million to fund safety and inspection activities within the Pipeline and Hazardous Materials Safety Administration.
- \$1.614 billion for the Office of the Secretary.
  - \$538 million for the Essential Air Service program, which provides air service to rural communities otherwise unserved.
  - \$550 million for the Better Utilizing Investments to Leverage Development (BUILD) grant program, including a set-aside for areas of high growth.

- \$100 million to make D.C. Safe and Beautiful, supporting the President’s executive order.
- \$22 million for university transportation center research initiatives.
- \$105 million for the DOT Office of the Inspector General (OIG) to ensure the OIG has the tools it needs to eliminate waste, fraud, and abuse.

## **Department of Housing and Urban Development**

Provides a net discretionary total of \$71.377 billion for the Department of Housing and Urban Development (HUD), which is \$5.942 billion below the Fiscal Year 2026 enacted level.

- Public and Indian Housing:
  - \$38.083 billion for the Tenant-Based Rental Assistance (TBRA) voucher program, which will maintain housing support for 2.4 million households.
  - \$1.4 billion for Native American programs, upholding our nation’s Tribal trust obligations.
  - \$175 million for Self-Sufficiency programs.
  - \$7.069 billion for the Public Housing Fund.
- Community Planning and Development:
  - \$3.3 billion for the Community Development Block Grant program.
  - \$60 million for the Self-Help and Assisted Homeownership Opportunities Program (SHOP), including \$42 million for the Section 4 Capacity Building program.
  - \$500 million for the HOME Investment Partnerships program to support affordable housing development across the nation.
  - \$4.161 billion for Homeless Assistance Grants.
  - \$2.523 billion in Community Project Funding for 2,262 Economic Development Initiative (EDI) projects requested by 357 Members.
- Project-Based Housing Programs:
  - \$18.975 billion for Project-Based Rental Assistance, which is a \$432 million increase above FY26 enacted levels. This funding provides a full renewal of housing contracts serving about 1.2 million households.
  - \$1.062 billion for Housing for the Elderly, which provides a full renewal of housing contracts serving about 120,000 households, a \$31 million increase above FY26 enacted levels.
  - \$296 million for Housing for Persons with Disabilities, serving about 33,000 households, a \$9 million increase above the FY26 enacted level.
- Federal Housing Administration:
  - \$400 billion limitation on guaranteed loans for the Mutual Mortgage Insurance Program and \$175 million to carry out the program.
  - \$35 billion limitation on guaranteed loans for the General and Special Risk Insurance Program.

- \$600 billion limitation on guaranteed loans for the Government National Mortgage Association and \$56 million to carry out the program.
- \$296 million for the Office of Lead Hazard Control and Healthy Homes.
- \$143 million for the HUD Office of the Inspector General.

### **Related Agencies**

- \$9.95 million for the Access Board.
- \$40 million for the Federal Maritime Commission.
- \$31.1 million for the Amtrak Office of Inspector General.
- \$175 million for the National Transportation Safety Board.
- \$125 million for Neighborhood Reinvestment Corporation (NeighborWorks).
- \$40.8 million for the Surface Transportation Board.
- Provides \$200,000 for the wind-down of the U.S. Interagency Council on Homelessness, in line with the budget request.

### **Community Project Funding**

Includes \$3.636 billion in Community Project Funding for 3,014 projects requested by 390 Members.



COMMITTEE ON

# TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN  
RICK LARSEN, RANKING MEMBER

## H.R. \_\_\_\_\_, *BUILD America 250 Act*

### **Section 1. Short title; table of contents.**

This section provides the title of the bill as the “Building Unrivaled Infrastructure and Long-term Development for America’s 250<sup>th</sup> Act” or the “BUILD America 250 Act.” This section also provides the table of contents for the bill.

### **Section 2. Definitions.**

This section provides definitions for the bill, including that the “Comptroller General” means the Comptroller General of the United States. It also provides that “Department,” unless otherwise provided, means the United States Department of Transportation, and “Secretary,” unless otherwise provided, means Secretary of Transportation.

### **Section 3. Effective date.**

This section provides that the bill, including amendments made by the bill, takes effect on October 1, 2026, unless otherwise provided.

### **Section 4. Automatic execution of conforming changes.**

This section ensures that amendments to section headings in title 23 and 49 of United States Code and other transportation-related laws are automatically reflected in the tables of contents of such titles or laws without needing an additional clerical amendment.

## **Title I – Federal-Aid Highways**

### **Subtitle A – Authorizations and Programs**

#### **Section 1101. Authorization of appropriations.**

This section authorizes contract authority to be appropriated from the Highway Trust Fund for the Federal-aid highway program (FAHP) and additional highway programs for fiscal year (FY) 2027 through FY 2031. It also includes authorizations from the General Fund for several programs from FY 2027 through FY 2031.

#### **Section 1102. Obligation limitation.**

This section establishes the obligation limitation for the FAHP and highway safety construction programs for FY 2027 through FY 2031 and specifies funds that are exempt from such limitations. This section also provides for how obligation limitation is to be distributed.

#### **Section 1103. Definitions.**

This section provides a definition for the term “digital infrastructure.” It also 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.

#### **Section 1104. Apportionment.**

This section 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.

#### **Section 1105. Nationally significant multimodal freight and highway projects.**

This section makes changes to the Nationally Significant Multimodal Freight and Highway Projects (INFRA) program, including 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.

#### **Section 1106. National highway performance program.**

This section makes changes to the National Highway Performance Program (NHPP), including requiring the Secretary to determine compliance of asset management plans every two years, up from every year. This section also makes changes intended to allow for mitigation to occur at a regional level.

### **Section 1107. Federal share.**

This section amends current law to allow for an increased Federal share for rail-highway grade crossing improvements, as well as activities eligible under the Metropolitan Planning Program (MPP).

### **Section 1108. Bridge programs.**

This section authorizes formula and competitive programs to fund bridge improvement projects. Under the formula program established in this section, each state, the District of Columbia, and Puerto Rico will receive an annual apportionment based on several factors. The formula program includes a three percent set-aside for Tribal bridges. 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. This section also authorizes a 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. This section 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.

### **Section 1109. Emergency relief.**

This section makes changes to the Emergency Relief (ER) program intended to ensure resilience improvements are eligible under the program. It also stipulates that projects advance to the construction obligation stage within three fiscal years after either the date on which a Governor declares an emergency or the President declares a major disaster (whichever is later). It provides that the Secretary may extend this deadline if a Governor provides suitable justification. This section directs the Secretary to extend the deadline if the Secretary finds a project is delayed due to a lack of necessary permits or approvals. Additionally, this section requires the ER manual to be updated to reflect changes made in this section and going forward, requires that the manual be updated not less frequently than once every three years.

### **Section 1110. Toll roads, bridges, tunnels, and ferries.**

This section ensures that buses providing charter service receive the same treatment as transit buses with respect to toll facilities.

### **Section 1111. Railway-highway grade crossings.**

This section extends the Railway-Highway Grade Crossings program from FY 2027 through FY 2031.

### **Section 1112. Surface transportation block grant program.**

This section makes changes to 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.” This section also updates existing language intended to allow for Highway Safety Improvement Program (HSIP) funds to be counted towards the non-Federal share for a Transportation Alternatives (TA) project provided that certain conditions are met.

### **Section 1113. Transportation planning.**

This section makes changes to the MPP, including by allowing for a project on a previously approved Transportation Improvement Plan (TIP) or State Transportation Improvement Plan (STIP) to be added, if the project is unchanged. This section also allows for additional uses of MPP funds, including for the fiscal administration of local projects, preliminary design, local technical assistance, studies directly linked to transportation, and critical data procurement. This section also requires the Secretary to establish a process to allow for MPOs to qualify as a direct recipient of MPP funding. Under the process, MPOs may apply on a rolling basis to become direct recipients, and will be evaluated on legal, technical, and financial capacity. The process includes a mechanism to provide access to the necessary Federal-aid financial management systems.

### **Section 1114. Highway use tax evasion projects.**

This section extends the Highway Use Tax Evasion Projects program, which provides support for efforts to mitigate highway use tax evasion, through FY 2031.

### **Section 1115. National bridge and tunnel inventory and inspection standards.**

This section updates a finding of Congress that the continuous improvement of bridge conditions in the United States is essential, as well as updates a requirement that the Secretary review state compliance with standards on a biennial basis. This section also adds language to allow bridge projects to be bundled under the bridge formula program established under the bill.

### **Section 1116. Construction of ferry boats and ferry terminal facilities.**

This section reauthorizes the Ferry Boats and Ferry Terminal Facilities program from FY 2027 through FY 2031.

### **Section 1117. Highway safety improvement program.**

This section makes changes to HSIP. It broadens eligibility under the program, 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). This section also makes changes to emphasize the safety of roadway workers.

### **Section 1118. CMAQ program.**

This section makes changes to the Congestion Mitigation and Air Quality Improvement (CMAQ) program, including by broadening eligibility to include projects that deploy advanced transportation and congestion management technologies and projects supporting digital infrastructure. This section 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. Additionally, this section 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. It also repeals the Reduction of Truck Emissions at Port Facilities and Healthy Streets programs.

### **Section 1119. Safe streets and roads for all grant program.**

This section codifies the Safe Streets and Roads for All grant program. This section makes further changes to the program by reducing 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.

### **Section 1120. Territorial and Puerto Rico highway program.**

This section reauthorizes the Puerto Rico Highway Program and the Territorial Highway Program from FY 2027 through FY 2031.

### **Section 1121. HOV facilities.**

This section makes changes to ensure buses providing scheduled or charter service are given the same treatment as transit buses for the purposes of high occupancy vehicle (HOV) facilities. It also permits public authorities to establish procedures to allow alternative fuel vehicles to utilize HOV facilities through FY 2031.

### **Section 1122. National highway freight and high priority corridor program.**

This section makes changes to refocus the National Highway Freight Program (NHFP) to emphasize High Priority Corridors. It adds High Priority Corridors to the National Highway Freight Network (NHFN). This section increases the allowable redesignation mileage for the Primary Highway Freight System to not more than five percent of the total mileage of the system, up from three percent. When redesignating the Primary Highway Freight System, this section directs the Administrator to consider the movement of agricultural products and access to agricultural facilities. This section also requires states to designate critical rural freight corridors.

### **Section 1123. Wildlife crossings pilot program.**

This section makes changes to the Wildlife Crossings Pilot Program, including 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. It also requires the Secretary to submit to Congress an annual report on the program.

### **Section 1124. Surface transportation accelerator grant program.**

This section establishes the Surface Transportation Accelerator Grant (STAG) discretionary program to fund surface transportation projects in local, regional, rural, and urban communities. 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 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. The rural component includes a 15 percent set-aside for eligible projects located in states that have rural roadway fatalities due to lane departures greater than the average of all states. It also includes a 10 percent set-aside for eligible projects supporting the movement of agricultural products from rural areas, as well as a five percent set-aside for grants for eligible projects in small communities with a population of not more than 5,000.

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. 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. This component also stipulates that 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.

**Section 1125. Repeal of program.**

This section repeals the Carbon Reduction Program.

**Section 1126. PROTECT program.**

This section makes changes to the PROTECT program by eliminating the formula funding component.

**Section 1127. Codification and improvement of Jason's law.**

This section 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. The Secretary is directed to select a project for a grant only if the Secretary determines that: there is a shortage of CMV parking capacity in the corridor in which the project is located; the eligible entity has consulted with motor carriers, CMV drivers, public safety officials and private providers of CMV parking; that the project will likely increase the availability or utilization of CMV parking, facilitate the movement of freight, or improve highway safety, traffic congestion, and air quality; and the eligible entity demonstrates the ability to provide for the maintenance and operation of the facility.

**Section 1128. Consolidated funding pilot program.**

This section 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. Further, states are required to submit progress reports to the Secretary on meeting, or making progress towards meeting, FHWA performance measures.

**Section 1129. Registration fee on motor vehicles.**

This section requires the Administrator of the Federal Highway Administration 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.

### **Section 1130. Transfer of real property no longer needed.**

This section 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.

### **Section 1131. Federal lands and tribal transportation programs.**

This section makes changes to the Federal Lands Transportation Program (FLTP), including by expanding the allowable use of funds under the program to include provisions for individuals with disabilities, as well as projects to improve the resilience of Federal lands and transportation facilities.

### **Section 1132. Tribal transportation program.**

This section makes changes to the Tribal Transportation Program (TTP), including allowing for any discretionary grants under title 23 or title 49, United States Code, awarded to an Indian Tribe to be administered as if allocated under the TTP program. It also excludes road grading from the limitation on funds that may be spent on maintenance.

### **Section 1133. Federal lands transportation program.**

This section makes changes to the FLTP, including allowing for program funds to support facilities for provisions for individuals with disabilities and projects to improve the resilience of Federal lands transportation facilities.

### **Section 1134. Federal lands access program.**

This section makes changes to the Federal Lands Access Program (FLAP), including expanding the allowable uses of funds under the program to include provisions for individuals with disabilities and projects to improve resilience.

### **Section 1135. Nationally significant Federal lands and tribal projects program.**

This section updates the Nationally Significant Federal Lands and Tribal Projects Program by lowering the required project cost threshold to \$5 million, down from \$12.5 million.

### **Section 1136. Tribal high priority projects program.**

This section reauthorizes the Tribal High Priority Projects program from FY 2027 through FY 2031.

### **Section 1137. Consolidation of programs.**

This section reauthorizes several safety programs from FY 2027 through FY 2031.

### **Section 1138. Update to nonmotorized trails definition.**

This section makes changes within the Recreational Trails Program (RTP) to update the definition of “motorized recreation” to provide an exception for electric bicycles. This section also adds language to provide that a state or local government may restrict or prohibit the operation of an electric bicycle, including a specific class of electric bicycle, on a non-motorized recreational trail.

## **Subtitle B – Improved Project Delivery and Environmental Streamlining**

### **Section 1201. Project approval and oversight.**

This section increases the cost threshold for which value engineering is required for projects on the National Highway System to \$100 million. It also increases the cost threshold for major projects to \$1 billion and indexes the cost threshold to inflation.

### **Section 1202. Exemption from review.**

This section exempts certain housing, building, and transportation projects from Department of Transportation (DOT) section 4(f) review if those projects that have already been exempted from section 106 review under the *National Historic Preservation Act*. The full list of projects exempted can be found in the appendices of a program comment finalized by the Advisory Council on Historic Preservation on April 2, 2025. This section prohibits the exemption from applying to parts of a project not found in the program comment and to projects on Tribal lands unless a Tribal historic preservation officer allows it.

### **Section 1203. Efficient environmental reviews for project decisionmaking and One Federal Decision.**

This section makes various changes to the statute governing DOT’s environmental review processes, including requiring the Secretary to designate a single modal administration to serve as the Federal lead agency and requiring the Secretary to biennially review environmental review practices and regulations for areas of improvement. This section also clarifies environmental review timelines and page limits for the *National Environmental Policy Act* (NEPA) and extends a provision that limits the period in which a highway or transit project permit or approval may be challenged in court to rail projects. Finally, this section also requires the Secretary to update and evaluate its catalog of FHWA categorical exclusions for potential use by other agencies every three years.

#### **Section 1204. Reporting program.**

This section requires the Secretary to make any report on NEPA issued pursuant to this section publicly available on a DOT website within 30 days of its submission.

#### **Section 1205. Termination of environmental review implementation funds program.**

This section terminates the environmental review implementation funds program.

#### **Section 1206. Streamlining of environmental document preparation.**

This section allows an operating administration within DOT that is the lead agency for an environmental impact statement to eliminate an alternative for a proposed project from detailed consideration in the environmental impact statement if the alternative was previously considered and rejected in certain planning products, the lead agency provided guidance to the planning entity on environmental review, the process included opportunity for public review and comment, and the lead agency reviewed the planning entity's evaluation of the alternative.

#### **Section 1207. State and eligible entity assumption of responsibility for categorical exclusions.**

This section amends section 326 of title 23, United States Code, to allow certain transit agencies in urbanized areas to assume responsibility for determining the applicability of categorical exclusions. The Secretary is required to establish qualifications for permit a transit agency to assume responsibility. This section also extends the initial terms of an agreement related to the assumption of responsibilities for categorical exclusions to five years and allows an entity to renew the agreement for an additional 10-year term if they have assumed responsibility for at least 10 years.

#### **Section 1208. Surface transportation project delivery program.**

This section makes changes to the Surface Transportation Project Delivery Program, commonly referred to as NEPA assignment. This section updates the program to allow for states with NEPA assignment to assume environmental review of projects crossing state boundaries. This section extends the period a state may renew their participation in the program by stipulating that states that have assumed such responsibilities for five years may renew their participation in the program for a term of 10 years. Further, it limits the requirements for a state's written agreement to those described in the underlying section. This section also requires a state to notify the Secretary 180 days before they plan to terminate their participation.

#### **Section 1209. Program for eliminating duplication of environmental reviews.**

This section permanently extends the program that allows states that have assumed the responsibility for environmental reviews to make approvals for projects under state environmental laws rather than under NEPA.

### **Section 1210. Training and education; best practices.**

This section requires the National Highway Institute to offer classes relating to contract management, competition in contracting, contract scoping, and managing state contract officers and engineers. This section also requires the DOT to develop and maintain best practices for states to improve contract specificity and increase competition. States are required to submit a plan to DOT on how they intend to implement best practices.

### **Section 1211. Accelerated decisionmaking in environmental reviews.**

This section clarifies that a DOT operating administration may adopt and incorporate by reference various environmental review documents published by operating administrations.

### **Section 1212. Aligning Federal environmental reviews.**

This section requires the Secretary, in coordination with the heads of relevant Federal agencies, to establish and periodically update a coordinated environmental review and permitting process for transportation projects and maintain a checklist for project sponsors to identify potential natural, cultural, and historic resources in the area of a proposed project. The Secretary is required to include any challenges in aligning Federal environmental reviews under this section in their biennial report to Congress.

### **Section 1213. FTA allowance of land acquisition.**

This section allows the Secretary to reimburse a recipient for the acquisition of real property interests before the completion of environmental reviews without affecting subsequent approvals required for the project. This section clarifies that a recipient may carry out, at their own expense, the acquisition of interests in real property before the completion of NEPA, without affecting subsequent approvals for the project, and may seek reimbursement if the real property interests are incorporated into an eligible capital project.

### **Section 1214. Categorical exclusion for projects of limited Federal assistance.**

This section increases the cost thresholds under which projects can qualify for the categorical exclusion for projects of limited Federal assistance. Projects that receive less than \$12,000,000 in Federal assistance can now qualify (up from \$6,000,000), as can and projects with a total cost of \$70,000,000 (up from \$35,000,000). The use of such categorical exclusion is limited to DOT.

### **Section 1215. Programmatic agreements.**

This section extends the use of state categorical exclusion programmatic agreements from the FHWA to the entire DOT and requires the Secretary to include determinations of types of projects that may be categorically excluded. The Secretary is further required to revise the template programmatic agreement to include an updated list of projects that may be categorically excluded under NEPA to increase flexibility for states.

### **Section 1216. Streamlining tribal categorical exclusions.**

This section directs the Secretary to develop a set of shared procedures with other Federal agency heads to allow sponsors of eligible Tribal transportation program projects to submit one document demonstrating they have met the conditions for a categorical exclusion under NEPA.

### **Section 1217. Streamlining small safety projects.**

This section requires the Secretary to publish a uniform checklist for project sponsors to determine if certain safety projects qualify for a categorical exclusion.

### **Section 1218. Updates to categorical exclusions for public transportation projects.**

This section directs the Secretary to establish categorical exclusions the Federal Transit Administration (FTA) may use, including clarifying the use of categorical exclusions for the construction, repair, or replacement of transit shelters within an existing right-of-way. The Secretary is directed to minimize, to the greatest extent practicable, the documentation needed for a project if it is subject to a categorical exclusion or is subject to historic preservation review. The Secretary is further required to issue guidance to recipients of assistance on the process and procedure for projects that are subject to historic preservation review and brief Congress on the actions taken to carry out this section.

## **Subtitle C – Miscellaneous**

### **Section 1301. Transportation rulemaking committees.**

This section establishes a framework for the implementation of transportation rulemaking committees (TRCs). This section requires that the Secretary make all reports and recommendations produced by a TRC publicly available prior to initiating an applicable rulemaking and that any rulemaking resulting from a TRC is promulgated by a Notice of Proposed Rulemaking (NPRM).

### **Section 1302. Vehicle weight limits.**

This section amends vehicle weight limitations on the interstate system. It makes technical changes to only permit an emergency vehicle or covered heavy-duty tow or recovery vehicle to operate in excess of the weight limitation under a state permit. It provides parity for the weight of hydrogen vehicles with existing exemptions for gas and electric battery vehicles and allows for a 10 percent shift in weight variance along the axles of commercial motor vehicles carrying dry bulk goods. This section also adds state specific exemptions for weight limitations on the interstate system in the States of Arkansas, Louisiana, and Iowa, issued by special permits for covered agricultural and logging vehicles or divisible loads.

### **Section 1303. Designation of high priority corridors on the National Highway System.**

This section designates two routes as high priority corridors: U.S. Route 74 from I-26 in the vicinity of Columbus, North Carolina to I-85 in the vicinity of Kings Mountain, North Carolina; and U.S. Route 421 from Wilkesboro, North Carolina to Winston Salem, North Carolina.

### **Section 1304. Safety coordinators; determination of reasonable cost.**

This section makes changes intended to ensure state bicycle and pedestrian coordinators are focused on nonmotorized transportation safety. This section also makes changes to existing language to provide that the Secretary may require a highway bridge deck being replaced or rehabilitated with Federal funds to provide for the safe accommodation of pedestrians and bicyclists if the Secretary determines that such accommodation was not included in the original project scope and can be provided at a reasonable cost.

### **Section 1305. Updates to manual on uniform traffic control devices.**

This section requires the Secretary, when updating the Manual on Uniform Traffic Control Devices (MUTCD), to establish a standard for the minimum level of required retroreflectivity of traffic control devices and pavement markings. The resulting standard shall ensure that a minimum level of retroreflectivity is met in wet conditions and standardize border and lag contrast pavement markings on light-colored pavements and bridges.

### **Section 1306. Design standards.**

This section requires the Administrator to develop a list of categorial design exceptions from standards for the National Highway System for categories of multimodal projects and features on Federal-aid highways, including those that are recommended by FHWA, improve safety for vulnerable road users, and are currently subject to the design exception process.

### **Section 1307. Modernizing roadside safety hardware devices and administration policies.**

This section prohibits the Secretary from issuing a Federal-aid reimbursement eligibility letter for roadside safety hardware devices that do not meet the applicable crash test criteria in the “Manual for Assessing Safety Hardware (MASH), Second Edition,” so long as the Secretary is permitted to issue reimbursement eligibility letters for roadside safety hardware devices. This section further directs the Secretary to issue a NPRM to update standards and laboratory testing requirements for roadside safety hardware devices. The Secretary is required to establish a transportation rulemaking committee, not later than one year after enactment of this Act, to develop recommendations to increase the safety and performance of roadside safety hardware devices and inform the NPRM. After a final rule is issued, in accordance with the NPRM, the Secretary may not issue a Federal-aid reimbursement letter for roadside safety hardware devices.

### **Section 1308. Audit of FHWA oversight of roadside safety hardware devices.**

This section requires the DOT's Inspector General to conduct an audit of FHWA's oversight of roadside safety hardware devices, including state and territory standards and design specifications, crash testing, and state and territory compliance with the most recent MASH standards. The Inspector General is required to submit a report to Congress within one year after the audit is initiated, with recommendations to improve FHWA's oversight of roadside safety hardware devices.

### **Section 1309. Interagency bridge strike working group.**

This section requires the Secretary to establish an interagency bridge strike working group to coordinate between the Department and other agencies and provide guidance to bridge owners on evaluating and reducing the risk of bridge collapse from a vessel collision. The interagency working group is required to report to Congress and provide an analysis of current bridge vulnerabilities that risk leading to a collapse, recommendations for bridge owners to reduce risks, as well as provide recommendations on any policy changes necessary to prevent bridge collapses due to vessel strikes.

### **Section 1310. Bridge clearance best practices.**

This section requires the Secretary to establish a bridge clearance strike working group to make recommendations on ways to improve public-private data sharing regarding bridge clearance height and the routing of commercial motor vehicles, including such rental vehicles. The working group is required to report to Congress with recommendations, including to improve the availability of information and route signs specific to commercial motor vehicles or rental vehicles on GPS navigation systems and driver knowledge and awareness about bridge clearance strikes.

### **Section 1311. U.S. Congressman and prisoner of war Sam Johnson memorial highway.**

This section designates the portion of U.S. Highway 75 between President George Bush Turnpike and U.S. Highway 380 previously designated as "Sam Johnson Highway", as the "U.S. Congressman and Prisoner of War Sam Johnson Memorial Highway."

### **Section 1312. Technical assistance for contracting.**

This section allows for the Secretary to provide technical assistance to, and develop guidance and best practices for, state departments of transportation regarding the use of the lump sum payment method in procurement and administration of engineering and design services, including benefits and risks.

### **Section 1313. Preventing anticompetitive bidding practices.**

This section requires the Secretary to issue guidance to state departments of transportation on proactively preventing anticompetitive bidding practices on Federal-aid highway projects. It also

requires the Secretary to establish a transportation rulemaking committee to provide recommendations to revise Federal regulations to prevent and protect against anticompetitive bidding practices.

**Section 1314. Study on effectiveness of discretionary grant programs.**

This section requires the Comptroller General to conduct a study on the effectiveness of highway-related discretionary grant programs administered by DOT, including a review of the criteria used by the Department to evaluate and select projects, trends in funding allocations across project types, geographic regions, and jurisdictions, the average timeline from application submission to obligation of funds, the outcome of projects, and the frequency with which grant recipients at the local government level attempted to seek funding with alternative funding sources, including formula funds. The Comptroller General is required to report to Congress with recommendations associated with the results of the study, including to enhance project selection criteria, minimize cost overruns and delays in project delivery, better align discretionary grant program criteria with statutory program requirements and objectives, and improve the efficiency and administration of discretionary programs.

**Section 1315. Study on the effectiveness of formula grant programs.**

This section requires the Comptroller General to conduct a study on the effectiveness of highway formula grant programs, including a review of the criteria used by state departments of transportation to evaluate and select projects. The review will examine the alignment of formula funding use with the national performance goals established under section 150 of title 23, United States Code, and procedures used by states to provide formula funds to regional or local governments within the state when appropriate. The study also requires the Comptroller General to examine the extent to which the highway formula fund increases have or have not led to the attainment of national performance goals. The Comptroller General is required to report to Congress with recommendations associated with the results of the study.

**Section 1316. National Academies review of highway systems.**

This section requires the Secretary to seek to enter into an agreement with the Transportation Research Board (TRB) of the National Academy of Science to conduct a comprehensive study to review various FHWA recognized highway networks and systems, including the necessity of such networks and systems and how they interact. The section requires the TRB to submit to the Secretary and Congress a report describing the results of the study.

**Section 1317. Review of state and local consultation processes.**

This section requires the Comptroller General to review the STBG program, including the process by which FHWA notifies states and MPOs of amounts to be apportioned, amounts apportioned to states required to be obligated in areas based on population, including unobligated amounts, consultation processes established by states to consult with MPOs and RTPOs, and state selection processes for projects funded by amounts required to be obligated in areas based

on population. The Comptroller General is required to report to Congress on the review and provide any recommendations to improve consultation processes.

**Section 1318. Emergency relief working group.**

This section requires the Secretary to convene a working group to provide recommendations for supporting emergency relief efforts following natural disasters and assessing vulnerabilities in surface transportation assets. This section requires the working group to include representatives from FHWA, FMCSA, FTA, the Federal Emergency Management Agency (FEMA), state departments of transportation, transit agencies, and any other stakeholders the Secretary determines appropriate. The working group is tasked with analyzing and making recommendations on best practices for a state or transit agency to facilitate projects.

**Section 1319. Stopping threats on pedestrians.**

This section reauthorizes the Stopping Threats on Pedestrians program through FY 2031.

**Section 1320. Eliminating unnecessary reporting and requirements.**

This section eliminates unnecessary reporting requirements.

**Section 1321. Contracting for engineering and design services.**

This section ensures that the State of Minnesota is subject to requirements for contracting for engineering and design services.

**Section 1322. Advancing projects in cold weather states.**

This section requires the Secretary to review policies and procedures of FHWA relating to the Federal-aid highway program to ensure sufficient prioritization of reviews for construction projects in states in which construction season may be limited by cold weather.

**Section 1323. Interagency working group on roadway management in inclement weather.**

This section requires the Secretary to establish an interagency working group to develop best practices for roadway management in inclement weather. The interagency working group is required to report such best practices to Congress.

**Section 1324. Termination of neighborhood access and equity grant program.**

This section repeals the Neighborhood Access and Equity Grant Program.

**Section 1325. Task force on developing a 21<sup>st</sup> century surface transportation workforce.**

This section requires the Secretary to establish a task force on developing a 21<sup>st</sup> century surface transportation workforce to develop recommendations and strategies for the DOT to attract individuals to surface transportation careers and address any barriers.

**Section 1326. Study on national commuting trends.**

This section requires the Secretary to seek to enter into an agreement with the TRB of the National Academies to conduct a study on national trends related to commuting. The TRB is required to submit to the Secretary and Congress a report containing the results of the study, including an analysis of the impacts of commuting trends evaluated and recommendations for state departments of transportation and MPOs.

**Section 1327. Notification on regressive safety targets.**

This section requires the Secretary to notify Congress when a state sets a regressive performance target under HSIP.

**Section 1328. Study on domestic availability of yellow paint.**

This section requires the Secretary to study the feasibility of requiring yellow paint (including pigment used to produce water-based paint) for road and highway surface markings to be manufactured domestically. The Secretary is required to report to Congress on the findings under the study. Further, this section directs the Secretary, if it is determined there is sufficient domestic manufacturing capacity of yellow paint to address the needs of all road and highway surface markings in the United States, to recommend to the Director of the Office of Management and Budget to update relevant Buy America guidance to reflect such determination.

**Sec 1329. Study on corrosion prevention for bridges.**

This section requires the Secretary to carry out a study on best practices for addressing corrosion on weathering steel bridges, as well as the frequency and method of inspecting corrosion on steel bridges.

**Section 1330. Funding Federal-aid highways guidance.**

This section requires the Secretary to update and make publicly available the FHWA publication titled, "Funding Federal-aid Highways," to account for changes in law since the publication date.

## **Title II – Transportation Infrastructure Finance and Innovation**

### **Section 2001. Infrastructure finance.**

This section 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 the Secretary to delay loan disbursement at the request of an obligor after the project is determined to be in substantial completion.

Lastly, this section requires the Secretary to reserve \$3 million set aside to provide assistance to small projects under \$75 million. It reauthorizes the State Infrastructure Bank Program as well as the allowance of the use of up to 15 percent of TIFIA funds for airport-related projects.

### **Section 2002. Emergency loan relief due to a major disaster.**

This section provides emergency loan relief if an eligible borrower of a TIFIA loan is unable to generate sufficient revenues due to a major disaster. The borrower may request the Secretary reset the interest rate of the loan. Upon request, the Secretary must determine that the borrower is unable to yield the necessary funds and consider if loan modifications would mitigate the financial impact or protect the interests of the Federal Government. This section also allows the Secretary to permit an obligor to add unpaid principal and interest to the outstanding balance of the loan for an aggregate period of not more than five years and extend the disbursement period as applicable.

### **Section 2003. Personnel management authority.**

This section allows the Secretary to carry out a program of personnel management to improve recruitment and retention of experts in finance and investment for the National Surface Transportation and Innovative Finance Bureau. Under this section, the Secretary may appoint 20 positions in the Bureau to have a basic pay rate up to 150 percent of the total annual compensation payable to the Vice President, and pay for the travel, transportation, and relocation expenses for up to five of the positions.

#### **Section 2004. Study on establishment of Federal Infrastructure Bank.**

This section directs the Secretary to enter into an agreement with the National Academies to conduct a study on the establishment of a Federal Infrastructure Bank. The study will 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.

## **Title III – Public Transportation**

### **Subtitle A – Reforms**

#### **Section 3001. Purpose and declaration of policy.**

This section amends FTA’s statutory mission to prioritize the delivery of safe, high-quality transit services and the safe transportation of passengers, workers, and property on Federally funded public transportation systems.

#### **Section 3002. Definitions.**

This section provides chapter-wide definitions for the terms “capital asset” and “transit asset management plan” as well as amends the definition of the term “associated transit improvement” to require that a transit improvement 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.

#### **Section 3003. Transportation planning.**

This section amends planning provisions in Federal transit law as they relate to metropolitan transportation planning and statewide and nonmetropolitan transportation planning. Specifically, amendments in this section ensure such planning requirements account for the new consolidated block grant program (as such program is established by section 3006 of the bill), streamline public comment and review for amended Transportation Improvement Programs (TIPs), and scale back voluntary housing coordination and planning processes.

#### **Section 3004. Planning programs.**

This section aligns the definition of the term “State” with the chapter-wide definition of such term across all planning provisions in Federal transit law. This section also allows the FTA to waive both metropolitan and statewide planning requirements as they relate to certain territories in a manner commensurate with the FHWA’s planning authorities relating to territories.

#### **Section 3005. Urbanized area formula grants.**

This section amends the urbanized area formula grant program for purposes of: (1) allowing transit agencies operating a maximum of 125 buses to use a portion of their urbanized area formula funds for operating expenses; (2) eliminating redundant public hearing requirements; (3) requiring all transit agencies receiving urbanized area formula funds to spend at least one percent of that funding on crime prevention and security projects; (4) requiring 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) streamlining required audits provided the Secretary determines that the recipient has not established a pattern of deficiency in fulfilling grant requirements; and (6) consolidating various passenger ferry programs.

### **Section 3006. Consolidated state block grant program.**

This section establishes a consolidated state block grant program that allows the Secretary to allocate a lump sum to participating states for purposes of funding public transportation services in rural areas and in urbanized areas. A state must first notify designated recipients of the state's intent to 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.

### **Section 3007. Fixed guideway capital investment grants.**

This section makes several changes to the Capital Investment Grants (CIG) program to streamline project delivery and improve program efficiency. Specifically, amendments to the CIG program in this section do the following: (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; (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; and (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.

### **Section 3008. Formula grants for enhanced mobility of seniors and individuals with disabilities.**

This section codifies section 3006(b) of the *FAST Act*, 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.

### **Section 3009. Formula grants for rural areas.**

This section amends the formula grants for rural areas by adding a new definition for the term "insular area" in the definitions subsection and establishing a new insular area public transportation assistance program. This section also specifies a set-aside of \$25,000,000 for each

fiscal year to carry out the rural and insular component of the consolidated competitive ferry program. This section also amends the intercity bus transportation subsection to allow bus facilities that support intercity bus service to or from rural areas to be eligible for capital assistance and to clarify that an intercity bus project may extend beyond one or more state boundaries provided the project meets certain criteria. This section also establishes a minimum apportionment amount for calculating vehicle revenue miles relating to formula grants for public transportation on Indian reservations. Lastly, this section allows an Indian tribe to use its formula funding in the same manner as a recipient of Federal assistance under the new consolidated block grant program (as such program is established by section 3006 of the bill).

### **Section 3010. Technical assistance and workforce development.**

This section allows the Secretary to issue grants to provide technical assistance to transit agencies and to advance the development of voluntary and consensus-based standards. Additionally, this section codifies FTA's Transit Workforce Development Center for purposes of supporting the workforce development needs of urban, suburban, tribal, and rural public transportation authorities across the United States. Specifically, the Center is directed to improve access to on-the-job training opportunities, develop and maintain a workforce development strategy, and build awareness of youth-oriented programs for students to learn about careers in public transportation. Lastly, this section provides definitions for the terms "armed forces," "high school; secondary school," "institution of higher education", and "post secondary vocational institution."

### **Section 3011. Bus testing facility.**

This section amends Federal bus testing requirements to allow the Secretary to test new bus models equipped with advanced bus technologies. This testing may occur either at the current Federal bus testing center in Altoona, PA, or at another location if the Secretary determines that the facility in Altoona is not equipped to test such new bus models. This section also 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.

### **Section 3012. Crime prevention and security.**

This section 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 improve safety through expending the required crime prevention and security set-aside provided for in section 3005 of the bill. This section also broadens transit funding eligibility to allow a transit agency to contract with local law enforcement and to hire transit support specialists who are trained to carry out a variety of duties to improve the security of public transportation systems. The section also 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.

### **Section 3013. General provisions.**

This section provides for various amendments to the general provisions section in chapter 53, of title 49, United States Code. Specifically, amendments in this section do the following: (1) require the Secretary to issue a determination within 120 days of receiving a complaint of an alleged violation of the charter bus rule; (2) allow 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; (3) require 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 authority to extend the deadline for six months, if necessary; (4) strengthen reasonable access to public transportation facilities for intercity passenger bus services by requiring a recipient to provide a response within 90 days to requestors seeking access to such facilities, as well as require the Secretary to establish and make publicly available a reasonable access standard to ensure compliance; (5) prohibit Federal assistance from being used to purchase rolling stock or powertrain components from companies under China's influence and eliminate the lifetime exemption to purchase rolling stock from a state-owned enterprise provided under current law to certain transit agencies; (6) codify FTA policy allowing for advance payments for bus rolling stock; and (7) establish 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.

### **Section 3014. Public transportation emergency relief program.**

This section amends the FTA's public transportation emergency relief program by establishing a six-year period of availability for the obligation of emergency relief grants. The Secretary may extend the period of availability of the award if an insurance claim related to a project that has received funding has not been adjudicated within the six-year period of availability.

### **Section 3015. Contract requirements.**

This section 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.

### **Section 3016. Transit asset management.**

This section updates the transit asset management section in chapter 53 of title 49, United States Code, to account for the 2016 transit asset management rulemaking the code statutorily required. This section 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.

### **Section 3017. Project management oversight.**

This section requires the Secretary to update regulations in part 633 of title 49, Code of Federal Regulations, for purposes of modifying the term “major capital project” and providing that compliance reviews may occur annually rather than quarterly. Specifically, the section amends the term “major capital project” to specify that the term excludes a project to maintain or rehabilitate a vehicle or a project 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.

### **Section 3018. Public transportation safety program.**

This section amends the public transportation safety program carried out by the FTA. Specifically, the section requires the Secretary to maintain the national public transportation safety plan in manner aligns with the Secretary’s current practices in implementing the safety plan. This section also requires the Secretary to update the national public transportation safety plan at least once every five years. The section 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 system-wide, including through a reduction in the number and rates of assaults and other violent crimes on transit passengers and mitigating fare evasion.

### **Section 3019. Administrative provisions.**

This section allows recipients and subrecipients of FTA assistance to retain asset disposition proceeds provided the proceeds are reinvested in capital projects.

### **Section 3020. National transit database.**

This section 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 required data sets that transit agencies must report for inclusion in the NTD. Specifically, and in addition to the data already required, recipients must report for inclusion in the NTD the following: (1) data relating to a public transportation system’s revenue loss because of fare evasion for each mode; and (2) data on assaults and other violent crimes on transit passengers while onboard public transportation vehicles and in public transportation facilities.

### **Section 3021. Apportionment of appropriations for urbanized area formula grants.**

This section 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. This section also includes technical and conforming amendments.

### **Section 3022. State of good repair grants.**

This section 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. Amendments in this section also eliminate the competitive rail vehicle replacement grants program, among other technical and conforming changes.

### **Section 3023. Authorizations.**

This section provides for a general rewrite of the authorization section in chapter 53 of title 49, United States Code, to specify funding amounts for all formula and discretionary programs for each of FYs 2027 through 2031.

### **Section 3024. Grants for buses, bus facilities, and ferries.**

This section applies the chapter-wide definition of “State” to include territories in the national distribution of bus and bus facility funds and increases the amount 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. This section amends the period of availability for bus formula funds to six years, up from four years. Further, this section modifies the bus and bus facilities competitive program and ensures that all vehicle propulsion types remain eligible, retains the workforce development training activities section, and provides an allowance that territories may use funds provided under this section for ferry projects.

### **Section 3025. Apportionments based on growing states and high density States formula factors.**

This section applies the chapter-wide definition of “State” to include territories in the apportionment formulas for growing states and high density states, among other conforming amendments.

## **Subtitle B – Miscellaneous**

### **Section 3101. Definitions.**

This section defines the terms “appropriate committees of Congress” and “transit agency,” which apply throughout Subtitle B of Title III of the bill.

### **Section 3102. Protecting bus operators from risk of assault.**

This section 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. This section 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.

### **Section 3103. Spare ratio modification.**

This section 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.

This section also requires the Secretary to update FTA Circular 5010.1F titled, "Award Management Requirements" and any related guidance documents within 180 days of enactment to bring existing agency rules into compliance with this new provision.

### **Section 3104. Special rule for certain transportation services.**

This section codifies and clarifies the application of FTA's "taxicab exemption." Specifically, this section 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 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. This section 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.

### **Section 3105. Innovative procurement.**

This section amends the innovative procurement program by expanding eligibility for local governments and adding new eligible costs. Amendments also eliminate burdensome agency reporting requirements.

### **Section 3106. Transit award management system improvement.**

This section stipulates that within one year of enactment of the Act, the Secretary must ensure that the transit award management system, as it is used by the FTA to ensure that financial assistance specified in section 5333(b) complies with the requirements of such section, notifies only persons and entities directly affected by the relevant financial assistance.

### **Section 3107. Public transit first aid and emergency medical kit equipment and training.**

This section requires the Secretary to establish a transportation rulemaking committee to review and develop findings and recommendations relating to whether public transit vehicles and stations should be required to carry first aid and emergency medical kits. Within 12 months of the committee being convened, the Secretary must submit a report to the relevant Congressional committees with regard to the rulemaking committee's findings and recommendations, including whether the Secretary intends to initiate any actions because of the rulemaking committee's findings.

**Section 3108. Improving transparency in certain urbanized areas.**

This section 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 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. The section directs the Secretary to publish annually on the FTA website each split allocation letter received from designated recipients for each fiscal year.

**Section 3109. Extension of capital and preventive maintenance grants to Washington Metropolitan Area Transit Authority.**

This section extends section 601(f) of the *Passenger Rail Improvement Act of 2008* to provide Federal funding for Washington Metropolitan Area Transit Authority capital projects and preventive maintenance through 2031.

**Section 3110. GAO assessment of project contingency amounts.**

This section directs the Comptroller General to study and report to Congress on the contingency amounts the Federal Government requires for major capital transit projects under the Capital Investment Grants program.

**Section 3111. GAO report on universal design to improve accessibility.**

This section directs the Comptroller General to study and report to Congress on the extent to which Federally funded transit projects incorporate universal design principles.

**Section 3112. GAO study and report on National Transit Database data quality.**

This section requires the Comptroller General to study the accuracy and consistency of data reported by transit agencies to the National Transit Database and the efficacy of FTA's current protocols for gathering and verifying reported data.

**Section 3113. GAO study on transit system rider safety.**

This section requires the Comptroller General to initiate a study to assess the FTA's efforts to improve rider safety on Federally funded public transit systems, including efforts to prevent assaults, harassment, and other security threats to passengers and transit employees. The Comptroller General is directed to report to Congress on the findings of the study.

### **Section 3114. GAO study on CIG data collection and reporting requirements.**

This section directs the Comptroller General to initiate a study to assess the efficacy of certain data collection and analysis requirements under the CIG program. In making recommendations, the Comptroller General shall consider opportunities to reduce data collection and reporting requirements for project sponsors as well as eliminate redundancies in Federal transit reporting requirements between other transit grant programs and CIG.

### **Section 3115. GAO assessment of paratransit software and technologies.**

This section directs the Comptroller General to initiate a study within 180 days for purposes of assessing ADA paratransit software and technologies procured with Federal funds and make recommendations to improve service efficiency, access, and quality of life for paratransit riders while protecting sensitive rider and system data from cybersecurity threats. The Comptroller General must submit a report to Congress within one year of initiating the study.

## **Subtitle C – Reorganization and Consolidation of Chapter 53**

### **Section 3201. Transfer of certain sections in chapter 53 of title 49, United States Code.**

For purposes of consolidating and improving readability of the code, this section transfers certain sections in chapter 53 of title 49, United States Code, to appear as subsections in other sections in the chapter. Specifically, amendments in this section transfer and redesignate the following sections: (1) section 5306 is transferred and redesignated to appear as 5323(y); (2) section 5325 is transferred and redesignated to appear as 5323(z); (3) section 5327 is transferred and redesignated to appear as 5323(aa); (4) section 5332 is transferred and redesignated to appear as 5323(bb); and (5) section 5315 is transferred and redesignated to appear as 5334(l).

### **Section 3202. Front matter of chapter 53 of title 49, United States Code.**

This section amends the table of contents in chapter 53 of title 49, United States Code, by specifying the new front matter that accounts for the reorganized sections and establishing subchapters. This section also provides instructions to redesignate and transfer sections as provided in the table under subsection (b)(2).

### **Section 3203. Amendments to chapter 53 of title 49, United States Code, as amended by section 3202 of this Act.**

This section makes several technical amendments to update cross-references in sections throughout chapter 53 of title 49, United States Code, to account for the redesignation and transfer of sections pursuant to sections 3201 and 3202 of the bill. This section also generally amends the authorizations section to account for the redesignation and transfer of sections pursuant to section 3202 of the bill.

**Section 3204. Conforming Amendments.**

This section makes conforming amendments to provisions throughout United States Code that cross-reference sections in chapter 53 of title 49, United States Code.

## **Title IV – Highway Safety**

### **Section 4001. Authorization of appropriations.**

This section 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.

### **Section 4002. Consolidation and enhancement of highway safety programs.**

This section consolidates the national priority safety programs under section 405 of title 23, United States Code, within the highway safety programs under section 402 of such title. This section outlines six core national priority programs: occupant protection, impaired driving, distracted driving, motorcyclist safety, non-motorist safety, and speeding; that states must address in their highway safety plans. If a state's fatality rate exceeds the threshold described for each national priority, then the state is required to expend funds commensurate with current section 405 spending levels in accordance with such national priority. If a state's fatality rate is less than the required threshold, then they are permitted to expend such funds on any eligibility under section 402.

This section further amends section 402 to add driver awareness of work zone safety, educational efforts on the improper and unsafe usage of trailers, interventions that reduce traffic incidents in school zones, micromobility safety, and programs that improve interactions between law enforcement and drivers with autism or a speech disability as eligible expenses to the highway safety grant program. It ensures projects eligible under section 405, including digital alert technology, safety efforts for vehicles stopped at the roadside, law enforcement education, and improvements to state safety data systems are eligible under section 402. This section also allows states to include work zone safety education in teen traffic safety programs.

This section directs the Secretary to provide technical assistance to states 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. This section ensures states are addressing the national priority safety initiatives in their highway safety plans and that the Department maintains a public dashboard of the projects funded under section 402 as well as each state's progress in meeting their safety targets.

Lastly, this section directs the GAO to review the consolidation of sections 402 and 405 and make recommendations to improve the transparency and efficacy of the highway safety grant program. GAO is required to submit a report summarizing their recommendations to Congress.

### **Section 4003. Highway safety research and development.**

This section improves highway safety research and development by adding digital infrastructure technologies designed to improve roadway safety and prevent crashes as an eligible research and

development activity. This section requires the NHTSA Administrator to submit a report to Congress on the status of the collaborative research effort to advance impaired driving prevention technology. This section also requires the Secretary to carry out a collaborative research effort focused on the effect marijuana and polysubstance impairment has on driving, ways to reduce drug-impaired driving, and proposing evidence-based impairment standards for marijuana or polysubstance use. This section establishes a national drug involved crash data collection system and authorizes the Secretary to award grants to states to support toxicology labs, specimen collection, and enhanced data collection. This section also reinforces that motor vehicle recalls may be distributed electronically.

#### **Section 4004. High-visibility enforcement program.**

This section authorizes the High-Visibility Enforcement Program from FYs 2027 through 2031 and revises the purpose of the program to include reducing motor vehicle speed in excess of the posted speed limit. This section directs the Secretary to establish two national public safety messaging campaigns focused on the illegal passing of school buses and counterfeit child restraint systems. This section also establishes a traffic safety enforcement Center of Excellence to provide technical assistance to state highway safety offices and law enforcement agencies on effective traffic safety enforcement policies to reduce roadway fatalities and injuries.

#### **Section 4005. Protection of safety data.**

This section amends section 407 of title 23, United States Code, by extending the protection of safety data to that which is provided by any public agency conducting safety-related analyses required by the Secretary.

#### **Section 4006. Annual reporting requirements.**

This section directs the Secretary to review NHTSA's execution of section 1300.35(b) of title 23, Code of Federal Regulations, to ensure the annual reporting requirements are appropriate relative to the amount of Federal funding provided. The Secretary is required to brief the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the review within one year.

#### **Section 4007. Coordination of Federal highway and traffic safety programs.**

This section 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. This section directs the Department to evaluate the administrative burden placed on states and revise processes and expectations to ensure an appropriate use of Federal funds. Lastly, this section ensures that required safety data reporting is protected in liability proceedings.

#### **Section 4008. Highway safety program effectiveness transportation rulemaking committee.**

This section directs the Secretary to establish a transportation rulemaking committee to analyze the efficiency and effectiveness of NHTSA's administration of highway safety grants and promote a data-driven approach to reduce the number of traffic fatalities and serious injuries. The rulemaking committee shall be composed of representatives from the traffic safety industry, state highway safety offices, roadway safety advocates, state law enforcement, and local government. The rulemaking committee must submit a report to the Secretary detailing their recommendations to streamline requirements and reduce administrative burden. The Secretary is required to submit a report to Congress summarizing the recommendations of the committee and indicating if the Department plans to implement any recommendations.

#### **Section 4009. Establishment of roadway worker protection interagency working group.**

This section directs the Secretary to establish an interagency working group to make recommendations for the protection of roadway workers. The interagency working group shall be composed of representatives from FHWA, NHTSA, and the Occupational Safety and Health Administration (OSHA), and consult with stakeholders. The working group is required to submit a report to the Secretary on any limitations with data collection in work zones, the effectiveness of work zone safety contingency funds, local adoption of the Model Minimum Uniform Crash Criteria, and potential updates to educational materials and public awareness campaigns to improve work zone safety. The Secretary is required to submit a summary of the findings and an implementation plan to Congress. The interagency working group shall terminate 180 days after the Secretary receives the report.

#### **Section 4010. Motorcycle advisory council.**

This section authorizes the Motorcycle Advisory Council through October 1, 2031.

#### **Section 4011. Motorcycle checkpoint funding.**

This section amends section 4007 of the *FAST Act* to prohibit the Secretary from providing funds to a state or locality for any program that profiles or stops motorcycle operators solely based on their mode of transportation.

#### **Section 4012. Pulsating light systems.**

This section directs the Secretary to establish a transportation rulemaking committee to consider whether pulsating light systems are compliant with Federal Motor Vehicle Safety Number 108. The rulemaking committee shall have members, appointed by the Secretary, representing the automotive industry, experts in human distraction and in vehicle technology safety, and highway safety professionals. This section requires the rulemaking committee to submit a report to the Secretary detailing their recommendations and for the Secretary to submit a report to Congress summarizing the recommendations and indicating if the Department will implement any recommendations.

### **Section 4013. Minimally obstructed forward-facing view in motorcoaches.**

This section directs the Secretary to prescribe motor vehicle safety standards to require all new motorcoaches manufactured in the United States to have a minimally obstructed forward-facing view from the driver's seat, or a camera or other technology that expands the range of the forward-facing view of the driver if the view is obstructed.

### **Section 4014. Revision of student safety guidelines.**

This section requires the Secretary to revise the Highway Safety Program Guideline Number 14 to encourage nonmotorized safety education for elementary and secondary school students and disseminate new model curriculum and guidelines to state educational agencies. The Secretary is required to submit a report to Congress on the status of updating and disseminating the guidelines within two years.

### **Section 4015. Micromobility safety.**

This section directs the Secretary to conduct a study on the safety of micromobility transportation devices and technology, considering crash data, state laws regarding operator age, helmet use, and insurance or registration requirements, the type of micromobility device, and consumer education efforts. The Secretary is required to submit a report on the findings of the study to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

### **Section 4016. GAO study on highway safety data quality.**

This section directs the GAO to conduct a study on the quality of highway safety data used in Federal transportation programs. In particular, the study must consider state-submitted safety data quality, including data on underride crashes, Federal reporting requirements, oversight and quality assurance protocols, data security measures, and how data quality affects the ability to assess state safety performance targets tied to Federal funding. The study requires the GAO to consult with state departments of transportation, state highway safety offices, transportation safety organizations, law enforcement, non-profit organizations, and the Department. The GAO is required to submit to Congress a report detailing the results of the study and any associated recommendations.

## **Title V – Motor Carriers**

### **Subtitle A – General Provisions**

#### **Section 5001. Authorizations of appropriations.**

This section 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.

#### **Section 5002. Improvements to enforcement training and support grant program.**

This section makes technical corrections to the enforcement training and support grant program to clarify that the purposes of the program are to train non-Federal employees who conduct commercial motor vehicle enforcement activities or who instruct and train non-Federal employees who conduct commercial motor vehicle enforcement activities. This section also requires FMCSA to issue such regulations as are necessary to revise part 385 of title 49, Code of Federal Regulations, to incorporate relevant certification and training standards for roadside inspectors and instructors.

#### **Section 5003. Maintenance of effort.**

This section makes a technical change to remove an outdated reference and allows a State to request the Secretary adjust their maintenance of effort for use of Motor Carrier Safety Assurance Program (MCSAP) funds. The *FAST Act* required FMCSA to update its MCSAP formula, which became effective in FY 2021.

#### **Section 5004. Amendments to commercial motor vehicle operators grant program.**

This section renames the commercial motor vehicle operators grant program as the commercial motor vehicle operator safety training program. This section amends the program to allow the Secretary to develop additional quality and performance metrics to prioritize high quality training providers and includes a 50 percent set-aside for training providers that require minimum behind-the-wheel training hours.

#### **Section 5005. Terms and conditions for exemptions.**

This section directs the Secretary to establish terms and conditions for exemptions issued pursuant to section 31315 of title 49, United States Code. The terms and conditions must ensure each exemption will not degrade the level of safety. This section requires exemption holders to regularly submit incident data to the Secretary, immediately notify the Secretary in the event of a fatality or serious bodily injury, and produce official documentation from FMCSA for the exemption when they are inspected.

### **Section 5006. Broker qualifications.**

This section requires the Secretary to issue a final rule to implement the requirements related to the experience or qualifications for officers of freight brokers and freight forwarders to register. This section requires the Secretary to brief Congress on the status of the rulemaking every six months until a final rule is issued.

### **Section 5007. Motor carrier complaints.**

This section directs the Secretary to implement the GAO recommendations in the report titled, “Motor Carrier Operations: Improvements Needed to Federal System for Collecting and Addressing Complaints Against Truck, Moving, and Bus Companies” to improve the National Consumer Complaint Database.

### **Section 5008. Cabotage study.**

This section directs the Secretary to enter into an arrangement with the TRB of the National Academies to conduct a study on the safety and economic impacts of cabotage violations using commercial motor vehicles.

## **Subtitle B – Commercial Motor Vehicle Operators**

### **Section 5101. Predatory commercial motor vehicle lease-purchase agreement programs oversight.**

This section directs the Secretary to require motor carriers utilizing leased vehicles to provide a disclosure form for each party in the arrangement. The Secretary is required to publish a template for the disclosure form, that includes information related to potential financial expectations for the lessee. This section allows the Secretary to carry out a public awareness campaign on how standard lease-purchase programs work and the prevalence of predatory lease-purchase agreement programs. This section also directs the Secretary to issue a rulemaking to prohibit the use of predatory lease-purchase agreements.

### **Section 5102. Restroom access.**

This section establishes restroom access requirements for commercial motor vehicle operators delivering goods or cargo to covered establishments or waiting at covered establishments to transport goods or for cargo to be loaded. Additionally, marine terminal operators, including port authorities, are required to provide enough restrooms for covered drayage truck operators in accessible areas, and ensure safe access and parking. This section does not require a covered establishment to make any physical changes to a covered restroom facility.

### **Section 5103. Application of commercial motor vehicle safety.**

This section adds the United States Virgin Islands (USVI) and Puerto Rico to the definition of a State in chapter 313 of title 49, United States Code, to allow these territories to implement

commercial driver's license (CDL) programs. FMCSA must assist the USVI and Puerto Rico to help them obtain full compliance with chapter 313 and provide a five-year grace period before apportioned funds may be withheld for failure to comply with any of the requirements.

**Section 5104. Extension of apprenticeship pilot program.**

This section extends the authorization of the Safe Driver Apprenticeship Program through September 30, 2031. It ensures that participants in the program are trained and able to safely transport goods to and from a port and ensures that the Secretary may not condition employer or driver participation in the program on any factors not included in the authorization of the program.

**Section 5105. Codification of exemption.**

This section exempts covered livestock hauling vehicles and their operators from electronic logging device requirements and Federal hours-of-service requirements within a 150 air-mile radius from the final destination of the livestock.

**Section 5106. Modernization of farm-related service industries restricted commercial driver's licenses.**

This section directs the Secretary to issue regulations necessary to allow each state to develop and make available an online registration and renewal system for eligible farm-related service employees who participate in the seasonally restricted CDL program.

**Section 5107. Implements of husbandry compilation.**

This section requires the Secretary to review how states define implements of husbandry, including whether they consider implements of husbandry to be commercial motor vehicle under state law and what relevant state laws apply. The Secretary must submit a report detailing the results of the study and include a determination if Federal regulations should clarify that implements of husbandry are not commercial motor vehicles.

**Section 5108. Pre-trip vehicle inspection testing waiver.**

This section allows states to waive the engine compartment pre-trip vehicle inspection skills ("under-the-hood") testing requirement for operators of school buses or public transit buses in intrastate commerce or interstate commerce within 150 air-mile radius of the point of origination. States must keep records of each CDL, adhere to all other CDL requirements, and report participation and safety data annually to the Secretary.

**Section 5109. Modifications to certain commercial driver's license regulations.**

This section directs the Secretary to issue a rulemaking to allow a state to administer a driving skills test to any CDL applicant, regardless of the state of domicile or state where the applicant received driver training. The rulemaking will require states to allow third party examiners to

administer the CDL knowledge test if the examiner maintains a valid CDL test examiner certification, completes a CDL skills test examiner training course, and completes one unit of the knowledge tests.

### **Subtitle C – Commercial Motor Vehicle Safety**

#### **Section 5201. Motor carrier safety advisory committee.**

This section reauthorizes the Motor Carrier Safety Advisory Committee through September 30, 2031.

#### **Section 5202. Electronic logging device certification.**

This section strengthens oversight of electronic logging devices (ELDs) by requiring the Secretary to verify the contact information of the certification applicant and the technical specifications of the proposed ELD and cross reference the certification application against revoked ELDs that do not meet the certification criteria. This section also requires the Secretary to publish and maintain a public website with an active list of ELDs that meet or do not meet the certification criteria, as amended by this section.

#### **Section 5203. Safety performance history screening and DataQs improvement.**

This section allows motor carriers to access safety records for prospective and current drivers. Any serious driver-related violation under contest must be flagged as such in Federal safety databases. States and Federal agencies are required to establish an appeals process within the DataQ system to allow affected parties to appeal the outcome of data reviews of serious driver-related violations. The appeals process must provide for timely adjudication by someone other than the original issuing authority.

#### **Section 5204. Noncompliant training entities.**

This section requires the Secretary to establish a process for the FMCSA to receive complaints for noncompliant training providers and remove such provider from the approved list within 90 days. This section also requires the Secretary to clarify that FMCSA may remove a training provider from the Training Provider Registry if the provider does not disclose a relationship with another provider who was removed from the Training Provider Registry or fails to maintain and enforce policies relating to sexual assault and sexual harassment.

#### **Section 5205. Drug and alcohol clearinghouse fees.**

This section allows fees collected under the drug and alcohol clearinghouse to be used for the development, modernization, enhancement, and maintenance of the clearinghouse.

**Section 5206. Federal hair testing guidelines.**

This section directs the Secretary of Transportation to recognize hair testing as an approved specimen collection type within one year of the Secretary of Health and Human Services issuing scientific and technical guidelines for hair testing.

**Section 5207. Drug and alcohol testing compliance.**

This section directs the Secretary to publish guidance on who may act as a specimen collector for Department drug testing required under part 40 of title 49, Code of Federal Regulations, including guidance on what constitutes a close personal friend. The Secretary is required to consult with representatives of small motor carriers.

**Section 5208. Fatal truck crash drug and substance abuse testing accountability.**

This section requires the Secretary to revise regulations to require employers to retain records of post-accident alcohol or controlled substance tests for a minimum of five years, consider it a violation if an employer fails to furnish proof of such testing within the prescribed timeframe, and ensure these violations are reflected in the Safety Measurement System.

**Section 5209. Review of new entrant safety assurance program.**

This section directs the DOT Inspector General to review the New Entrant Safety Assurance Program to evaluate the effectiveness of the program and opportunities to improve new entrant safety audits. In conducting the review, the Inspector General shall consult with state motor safety enforcement agencies, the motor carrier industry, commercial motor vehicle advocates, and labor. The Inspector General is required to submit their recommendations to improve the program to the Secretary. The Secretary is required to submit a report to Congress detailing which recommendations the Secretary intends to implement.

**Section 5210. New entrant registration standards transportation rulemaking committee.**

This section establishes a transportation rulemaking committee to assess the necessity of establishing minimum knowledge requirements for motor carriers registering with the DOT. The Committee shall be comprised of state motor carrier safety enforcement agencies, industry, labor, law enforcement, and other stakeholders. The Committee is required to submit a report to the Secretary on their recommendations related to new entrant registration standards. The Secretary is required to submit a report to Congress detailing which recommendations the Secretary intends to implement.

**Section 5211. Beyond compliance.**

This section requires the Secretary to issue a final rule on Beyond Compliance, as required in section 522 of the *FAST Act*. When issuing the final rule, the Secretary must consider driver training and experience as a recognized safety standard. The Secretary is required to brief Congress every six months until the final rule is issued.

## **Subtitle D – Household Goods Shipping Consumer Protection Reform**

### **Section 5301. Administrative assessment of civil penalties for violations of commercial regulations**

This section restores authority for the FMCSA to adjudicate and assess civil penalties for violations of commercial statutes and regulations and would correct certain other references in chapter 5 of title 49, United States Code, to clarify that those penalty authorities include all of FMCSA's safety authorities.

### **Section 5302. State use of grant funds for commercial enforcement and consumer protection.**

This section permits states to use motor carrier safety assistance program funding and other grantees to use high priority program funding to conduct commercial regulatory and consumer protection standard reviews and enforcement actions on household goods motor carriers, brokers, and freight forwarders. This section includes a savings clause to ensure this is an optional use of funds at the discretion of the state and may not be made a condition of funding by FMCSA.

### **Section 5303. State retention of penalties and fines.**

The section clarifies that states may retain the penalties and fines imposed in proceedings brought under section 14711 of title 49, United States Code, relating to violations of household goods statutes and regulations.

### **Section 5304. Registration requirements.**

This section provides explicit authority to FMCSA to withhold registration from any applicant who fails to provide a valid principal place of business at the time of registration. Currently FMCSA may only take enforcement action after the entity is already registered and refuses to cooperate with investigations at the designated address.

FMCSA already requires motor carriers to designate a principal place of business. This section both codifies that requirement and extends the requirement to brokers and freight forwarders as well. This language clarifies that FMCSA has the upfront authority to verify the principal place of business and, if needed, deny the registration. This enhances FMCSA's ability to take enforcement actions against bad actors by allowing them to prevent sham registrants from starting operations.

This section also extends requirements that registrants disclose common ownership between any other registered entities. Motor carriers are already required to disclose this information, and this section codifies the requirement for brokers and freight forwarders. If FMCSA detects a link between fraudulent actors, they are able to withhold operating authority or take other enforcement actions as needed.

### **Section 5305. Household goods consumer protection working group.**

This section directs the Secretary to establish a working group to develop recommendations to modernize Federal consumer protection regulations relating to the interstate transportation of household goods by motor carrier. The working group must consist of representatives of the household goods industry, consumer affairs, and moving and storage associations. The working group is required to submit a report to the Secretary on their findings. The Secretary is required to submit a summary of those findings to Congress. The working group shall terminate one year after the report is submitted.

## **Subtitle E – Safe Integration of Autonomous Commercial Motor Vehicles**

### **Section 5401. Definitions.**

This section defines terms related to autonomous commercial motor vehicles in section 31132 of title 49, United States Code.

### **Section 5402. ADS-equipped commercial motor vehicle interstate operation.**

This section 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.

Additionally, this section establishes a transportation rulemaking committee to make recommendations on the implementation of the safety standard established under this section, and on the applicability of parts 350 through 399 of title 49, Code of Federal Regulations, for ADS-equipped commercial motor vehicles, dynamic driving task (DDT) fallback-ready users, remote drivers, remote assistants, and driverless dispatch operators.

### **Section 5403. Review and preemption of state laws and regulations.**

This section amends section 31141(a) of title 49, United States Code, to ensure ADS-equipped commercial motor vehicles are included under the Secretary's preemption of state law authorities.

### **Section 5404. Ensuring regulatory flexibility for safety technologies.**

This section provides parity for automated driving systems technologies and equipment with other safety technologies for vehicle width exemptions.

**Section 5405. Regulatory interpretations.**

This section permits the use of cab-mounted warning beacons as warning devices for commercial motor vehicles stopped upon the traveled portion or shoulder of a highway. This section does not require commercial motor vehicles to be equipped with, or use, a cab-mounted warning beacon.

**Section 5406. National consumer complaint database.**

This section requires the Secretary to collect and display information specific to ADS-equipped commercial motor vehicles in the National Consumer Complaint Database.

**Section 5407. Commercial motor vehicle workforce development.**

This section establishes a workforce development program to support the commercial motor vehicle workforce by strengthening employment opportunities for professional drivers, mechanics, and others with occupations that affect the safety and operation of commercial motor vehicles. The program is authorized for FY 2027 through FY 2031. This section requires the Secretary to submit a report annually to Congress on the status of the program.

## **Title VI – Innovation**

### **Section 6001. Strengthening mobility and revolutionizing transportation grant program.**

This section reauthorizes the Strengthening Mobility and Revolutionizing Transportation (SMART) grant program through FY 2031. This section 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.

### **Section 6002. Technology deployment.**

This section reauthorizes technology deployment programs through FY 2031, including the Accelerated Implementation and Deployment of Pavement Technologies Program (AID-PT), which supports innovative pavement technologies, as well as the Advanced Digital Construction Management Systems program (ADCMS), which provides grants to develop and support ADCMS technologies. For the ADCMS program, the bill restricts funding so 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.

### **Section 6003. Strategic innovation for revenue collection.**

This section reauthorizes the Strategic Innovation for Revenue Collection program through FY 2031 to provide grants to states and regions to test the feasibility of a road usage fee and other user-based mechanisms to address the solvency of the Highway Trust Fund.

### **Section 6004. National motor vehicle per-mile user fee pilot.**

This section reauthorizes the national motor vehicle per-mile user fee pilot program through FY 2031. This section expands the objectives of the program to include data collection and reporting on the differences between a national per-mile road usage charge and the Federal motor fuels tax for rural and urban drivers, as well as the interoperability of road usage charge collections between multiple states. This section also requires the Secretary to carry out a public awareness campaign on a national motor vehicle per-mile user fee program.

### **Section 6005. ITS advisory committee.**

This section requires the Secretary to appoint a representative from a labor organization representing transportation workers to the advisory committee tasked with reviewing the Department's intelligent transportation system programs.

### **Section 6006. Encouraged use of digital platforms.**

This section directs the Executive Director of the Interagency Infrastructure Permitting Improvement Center to encourage recipients of DOT funds to utilize digital platforms when

carrying out environmental reviews under NEPA. This section also requires the Executive Director to publish technology-neutral guidance for grant recipients utilizing digital platforms.

**Section 6007. Nontraditional and emerging transportation technology council.**

This section specifies that the Nontraditional and Emerging Transportation Technology (NETT) Council shall consult with a range of stakeholders. The section also encourages the Council to examine how new and emerging technologies may benefit each modal administration and how the modal administrations plan to incorporate such technology.

**Section 6008. University transportation centers program.**

This section 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.

**Section 6009. Prohibition related to certain foreign-made LiDAR technology.**

This section prohibits the Secretary from procuring, obtaining, or awarding funding for any covered LiDAR technology, LiDAR technology produced or provided by a covered LiDAR company, or any LiDAR technology produced in or provided by a covered foreign country, as defined in the *National Defense Authorization Act for Fiscal Year 2025* (10 U.S.C. note prec. 4651; Public Law 118-159). The Secretary may waive the prohibition on a case-by-case basis if it is in the national interest of the United States. The prohibition shall not apply for transportation safety purposes, as determined by the Secretary. The prohibition is effective on the date that is one year after the date of enactment of this Act.

**Section 6010. Data privacy.**

This section requires the Secretary to ensure that any use of predictive analytics, telematics, or other validated data tools by the Department protects personally identifiable information in compliance with Federal privacy laws and is applied consistently across all DOT offices. Within one year, the Secretary must issue guidance on best practices for anonymizing safety data, promoting transparency, and ensuring data tools rely on validated, effective methodologies.

**Section 6011. Study on adoption and deployment of new and emerging technologies.**

This section directs the TRB to review the Department's strategy to encourage the adoption of new and emerging technologies, including digital project delivery tools and intelligent transportation systems. The section requires TRB to consider the potential cost or safety impacts of new and emerging technologies, as well as the opportunities and challenges such technologies present to the transportation workforce. TRB must submit a report to Congress detailing the findings of the study.

**Section 6012. Autonomous vehicle accessibility study.**

This section requires 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. The study must evaluate cost-effectiveness, applicability across different geographic areas, and regulatory barriers. TRB is required to submit the findings of the study to the Secretary, and the Secretary is required to submit to Congress a summary of the report, including any recommendations for further action.

**Section 6013. GAO study of intelligent transportation systems physical and cyber vulnerabilities.**

This section directs the Government Accountability Office (GAO) to review the physical and cybersecurity risks associated with intelligent transportation systems and advanced transportation technologies, including data protection risks and risks involving government procurement of foreign-manufactured devices. The GAO is directed to submit a report to Congress on the results of the study, including any recommendations to reduce physical and cybersecurity vulnerabilities associated with intelligent transportation systems.

**Section 6014. GAO study and report on automated driving systems safety assurance.**

This section requires the GAO to assess what changes related to NHTSA's incident data collection system and practices are necessary for the safe deployment of vehicles equipped with automated driving systems. The study requires the GAO to consult with transportation stakeholders, including state departments of transportation, representatives of law enforcement, manufacturers of automated driving systems, roadway safety advocates, and labor organizations representing transportation workers, and report to Congress on the findings of such study.

**Section 6015. Technical assistance.**

This section allows the Secretary to provide guidance or technical assistance to state transportation departments to enable states to use innovative construction materials on Federal-aid projects.

## **Title VII – Freight and Multimodal Transportation Programs**

### **Subtitle A – Freight Policy**

#### **Section 7001. National multimodal freight policy.**

This section strengthens national multimodal freight policy by requiring 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. Additionally, it directs the GAO to review national multimodal freight policy, the utilization of the national strategic freight plan, network designation requirements, and freight movement improvements and issue a report with recommendations to address freight bottlenecks.

#### **Section 7002. National freight strategic plan.**

This section ensures the National Strategic Freight Plan includes consideration of inland maritime port facilities. This section also ensures the plan considers the impact of freight for rural and underserved communities and requires the plan to be updated every three years.

#### **Section 7003. National multimodal freight network.**

This section amends section 70103 of title 49, United States Code, to highlight the importance of addressing freight mobility challenges, including bottlenecks, as part of the National Multimodal Freight Network, and broadens eligible freight related facilities to include those with connections to water storage facilities and inland maritime port facilities. This section makes technical corrections to ensure the section is carried out by the Assistant Secretary for Multimodal Freight. It also requires the National Multimodal Freight Network to be redesignated every three years rather than every five years.

#### **Section 7004. State freight advisory committees.**

This section amends section 70201 of title 49, United States Code, to provide greater flexibility for the role of State Freight Advisory Committees.

#### **Section 7005. State freight plans.**

This section amends section 70202 of title 49, United States Code, to ensure state freight plans include strategies and actions the state plan to take to mitigate congestion and freight delay. This section also requires states to submit a list of freight bottlenecks, including those at highway interchanges, and solutions for addressing those bottlenecks.

#### **Section 7006. Freight logistics optimization works program.**

This section codifies the Freight Logistics Optimization Works (FLOW) Program. This section directs the Bureau of Transportation Statistics (BTS) Director, in coordination with the Office of Multimodal Freight Infrastructure and Policy, to establish and maintain a voluntary public-

private data sharing program to improve freight system efficiency. The program enhances visibility into freight flows, helps identify and mitigate bottlenecks, improves forecasting and planning, strengthens the supply chain, and supports data-informed policy development. This section ensures BTS aggregates and anonymizes program data and serves as neutral data steward.

## **Subtitle B – Multimodal Policy and Programs**

### **Section 7101. Streamlining positions within Office of the Secretary.**

This section streamlines the DOT's Office of the Secretary by removing Senate confirmation for the Assistant Secretary for Government Affairs.

### **Section 7102. Council on credit and finance transparency.**

This section requires the Council on Credit and Finance Transparency to publish meeting summaries and agendas publicly on a Department website.

### **Section 7103. Amendments to working capital fund.**

This section improves the administrative working capital fund by allowing the Department to centralize its information technology resources and create an internal reserve fund to manage the costs of transferred assets. The section also clarifies fund reimbursement may occur after performance or paid in advance.

### **Section 7104. Transportation assistance for international games.**

This section 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. The section 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.

### **Section 7105. National infrastructure project assistance.**

This section reauthorizes the Mega grant program through FY 2031. This section 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. It updates the evaluation criteria, including by adding consideration of the use of innovative construction materials and the impact of population growth. The section also 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.

### **Section 7106. Local and regional project assistance.**

This section reauthorizes the Local and Regional Project Assistance (BUILD) Program through FYs 2027 through 2031. This section 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. This section expedites program delivery by requiring 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. This section 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. Lastly, this section requires the GAO to review the program every two years and submit a report to Congress.

### **Section 7107. National culvert removal, replacement, and restoration grant program.**

This section amends the National Culvert Removal, Replacement, and Restoration Grant Program by expanding eligible projects and entities.

### **Section 7108. Rural and tribal infrastructure advancement pilot extension.**

This section reauthorizes and extends the Rural and Tribal Assistance Pilot Program through October 1, 2031.

### **Section 7109. Advisory committee on cargo theft and freight fraud.**

This section directs the Secretary to establish an advisory committee on cargo theft and freight fraud. The committee shall consist of up to 20 members representing law enforcement, the freight industry, and cybersecurity professionals to provide recommendations on combating cargo theft and freight fraud. The committee must consider different types of theft, where and how they occur, their financial and supply chain impacts, existing security measures, and relevant DOT policies and data systems when providing recommendations. The committee is required to submit biennial reports to Congress describing its recommendations to the Secretary and assessing progress made in addressing cargo theft and freight fraud.

## **Title VIII – Miscellaneous**

### **Section 8001. Title 23 technical corrections.**

This section makes technical corrections throughout title 23, United States Code.

### **Section 8002. Title 49 technical corrections.**

This section makes technical corrections throughout title 49, United States Code.

## **Title IX – Sport Fishing and Recreational Boating Safety**

### **Section 9001. Division of annual appropriations.**

This section authorizes appropriations for the programs established under the *Dingell-Johnson Sport Fish Restoration Act* through FY 2031.

### **Section 9002. Funding for Interstate Fisheries Commission activities.**

This section removes the former \$1.2 million cap on distributions the Secretary of the Interior can make to four regional fisheries commissions. It also establishes a new formula for apportioning funds to these entities.

### **Section 9003. Boating infrastructure priorities.**

This section replaces section 8(g) of the *Dingell Johnson Sport Fish and Boating Safety Act* with the provisions of section 7404 of the *Sportfishing and Boating Safety Act of 1998* and amends the provisions of section 7404 to make the construction, renovation, or maintenance of a strategic maritime fuel station qualify as boating infrastructure and eligible to receive grant funding under the statute. This section also defines strategic marine fuels and strategic maritime fuel station. The existing section 8(g) establishes conditions which states were required to meet before being eligible for grants established under section 7404. The conditions were met more than 25 years ago. The requirements in section 8(g) no longer apply. However, the authority to make grants under 7404 is an ongoing authority. Therefore, this amendment moves the permanent state grant making authority into section 8 of *Dingell Johnson Sport Fish and Boating Safety Act* and repeals the outdated transition provisions.

## **Title X – Railroads and Hazardous Materials**

### **Subtitle A – Authorization of Appropriations and Grant Reforms**

#### **Section 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.

#### **Section 10102. Federal Railroad Administration.**

This section authorizes annual funding for the Federal Railroad Administration's (FRA's) safety operations and research programs. The section sets aside funding to support the Transportation Technology Center, the Rail Research and Development Center of Excellence, and Safety Culture Grants.

#### **Section 10103. Competitive grants.**

This section authorizes annual funding for the following railroad competitive grants: Consolidated Rail Infrastructure and Safety Improvements, Railroad Crossing Safety Improvements and Elimination, and the National Intercity Passenger Railroad Partnership Program.

#### **Section 10104. Consolidated rail infrastructure and safety improvements.**

This section reauthorizes the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program to fund freight and intercity passenger rail projects. It expands eligibility to law enforcement, and Washington, D.C.'s Union Station. It enables research and development of technologies that improve railroad safety such as wayside defect detection and rail car and train movement monitoring technology, and provides assistance for projects that improve passenger rail ridership and freight service by reducing conflicts on shared lines.

#### **Section 10105. Railroad crossing safety improvements and elimination program.**

This section reauthorizes what was previously named the Railroad Crossing Elimination Program, makes rail safety nonprofit organizations eligible for grants, continues eligibility for safety improvements at grade crossings, and allows for the use of advanced technology to improve safety and to reduce costs.

#### **Section 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.

**Section 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.

**Section 10108. Emergency relief.**

This section authorizes an Emergency Relief program for rail at the FRA. The Secretary may provide grants for repairing or replacing certain rail infrastructure of Class II, Class III and intercity passenger rail carriers that are 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.

**Section 10109. Amtrak Office of Inspector General.**

This section authorizes funds to be appropriated to the Office of Inspector General (OIG) of Amtrak.

**Subtitle B – Amtrak Reforms**

**Section 10201. Amtrak economic performance.**

This section updates Amtrak’s statutory findings, goals, and financial performance.

**Section 10202. Amtrak transparency and accountability for passengers and taxpayers.**

This section is identical to H.R. 188, the *Amtrak Transparency and Accountability Act for Passengers and Taxpayers Act*, ordered reported by the Committee, by voice vote, on April 2, 2025. It applies the *Government in the Sunshine Act’s* (5 U.S.C. § 552b) Federal open meetings transparency requirements to meetings of Amtrak’s Board of Directors.

**Section 10203. Implementing Amtrak Office of Inspector General recommendations to address infrastructure backlog.**

This section requires Amtrak to implement the recommendations found in the April 10, 2026, Amtrak Inspector General’s Report entitled, “Asset Management: Better Governance and Data Would Improve Company Efforts to Achieve a State of Good Repair.” Not later than three years after the date of enactment of this Act, the Amtrak Inspector General is directed to evaluate the extent to which Amtrak has complied with the recommendations included in the report.

#### **Section 10204. Amtrak executive bonus disclosure.**

This section is identical to H.R. 192, the *Amtrak Executive Bonus Disclosure Act of 2025* that passed the House under suspension of the rules, by a vote of 407 yeas to 0 nays on January 13, 2025. It requires Amtrak to report the annual base pay and any bonus compensation awarded to each member of the executive leadership team to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate, and to make this information available on its public website.

#### **Section 10205. Amtrak and intercity passenger rail workforce assault prevention and response plans.**

This section requires the Secretary to establish best practices for responding to assault and harassment on passenger trains, including de-escalation training and incident reporting. Within one year, all passenger rail operators must implement formal response plans to seek to prevent and appropriately respond to incidents of assault and harassment on workers and passengers.

#### **Section 10206. Baby changing table requirements on Amtrak trains.**

This section is identical to H.R. 248, the *Baby Changing on Board Act* that passed the House under suspension of the rules, by a voice vote on June 6, 2025. It requires that all covered passenger rail trains shall have a baby changing table in at least one restroom in each car, including in an ADA-compliant restroom.

#### **Section 10207. Report on Amtrak long-distance equipment maintenance costs.**

This section requires Amtrak to submit a report to the Secretary, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate on the anticipated cost to rehabilitate, refurbish, and replace Amtrak's long-distance rail cars and locomotives.

#### **Section 10208. Inspector General review of Amtrak accounting and reporting practices.**

This section requires the DOT Inspector General to audit Amtrak's accounting systems and internal controls to ensure financial transparency, regulatory compliance, and accurate reporting. A report detailing the Corporation's responses to any of the Inspector General's recommendations must be submitted to Congress within one year after the enactment of this Act.

#### **Section 10209. Amtrak annual reporting.**

This section amends section 24315 subsection (a) of title 49, United States Code, by requiring Amtrak to reconcile its adjusted operating expenses to audited financial statements, in accordance with Generally Accepted Accounting Principles. Upon completion of this reconciliation, a certified public accountant or the Amtrak Inspector General shall review the rationale of the reconciliations.

### **Section 10210. Invoices and reports.**

This section amends section 24712 (b) of title 49, United States Code, to allow states that contract with Amtrak to operate short-distance intercity passenger rail corridors who dispute costs to hire independent third parties to audit Amtrak invoices and its cost methodology. The section grants states access to relevant ledger data and operating statistics. It also clarifies the process for Amtrak or the state to resolve funding disputes.

### **Section 10211. State-supported cost and service policy.**

This section amends section 24712 of title 49, United States Code, by specifically rebranding the state-supported routes cost methodology policy terms from “allocation” to focus on both “cost and service” and mandates at least four meetings per fiscal year for the State-Supported Route Committee. This Committee includes representatives from 18 states, DOT, and Amtrak. It also solidifies the State-Supported Route Committee’s authority to oversee cost methodology implementation and transparency requirements for state-supported routes operated by Amtrak.

### **Section 10212. GAO study on Amtrak customer experience.**

This section mandates that the Comptroller General evaluate Amtrak’s Nationwide customer experience, such as ticketing transparency; onboard services, including food and beverage service; station accessibility, service reliability and timeliness of operations; and communication with passengers. The report must include stakeholder input and recommendations for improvement.

### **Section 10213. GAO study on Amtrak service to privately owned rail cars.**

This section requires the Comptroller General to conduct an assessment of Amtrak’s contracts and services for privately owned rail cars, specifically evaluating how Amtrak calculates costs, determines pricing, and manages parking and access.

### **Section 10214. The Donald M. Payne, Jr. Transit Center at Newark Penn Station.**

This section designates Newark Penn Station to be known as the “Donald M. Payne, Jr. Transit Center at Newark Penn Station.”

### **Section 10215. Public notice and comment on Amtrak’s corporate structure.**

This section requires Amtrak to publish any corporate restructuring plan in the Federal Register for public comment before it can be approved by the Board of Directors. Amtrak must then submit a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate responding to the public’s feedback, detailing which suggestions will be adopted, justifying those that were rejected, and providing a final implementation strategy.

### **Section 10216. GAO examination of international passenger rail.**

This section requires the Comptroller General to submit a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate within two years comparing Amtrak to a sample of international passenger rail carriers to identify governance and financing practices that could be applied domestically.

### **Section 10217. Food and beverage service.**

This section directs the Comptroller General to conduct a study of Amtrak's Food and Beverage Service to make recommendations, including for the re-establishment of dining car service. The section also creates an advisory committee to support implementation of recommendations included in the study.

## **Subtitle C – Passenger Rail Policy**

### **Section 10301. Intercity passenger rail equipment pools.**

This section allows the Secretary to work with interstate rail compacts to establish equipment pools. The pools may be used to lease or buy equipment for use by member states. Further the section creates equipment pool eligibilities in the Railroad Rehabilitation and Improvement Financing (RRIF) program.

### **Section 10302. California High-Speed Rail working group.**

This section 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 during the working group's assessment or within two years of enactment of this Act, whichever is earlier.

### **Section 10303. Route-specific reports.**

This section requires the Secretary of Transportation to conduct a two-year feasibility study on establishing or expanding certain intercity passenger rail routes, ensuring any recommended routes are economically justified through data analysis.

### **Section 10304. Study on commuter rail passenger transportation and transfers.**

This section is identical to H.R. 1547, the *One Seat Ride Act*, which passed the House under Suspension of the Rules, on December 5, 2023, by a vote of 356 yeas to 61 nays. This provision 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.

### **Section 10305. Adjustment of liability cap.**

This section codifies the current liability cap of \$323 million per passenger rail incident. It also establishes a new process to review this cap every five years through a multi-stakeholder working group, ensuring the limit is adjusted based on safety risks and accident severity while capping any single increase of the cap at a maximum of 10 percent. Further, this section amends the current 30-day period to obtain coverage to allow covered entities a year to obtain any increase in coverage.

## **Subtitle D – Rail Safety and Innovation**

### **Section 10401. Rail bridge safety.**

This section updates section 20105 of title 49, United States Code, as well as section 20145 of title 49, United States Code, to authorize state rail safety inspectors to conduct railroad bridge inspections and establishes a formal Rail Bridge Safety Concern Reporting System for state, local, and tribal governments to report structural hazards. Further, the section allows the Secretary to investigate these reports and enforce repairs, while also streamlining the process for government officials to request public versions of railroad bridge inspection reports.

### **Section 10402. Public availability of Federally funded data.**

This section requires the Secretary to make publicly available all non-security sensitive or proprietary information included in Federally funded research and data used in publications, including peer-reviewed research.

### **Section 10403. Safety culture grant program.**

This section codifies a long-standing program that provides grants to non-profit organizations specializing in railroad safety culture and training activities for Class II, Class III and commuter railroads. Additionally, it authorizes funding for the procurement of safety equipment to these railroads and emergency responders to improve the handling and oversight of hazardous materials during transit and incidents.

### **Section 10404. Improved supporting information transparency and using performance-based regulations during rulemaking.**

This section increases the transparency of the FRA's rulemaking process. The section also requires the Secretary to consider whether a performance-based approach to rulemaking is appropriate and include an explanation for when a performance-based approach is not taken.

### **Section 10405. Installation of image recording devices.**

This section mandates that the Secretary require all Class I freight railroad carriers to install inward- and outward-facing cameras in controlling locomotive cabs within two years of issuing new regulations. It also establishes an approval process for these recording devices,

providing a five-year grace period for existing equipment that meets Federal standards while exempting certain carriers covered under previous legislation.

**Section 10406. Membership of National Domestic Preparedness Consortium.**

This section designates the MxV Learning Institute as a member of the National Domestic Preparedness Consortium.

**Section 10407. Preventing tampering with wayside defect detectors.**

This section requires the Secretary to form a multi-stakeholder working group to address the safety risks posed by wayside defect detector tampering and make recommendations on policies and strategies to deter such incidents.

**Section 10408. Rail technology and asset pilot program.**

This section creates a pilot program to provide competitive grants to acquire newer, innovative railroad technology systems and equipment that improve safety and efficiency.

**Section 10409. Vent and burn report updates.**

This section implements a recommendation included in the National Transportation Safety Board’s East Palestine, Ohio, report directing the FRA to update and distribute its Vent and Burn guidance to emergency responders.

**Section 10410. Rail freight cargo security assessment.**

This section requires the FRA to conduct a comprehensive assessment of security vulnerabilities in freight rail focusing on preventing organized theft of freight rail cargo and to report these findings to Congress.

**Section 10411. 50-year rule revision.**

This section directs the Secretary to finalize the rulemaking described in the NPRM titled, “Repealing Special Approval Requirement for Freight Cars More than 50 Years Old” within 90 days of enactment.

**Section 10412. Self-contained propelled freight vehicle.**

This section allows the Secretary to issue a proposed rulemaking related to safety regulations for self-contained propelled freight vehicles no later than one year after the date of enactment of this Act or completion of the self-propelled rail vehicle Test Program in the Federal Railroad Administration Docket Number FRA 2023-00666.

**Section 10413. Railroad Safety Advisory Committee evaluation of National Academies of Sciences, Engineering, and Medicine findings.**

This provision directs the Secretary to task a working group of the Rail Safety Advisory Committee to develop recommendations for improving employee training and ensuring the safe operation of trains of varying lengths.

**Section 10414. Blocked Crossings.**

This section makes FRA's Blocked Crossing Portal permanent. The section further establishes a process for investigating reported blocked crossings, a process for public engagement with impacted communities, and allows for data from the portal to be considered for grant funding decisions. This section further requires the Secretary to make each railroad's point of contact for blocked crossings publicly available on its website.

**Section 10415. Civil Penalties.**

This section increases the maximum civil penalties for various railroad safety violations for the first time in over a decade, including those involving the transportation of hazardous materials and general safety standards. Specifically, it increases the standard maximum fines from \$25,000 to \$50,000 and raises the ceiling for aggravated or repeat violations from \$100,000 to \$200,000.

**Section 10416. Pressure relief devices.**

This section requires the FRA to submit a report to Congress, analyzing the causes and failure rates of rail tank car pressure relief devices and provide recommendations to prevent or reduce the incidence of such potential failures. The study must assess variables like fire temperature, device orientation, and material compatibility, while providing recommendations and consulting with industry stakeholders to improve the safety and survivability of these critical components.

**Section 10417. Federal Railroad Administration safety workforce.**

This section requires the FRA Office of Safety to maintain a minimum workforce of 713 employees whose primary duties are specifically related to the agency's safety mission.

**Section 10418. FRA safety inspector and specialist review.**

This section directs the Federal Railroad Administration, in consultation with the Office of Personnel Management, to conduct a comprehensive review of the pay grades and job descriptions for its safety inspection and specialist personnel. This section also requires a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate within 180 days that outlines necessary administrative or legislative reforms.

**Section 10419. Federal Railroad Administration safety culture.**

This section mandates that the DOT Inspector General conduct a formal review of the FRA's safety culture. Within one year of the review's completion, the Secretary must submit an action plan to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate outlining how the agency will implement the Inspector General's recommendations for improvement.

**Section 10420. Confidential close call reporting.**

This section establishes a Confidential Close Call Reporting System (C<sup>3</sup>RS) and requires the participation of all Class I freight railroads.

**Section 10421. Wayside employee protection.**

This section requires the Secretary to mandate, within one year, that all railroads provide task and environment appropriate equipment to railroad watchmen and roadway workers.

**Section 10422. Safety enforcement transparency.**

This section requires the Secretary to publish quarterly summaries of all railroad enforcement actions resulting from reportable incidents in a publicly searchable online database. Each summary must disclose the carrier, the violation type, and penalty details. It also provides an opportunity for railroads to respond to enforcement action reporting.

**Section 10423. Reports on highway-rail grade crossing safety and trespasser prevention.**

This section is identical to H.R. 5783, the *State Actions for Employing Transportation Risk Assessments and Crossing Knowledge Strategies Act of 2025* that was favorably reported by the Committee on December 18, 2025, by voice vote. This section 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.

**Section 10424. Locomotive engineer training.**

This section requires the Secretary update Federal regulations to require railroads to ensure certified locomotive engineers maintain the skills necessary for manual train operation for the types of operations they conduct.

**Section 10425. Assessment of track safety.**

This section directs the Comptroller General conduct a comprehensive review of "excepted track" safety standards within 180 days to determine if current regulations are sufficient to ensure such track is properly classified, the excepted track mileage by state, how much of that mileage has been in excepted status for five years or more, and the effects of applying Part 215 safety regulation to such tracks to supply chains and potential modal shifts. The assessment will

evaluate the economic and operational impacts of stricter regulations.

**Section 10426. Review of train dispatching technologies.**

This section requires the Secretary to evaluate the safety, reliability, and performance of centralized train dispatching systems within one year of enactment of the Act. The review must assess the costs, maintenance, and interoperability of these platforms with safety technologies, including Positive Train Control, while consulting with manufacturers and labor organizations to determine if further legislative oversight is necessary to ensure operational compliance.

**Section 10427. Incident investigation review.**

This section requires DOT's Inspector General conduct a study no later than one year after the date of enactment of this Act, to evaluate whether current laws and agency practices are sufficient to allow FRA accident investigators to complete their investigations.

**Section 10428. Review of risk reduction program plans.**

This section requires covered railroads to identify changes in operations that result in railroad safety hazards that increase the rates of railroad accidents, injuries, and fatalities and address them as part of its internal audit reviewed by the FRA. The railroad must describe their plan to mitigate these risks in its Risk Reduction Program Plan. The section further requires the FRA to conduct a safety trend analysis of incidents across the railroad system. It also requires railroads to submit intermediary updates if a significant operational change is implemented that was not addressed in the current Risk Reduction Program Plan, and describe the measures taken to reduce safety risks associated with the change.

**Section 10429. Railroad Safety Advisory Committee.**

This section codifies the Railroad Safety Advisory Committee (RSAC) into Federal law for the period of this Act's authorization

**Section 10430. Safety reporting extension.**

This section extends required safety reporting with respect to trains following accidents through December 31, 2032.

**Subtitle E – Project Delivery**

**Section 10501. Pre-award authority.**

This section codifies the ability of the 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.

**Section 10502. Categorical exclusions for projects in existing operational rights-of-way.**

This section directs the Secretary to approve additional “covered projects” as categorical exclusions under environmental regulations, provided they are located entirely within an existing railroad right-of-way.

**Section 10503. Additional categorical exclusions.**

This section requires the Secretary to survey existing transportation-related categorical exclusions and solicit recommendations from industry stakeholders to identify new actions that should be categorically excluded.

**Section 10504. State-railroad infrastructure project coordination and process standardization working group.**

This section 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.

**Section 10505. Rail project advance acquisition.**

This section allows the Secretary to reimburse grant recipients for property acquisition for rail projects prior to completing a NEPA review. This would bring rail projects into parity with highway construction projects.

**Section 10506. Direct loans and loan guarantees.**

This section expands eligibility of the Build America Bureau Direct Loan program to certain shipping entities for projects that facilitate and expand the direct movement of freight by rail and for use in transportation-oriented development projects. It also expands the Bureau’s lending capacity to \$50 billion from \$35 billion.

**Section 10507. Veteran to supply chain employee action plan.**

This section is identical to H.R. 3055, the *Transitioning Retiring and New Service Members to Port Ocean Rail and Truck Jobs (TRANSPORT) Act* that passed the House on September 8, 2025, under suspension of the rules, by voice vote. It requires DOT, in consultation with other Federal agencies, to assess and develop a plan to address barriers to jobs in transportation and supply chain occupations for separating and retiring service members.

**Section 10508. Lead agency for environmental review purposes.**

This section specifies that the first agency within DOT to take major action on a proposed project shall be the lead agency for NEPA compliance.

**Section 10509. Environmental review determination.**

This section seeks to expedite the project delivery process in establishing a 90-day time frame for the lead agency of a transportation project to render decisions on the scope of required NEPA activities.

**Section 10510. Expedited consultation process.**

This section streamlines the Section 106 historic preservation process by allowing state or tribal officers to authorize the simultaneous completion of multiple review steps when appropriate.

**Section 10511. Technical assistance.**

This section amends section 20108 of title 49, United States Code, by authorizing the Secretary to make funding available to non-profit institutions for the purposes of providing technical assistance, training, guidance, and education programs to local communities, metropolitan planning organizations and small entities, such as Short Line Railroads, eligible for competitive grants.

**Section 10512. Amendment to allow RRIF direct loans to be structured as an interest-only loan.**

This section authorizes the Secretary to offer interest-only RRIF loans with terms up to 10 years, to finance the construction of railroad infrastructure.

**Section 10513. Use of certain grant funds to pay RRIF credit risk premiums.**

This section allows grant recipients to use certain Federal grants to fund the credit risk premium applied to RRIF loans.

**Section 10514. Amendment to establish alternative credit assessment pathway for RRIF loan applicants.**

This section permits the Build American Bureau to utilize the credit risk assessments of certain qualified financial institutions as a supplement to the Bureau's underwriting of Railroad Rehabilitation and Improvement Financing loans.

**Section 10515. Railroad rehabilitation and improvement financing program authorization of appropriations.**

This provision extends the authorization of the RRIF program and increases the funding available for its administration.

## **Subtitle F – Hazardous Materials Transportation**

### **Section 10601. Authorization of appropriations.**

This section authorizes appropriations for the Transportation of Hazardous Materials and the Hazardous Materials Safety Training Grants.

### **Section 10602. Hazardous materials registration fees.**

The Pipeline and Hazardous Materials Safety Administration (PHMSA) collects required registration fees from hazardous materials shippers and carriers, which fund the Hazardous Materials Emergency Preparedness Fund. The Fund is then used to provide certain emergency preparedness grants and to provide monitoring and technical assistance to state, tribal, and local entities. This section amends section 5108 (g) of title 49, United States Code, with new distinctions between small businesses and non-profits for the requirements for the Secretary to establish and collect an annual fee.

### **Section 10603. Hazardous materials safety training grants.**

This section consolidates PHMSA's Hazardous Materials Safety Training grants, which support state and local governments, as well as emergency responders with the goal of improving emergency response and reducing risks in transportation of hazardous materials.

### **Section 10604. Incorporation of special permits into hazardous materials regulations.**

This section amends section 5117 of title 49, United States Code, by changing the initial period of a special permit from two to four years and reduces the time period for PHMSA to incorporate proven permits to its hazardous materials regulations from 10 years to eight years.

### **Section 10605. Harmonization of safety regulations.**

This section amends section 5120 of title 49, United States Code, by inserting a time in which an interim final rule must be updated or issued based on if the Secretary determines it is necessary to update or issuance a regulation due to a change in international standard or requirement. The section also gives the Secretary discretion in adopting international standards or requirements.

### **Section 10606. Regulation of foreign manufacturers of cylinders used in transporting hazardous materials.**

This section is identical to H.R. 1182, the *Compressed Gas Cylinder Safety and Oversight Improvements Act of 2025* that passed the House on June 9, 2025, under suspension of the rules, by voice vote. This section ensures that only DOT-specified compressed gas cylinders are shipped to the United States, that such compressed gas cylinders have appropriate markings and

establishes a process for PHMSA to recover the costs of inspecting foreign manufacturers of compressed gas cylinders.

#### **Section 10607. Safety placards.**

This section addresses a recommendation from the National Transportation Safety Board’s East Palestine, Ohio, Investigation (NTSB I-24-1) on the survivability of hazardous materials placards. It requires the Secretary to initiate a rulemaking for placards to withstand temperatures common in the uncontrolled burning of hazardous materials to ensure it remains legible in accidents.

#### **Section 10608. Study on limited commercial driver’s license hazardous materials endorsements.**

This section requires the Secretary to conduct a study and assessment investigating the feasibility of creating a material-specific commercial vehicle license test for hazardous material endorsement.

#### **Section 10609. Real-time train consist information rulemaking evaluation.**

This section requires the Secretary to conduct an evaluation of implementation of the Final Rule entitled, “Hazardous Materials: *FAST Act* Requirements for Real-Time Consist Information” issued on June 24, 2024, including an assessment of outreach efforts to First Responders and any gaps in availability of real-time consist information.

#### **Section 10610. Study on exception for intrastate transportation of diesel fuel in support of logging or timber operations.**

This section requires the Comptroller General to submit a report to Congress on whether creating an exception similar to the one for agriculture at part 173.5 of title 49, Code of Federal Regulations, should apply to the transportation of diesel fuel in support of logging or timber operations.

#### **Section 10611. Safer tank cars.**

This section revises the phase-out date for older series tank cars that carry certain flammable liquids to December 31, 2028, with the ability for the deadline to be moved to May 1, 2029, if based on a GAO assessment, the Secretary determines that insufficient tank car manufacturing or retrofitting capacity exists to meet this deadline

#### **Section 10612. Requirements for safe transport of lithium-ion batteries.**

This section requires the Secretary to revise provisions and issue regulations for the safe transport of lithium-ion batteries, including the ability to withstand forces, the state of charge, and guidance on damaged, defective or recalled lithium-ion batteries during transport. After the requirements are published, they are to be reviewed and updated as needed by the

Secretary every five years.

**Section 10613. Innovative thermal run-away suppression strategies.**

This section amends section 5118(c)(3) of title 49, United States Code, to create a new grant program to study the effectiveness of strategies to combat thermal runaway in lithium-ion cells or batteries in commercial transport. It also requires the Secretary to report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the strategies.



**AGENDA ITEM 8**  
**REPORT**

Southern California Association of Governments  
June 4, 2026

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**To:** CEHD - Community, Economic, and Human Development Committee  
RC - Regional Council

**From:** Lennox Chaiveera, Assistant Regional Planner LT (H),  
213-630-1457, chaiveera@scag.ca.gov

**Subject:** Transfer of Regional Housing Needs Assessment (RHNA) Units from County  
of Los Angeles to City of Whittier

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**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR CEHD AND RC:**

Receive and File

**STRATEGIC PRIORITIES:**

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

**EXECUTIVE SUMMARY:**

*The Local Agency Formation Commission (LAFCO) for the County of Los Angeles approved Annexation No. 2021-09 to the City of Whittier on November 13, 2024, within the 6<sup>th</sup> RHNA cycle. The annexation's primary purpose was to enable the City to assume jurisdiction over and preserve the Whittier Boulevard corridor from Interstate 605 to the Whittier city limits.*

*As part of the annexation action, a supplemental joint resolution transferred 750 housing units from Los Angeles County to the City of Whittier. Of these units, 247 were designated as "Very Low Income" and 503 were designated as "Above Moderate Income." Pursuant to Government Code Section 65584.07(d)(2)(A), the mutually accepted transfer agreement became effective immediately upon receipt by SCAG following the adoption by both the City of Whittier and Los Angeles County Board of Supervisors.*

*SCAG received notification of the annexation on February 2, 2026. SCAG will retroactively adjust the Final RHNA Allocation for both jurisdictions and transmit the updated allocations to the California Department of Housing and Community Development (HCD).*

**BACKGROUND:**

On February 2, 2026, the City of Whittier notified SCAG of its annexation of parcels from Los Angeles County following Caltrans' relinquishment of Whittier Boulevard. This action triggered the transfer of the associated RHNA allocations from the County to the City. Government Code Section

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65584.07(d)(2)(A) governs the process for mutually accepted transfer agreements, and it provides as follows:

*“(2) (A) Except as provided under subparagraph (B), within 90 days after the date of annexation, either the transfer, by income category, agreed upon by the city and county, or a written request for a transfer, shall be submitted to the council of governments, subregional entity, and to the department. A mutually acceptable transfer agreement shall be effective immediately upon receipt by the council of governments, the subregional entity, or the department. The council of governments, subregional entity, or the department for areas with no council of governments, shall make the transfer effective within 180 days after receipt of the written request. If the council of governments allocated the county’s share, the transfer shall be based on the methodology adopted pursuant to Section 65584.04. If the subregional entity allocated the subregion’s share, the transfer shall be based on the methodology adopted pursuant to Section 65584.03. If the department allocated the county’s share, the transfer shall be based on the considerations specified in Section 65584.06. The transfer shall neither reduce the total regional housing needs nor change the regional housing needs allocated to other cities by the council of governments, subregional entity, or the department for areas with no council of governments. A copy of the transfer finalized by the council of governments or subregional entity shall be submitted to the department. The council of governments, the subregional entity, or the department, as appropriate, may extend the 90-day deadline if it determines an extension is consistent with the objectives of this article.”*

Per the above statute, the transfer became effective immediately upon SCAG’s receipt of the completed transfer agreement on February 9, 2026. However, Government Code Section 65584.07(d)(1) requires that the transfer *“shall be accepted by the council of governments, subregional entity, or the department, whichever allocated the county’s share”*. Therefore, although SCAG does not need to formally approve the transfer, it must still accept it.

Under the agreement between the County and the City, the County’s RHNA allocation is reduced by two hundred and forty-seven (247) Very Low-Income units and five hundred and three (503) Above Moderate-Income units, with the City’s RHNA allocation increasing, in turn, by the same amounts.

SCAG staff reviewed the materials submitted by both jurisdictions and determined that the annexation and transfer meet the requirements of Government Code Section 65584.07(d). The revised 6<sup>th</sup> cycle RHNA allocation for both the County and City is as follows:

	<b>Very Low</b>	<b>Low</b>	<b>Moderate</b>	<b>Above Moderate</b>	<b>Total</b>
County of Los Angeles	25,648	13,691	14,180	36,533	90,052
	-247			-503	

Revised 6 <sup>th</sup> cycle RHNA	25,401	13,691	14,180	36,030	89,302
City of Whittier RHNA	1,025	537	556	1,321	3,439
	+247			+503	
Revised 6 <sup>th</sup> cycle RHNA	1,272	537	556	1,824	4,189

After the Regional Council receive and file, SCAG will revise the 6th cycle Final RHNA Allocation and submit a copy to HCD.

**FISCAL IMPACT:**

None.

**ATTACHMENT(S):**

1. Certificate of Completion Annexation No. 2021-09 to the City of Whittier
2. City of Whittier Resolution No. 2021-67
3. Various Entities – Joint Resolution No. 2024-50
4. SCAG and City of Whittier email correspondence

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coc 2021-09

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WHEN RECORDED MAIL TO**

**NAME:** THE LOCAL AGENCY FORMATION COMMISSION

**MAILING**

**ADDRESS:** 80 S. LAKE AVE. SUITE 870

**CITY,STATE,**

**ZIP CODE:** PASADENA, CA 91101

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**TITLE**

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# Certificate of Completion

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LOCAL AGENCY FORMATION COMMISSION  
FOR THE COUNTY OF LOS ANGELES

CERTIFICATE OF COMPLETION

Boundary Change of City

I, Paul A. Novak, Executive Officer of the Local Agency Formation Commission for the County of Los Angeles, do hereby certify that I have examined the attached documents with respect to the inhabited proposal designated as:

**ANNEXATION NO. 2021-09 TO THE CITY OF WHITTIER**

and have found said documents to be in compliance with the resolution of approval adopted by the Local Agency Formation Commission for the County of Los Angeles on **October 9, 2024**.

All of the information required by the State law is contained in the attached documents and by this reference incorporated herein.

The affected territory will be taxed for any existing general indebtedness, if any, of the City.

The effective date of this boundary change of city is the date of recordation of the Certificate of Completion with the Los Angeles County Registrar-Recorder County Clerk.

IN WITNESS WHEREOF, I execute this Certificate  
this 13<sup>th</sup> day of **November 2024**.



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Paul A. Novak, AICP, Executive Officer  
Local Agency Formation Commission for the  
County of Los Angeles

**80 South Lake Avenue, Suite 870, Pasadena, California 91101 (626) 204-6500**

**RESOLUTION NO. 2024-01PR  
RESOLUTION OF THE LOCAL AGENCY FORMATION  
COMMISSION FOR THE COUNTY OF LOS ANGELES  
MAKING DETERMINATIONS ORDERING  
"ANNEXATION NO. 2021-09 TO THE CITY OF WHITTIER"**

WHEREAS, the City of Whittier (City) adopted a resolution of application to initiate proceedings, which was submitted to the Local Agency Formation Commission for the County of Los Angeles (Commission), pursuant to, Division 3, Title 5, of the California Government Code (commencing with § 56000, the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000), for annexation of territory herein described to the City of Whittier; detachment of said territory from County Road District No. 1, County Road District No. 4, and County Lighting District Landscaping and Lighting Act-1, Unincorporated Zone; and withdrawal of said territory from Los Angeles County Library District and County Lighting and Maintenance District 1687, all within the County of Los Angeles (County); and

WHEREAS, the proposed annexation consists of approximately 89.68± acres of inhabited territory and is assigned the following distinctive short-form designation: "Annexation No. 2021-09 to the City of Whittier"; and

WHEREAS, a description of the boundaries and map of the proposal are set forth in Exhibits "A" and "B", attached hereto and by this reference incorporated herein; and

WHEREAS, the principal reason for the proposed annexation is for the City to obtain and preserve the Whittier Boulevard corridor from Interstate 605 to the City of Whittier; and

WHEREAS, on October 9, 2024, the Commission approved Annexation No. 2021-09 to the City of Whittier; and

WHEREAS, pursuant to Government Code § 57002, the Commission set the protest hearing for November 13, 2024 at 9:00 a.m., at the Los Angeles County Board of Supervisors Hearing Room, Kenneth Hahn Hall of Administration Room 381-B, located at 500 West Temple Street, Los Angeles, California, 90012; and

WHEREAS, the Executive Officer has given notice of the protest hearing pursuant to Government Code §§ 56150-56160, 56660-56661, 57025, and 57026, wherein the protest hearing notice was published in a newspaper of general circulation in the County of Los Angeles on September 10, 2024, which is at least 21 days prior to the protest hearing, and said hearing notice was also mailed to all required recipients by first-class mail on or before the date of newspaper publication; and

WHEREAS, at the time and place fixed in the notice, the hearing was held, and any and all oral or written protests, objections, and evidence were received and considered; and

WHEREAS, the Commission, acting as the conducting authority, has the ministerial duty of tabulating the value of protests filed and not withdrawn and either terminating these proceedings if a majority protest exists or ordering the annexation directly or subject to confirmation by the registered voters.

NOW, THEREFORE, BE IT RESOLVED as follows:

1. The Commission finds that this action is within the scope of its California Environmental Quality Act findings made at the Commission hearing on October 9, 2024.
2. The Commission finds that the number of property owners is 272, and the number of registered voters is 772, and the total assessed value of land within the affected territory is \$64,427,809.

- a) The Commission finds that the number of property owners who filed written protests in opposition to Annexation No. 2021-09 to the City of Whittier and not withdrawn is 6, which, even if valid, represents less than 25 percent of the number of owners of land who own at least 25 percent of the assessed value of land within the affected territory; and
  - b) The Commission finds that the number of registered voters who filed written protests in opposition to Annexation No. 2021-09 to the City of Whittier and not withdrawn is 4, which, even if valid, represents less than 25 percent of the number of registered voters residing within boundaries of the affected territory.
3. A description of the boundaries and map of the proposal, as approved by this Commission, are set forth in Exhibits "A" and "B", attached hereto and by this reference incorporated herein.
  4. The affected territory consists of 89.68± acres, is inhabited, and is assigned the following short form designation: "Annexation No. 2021-09 to the City of Whittier".
  5. Annexation No. 2021-09 to the City of Whittier is hereby approved, subject to the following terms and conditions:
    - a. The City agrees to defend, hold harmless and indemnify LAFCO and/or its agents, officers and employees from any claim, action or proceeding against LAFCO and/or its agents, officers and employees to attack, set aside, void or annul the approval of LAFCO concerning this proposal or any action relating to or arising out of such approval.
    - b. The effective date of the annexation shall be the date of recordation of the

Certificate of Completion with the Los Angeles County Registrar-Recorder/County Clerk.

- c. Recordation of the Certificate of Completion shall not occur prior to the conclusion of the 30-day reconsideration period provided under Government Code § 56895.
- d. All fees due to LAFCO, the County of Los Angeles (including, but not limited to, fees owed to the County Assessor and/or the Registrar-Recorder/County Clerk), and the State of California Board of Equalization; shall be paid by the Applicant, in full, prior to LAFCO's filing the Certificate of Completion. Failure to pay any and all fees due to LAFCO, the County of Los Angeles, and the State Board of Equalization, within one year of the Commission approval of this change of organization/reorganization, will result in the change of organization/reorganization being terminated pursuant to Government Code §57001 unless, prior to expiration of that year, the Commission authorizes an extension of time for that completion.
- e. The territory so annexed shall be subject to the payment of such service charges, assessments or taxes as may be legally imposed by the City.
- f. The regular County assessment roll shall be utilized by the City.
- g. The affected territory will be taxed for any existing general indebtedness, if any, of the City.
- h. Annexation of the affected territory described in Exhibits "A" and "B" to the City.
- i. The map and geographic description of the affected territory shall comply with

all requirements of LAFCO, the Los Angeles County Registrar-Recorder/County Clerk, and the State of California Board of Equalization. If LAFCO, the Los Angeles County Registrar-Recorder/County Clerk, and/or the State of California Board of Equalization require changes, the map and geographic description shall be revised and all associated costs shall be the responsibility of the applicant.

- j. Detachment of the affected territory from County Road District No. 1, County Road District No. 4, County Lighting District Landscaping and Lighting Act-1, Unincorporated Zone.
- k. Withdrawal of affected territory from Los Angeles County Library District and County Lighting and Maintenance District 1687.
- l. Upon the effective date of the annexation, all right, title, and interest of the County, including but not limited to, the underlying fee title or easement where owned by the County, in any and all sidewalks, trails, landscaped areas, street lights, property acquired and held for future road purposes, open space, signals, storm drains, storm drain catch basins, local sanitary sewer lines, sewer pump stations and force mains, water quality treatment basins and/or structures, and water quality treatment systems serving roadways and bridges shall vest in the City.
- m. Upon the effective date of the annexation, the City shall be the owner of, and responsible for, the operation, maintenance, and repair of all of the following property owned by the County: public roads, adjacent slopes appurtenant to the roads, street lights, traffic signals, mitigation sites that have not been accepted

by regulatory agencies but exist or are located in public right-of-way and were constructed or installed as part of a road construction project within the annexed area, storm drains and storm drain catch basins within street right-of-way and appurtenant slopes, medians and adjacent property.

- n. Upon the effective date of the annexation, the City shall do the following: (1) assume ownership and maintenance responsibilities for all drainage devices, storm drains and culverts, storm drain catch basins, appurtenant facilities (except regional Los Angeles County Flood Control District (LACFCD) facilities for which LACFCD has a recorded fee or easement interest and which have been accepted into the LACFCD system), site drainage, and all master plan storm drain facilities that are within the annexation area and are currently owned, operated and maintained by the County ; (2) accept and adopt the County of Los Angeles Master Plan of Drainage (MPD), if any, which is in effect for the annexation area. Los Angeles County Department of Public Works Department (LACDPW) should be contacted to provide any MPD which may be in effect for the annexation area. Deviations from the MPD shall be submitted to the Chief Engineer of LACFCD/Director of LACDPW for review to ensure that such deviations will not result in diversions between watersheds and/or will not result in adverse impacts to LACFCD's flood control facilities; (3) administer flood zoning and Federal Emergency Management Agency floodplain regulations within the annexation area; (4) coordinate development within the annexation area that is adjacent to any existing flood control facilities for which LACFCD has

a recorded easement or fee interest, by submitting maps and proposals to the Chief Engineer of LACFCD/Director of LACDPW, for review and comment.

- o. Except to the extent in conflict with "a" through "n", above, the general terms and conditions contained in Chapter 2 of Part 5, Division 3, Title 5 of the California Government Code (commencing with Government Code § 57325) shall apply to this annexation.
6. The Commission hereby orders the inhabited territory described in Exhibits "A" and "B" annexed to the City of Whittier.
7. The Executive Officer is hereby authorized and directed to mail copies of this resolution as provided in Government Code § 56882.
8. The Executive Officer is directed to transmit a copy of this resolution to the City, upon the City's payment of the applicable fees required by Government Code § 54902.5 and prepare, execute and file a certificate of completion with the appropriate public agencies, pursuant to Government Code § 57200, *et seq.*
9. Pursuant to Government Code § 56883, the Executive Officer may make non-substantive corrections to this resolution to address any technical defect, error, irregularity, or omission.

PASSED AND ADOPTED this 13<sup>th</sup> day of November 2024.

MOTION: Lewis                      SECOND: McCallum Bell                      APPROVED: 7-0-0  
AYES: Bell (Alt. for VACANT), Horvath, Lewis,  
McCallum, Mirisch (virtual format), Reyes English, Dear  
NOES: None.  
ABSTAIN: None.  
ABSENT: Barger, Lee, Finlay

**LOCAL AGENCY FORMATION COMMISSION  
FOR THE COUNTY OF LOS ANGELES**



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**Paul A. Novak, AICP  
Executive Officer**

**RESOLUTION NO. 2024-42RMD  
RESOLUTION OF THE LOCAL AGENCY FORMATION  
COMMISSION FOR THE COUNTY OF LOS ANGELES  
MAKING DETERMINATIONS APPROVING  
"ANNEXATION NO. 2021-09 TO THE CITY OF WHITTIER"**

WHEREAS, the City of Whittier (City) adopted a resolution of application to initiate proceedings, which was submitted to the Local Agency Formation Commission for the County of Los Angeles (Commission), pursuant to, Division 3, Title 5, of the California Government Code (commencing with § 56000, the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000), for annexation of territory herein described to the City of Whittier; detachment of said territory from County Road District No. 1, County Road District No. 4, and County Lighting District Landscaping and Lighting Act-1, Unincorporated Zone; and withdrawal of said territory from Los Angeles County Library District and County Lighting and Maintenance District 1687, all within the County of Los Angeles (County); and

WHEREAS, the proposed annexation consists of approximately 89.68± acres of inhabited territory and is assigned the following distinctive short-form designation: " Annexation No. 2021-09 to the City of Whittier"; and

WHEREAS, a description of the boundaries and map of the proposal are set forth in Exhibits "A" and "B", attached hereto and by this reference incorporated herein; and

WHEREAS, the principal reason for the proposed annexation is for the City to obtain and preserve the Whittier Boulevard corridor from Interstate 605 to the City of Whittier; and

WHEREAS, the Executive Officer has reviewed the proposal and submitted to the Commission a written report, including his recommendations therein; and

WHEREAS, the Executive Officer has given notice of the public hearing pursuant to Government Code §§ 56150-56160, 57025, and 57026, wherein the public hearing notice was published in a newspaper of general circulation in the County of Los Angeles on September 10, 2024, which is at least 21 days prior to the public hearing, and said hearing notice was also mailed to all required recipients by first-class mail on or before the date of newspaper publication; and

WHEREAS, on October 9, 2024, after being duly and properly noticed, this proposal came on for hearing, at which time this Commission heard and received all oral and written testimony, objections, and evidence which were made, presented or filed, and all persons present were given an opportunity to hear and be heard with respect to this proposal and the report of the Executive Officer; and

WHEREAS, pursuant to Government Code § 57002, the Commission set the protest hearing for November 13, 2024 at 9:00 a.m., at the Los Angeles County Board of Supervisors Hearing Room, Kenneth Hahn Hall of Administration Room 381-B, located at 500 West Temple Street, Los Angeles, California, 90012.

NOW, THEREFORE, BE IT RESOLVED as follows:

1. The Commission, with respect to Annexation No. 2021-09 to the City of Whittier, finds that the annexation is categorically exempt from the provisions of CEQA pursuant to State CEQA Guidelines § 15319(a), because it consists of areas containing existing structures developed to the density allowed by the current zoning and the extension of service to the existing facilities would have the capacity to only serve the existing facilities. In addition, there are no cumulative impacts, unusual circumstances, nor other exceptions

that would make the exemption inapplicable based on the proposal records. The proposal is also categorically exempt from CEQA pursuant to State CEQA Guidelines § 15061(b)(3) because the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA

2. A description of the boundaries and map of the proposal, as approved by this Commission, are set forth in Exhibits "A" and "B", attached hereto and by this reference incorporated herein.
3. The affected territory consists of 89.68± acres, is inhabited, and is assigned the following short form designation: " Annexation No. 2021-09 to the City of Whittier ".
4. Annexation No. 2021-09 to the City of Whittier is hereby approved, subject to the following terms and conditions:
  - a. The City agrees to defend, hold harmless and indemnify LAFCO and/or its agents, officers and employees from any claim, action or proceeding against LAFCO and/or its agents, officers and employees to attack, set aside, void or annul the approval of LAFCO concerning this proposal or any action relating to or arising out of such approval.
  - b. The effective date of the annexation shall be the date of recordation of the Certificate of Completion with the Los Angeles County Registrar-Recorder/County Clerk.
  - c. Recordation of the Certificate of Completion shall not occur prior to the

conclusion of the 30-day reconsideration period proved under Government Code § 56895.

- d. All fees due to LAFCO, the County of Los Angeles (including, but not limited to, fees owed to the County Assessor and/or the Registrar-Recorder/County Clerk), and the State of California Board of Equalization; shall be paid by the Applicant, in full, prior to LAFCO's filing the Certificate of Completion. Failure to pay any and all fees due to LAFCO, the County of Los Angeles, and the State Board of Equalization, within one year of the Commission approval of this change of organization/reorganization, will result in the change of organization/reorganization being terminated pursuant to Government Code §57001 unless, prior to expiration of that year, the Commission authorizes an extension of time for that completion.
- e. The territory so annexed shall be subject to the payment of such service charges, assessments or taxes as may be legally imposed by the City.
- f. The regular County assessment roll shall be utilized by the City.
- g. The affected territory will be taxed for any existing general indebtedness, if any, of the City.
- h. Annexation of the affected territory described in Exhibits "A" and "B" to the City.
- i. The map and geographic description of the affected territory shall comply with all requirements of LAFCO, the Los Angeles County Registrar-Recorder/County Clerk, and the State of California Board of Equalization. If LAFCO, the Los Angeles County Registrar-Recorder/County Clerk, and/or the State of California

Board of Equalization require changes, the map and geographic description shall be revised and all associated costs shall be the responsibility of the applicant.

- j. Detachment of the affected territory from County Road District No. 1, County Road District No. 4, County Lighting District Landscaping and Lighting Act-1, Unincorporated Zone.
- k. Withdrawal of affected territory from Los Angeles County Library District and County Lighting and Maintenance District 1687.
- l. Upon the effective date of the annexation, all right, title, and interest of the County, including but not limited to, the underlying fee title or easement where owned by the County, in any and all sidewalks, trails, landscaped areas, street lights, property acquired and held for future road purposes, open space, signals, storm drains, storm drain catch basins, local sanitary sewer lines, sewer pump stations and force mains, water quality treatment basins and/or structures, and water quality treatment systems serving roadways and bridges shall vest in the City.
- m. Upon the effective date of the annexation, the City shall be the owner of, and responsible for, the operation, maintenance, and repair of all of the following property owned by the County: public roads, adjacent slopes appurtenant to the roads, street lights, traffic signals, mitigation sites that have not been accepted by regulatory agencies but exist or are located in public right-of-way and were constructed or installed as part of a road construction project within the annexed area, storm drains and storm drain catch basins within street right-of-

way and appurtenant slopes, medians and adjacent property.

- n. Upon the effective date of the annexation, the City shall do the following: (1) assume ownership and maintenance responsibilities for all drainage devices, storm drains and culverts, storm drain catch basins, appurtenant facilities (except regional Los Angeles County Flood Control District (LACFCD) facilities for which LACFCD has a recorded fee or easement interest and which have been accepted into the LACFCD system), site drainage, and all master plan storm drain facilities that are within the annexation area and are currently owned, operated and maintained by the County ; (2) accept and adopt the County of Los Angeles Master Plan of Drainage (MPD), if any, which is in effect for the annexation area. Los Angeles County Department of Public Works Department (LACDPW) should be contacted to provide any MPD which may be in effect for the annexation area. Deviations from the MPD shall be submitted to the Chief Engineer of LACFCD/Director of LACDPW for review to ensure that such deviations will not result in diversions between watersheds and/or will not result in adverse impacts to LACFCD's flood control facilities; (3) administer flood zoning and Federal Emergency Management Agency floodplain regulations within the annexation area; (4) coordinate development within the annexation area that is adjacent to any existing flood control facilities for which LACFCD has a recorded easement or fee interest, by submitting maps and proposals to the Chief Engineer of LACFCD/Director of LACDPW, for review and comment.
- o. Except to the extent in conflict with "a" through "n", above, the general terms

and conditions contained in Chapter 2 of Part 5, Division 3, Title 5 of the California Government Code (commencing with Government Code § 57325) shall apply to this annexation.

5. Pursuant to Government Code § 57002, the Commission hereby sets the protest hearing for November 13, 2024 at 9:00 a.m. and directs the Executive Officer to give notice thereof pursuant to Government Code §§ 57025 and 57026.
6. The Executive Officer is hereby authorized and directed to mail copies of this resolution as provided in Government Code § 56882.
7. Pursuant to Government Code § 56883, the Executive Officer may make non-substantive corrections to this resolution to address any technical defect, error, irregularity, or omission.

PASSED AND ADOPTED this 09<sup>th</sup> day of October 2024.

MOTION:	McCallum	SECOND: Bell	APPROVED: 7-0-0
AYES:	Bell (Alt. for VACANT), Finlay (virtual format), Horvath, Lewis, McCallum, Mirisch, Dear		
NOES:	None.		
ABSTAIN:	None.		
ABSENT:	Barger, Lee		

**LOCAL AGENCY FORMATION COMMISSION  
FOR THE COUNTY OF LOS ANGELES**



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**Paul A. Novak, AICP  
Executive Officer**

**JOINT RESOLUTION OF THE BOARD OF SUPERVISORS, AS THE GOVERNING  
BODY OF THE COUNTY OF LOS ANGELES, THE CONSOLIDATED FIRE  
PROTECTION DISTRICT OF LOS ANGELES COUNTY, AND THE LOS ANGELES  
COUNTY FLOOD CONTROL DISTRICT,**

**AND**

**THE CITY COUNCIL OF THE CITY OF WHITTIER, THE BOARD OF DIRECTORS OF  
THE GREATER LOS ANGELES COUNTY VECTOR CONTROL DISTRICT, THE  
COUNTY SANITATION DISTRICT NO. 18 OF LOS ANGELES COUNTY, AND THE  
WATER REPLENISHMENT DISTRICT OF SOUTHERN CALIFORNIA, APPROVING  
AND ACCEPTING THE NEGOTIATED EXCHANGE OF PROPERTY TAX REVENUE  
RESULTING FROM THE ANNEXATION OF TERRITORY KNOWN AS ANNEXATION  
2021-09 TO THE CITY OF WHITTIER, DETACHMENT FROM COUNTY ROAD  
DISTRICT NO. 1, COUNTY ROAD DISTRICT NO. 4, AND WITHDRAWAL FROM THE  
LOS ANGELES COUNTY LIBRARY PURSUANT TO ANNEXATION 2021-09**

**WHEREAS**, the City of Whittier (City) initiated proceedings with the Local Agency Formation Commission for Los Angeles County (LAFCO) for the annexation of territory identified as Annexation 2021-09 to the City; and

**WHEREAS**, pursuant to Section 99 of the California Revenue and Taxation Code, for specified jurisdictional changes, the governing bodies of affected agencies shall negotiate and determine the amount of property tax revenue to be exchanged between the affected agencies; and

**WHEREAS**, the territory proposed for annexation in Annexation 2021-09 consists of approximately 58± acres of inhabited unincorporated territory generally located in Los Angeles County (County) adjacent to the City (annexation area); and

**WHEREAS**, the annexation area is located within the boundaries of County Lighting Maintenance District 1687 and County Lighting District Landscaping and Lighting Act-1, Unincorporated Zone and, upon annexation of the annexation area to the City, the territory shall be withdrawn from County Lighting and Maintenance District 1687 and detached from County Lighting District Landscaping and Lighting Act-1, Unincorporated Zone, respectively, and the County administered streetlights located therein shall be transferred to the City and the City shall assume responsibility for the administration, operation, and maintenance effective the date of the jurisdictional change; and

**WHEREAS**, the annexation area includes sewers, sewer infrastructure and related easements (Sewer Facilities) which are currently owned by the County. The County intends, and the City agrees, that the City will assume ownership and maintenance responsibilities of the Sewer Facilities upon completion of Annexation 2021-09, and the City may obtain an inventory of facilities, records, and sewer infrastructure plans from Public Works' Sewer Maintenance Division and Public Works' Survey Public Counter upon annexation; and

**WHEREAS**, the County and the City consent and agree to the transfer of the park known as McNees Park, located within boundaries of the annexation area, from the County to the City upon completion of Annexation 2021-09; and

**WHEREAS**, the Los Angeles County Flood Control District (LACFCD) owns existing levees and storm drainage facilities in the annexation area (Existing LACFCD Facilities); and

**WHEREAS**, portions of the annexation area are located in an area designated by the Federal Emergency Management Agency (FEMA) as an area of moderate flood hazard; and

**WHEREAS**, stormwater and other surface water runoff from the annexation area is regulated by ORDER NO. R4-2021-0105, NPDES PERMIT NO. CAS004004, WASTE DISCHARGE REQUIREMENTS AND NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FOR MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) DISCHARGES WITHIN THE COASTAL WATERSHEDS OF LOS ANGELES AND VENTURA COUNTIES ("MS4 Permit") or successor permits issued by the Los Angeles Regional Water Quality Control Board; and

**WHEREAS**, the Board of Supervisors of the County of Los Angeles, as governing body of the County, the Consolidated Fire Protection District of Los Angeles County, the Los Angeles County Flood Control District, and on behalf of Road District No. 1, Road District No. 4, and the Los Angeles County Library; the City Council of the City of Whittier; and the governing bodies of the Greater Los Angeles County Vector Control District, the County Sanitation District No. 18 of Los Angeles County, and the Water Replenishment District of Southern California, (collectively the affected taxing agencies) have determined the amount of property tax revenue to be exchanged between their respective agencies as a result of the annexation of the unincorporated territory identified as Annexation 2021-09, detachment from County Road District No. 1, County Road District No. 4, and withdrawal from the Los Angeles County Library, is as set forth below.

**NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:**

1. The negotiated exchange of property tax revenue between the affected taxing agencies, including the County and the City, resulting from Annexation 2021-09 is approved and accepted.

2. For the fiscal year commencing in the year after the filing of the statement of boundary change for Annexation 2021-09 with the Board of Equalization pursuant to Government Code sections 54902 and 57204, and every fiscal year thereafter, property tax revenue received by the County Road District No. 1, attributable to Annexation 2021-09, shall be transferred to the County, and the County Road District No. 1 share in the annexation area shall be reduced to zero.

3. For the fiscal year commencing in the year after the filing of the statement of boundary change for Annexation 2021-09 with the Board of Equalization pursuant to Government Code sections 54902 and 57204, and every fiscal year thereafter, property tax revenue received by the County Road District No. 4, attributable to Annexation 2021-09, shall be transferred to the County of Los Angeles, and the County Road District No. 4 share in the annexation area shall be reduced to zero.

4. For the fiscal year commencing in the year after the filing of the statement of boundary change for Annexation 2021-09 with the Board of Equalization pursuant to Government Code sections 54902 and 57204, and every fiscal year thereafter, property tax revenue received by the Los Angeles County Library, attributable to Annexation 2021-09, shall be transferred to the County, and the Los Angeles County Library share in the annexation area shall be reduced to zero.

5. For the fiscal year commencing in the year after the filing of the statement of boundary change for Annexation 2021-09 with the Board of Equalization pursuant to Government Code sections 54902 and 57204, and every fiscal year thereafter, Seventy-Eight Thousand, Seven Hundred, and Eighty-Six Dollars (\$78,786) in base property tax revenue shall be transferred from the County to the City.

6. For the fiscal year commencing after the filing of the statement of boundary change for Annexation 2021-09 with the Board of Equalization pursuant to Government Code sections 54902 and 57204, and every fiscal year thereafter, the following ratios of annual property tax increment attributable to each respective Tax Rate Area in the Annexation 2021-09 territory shall be transferred from the County to the City as shown below and the County's share shall be reduced accordingly:

<b>Tax Rate Area</b>	<b>Annual Tax Increment Ratio Transfer to the City</b>	<b>Tax Rate Area</b>	<b>Annual Tax Increment Ratio Transfer to the City</b>	<b>Tax Rate Area</b>	<b>Annual Tax Increment Ratio Transfer to the City</b>
9661	0.076216045	9681	0.076213317	12022	0.076479142
9669	0.076479142	9690	0.076884816	12060	0.076129878
9675	0.076120042	12010	0.076213317	13563	0.076213027
9677	0.076129878	12014	0.076213028	13592	0.076213323
9678	0.076213028	12015	0.076443862	16647	0.076213027

7. The City acknowledges that from and after the effective date of Annexation 2021-09, it will be responsible for the enforcement of flood plain management regulations within the annexation area and shall assume responsibility for administering compliance with the National Flood Insurance Program in connection with the annexation area.

8. From and after the effective date of Reorganization No. 2021-09, the City Council of the City and the Board of Supervisors of the County do hereby authorize and

approve the transfer of the ownership and the transfer of responsibility for maintenance of the Sewer Facilities from the County to the City.

9. The County and the City consent to the transfer of the park known as McNees Park (Park Property) to the City: The transfer of the Park Property is subject to the following conditions:

9.1 The finding of the Board of Supervisors that the Park Property proposed to be conveyed to the City for use by the City as a public park is exempt surplus land, pursuant to Government Code section 54221(f)(1)(D) and, therefore, not subject to the requirements for the disposition of surplus land, pursuant to the California Surplus Land Act.

9.2 The unanimous vote of the Board of Supervisors finding that the Park Property is local in character, pursuant to California Government Code section 25550.5.

9.3 The execution of a gratis Park Transfer Agreement between the County and City.

9.4 And, the City's acceptance of the Property subject to the County's standard conditions that the Park Property is to be used for open space, public recreation, or park purposes only. And that access, events, and programming at the Park Property shall be equally open and available to all residents of the County, including residents of incorporated and unincorporated territory, without discrimination, preference, or differential fees.

10. From and after the effective date of Annexation 2021-09, the ownership and responsibility for maintenance of all Existing LACFCD Facilities shall remain with the LACFCD.

11. The City acknowledges that the Existing LACFCD Facilities are critical to the flood protection of the annexation area, supports the LACFCD's efforts to maintain and enhance the Existing LACFCD Facilities as the LACFCD deems appropriate, and will use its best efforts to facilitate projects implemented by the LACFCD to maintain or enhance the Existing LACFCD Facilities.

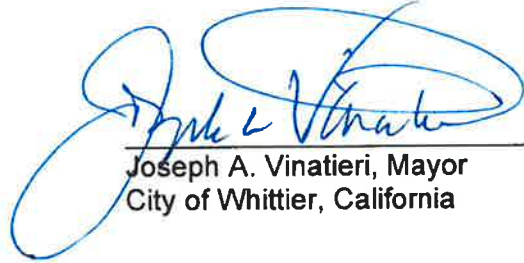
12. The City acknowledges that from and after the effective date of Annexation 2021-09, the City will be responsible for the enforcement of flood plain management regulations within the annexation area and shall assume responsibility for administering compliance with the National Flood Insurance Program in connection with the annexation area.

13. From and after the effective date of Annexation 2021-09, the City shall assume ownership of and responsibility for all trash excluder devices (i.e., any device which partially blocks the opening or outlet of a catch basin to prevent trash from entering the storm drain system, including Connector Pipe Screen devices, installed at the opening of or inside any catch basin owned by the LACFCD) located in the



PASSED, APPROVED AND ADOPTED this 25<sup>th</sup> day of June, 2024 by the following vote:

AYES: 4                      ABSENT: 1  
NOES: 0                      ABSTAIN: 0



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Joseph A. Vinatieri, Mayor  
City of Whittier, California

ATTEST:



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for Rigoberto Garcia Jr., City Clerk  
City of Whittier

I CERTIFY THAT THE FOREGOING RESOLUTION NO. 2024-38 was passed and adopted by the City Council of the City of Whittier at the regular meeting held on the 25<sup>th</sup> day of June 2024, by the following vote:

AYES: 4                      Council Members: Vinatieri, Martinez, Dutra, Pacheco  
NOES: 0  
ABSTAIN: 0  
ABSENT: 1                      Council Member: Warner



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for RIGOBERTO GARCIA JR., City Clerk  
(seal)

/ /  
(Signed in Counterpart)







**SUPPLEMENTAL JOINT RESOLUTION OF THE BOARD OF SUPERVISORS,  
AS THE GOVERNING BODY OF THE COUNTY OF LOS ANGELES, AND  
THE CITY COUNCIL OF THE CITY OF WHITTIER,  
RELATED TO ANNEXATION 2021-09**

**WHEREAS**, the City of Whittier (City) initiated proceedings with the Local Agency Formation Commission for Los Angeles County (LAFCO) for the annexation of territory identified as Annexation 2021-09 to the City; and

**WHEREAS**, pursuant to Section 99 of the California Revenue and Taxation Code, for specified jurisdictional changes, the governing bodies of affected agencies shall negotiate and determine the amount of property tax revenue to be exchanged between the affected agencies; and

**WHEREAS**, the territory proposed for annexation in Annexation 2021-09 consists of approximately 58± acres of inhabited unincorporated territory generally located in Los Angeles County (County) adjacent to the City (annexation area); and


**WHEREAS**, this resolution is intended to supplement a joint resolution entitled "JOINT RESOLUTION OF THE BOARD OF SUPERVISORS, AS THE GOVERNING BODY OF THE COUNTY OF LOS ANGELES, THE CONSOLIDATED FIRE PROTECTION DISTRICT OF LOS ANGELES COUNTY, AND THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, AND THE CITY COUNCIL OF THE CITY OF WHITTIER, THE BOARD OF DIRECTORS OF THE GREATER LOS ANGELES COUNTY VECTOR CONTROL DISTRICT, THE COUNTY SANITATION DISTRICT NO. 18 OF LOS ANGELES COUNTY, AND THE WATER REPLENISHMENT DISTRICT OF SOUTHERN CALIFORNIA, APPROVING AND ACCEPTING THE NEGOTIATED EXCHANGE OF PROPERTY TAX REVENUE RESULTING FROM THE ANNEXATION OF TERRITORY KNOWN AS ANNEXATION 2021-09 TO THE CITY OF WHITTIER, DETACHMENT FROM COUNTY ROAD DISTRICT NO. 1, COUNTY ROAD DISTRICT NO. 4, AND WITHDRAWAL FROM THE LOS ANGELES COUNTY LIBRARY PURSUANT TO ANNEXATION 2021-09" (Joint Resolution) that addresses the exchange of property taxes and other matters between the taxing entities affected by Annexation 2021-09;

**WHEREAS**, the Board of Supervisors of the County of Los Angeles, as governing body of the County, and the City Council of the City of Whittier ("City"), seek to supplement the Joint Resolution to memorialize the agreed-upon transfer to the City of the County's Regional Housing Needs Assessment allocation for the area proposed to be annexed to the City pursuant to as Annexation 2021-09, as set forth below.

**NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:**

1. Responsibility for 750 housing units of the County's Regional Housing Needs Assessment ("RHNA") allocation for the annexation area shall be transferred from the County to the City, of which 247 are to be categorized as "Very Low Income" and 503 are to be "Above Moderate Income."

PASSED, APPROVED AND ADOPTED this 13th day of August, 2024 by:

  
\_\_\_\_\_  
Mayor, Joseph A. Vinatieri  
City of Whittier, California

ATTEST:

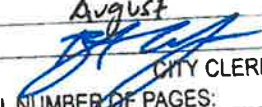
  
\_\_\_\_\_  
City Clerk, Rigoberto Garcia Jr.  
City of Whittier

I CERTIFY THAT THE FOREGOING RESOLUTION NO. 2024-50 was passed and adopted by the City Council of the City of Whittier at the regular meeting held on the 13th day of August 2024, by the following vote:

AYES: 5 Council Members: Vinatieri, Warner, Martinez, Dutra, Pacheco  
NOES: 0  
ABSTAIN: 0  
ABSENT: 0

  
\_\_\_\_\_  
RIGOBERTO GARCIA JR., City Clerk  
(seal)

/  
/  
/  
/  
/

I HEREBY CERTIFY THIS TO BE A TRUE AND CORRECT COPY OF THE ORIGINAL DOCUMENT ON FILE WITH THE CITY OF WHITTIER. WITNESS MY HAND AND THE OFFICIAL SEAL OF THE CITY OF WHITTIER THIS 15<sup>th</sup> DAY OF August, 2024  
  
\_\_\_\_\_  
CITY CLERK  
TOTAL NUMBER OF PAGES: 4

(Signed in Counterpart)



## MCNEES PARK TRANSFER AGREEMENT

This Transfer Agreement ("Agreement") is made and entered into this \_\_\_\_ day of \_\_\_\_\_ 2024, by and between the City of Whittier, a municipal corporation ("City"), and the County of Los Angeles ("County") a body politic and corporate (collectively "Parties"), pursuant to Government Code Section 25550.5, regarding the conveyance of real property. This Agreement is made with reference to the following facts:

- A. County is the owner of the park property known as McNees Park (the "Park Property"), as described in Exhibit A (the "Quitclaim Deed").
- B. City agrees to accept the Park Property for the purpose of incorporating them into the City's park system.

NOW, THEREFORE, in consideration of the promises, conditions, and mutual covenants set forth herein, the parties hereto do agree as follows:

1. **Transfer of Park Property.** County agrees to effectuate the transfer of the Park Property by executing the Quitclaim Deed. City hereby warrants to County that said Quitclaim Deed are sufficient to release County's interest in the Park Property.

2. **Use.** The City agrees at its cost to develop, operate and maintain the Park Property solely for public park and recreational purposes.

3. **Consideration.** Both City and County mutually agree that the consideration provided for the conveyance of the Park Property shall be the City's agreement to operate, and maintain the Park Property for public park and recreational purposes for the benefit of the residents of incorporated and unincorporated Los Angeles County and the City.

4. **Condition of Title to Park Property.** Except as otherwise expressly provided in this Agreement, the City is acquiring the Park Property "AS IS" and "WITH ALL FAULTS" in their present state and conditions as of the Closing. Except for the express representations and warranties set forth herein, each party agrees that the other has not made, does not make, and specifically negates and disclaims any representations or warranties of any kind or character whatsoever, whether expressed or implied, oral or written, past, present or future, of, as to, concerning or with respect to the property being conveyed by it hereunder (including, without limitation, any warranty of merchantability, habitability, or fitness for a particular purpose).

5. **Warranties of County.** County warrants that:

- A. County has no actual present knowledge of any pending litigation involving the Park Property.

- B. County has no actual present knowledge of any violation of, or notices concerning defects or noncompliance with, any applicable building code or other code, statute, regulation, ordinance, judicial order, or judicial holding pertaining to the Park Property.

6. **Closing Date and Recordation.** The closing date ("Closing Date") shall occur in conjunction with the City completing its official annexation of the Park Property into the City's borders.

The parties agree that the County will arrange for recording of the documents necessary to complete the conveyance contemplated hereby. The City agrees to timely provide the County its certificate(s) or resolution(s) of acceptance, pursuant to Government Code Section 27281, prior to the recording of the documents in a form substantially similar to that shown in Exhibit B, attached hereto and incorporated herein by this reference.

7. **Coordination.**

- a. The City of Whittier will publicly advertise and promote all programming, special events and hours of operations on the website and social media platforms. Hours of Operations must not be less than current park operating hours and be posted for high visibility by the public.
- b. DPR and the City of Whittier shall coordinate on the transfer to provide DPR reasonable time to reallocate positions and funding associated with the operations and maintenance of McNees Park to address gaps in services rendered by DPR in the South County Agency.

8. **Indemnification.** The City waives any and all claims, and agrees to indemnify, defend, save, and hold harmless County and its Special Districts, elected and appointed officers, employees, and agents (collectively, "County Indemnified Parties"), from and against any and all liability, expense (including without limitation defense costs and legal fees), and claims for damages of any nature whatsoever, related to site conditions of the Park Property that accrue, or incidents that occur, after the Closing Date.

9. **Default Regarding Use of County Lobbyists.** City and each County Lobbyist or County Lobbying firm, as defined in Los Angeles County Code Section 2.160.010, retained by City shall fully comply with the County Lobbyist Ordinance, Los Angeles County Code 2.160. Failure on the part of State or any County Lobbyist or County Lobbying firm retained by State to fully comply with the County Lobbyist Ordinance shall constitute a material breach of this Agreement upon which County may immediately terminate or suspend this Agreement.

10. **Notices.** Any written notices required by this Agreement shall be made by personal delivery, registered or certified mail, postage prepaid, to the address indicated below:

City: City Manager  
City of Whittier  
13230 Penn  
Street  
Whittier, CA 90602

County: Chief Executive Office  
Real Estate Division  
320 West Temple Street, 7th Floor Hall of Records  
Los Angeles, CA 90012

with a copy to: County Department of Parks and Recreation  
1000 S. Fremont Ave, A-9 West Bldg., 3<sup>rd</sup>  
Floor, Unit # 40  
Alhambra, CA 91803  
Attn: Sean Woods, Chief of Planning

11. **Counterpart.** This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, but of which, together, shall constitute one and the same instrument.

12. **Authorization, Approvals, Binding Nature.** This Agreement has no force and effect and is not binding on the City until and unless it is authorized by the City Council, and is not binding on the County until and unless authorized by the Board of Supervisors at a duly noticed public meeting.

13. **Time is of the Essence.** Time is of the essence for each and every term, condition, covenant, obligation, and provision of this Agreement.

14. **Severability.** In the event any portion of this Agreement shall be declared by any court of competent jurisdiction to be invalid, illegal, or unenforceable, such portion shall be severed from the Agreement, and the remaining parts hereof shall remain in full force and effect as fully as though such invalid, illegal, or unenforceable portion had never

been part of the Agreement, provided the remaining Agreement can be reasonably and equitably enforced.

15. **Binding on Successors**. Subject to the limitations set forth herein, the Agreement shall be binding upon and inure to the benefit of the successors and assigns of the respective parties hereto.

16. **California Law**. This Agreement shall be construed in accordance with the internal laws of the State of California.

17. **Waivers**. No waiver by either party of any provision hereof shall be deemed a waiver of any other provision hereof or of any subsequent breach by either party of the same or any other provision.

18. **Captions**. The captions and the section and subsection numbers appearing in this Agreement are inserted only as a matter of convenience and in no way define, limit, construe or describe the scope or intent of such sections of this Agreement nor in any way affect this Agreement.

19. **No Presumption Re: Drafter**. The parties acknowledge and agree that the terms and provisions of this Agreement have been negotiated and discussed between the parties and their attorneys, and this Agreement reflects their mutual agreement regarding the same. Because of the nature of such negotiations and discussions, it would be inappropriate to deem any party to be the drafter of this Agreement, and therefore, no presumption for or against validity or as to any interpretation hereof, based upon the identity of the drafter, shall be applicable in interpreting or enforcing this Agreement.

20. **Assistance of Counsel**. Each party hereto either had the assistance of counselor had counsel available to it, in the negotiation for, and the execution of, this Agreement, and all related documents.

21. **Required Actions of the Parties**. County and City agree to execute all such instruments and documents and to take all action as may be required in order to consummate the purchase and sale herein contemplated.

22. **Survival of Covenants**. The covenants, agreements, representations and warranties made herein are intended to survive the consummation of the transfer of the Park Property and recordation of the Quitclaim Deed.

23. **Interpretation**. Unless the context of this Agreement clearly requires otherwise: (i) the plural and singular numbers shall be deemed to include the other; (ii) the masculine, feminine and neuter genders shall be deemed to include the others; (iii) "or" is not exclusive; and (iv) "includes" and "including" are not limiting.

24. **Final Agreement**. This Agreement and the exhibits attached hereto, contains the entire agreement of the parties with respect to the transaction contemplated hereby

and supersedes any prior agreement, oral or written, between City and County, about the subject matter hereof. No contemporaneous or subsequent agreement, amendment, representation or promise made by either party hereto, or by or to any employee, officer, agent, or representative of either party, shall be of any effect unless it is in writing and executed by the parties hereto.

(SIGNATURE PAGE FOLLOWS)

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed by their duly authorized officials, as of the day and year first above written.

County of Los Angeles,  
a body corporate and politic

City of Whittier

By: \_\_\_\_\_  
Supervisor Lindsey P. Horvath  
Chair, Board of Supervisors

By:  \_\_\_\_\_  
Title: City Manager


APPROVED AS TO FORM:

APPROVED AS TO FORM:

DAWYN R. HARRISON  
COUNTY COUNSEL

CITY ATTORNEY

By:  \_\_\_\_\_  
Rory LoAllen, Senior Deputy

By:  \_\_\_\_\_  
Title: \_\_\_\_\_

ATTEST:  
DEAN C. LOGAN  
Registrar-Recorder/County Clerk

By: \_\_\_\_\_  
Deputy

**EXHIBIT A**

**QUITCLAIM DEED**

**COUNTY TO CITY OF WHITTIER**

**RECORDING REQUESTED BY  
COUNTY OF LOS ANGELES**

**WHEN RECORDED MAIL TO:**

County of Los Angeles Department  
of Parks and Recreation

Planning and Development Agency  
1000 S. Fremont Avenue, A-9 West  
Bldg., Unit # 40

Alhambra, CA 91803  
Attention: Alina Bokde,  
Chief Deputy Director

---

**SPACE ABOVE THIS LINE FOR RECORDER'S USE**

THIS DOCUMENT IS EXEMPT FROM DOCUMENTARY TRANSFER TAX.  
PURSUANT TO SECTION 11922 OF THE REVENUE & TAXATION CODE

THIS DOCUMENT IS EXEMPT FROM RECORDING FEES PURSUANT TO  
SECTION 27383 OF THE GOVERNMENT CODE

**APN: 8171-028-900**

**QUITCLAIM DEED**

The **COUNTY OF LOS ANGELES, a body corporate and politic** ("County" or Grantor") on a gratis basis, and in exchange for Grantee's agreement to comply with the provisions outlined in section a, b, c does hereby acknowledge, surrenders, quitclaims and releases to:

City of Whittier, a California a municipal corporation ("City")

all of the County's right, title and interest in and to the described real property, ("Property") reserving and excepting to the County all oil, gas, hydrocarbons, and other minerals in and under the Property without the right to the use of the surface or subsurface to a depth of 500 feet, measured vertically from the surface of the Property.


The Property is located in 11590 Hadley Boulevard Whittier, CA 90606 and is more particularly described in the attached Exhibit B-1 (part 1 and 2) and depicted in Exhibit B-2 (part 1 and 2). Exhibits B-1 and B-2 are both attached hereto and incorporated herein by reference as though set forth in full.

**SUBJECT TO AND GRANTEE TO ASSUME:**

- a. All taxes, interest, penalties and assessments of record, if any;
- b. Covenants, conditions, restrictions, reservations, easements, rights, and rights-of-way of record, if any
- c. The condition that the Property is to be used for public recreation and park purposes only, equally open and available to residents of incorporated and unincorporated territory, and there shall be no discrimination against or preference, gratuity, bonus or other benefits given to residents of incorporated area not equally accorded residents of unincorporated territory.




COUNTY OF LOS ANGELES  
A body corporate and politic

By   
Supervisor Lindsey P. Horvath  
Chair, Board of Supervisors

**APPROVED AS TO FORM:**

DAWYN R. HARRISON  
County Counsel

By: 

Rory LoAllen, Senior Deputy

**ATTEST: EDWARD YEN  
EXECUTIVE OFFICER  
CLERK OF THE BOARD OF SUPERVISORS**

By , Deputy

**EXHIBITS:**

Exhibit B-1 (part 1 and 2): Legal Description of County Parcel

Exhibit B-2 (part 1 and 2): Map of County Parcel

**EXHIBIT B-1**

**LEGAL DESCRIPTION**

Real property in the unincorporated area of the County of Los Angeles, State of California, described as follows:

LOT 2 OF TRACT NO. 10411, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 154 PAGES 1 AND 2 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 8171-028-900

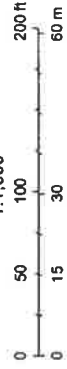
EXHIBIT B-2

McNees Park - (11590 HADLEY ST WHITTIER CA 90606) APN-8171-028-900



9/5/2024, 10:38:46 AM

1:1,000



Esri, Community Maps, Contributors, County of Los Angeles, California State Parks, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METUNASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS

L.A. County Dept. of Parks and Recreation  
County of Los Angeles, Department of Parks and Recreation (Planning and Development Agency) 2020

ANNEXATION 2021-09 TO THE CITY OF WHITTIER  
EXHIBIT "A"  
GEOGRAPHIC DESCRIPTION

IN UNINCORPORATED COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL 1:

COMMENCING AT THE INTERSECTION OF THE MOST NORTHEASTERLY BOUNDARY OF THE CITY OF WHITTIER "ANNEXATION NO. 2-1981" FILED APRIL 15, 1982 AS DOCUMENT NO. 82-390169 IN OFFICIAL RECORDS OF SAID COUNTY, BEING THE CURRENT CITY BOUNDARY AND THE CENTERLINE OF PIONEER BOULEVARD, WITH 50-FOOT SOUTHEASTERLY HALF-WIDTH; THENCE ALONG SAID NORTHEASTERLY BOUNDARY, NORTH 50°13'00" WEST 187.65 FEET TO THE NORTHWESTERLY CORNER OF SAID "ANNEXATION NO. 2-1981", SAID CORNER BEING THE INTERSECTION OF THE NORTH LINE OF TRACT NO. 13784, RECORDED IN MAP BOOK 299 PAGE 50, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY AND A LINE PARALLEL AND 100 FEET SOUTHEASTERLY FROM THAT CERTAIN COURSE HAVING A BEARING OF NORTH 45°18'57" EAST IN THE CENTERLINE OF SAN GABRIEL RIVER FREEWAY SHOWN AS C/L CONST. ON COUNTY SURVEYOR'S FILED MAP NO. 20860, SHEETS 1 TO 5, INCLUSIVE, ON FILE IN THE OFFICE OF THE COUNTY ENGINEER OF SAID COUNTY, SAID NORTHWESTERLY CORNER ALSO BEING THE TRUE POINT OF BEGINNING;

THENCE ALONG THE WESTERLY, AND SOUTHWESTERLY BOUNDARY OF SAID "ANNEXATION NO. 2-1981" THE FOLLOWING 4 COURSES:

- [01]: SOUTH 45°18'57" WEST 1252.15 FEET TO THE BEGINNING OF A CURVE, CONCAVE EASTERLY, HAVING A RADIUS OF 2900.00 FEET; THENCE
- [02]: SOUTHERLY 1222.74 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 24°09'28", HAVING A CHORD LENGTH 1213.70 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 1950.08 FEET, A RADIAL LINE THROUGH SAID BEGINNING BEARS SOUTH 68°56'57" WEST; THENCE
- [03]: SOUTHEASTERLY 539.49 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 15°51'03", HAVING A CHORD LENGTH OF 537.77 FEET; THENCE
- [04]: SOUTH 55°00'38" EAST 50.12 TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 1935.08 FEET, A RADIAL LINE THROUGH SAID BEGINNING BEARS SOUTH 51°41'46" WEST;

THENCE CONTINUING ALONG "ANNEXATION NO. 2-1981" AND SOUTHWESTERLY BOUNDARY OF THE CITY OF WHITTIER "ANNEXATION NO. 6, 1950" FILED MAY 31, 1950 AS DOCUMENT NO. 2161 IN OFFICIAL RECORDS OF SAID COUNTY,

- [05]: SOUTHEASTERLY 558.61 FEET ALONG SAID CURVE THROUGH CENTRAL ANGLE OF 16°32'24", HAVING A CHORD LENGTH OF 556.68 FEET;

THENCE CONTINUING ALONG "ANNEXATION NO. 6, 1950" AND SOUTHWESTERLY BOUNDARIES OF CITY OF WHITTIER "ANNEXATION NO. 11, 1952" FILED NOVEMBER 17, 1952 AS DOCUMENT NO. 2694, AND CITY OF WHITTIER "ANNEXATION NO. 5, 1948" FILED DECEMBER 31, 1948 AS DOCUMENT NO. 1298, BOTH IN OFFICIAL RECORDS OF SAID COUNTY,

- [06]: SOUTH 54°50'38" EAST 598.59 FEET TO THE NORTHWESTERLY CORNER OF THE CITY OF WHITTIER "ANNEXATION NO. 7, 1949" FILED NOVEMBER 01, 1949 AS DOCUMENT NO. 2228 IN OFFICIAL RECORDS OF SAID COUNTY;

THENCE ALONG THE BOUNDARY OF SAID "ANNEXATION NO. 7, 1949" THE FOLLOWING 2 COURSES:

- [07]: SOUTH 39°02'58" WEST 356.63 FEET; THENCE
- [08]: SOUTH 50°38'00" EAST 242.84 FEET TO THE BOUNDARY OF "ANNEXATION NO. 4, 1946" FILED JUNE 28, 1946 AS DOCUMENT NO. 2277 IN OFFICIAL RECORDS OF SAID COUNTY;

THENCE ALONG THE BOUNDARY OF SAID "ANNEXATION NO. 4, 1946" THE FOLLOWING 2 COURSES:

- [09]: SOUTH 39°45'00" WEST 116.00 FEET; THENCE
- [10]: NORTH 51°20'10" WEST 241.96 FEET TO THE MOST NORTHERLY NORTHEAST CORNER OF "ANNEXATION NO. 8, 1962" FILED APRIL 15, 1963 AS DOCUMENT NO. 2893 IN OFFICIAL RECORDS OF SAID COUNTY;

THENCE ALONG THE BOUNDARY OF SAID "ANNEXATION NO. 8, 1962" THE FOLLOWING 7 COURSES:

- [11]: NORTH 51°22'12" WEST 1142.03 FEET; THENCE
- [12]: SOUTH 23°32'00" WEST 404.80 FEET; THENCE
- [13]: SOUTH 50°40'00" EAST 529.04 FEET; THENCE

*Approved by LAFCO*

*TM*

*Taylor Morris*

ANNEXATION 2021-09 TO THE CITY OF WHITTIER  
EXHIBIT "A"  
GEOGRAPHIC DESCRIPTION

PARCEL 1 (CONTINUED):

[14]: SOUTH 39°45'00" WEST 638.40 FEET; THENCE

[15]: NORTH 50°40'00" WEST 388.07 FEET; THENCE

[16]: NORTH 27°51'00" EAST 237.34 FEET; THENCE

[17]: NORTH 65°55'30" WEST 108.64 FEET TO THE CENTERLINE OF THE 605 FREEWAY AS SHOWN ON CALTRANS RIGHT OF WAY MAP NO. F-1964 FOR ROAD: 7-LA-605, SAID CENTERLINE HAVING A BEARING OF "NORTH 11°19'49" EAST; THENCE LEAVING SAID BOUNDARY,

[18]: ALONG THE SAID CENTERLINE, NORTH 11°19'49" EAST 837.06 FEET TO THE MOST SOUTHEASTERLY CORNER OF THE BOUNDARY OF CITY OF PICO RIVERA "ANNEXATION NO. 9" FILED MAY 17, 1963 AS DOCUMENT NO. 5089 IN OFFICIAL RECORDS OF SAID COUNTY; THENCE

[19]: ALONG SAID "ANNEXATION NO. 9" AND SAID CENTERLINE, NORTH 11°19'49" EAST 51.08 FEET;

THENCE LEAVING SAID BOUNDARY, CONTINUING ALONG SAID CENTERLINE THE FOLLOWING 2 COURSES:

[20]: NORTH 11°19'49" EAST 328.94 FEET, TO THE BEGINNING OF A CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 3000.00 FEET; THENCE

[21]: NORTHERLY 525.75 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 10°02'28", HAVING A CHORD LENGTH OF 525.08 FEET TO THE TO THE EASTERLY LINE OF LOT 47 OF TRACT NO. 16153, RECORDED IN MAP BOOK 356, PAGES 7 THROUGH 9, INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE LEAVING SAID CENTERLINE,

[22]: ALONG THE EASTERLY LINE OF SAID LOT 47, NORTH 36°00'55" WEST 68.76 FEET TO THE BOUNDARY OF SAID "ANNEXATION NO. 9"

THENCE ALONG THE BOUNDARY OF SAID "ANNEXATION NO. 9" THE FOLLOWING 3 COURSES:

[23]: SOUTH 81°41'55" EAST 60.02 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE EASTERLY, HAVING A RADIUS OF 3000.00 FEET, A RADIAL LINE THROUGH SAID BEGINNING BEARS NORTH 66°11'21" WEST; THENCE

[24]: NORTHEASTERLY 1126.00 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE 21°30'18", HAVING A CHORD LENGTH OF 1119.40 FEET; THENCE

[25]: NORTH 45°18'57" EAST 1252.15 FEET TO THE POINT OF INTERSECTION WITH THE WESTERLY PROLONGATION OF THE NORTHERLY BOUNDARY OF SAID "ANNEXATION NO. 2-1981"; THENCE LEAVING SAID BOUNDARY, ALONG SAID PROLONGATION,

[26]: SOUTH 44°41'03" EAST 100.00 TO THE TRUE POINT OF BEGINNING.

PARCEL 2:

BEGINNING AT CORNER MOST SOUTHERLY SOUTHWEST CORNER OF SAID "ANNEXATION NO. 4, 1946", SAID CORNER BEING THE INTERSECTION OF THE CURRENT CITY BOUNDARY AND THE CENTERLINE OF LOCKHEED AVENUE, 25-FOOT HALF WIDTHS;

THENCE ALONG SAID "ANNEXATION NO. 4, 1946" BOUNDARY,

[27]: SOUTH 51°20'10" EAST 125.00 FEET TO THE NORTHWESTERLY CORNER OF THE CITY OF WHITTIER "UNINHABITED TERRITORY ANNEXATION" FILED DECEMBER 27, 1939 AS DOCUMENT NO. 1215 IN OFFICIAL RECORDS OF SAID COUNTY,

THENCE LEAVING SAID "ANNEXATION NO. 4, 1946" BOUNDARY, ALONG THE BOUNDARY OF SAID "UNINHABITED TERRITORY ANNEXATION" THE FOLLOWING 4 COURSES:

[28]: SOUTH 39°47'00" WEST 1048.03 FEET; THENCE

[29]: SOUTH 50°38'00" EAST 91.96 FEET; THENCE

[30]: SOUTH 39°47'00" WEST 140.01 FEET; THENCE

ANNEXATION 2021-09 TO THE CITY OF WHITTIER  
EXHIBIT "A"  
GEOGRAPHIC DESCRIPTION

PARCEL 2 (CONTINUED):

[31]: SOUTH 50°38'00" EAST 25.00 FEET TO THE BOUNDARY OF THE CITY OF WHITTIER "ANNEXATION NO. 2 OF 1929" FILED DECEMBER 30, 1929 WITH THE SECRETARY OF STATE OF SAID STATE; THENCE

THENCE ALONG THE BOUNDARY OF SAID "ANNEXATION NO. 2 OF 1929" THE FOLLOWING 2 COURSES:

[32]: SOUTH 39°04'00" WEST 50.00 FEET; THENCE

[33]: SOUTH 50°38'00" EAST 84.22 FEET TO THE NORTHWEST CORNER OF THE CITY OF WHITTIER "ANNEXATION NO. 18, 1950" FILED JANUARY 09, 1951 AS DOCUMENT NO. 3239 IN OFFICIAL RECORDS OF SAID COUNTY;

THENCE ALONG THE NORTHWESTERLY BOUNDARY OF SAID "ANNEXATION NO. 18, 1950",

[34]: SOUTH 39°22'00" WEST 130.00 FEET TO THE SOUTHWEST CORNER OF SAID "ANNEXATION NO. 18, 1950", BEING ON THE NORTHEASTERLY RIGHT OF WAY OF PLEASANT WAY AS SHOWN ON TRACT NO. 6614, RECORDED IN MAP BOOK 76, PAGES 24 THROUGH 25, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE ALONG SAID NORTHEASTERLY RIGHT OF WAY OF PLEASANT WAY,

[35]: NORTH 50°38'00" WEST 161.00 FEET TO THE SOUTHEASTERLY RIGHT OF WAY OF REDMAN AVENUE AS SHOWN ON SAID TRACT NO. 6614; THENCE LEAVING SAID RIGHT OF WAY

[36]: NORTH 50°36'20" WEST 50.37 FEET TO NORTHEASTERLY RIGHT OF WAY OF PLEASANT WAY AS SHOWN ON TRACT NO. 6767, RECORDED IN MAP BOOK 81, PAGES 62 THROUGH 63, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE ALONG SAID NORTHEASTERLY RIGHT OF WAY OF PLEASANT WAY,

[37]: NORTH 50°38'00" WEST 150.00 FEET TO THE SOUTHWEST CORNER OF LOT 6 OF SAID TRACT NO. 6767; THENCE LEAVING SAID RIGHT OF WAY, ALONG THE NORTHWESTERLY LINE OF SAID LOT 6,

[38]: NORTH 39°39'00" EAST 114.28 FEET TO THE SOUTHWESTERLY RIGHT OF WAY OF WHITTIER BOULEVARD, HAVING A SOUTHERLY HALF-WIDTH OF 40 FEET PER SAID TRACT; THENCE ALONG SAID RIGHT OF WAY OF WHITTIER BOULEVARD,

[39]: NORTH 51°26'00" WEST 455.81 FEET TO THE SOUTHERLY PROLONGATION OF A COURSE IN SAID "ANNEXATION NO. 8, 1962" BEING "SOUTH 39°45'00" WEST 262.25 FEET"; THENCE LEAVING SAID RIGHT OF WAY OF WHITTIER BOULEVARD, ALONG SAID PROLONGATION,

[40]: NORTH 39°45' 00" EAST 40.00 FEET TO THE BOUNDARY OF SAID "ANNEXATION NO. 8, 1962";

THENCE ALONG THE BOUNDARY OF SAID "ANNEXATION NO. 8, 1962" THE FOLLOWING 4 COURSES:

[41]: NORTH 39°45'00" EAST 262.25 FEET; THENCE

[42]: SOUTH 52°06'00" EAST 376.84 FEET; THENCE

[43]: NORTH 39°04'00" EAST 945.13 FEET; THENCE

[44]: SOUTH 51°20'10" EAST 125.00 FEET TO THE POINT OF BEGINNING;

ANNEXATION 2021-09 TO THE CITY OF WHITTIER  
EXHIBIT "A"  
GEOGRAPHIC DESCRIPTION

PARCEL 3:

BEGINNING AT THE NORTHWESTERLY CORNER OF THE CITY OF WHITTIER "UNINHABITED TERRITORY ANNEXATION" FILED DECEMBER 31, 1943 AS DOCUMENT NO. 1022 IN OFFICIAL RECORDS OF SAID COUNTY, SAID CORNER BEING THE INTERSECTION OF THE CURRENT CITY BOUNDARY AND THE CENTERLINE OF NORWALK BOULEVARD, 30-FOOT NORTHWESTERLY HALF WIDTH AS SHOWN ON SAID TRACT NO. 6767;

THENCE ALONG THE BOUNDARY OF SAID "UNINHABITED TERRITORY ANNEXATION",

[45]: SOUTH 39°39'00" WEST 130.00 FEET TO THE PROLONGATION OF NORTHEASTERLY RIGHT OF WAY OF PLEASANT WAY AS SHOWN ON SAID TRACT NO. 6767;

THENCE LEAVING SAID BOUNDARY, ALONG SAID PROLONGATION AND SAID RIGHT OF WAY,

[46]: NORTH 50°38'00" WEST 642.13 FEET TO THE SOUTHEAST CORNER OF THE CITY OF WHITTIER "ANNEXATION NO. 1, 1947" FILED APRIL 17, 1947 AS DOCUMENT NO. 1858 IN OFFICIAL RECORDS OF SAID COUNTY;

THENCE LEAVING SAID RIGHT OF WAY, ALONG THE SOUTHEASTERLY BOUNDARY OF SAID "ANNEXATION NO. 1, 1947"

[47]: NORTH 39°44'15" EAST 130.00 FEET TO THE BOUNDARY OF SAID "ANNEXATION NO. 2 OF 1929";

THENCE LEAVING THE BOUNDARY OF SAID "ANNEXATION NO. 1, 1947", ALONG THE BOUNDARY OF SAID "ANNEXATION NO. 2 OF 1929",

[48]: SOUTH 50°38'00" EAST 641.93 FEET TO THE POINT OF BEGINNING.

PARCEL 4:

BEGINNING AT THE MOST NORTHERLY NORTHEASTERLY CORNER OF THE CITY OF WHITTIER "ANNEXATION NO. 1, 1945" FILED OCTOBER 26, 1945 AS DOCUMENT NO. 1450 IN OFFICIAL RECORDS OF SAID COUNTY, BEING ON THE BOUNDARY OF SAID "UNINHABITED TERRITORY ANNEXATION", DOCUMENT NO.1022, SAID CORNER ALSO BEING THE INTERSECTION OF SAID CURRENT CITY BOUNDARY AND GLENCANNON DRIVE, 30-FOOT SOUTHERLY HALF WIDTH;

THENCE ALONG THE BOUNDARY OF SAID "UNINHABITED TERRITORY ANNEXATION" THE FOLLOWING 7 COURSES:

[49]: SOUTH 50°14'50" EAST 187.71 FEET TO THE BEGINNING OF A CURVE, CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 276.06 FEET; THENCE

[50]: SOUTHEASTERLY 68.73 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14°15'50", HAVING A CHORD LENGTH OF 68.55 FEET; THENCE

[51]: SOUTH 35°59'00" EAST 433.28 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 123.93 FEET, A RADIAL LINE THROUGH SAID BEGINNING BEARS SOUTH 85°16'00" EAST; THENCE

[52]: NORTHERLY 26.41 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 12°12'32", HAVING A CHORD LENGTH OF 26.36 FEET; THENCE

[53]: NORTH 54°01'00" EAST 8.15 FEET; THENCE

[54]: SOUTH 35°59'00" EAST 544.71 FEET; THENCE

[55]: SOUTH 31°43'40" EAST 77.92 FEET TO THE SOUTHWEST CORNER OF SAID "UNINHABITED TERRITORY ANNEXATION";

THENCE LEAVING SAID BOUNDARY, ALONG THE SOUTHWESTERLY PROLONGATION OF THE SOUTHEASTERLY BOUNDARY OF SAID "UNINHABITED TERRITORY ANNEXATION",

[56]: SOUTH 39°43'40" WEST 338.57 FEET TO THE MOST EASTERLY NORTHEASTERLY CORNER OF SAID "ANNEXATION NO. 1, 1945";

THENCE LEAVING SAID PROLONGATION, ALONG THE BOUNDARY OF SAID "ANNEXATION NO. 1, 1945" THE FOLLOWING 2 COURSES:

[57]: NORTH 50°14'50" WEST 1262.02 FEET; THENCE

[58]: NORTH 39°43'40" EAST 585.04 FEET TO THE POINT OF BEGINNING.

**ANNEXATION 2021-09 TO THE CITY OF WHITTIER**  
**EXHIBIT "A"**  
**GEOGRAPHIC DESCRIPTION**

**PARCEL 5:**

BEGINNING AT THE NORTHEASTERLY CORNER OF SAID "UNINHABITED TERRITORY ANNEXATION", DOCUMENT NO.1022, BEING ON THE BOUNDARY OF SAID "ANNEXATION NO. 2 OF 1929", SAID CORNER ALSO BEING THE INTERSECTION OF CURRENT BOUNDARY OF THE CITY OF WHITTIER AND THE CENTERLINE OF GLENGARRY AVENUE, 30-FOOT HALF WIDTH;

THENCE ALONG THE BOUNDARY OF SAID "ANNEXATION NO. 2 OF 1929" THE FOLLOWING 2 COURSES:

[59]: SOUTH 50°37'00" EAST 1289.72 FEET; THENCE

[60]: NORTH 39°28'00" EAST 80.00 FEET TO THE SOUTHWESTERLY ORIGINAL BOUNDARY OF THE CITY OF WHITTIER, FILED FEBRUARY 21, 1898 WITH SECRETARY OF STATE OF SAID SATE;

THENCE LEAVING THE BOUNDARY OF SAID "ANNEXATION NO. 2 OF 1929", ALONG SAID SOUTHWESTERLY ORIGINAL BOUNDARY OF THE CITY OF WHITTIER,

[61]: SOUTH 50°37'00" EAST 1381.00 FEET TO THE MOST NORTHERLY CORNER OF THE CITY OF WHITTIER "ANNEXATION NO. 2, 1946" FILED JUNE 28, 1946 DOCUMENT NO. 2278 IN OFFICIAL RECORDS;

THENCE LEAVING SAID ORIGINAL BOUNDARY OF THE CITY OF WHITTIER, ALONG THE BOUNDARY OF SAID "ANNEXATION NO. 2, 1946" THE FOLLOWING 2 COURSES:

[62]: SOUTH 18°02'00" WEST 366.86 FEET TO THE BEGINNING OF A CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 132.10 FEET; THENCE

[63]: SOUTHWESTERLY 24.26 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 10°31'21", HAVING A CHORD LENGTH OF 24.23 FEET, TO THE MOST NORTHERLY NORTHEAST CORNER OF CITY OF WHITTIER "ANNEXATION NO. 7, 1946" FILED DECEMBER 04, 1946 IN OFFICIAL RECORDS OF SAID COUNTY;

THENCE LEAVING THE BOUNDARY OF SAID "ANNEXATION NO. 2 1946", ALONG THE BOUNDARY OF SAID "ANNEXATION NO. 7, 1946", ALSO BEING THE CENTERLINE OF PRATHER AVENUE PER TRACT NO. 10411, RECORDED IN MAP BOOK 154, PAGES 1 THROUGH 2, INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY,

[64]: NORTH 50°37'00" WEST 201.95 FEET TO THE MOST NORTHERLY NORTHWEST CORNER OF SAID "ANNEXATION NO. 7, 1946"

THENCE LEAVING THE BOUNDARY OF SAID "ANNEXATION NO. 2 1946", CONTINUING ALONG SAID CENTERLINE OF PRATHER AVENUE THE FOLLOWING 3 COURSES:

[65]: NORTH 50°37'00" WEST 50.43 FEET TO THE BEGINNING OF A CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 84.93 FEET; THENCE

[66]: NORTHERLY 75.60 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 51°00'00", HAVING A CHORD LENGTH OF 73.13 FEET; THENCE

[67]: NORTH 00°23'00" EAST 55.00 FEET TO THE CENTERLINE OF HADLEY STREET PER SAID TRACT NO. 10411;

THENCE LEAVING SAID CENTERLINE OF PRATHER AVENUE, ALONG SAID CENTERLINE OF HADLEY STREET,

[68]: SOUTH 89°37'00" EAST 63.01 FEET; THENCE LEAVING SAID CENTERLINE OF HADLEY STREET,

[69]: NORTH 00°23'00" EAST 40.00 FEET TO THE CENTERLINE OF THE ALLEY BETWEEN WHITTIER BOULEVARD AND SEE DRIVE PER SAID TRACT NO. 10411;

THENCE ALONG SAID CENTERLINE OF THE ALLEY AND ITS PROLONGATION,

[70]: NORTH 50°37'00" WEST 1232.39 FEET TO THE SOUTHEASTERLY LINE OF LOT 40 OF TRACT NO. 12279, RECORDED IN MAP BOOK 245, PAGES 44 THROUGH 45, INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY,

THENCE LEAVING SAID CENTERLINE OF THE ALLEY, ALONG THE BOUNDARY OF SAID LOT 40 THE FOLLOWING 4 COURSES:

[71]: SOUTH 39°28'00" WEST 100.00 FEET; THENCE

[72]: NORTH 50°37'00" WEST 160.00 FEET; THENCE

[73]: NORTH 26°11'00" WEST 181.11 FEET; THENCE

**ANNEXATION 2021-09 TO THE CITY OF WHITTIER**  
**EXHIBIT "A"**  
**GEOGRAPHIC DESCRIPTION**

PARCEL 5 (CONTINUED):

[74]: NORTH 50°32'00" WEST 25.00 FEET TO THE SOUTHEASTERLY RIGHT OF WAY OF DORLAND PLACE AS SHOWN ON SAID TRACT NO. 12279;

THENCE LEAVING THE BOUNDARY OF SAID LOT 40,

[75]: NORTH 50°34'08" WEST 60.00 FEET TO THE NORTHEAST CORNER OF LOT 25 OF SAID TRACT NO. 12279, BEING THE BEGINNING OF A LINE IN THE NORTHEASTERLY BOUNDARY OF SAID TRACT NO. 12279;

THENCE ALONG THE SAID LINE IN THE NORTHEASTERLY BOUNDARY OF SAID TRACT NO. 12279 AND ITS PROLONGATION,

[76]: NORTH 50°37'00" WEST 840.47 FEET TO THE SOUTHEASTERLY BOUNDARY SAID "UNINHABITED TERRITORY ANNEXATION", DOCUMENT NO.1022;

THENCE LEAVING SAID NORTHEASTERLY BOUNDARY, ALONG THE SOUTHEASTERLY BOUNDARY SAID "UNINHABITED TERRITORY ANNEXATION", DOCUMENT NO.1022,

[77]: NORTH 39°43'40" EAST 165.00 FEET TO THE POINT OF BEGINNING.

PARCEL 6:

COMMENCING AT THE INTERSECTION OF THE SOUTHEASTERLY BOUNDARY OF THE CITY OF WHITTIER "ANNEXATION 2-96" RECORDED JULY 15, 1999 AS INSTRUMENT NO. 991309336 IN OFFICIAL RECORDS OF SAID COUNTY AND THE CENTERLINE OF WHITTIER BOULEVARD, 50-FOOT HALF WIDTH;  
THENCE ALONG SAID SOUTHEASTERLY BOUNDARY, NORTH 39°28'00" EAST 35.00 FEET TO THE NORTHEASTERLY CORNER OF SAID "ANNEXATION 2-96", SAID CORNER BEING ON THE SOUTHWESTERLY BOUNDARY OF SAID ORIGINAL BOUNDARY OF CITY OF WHITTIER, SAID NORTHEASTERLY CORNER ALSO BEING THE TRUE POINT OF BEGINNING;

THENCE ALONG SAID ORIGINAL BOUNDARY OF THE CITY OF WHITTIER,

[78]: SOUTH 50°37'00" EAST 691.98 FEET TO THE NORTHWEST CORNER OF CITY OF WHITTIER "ANNEXATION NO. 1, 1967" FILED JANUARY 25, 1968 AS DOCUMENT NO. 2713 IN OFFICIAL RECORDS;

THENCE LEAVING SAID ORIGINAL BOUNDARY OF THE CITY OF WHITTIER, ALONG THE NORTHWESTERLY BOUNDARY OF SAID "ANNEXATION NO. 1, 1967" AND ITS PROLONGATION,

[79]: SOUTH 39°17'00" WEST 969.17 FEET TO THE PROLONGATION OF NORTHEASTERLY RIGHT OF WAY OF RINCON DRIVE AS SHOWN ON TRACT NO. 7880, RECORDED IN MAP BOOK 94, PAGES 93 THROUGH 94, INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE LEAVING THE PROLONGATION OF SAID "ANNEXATION NO. 1, 1967", ALONG THE PROLONGATION OF SAID RIGHT OF WAY OF RINCON DRIVE,

[80]: NORTH 50°02'30" WEST 92.11 FEET TO THE NORTHEASTERLY BOUNDARY OF SAID TRACT NO. 7880;

THENCE LEAVING SAID PROLONGATION OF RIGHT OF WAY OF RINCON DRIVE, ALONG THE BOUNDARY OF SAID TRACT NO. 7880 THE FOLLOWING 3 COURSES:

[81]: NORTH 17°49'00" WEST 318.27 FEET; THENCE

[82]: NORTH 13°25'00" WEST 296.20 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 767.50 FEET, A RADIAL LINE THROUGH SAID BEGINNING BEARS NORTH 33°20'30" WEST; THENCE

[83]: SOUTHWESTERLY 143.39 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 10°42'15", HAVING A CHORD LENGTH 143.18 FEET;

THENCE LEAVING SAID BOUNDARY OF TRACT NO. 7880,

[84]: NORTH 44°02'45" WEST 80.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, ON THE SOUTHEASTERLY BOUNDARY OF SAID TRACT NO. 10411, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 847.50 FEET, A RADIAL LINE THROUGH SAID BEGINNING BEARS NORTH 44°02'45" WEST;

ANNEXATION 2021-09 TO THE CITY OF WHITTIER  
EXHIBIT "A"  
GEOGRAPHIC DESCRIPTION

PARCEL 6 (CONTINUED):

THENCE ALONG SAID SOUTHEASTERLY BOUNDARY OF SAID TRACT NO. 10411 THE FOLLOWING 2 COURSES:

[85]: NORTHEASTERLY 65.27 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 4°24'45", HAVING A CHORD LENGTH 65.25 FEET;

[86]: NORTH 39°28'00" EAST 93.20 FEET TO THE MOST EASTERLY SOUTHEAST CORNER OF SAID "ANNEXATION NO. 7, 1946";

THENCE ALONG THE BOUNDARY OF SAID "ANNEXATION NO. 7, 1946" THE FOLLOWING 3 COURSES:

[87]: NORTH 39°28'00" EAST 100.00 FEET; THENCE

[88]: NORTH 50°37'00" WEST 165.00 FEET; THENCE

[89]: NORTH 39°28'00" EAST 100.00 FEET TO THE BOUNDARY OF SAID "ANNEXATION NO. 3, 1946";

THENCE LEAVING SAID BOUNDARY OF "ANNEXATION NO. 7, 1946", ALONG SAID BOUNDARY OF "ANNEXATION NO. 3, 1946" THE FOLLOWING 2 COURSES:

[90]: SOUTH 50°37'00" EAST 165.00 FEET; THENCE

[91]: NORTH 39°28'00" EAST 160.00 FEET TO THE BOUNDARY OF SAID "ANNEXATION NO. 2-96";

THENCE LEAVING SAID BOUNDARY OF "ANNEXATION NO. 3, 1946", ALONG SAID BOUNDARY OF "ANNEXATION NO. 2-96",

[92]: NORTH 39°28'00" EAST 230.00 FEET TO THE TRUE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL 1 CONTAINS 1,560,488 SQUARE FEET (35.824 ACRES), PARCEL 2 CONTAINS 481,649 SQUARE FEET (11.057 ACRES), PARCEL 3 CONTAINS 83,462 SQUARE FEET (1.916 ACRES), PARCEL 4 CONTAINS 614,876 SQUARE FEET (14.116 ACRES), PARCEL 5 CONTAINS 586,199 SQUARE FEET (13.457 ACRES), PARCEL 6 CONTAINS 579,856 SQUARE FEET (13.312 ACRES); TOTAL COMPUTED ACREAGE CONTAINING 89.682 ACRES, MORE OR LESS.

ALL AS SHOWN ON EXHIBIT "B" ATTACHED HERETO AND MADE A PART THEREOF.

THIS REAL PROPERTY DESCRIPTION HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.

*Richard C. Maher*

05/03/2023

RICHARD C. MAHER, P.L.S. 7564 (CA)  
THIS DOCUMENT IS PRELIMINARY UNLESS SIGNED

DATE

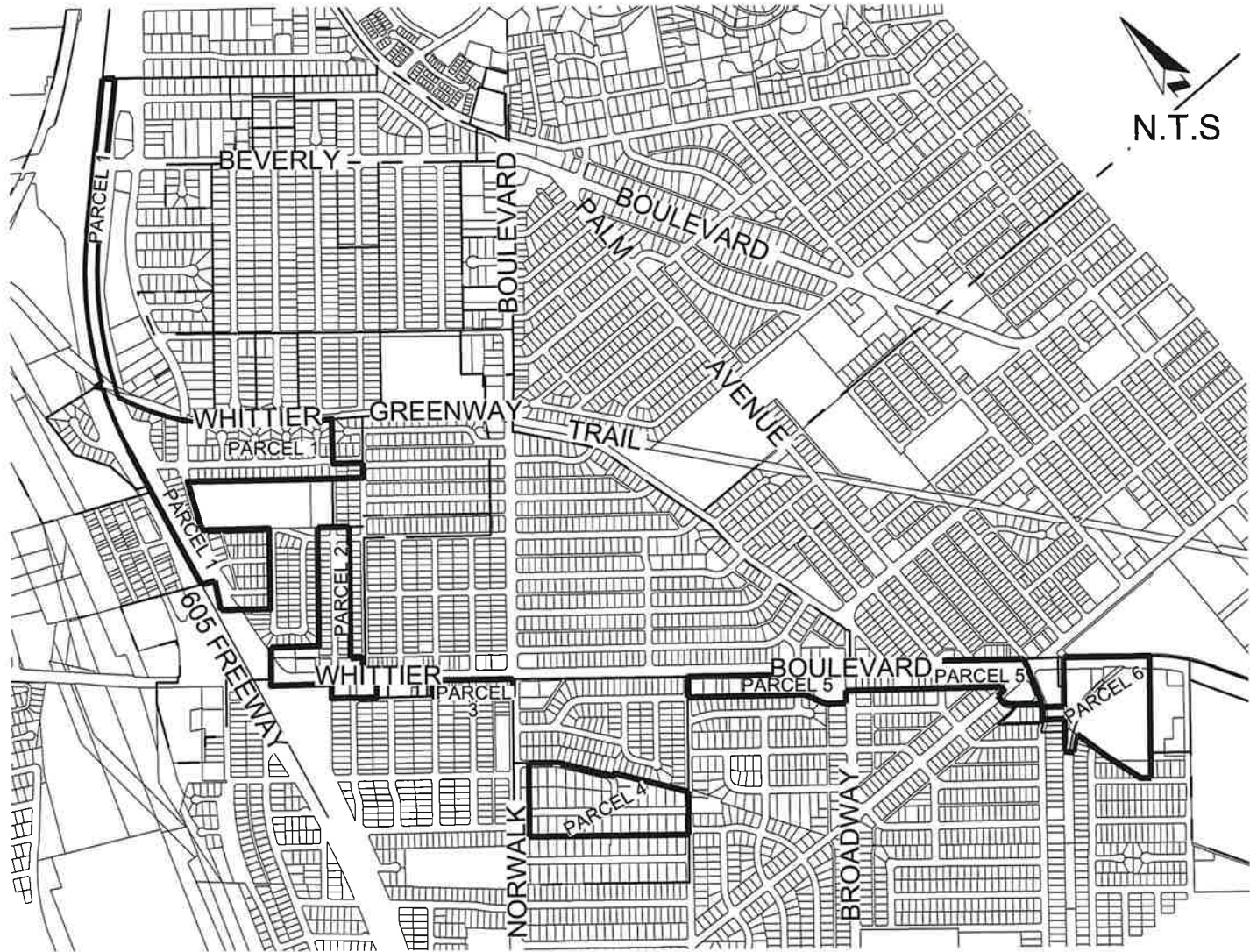


# ANNEXATION 2021-09 TO THE CITY OF WHITTIER EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN

## VICINITY MAP



**SHEET LEGEND**

- SHEET 1: VICINITY MAP, SHEET LEGEND AND TOTAL ACREAGE
- SHEET 2: SHEET INDEX AND LEGEND
- SHEETS 3-19: MAP SHEETS
- SHEET 20-21: COURSE TABLE
- SHEET 22: ASSESSORS PARCEL NUMBER LIST

**TOTAL ACREAGE: 89.682 ACRES**

PARCEL 1: 35.824 ACRES	PARCEL 4: 14.116 ACRES
PARCEL 2: 11.057 ACRES	PARCEL 5: 13.457 ACRES
PARCEL 3: 1.916 ACRES	PARCEL 6: 13.312 ACRES

THIS PLAT WAS PREPARED BY ME OR UNDER MY DIRECTION.

*Richard C. Maher*  
 RICHARD C. MAHER, P.L.S. 7564 (CA)      05/03/2023      DATE  
 THIS DOCUMENT IS PRELIMINARY UNLESS SIGNED



Approved by LAFCO

TM

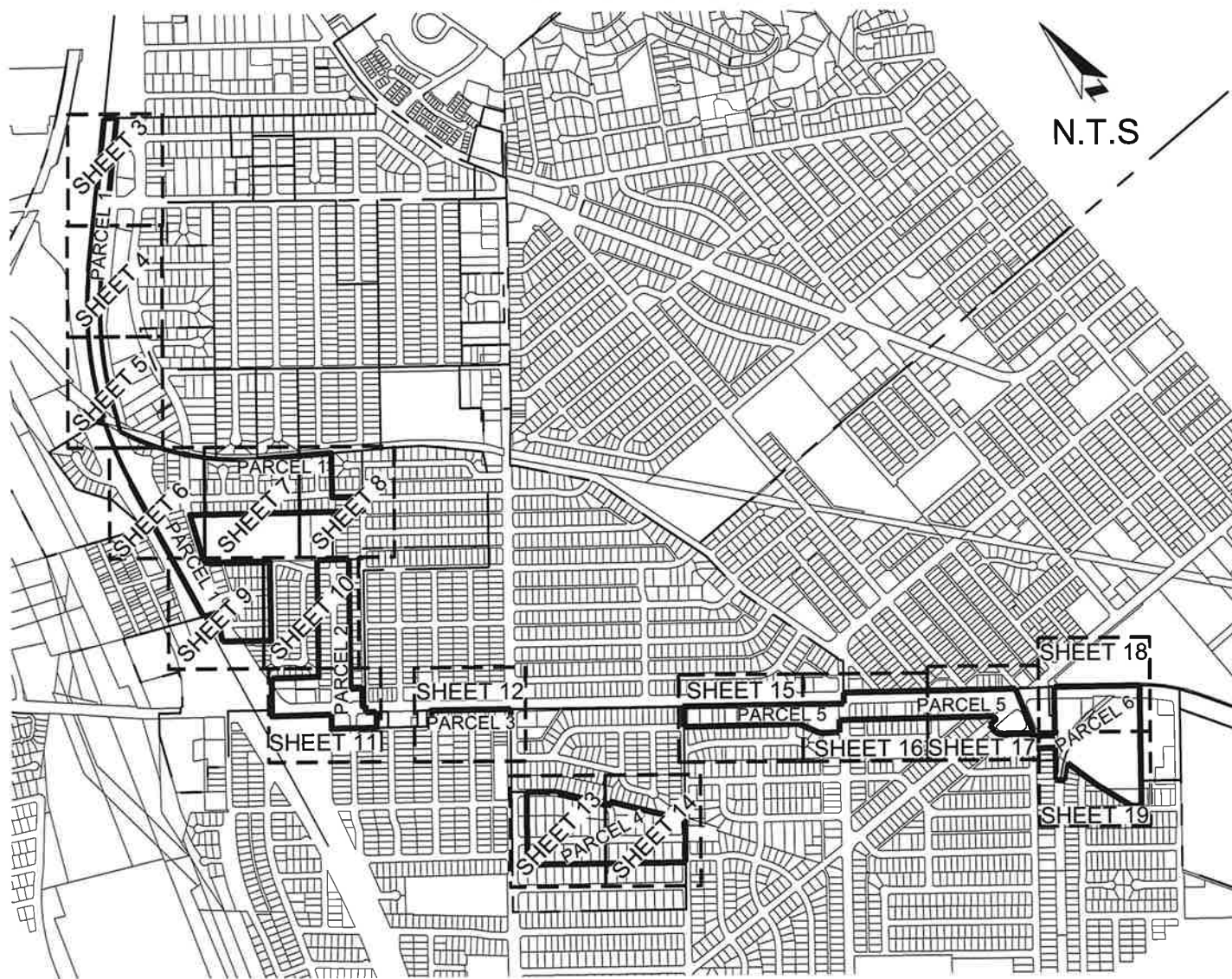
Taylor Morris

# ANNEXATION 2021-09 TO THE CITY OF WHITTIER EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN

## SHEET INDEX

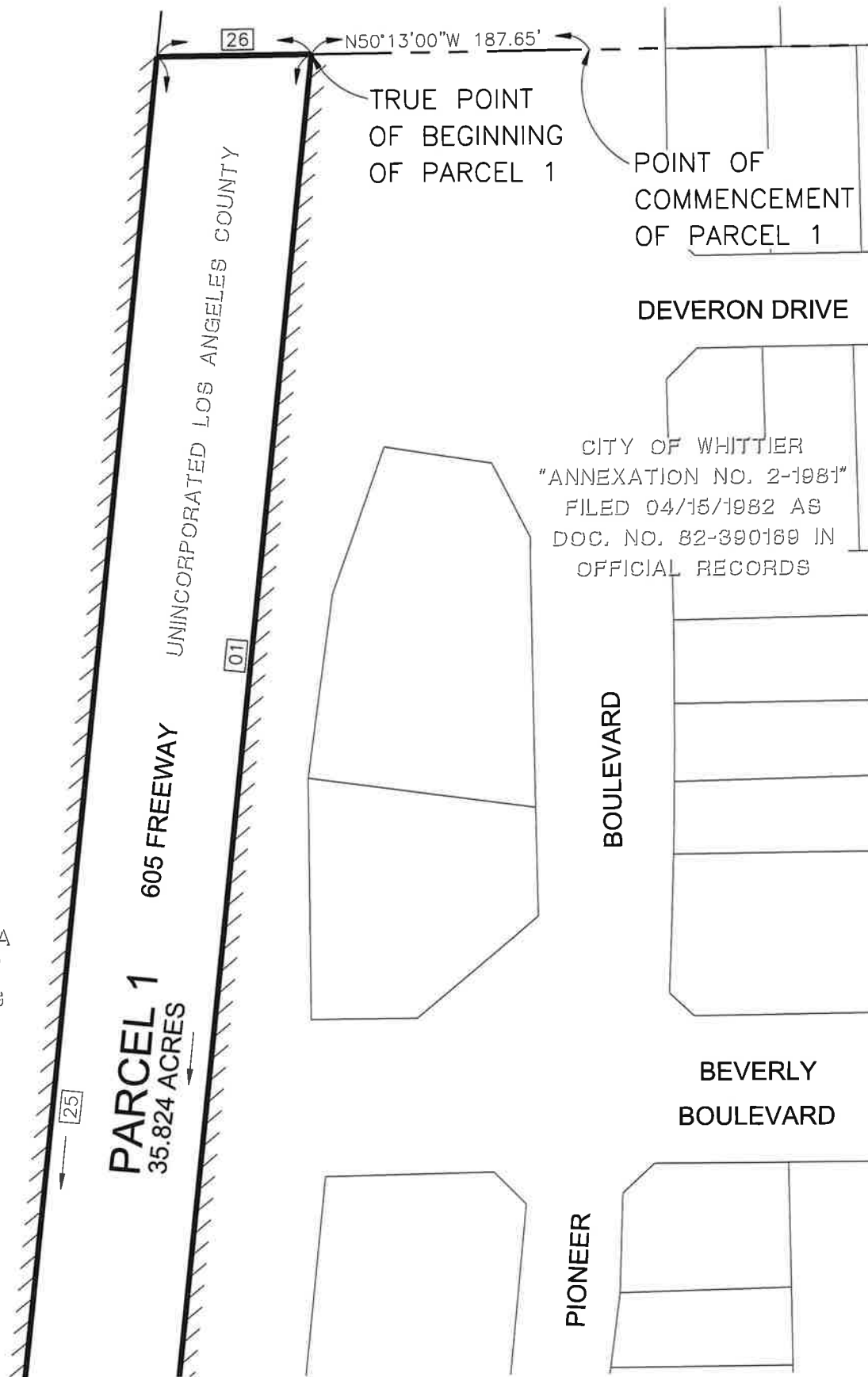


### LEGEND

- BOUNDARY OF DESCRIPTION
- BOUNDARY OF DESCRIPTION  
ALONG EXISTING CITY BOUNDARY
- EXISTING CITY BOUNDARY
- SHEET BOUNDARY
- COURSE NUMBER TO MATCH  
GEOGRAPHIC DESCRIPTION
- RADIAL
- ASSESSOR PARCEL NO. TABLE  
IDENTIFIER

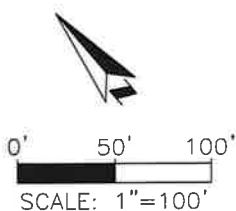
# ANNEXATION 2021-09 TO THE CITY OF WHITTIER EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION  
PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN



CITY OF PICO RIVERA  
"ANNEXATION NO. 9"  
FILED 05/17/1947 AS  
DOC. NO. 5089 IN  
OFFICIAL RECORDS

CITY OF WHITTIER  
"ANNEXATION NO. 2-1981"  
FILED 04/15/1982 AS  
DOC. NO. 82-390169 IN  
OFFICIAL RECORDS



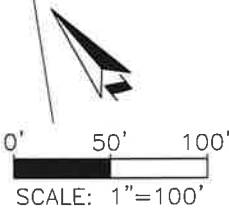
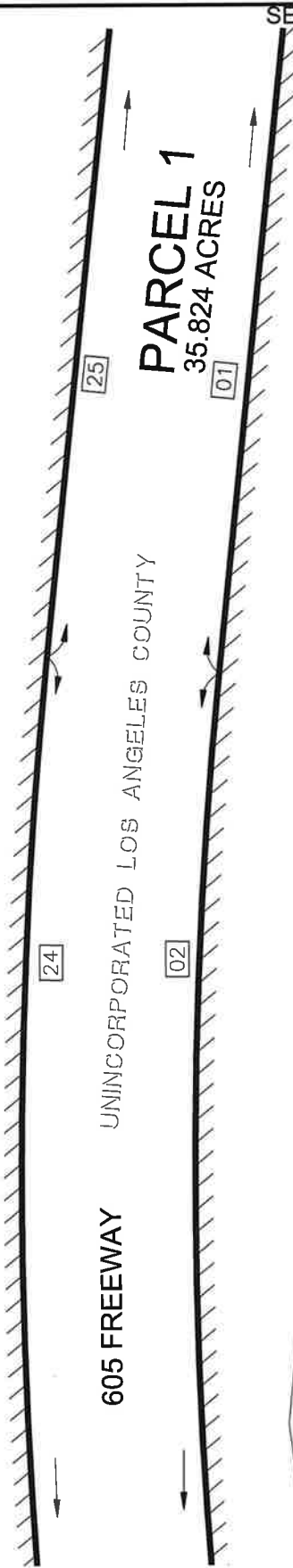
SEE SHEET 4

EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN

CITY OF PICO RIVERA  
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FILED 04/15/1982 AS DOC.  
NO. 82-390169 IN OFFICIAL  
RECORDS

BOULEVARD

SHERRILL STREET

BRIAN COURT

PIONEER

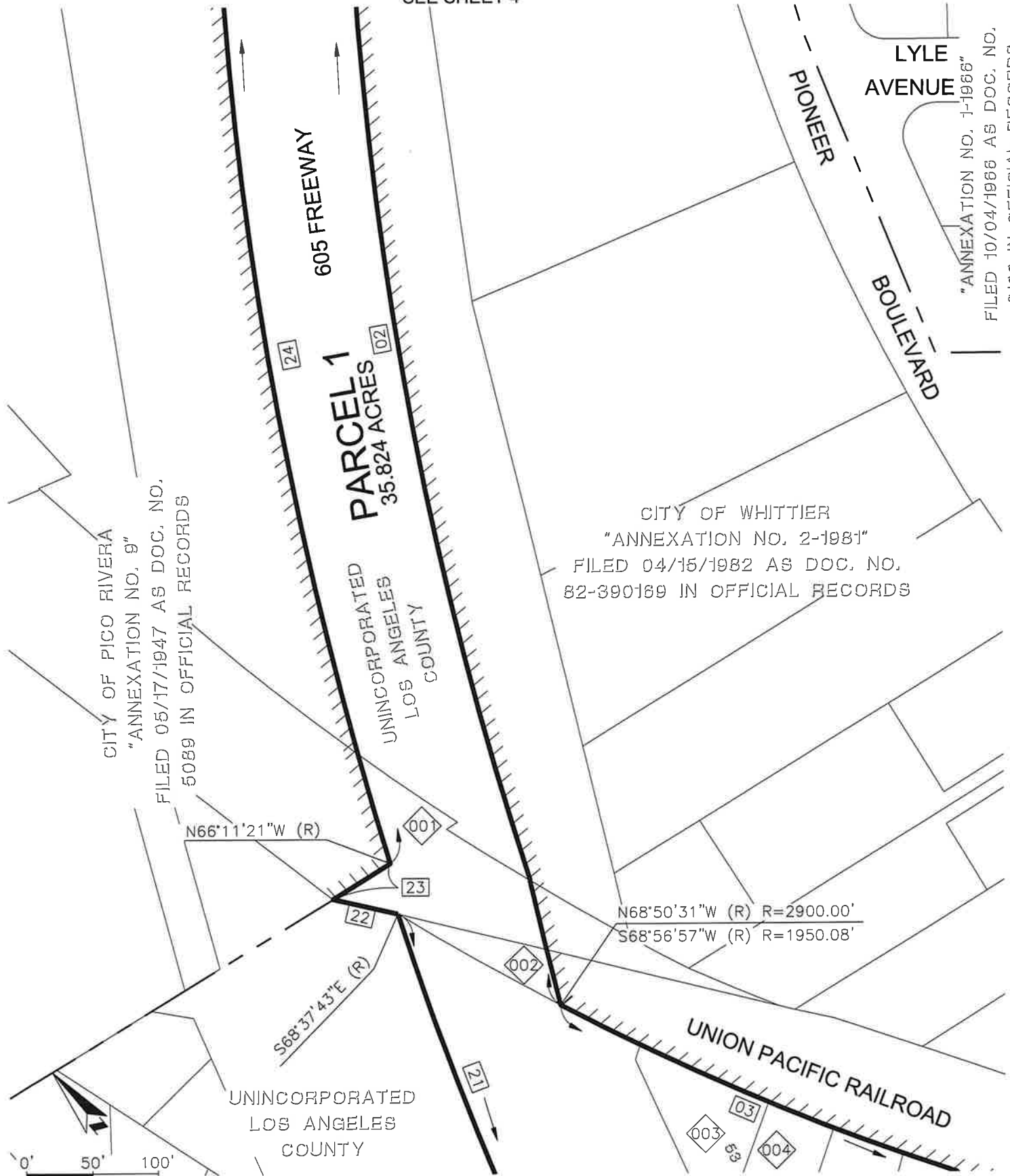
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DOC. NO. 3100 IN  
OFFICIAL RECORDS

# ANNEXATION 2021-09 TO THE CITY OF WHITTIER EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN

SEE SHEET 4



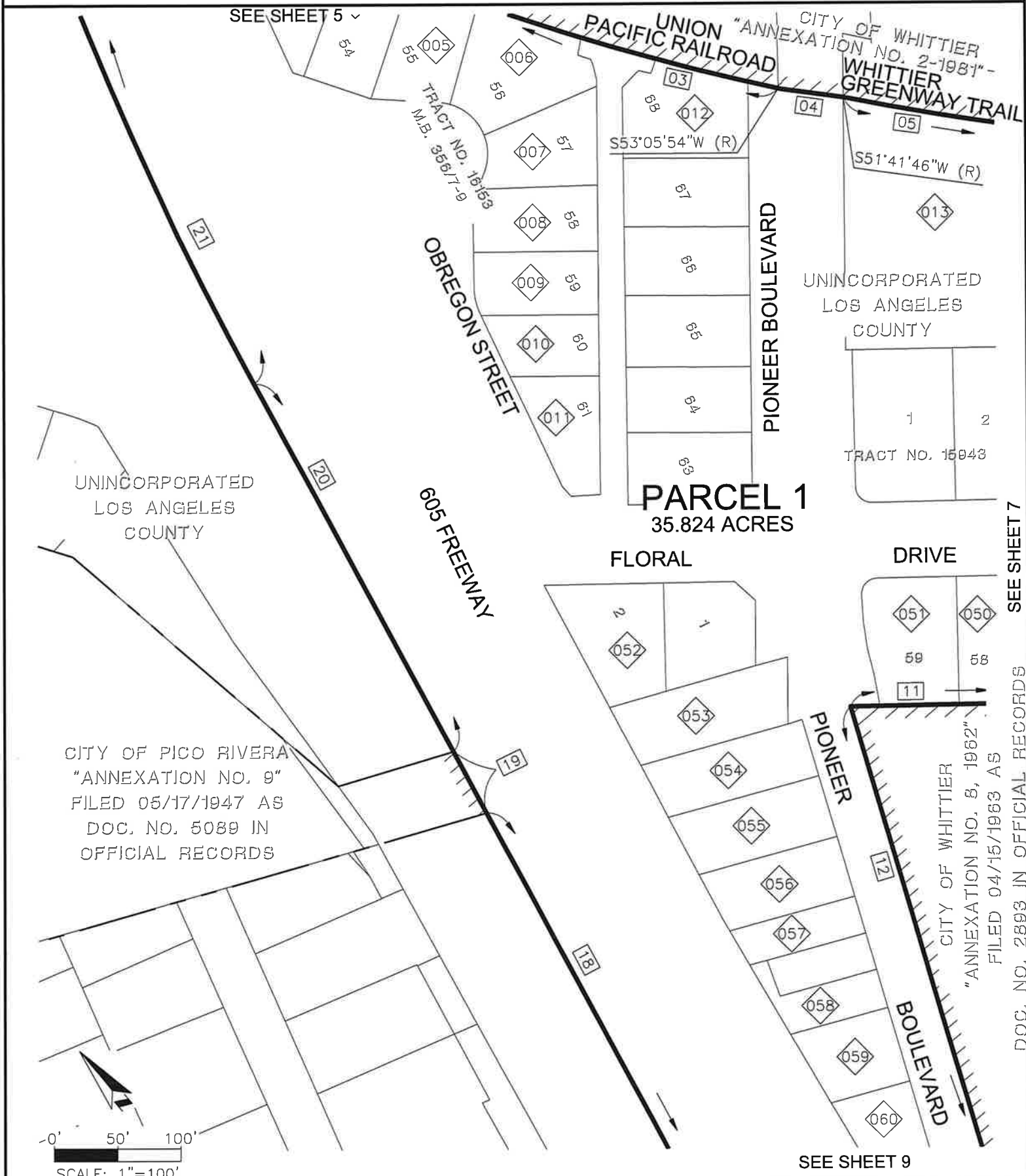
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3100 IN OFFICIAL RECORDS

SEE SHEET 6

# ANNEXATION 2021-09 TO THE CITY OF WHITTIER EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN



SEE SHEET 7  
DOC. NO. 2893 IN OFFICIAL RECORDS

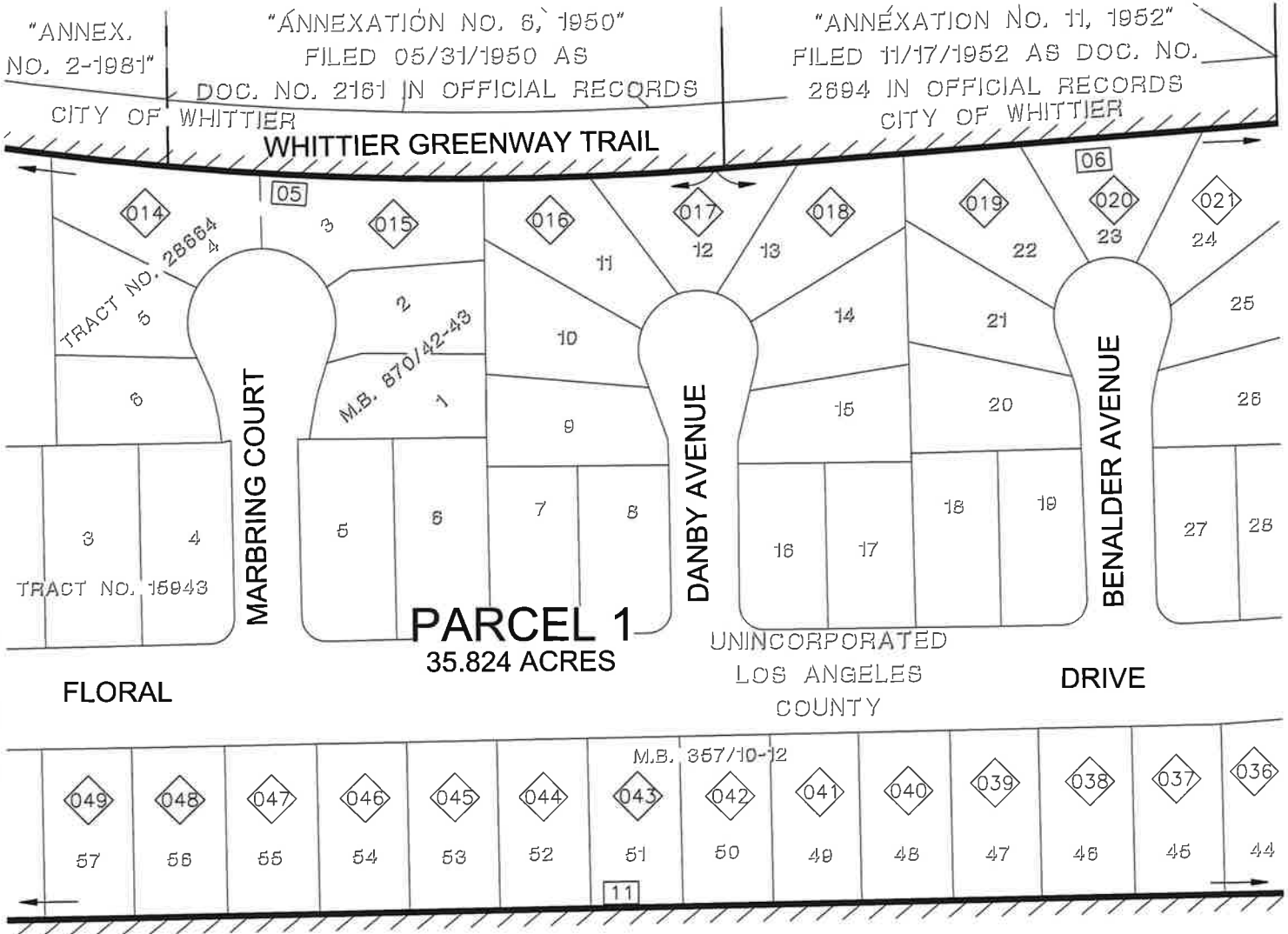
SEE SHEET 9

# ANNEXATION 2021-09 TO THE CITY OF WHITTIER

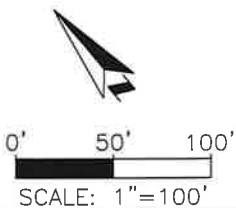
## EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN



CITY OF WHITTIER  
 "ANNEXATION NO. 8, 1962"  
 FILED 04/15/1963 AS  
 DOC. NO. 2893 IN OFFICIAL RECORDS



SEE SHEET 9

SEE SHEET 10

# ANNEXATION 2021-09 TO THE CITY OF WHITTIER

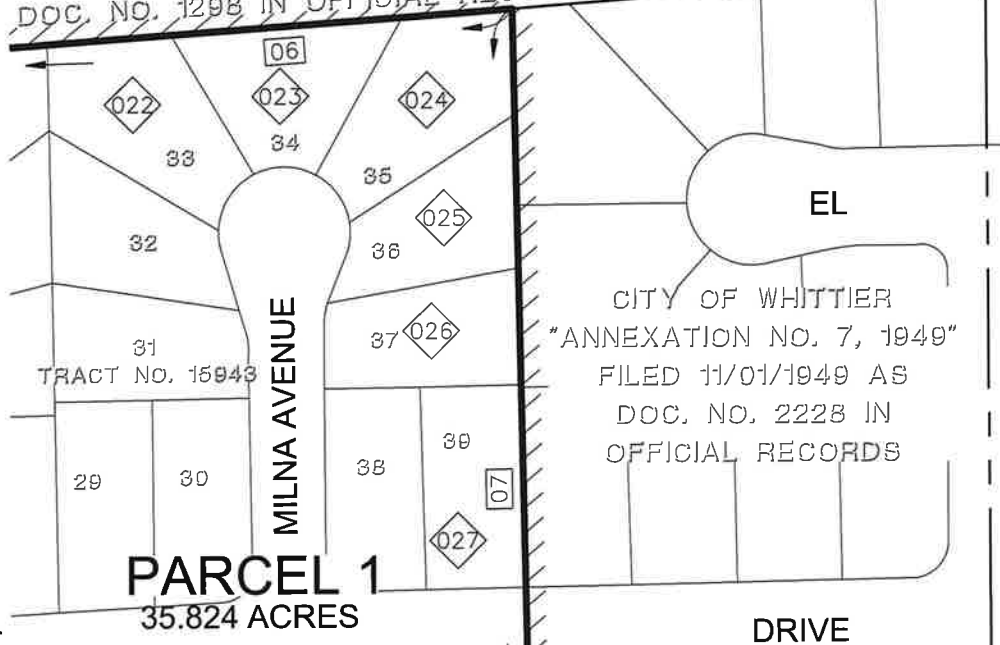
## EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN

"ANNEXATION NO. 5, 1948"  
 FILED 12/31/1948 AS  
 DOC. NO. 1298 IN OFFICIAL RECORDS

WHITTIER GREENWAY TRAIL



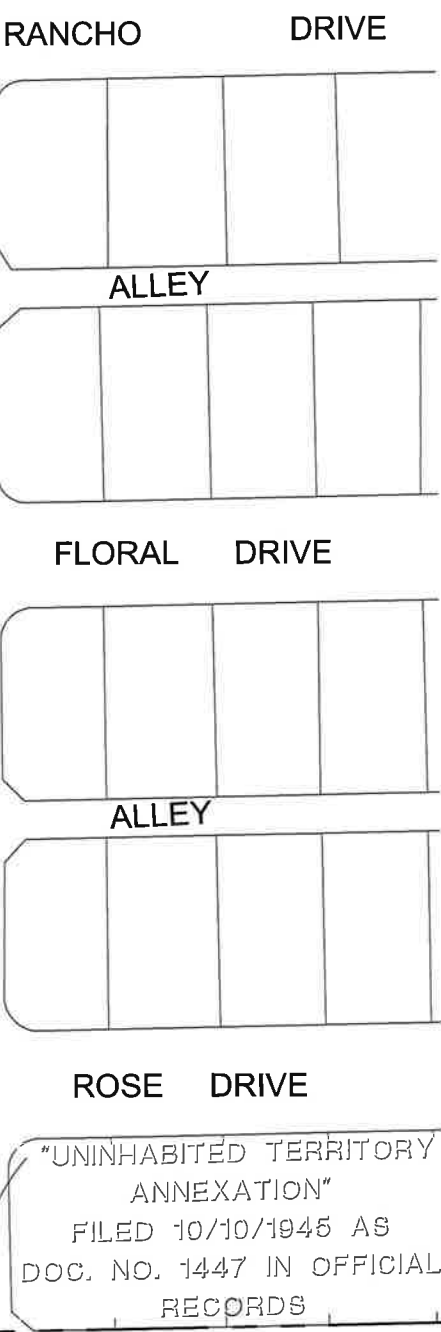
**PARCEL 1**  
 35.824 ACRES

CITY OF WHITTIER  
 "ANNEXATION NO. 7, 1949"  
 FILED 11/01/1949 AS  
 DOC. NO. 2228 IN  
 OFFICIAL RECORDS

FLORAL  
 UNINCORPORATED LOS  
 ANGELES COUNTY

CITY OF WHITTIER  
 "ANNEXATION NO. 4, 1948"  
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 RECORDS

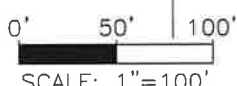
"ANNEXATION NO. 8, 1962"  
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 DOC. NO. 2893 IN OFFICIAL RECORDS



"UNINHABITED TERRITORY  
 ANNEXATION"  
 FILED 10/10/1945 AS  
 DOC. NO. 1447 IN OFFICIAL  
 RECORDS

SEE SHEET 7

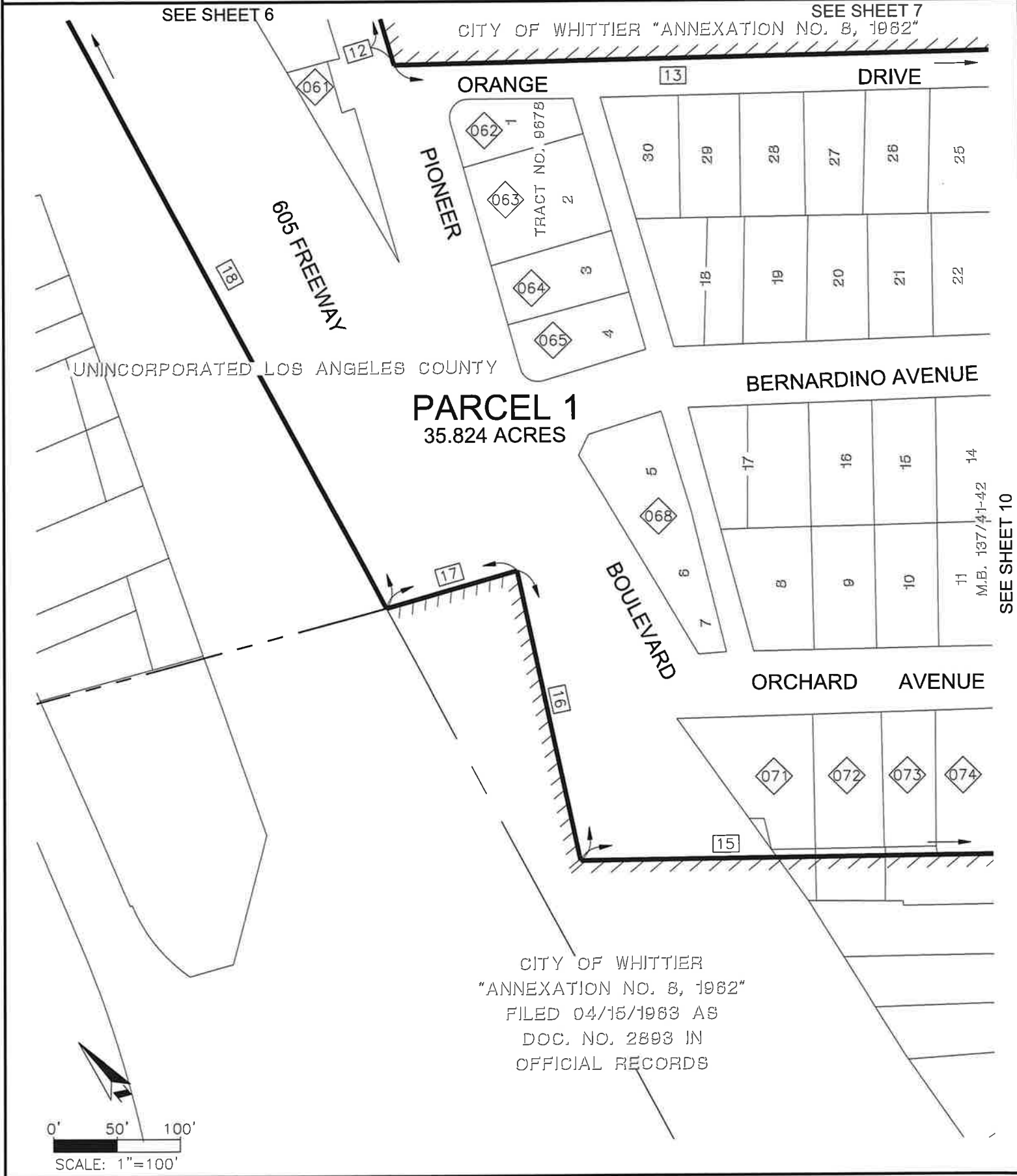
SEE SHEET 10



# ANNEXATION 2021-09 TO THE CITY OF WHITTIER EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN



# ANNEXATION 2021-09 TO THE CITY OF WHITTIER

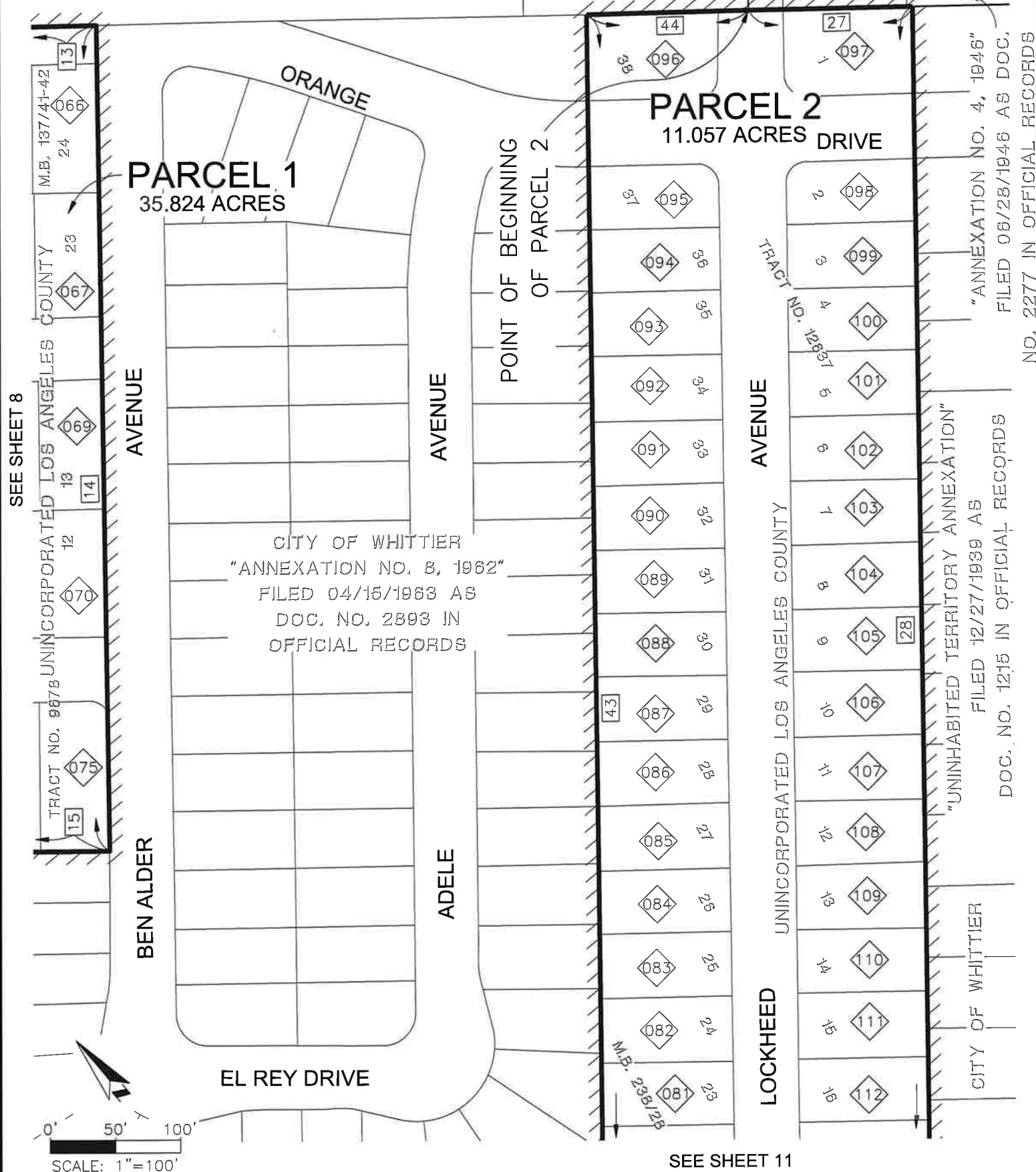
## EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN

SEE SHEET 7

SEE SHEET 8

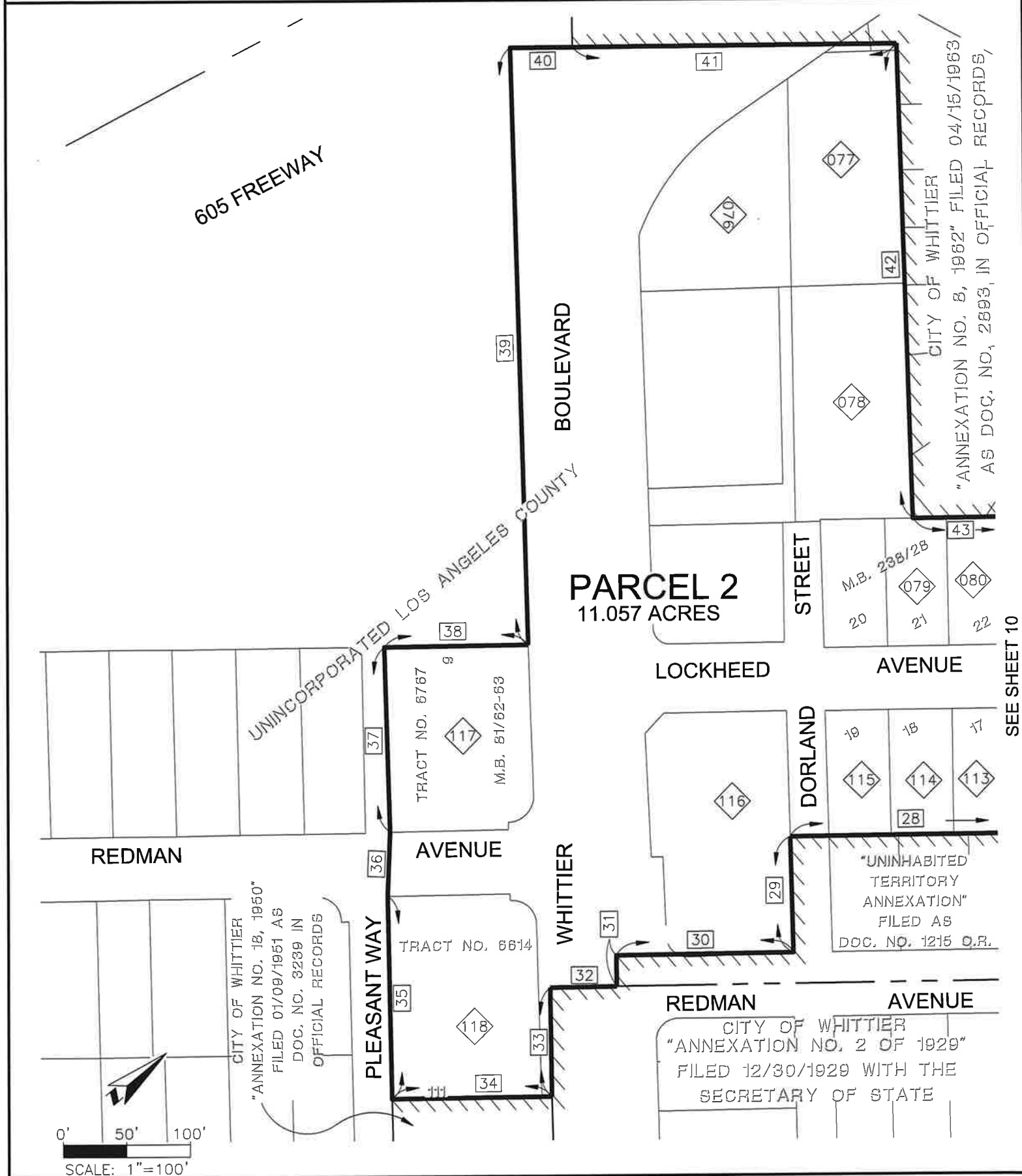


# ANNEXATION 2021-09 TO THE CITY OF WHITTIER

## EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN



SEE SHEET 10

# ANNEXATION 2021-09 TO THE CITY OF WHITTIER

## EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN

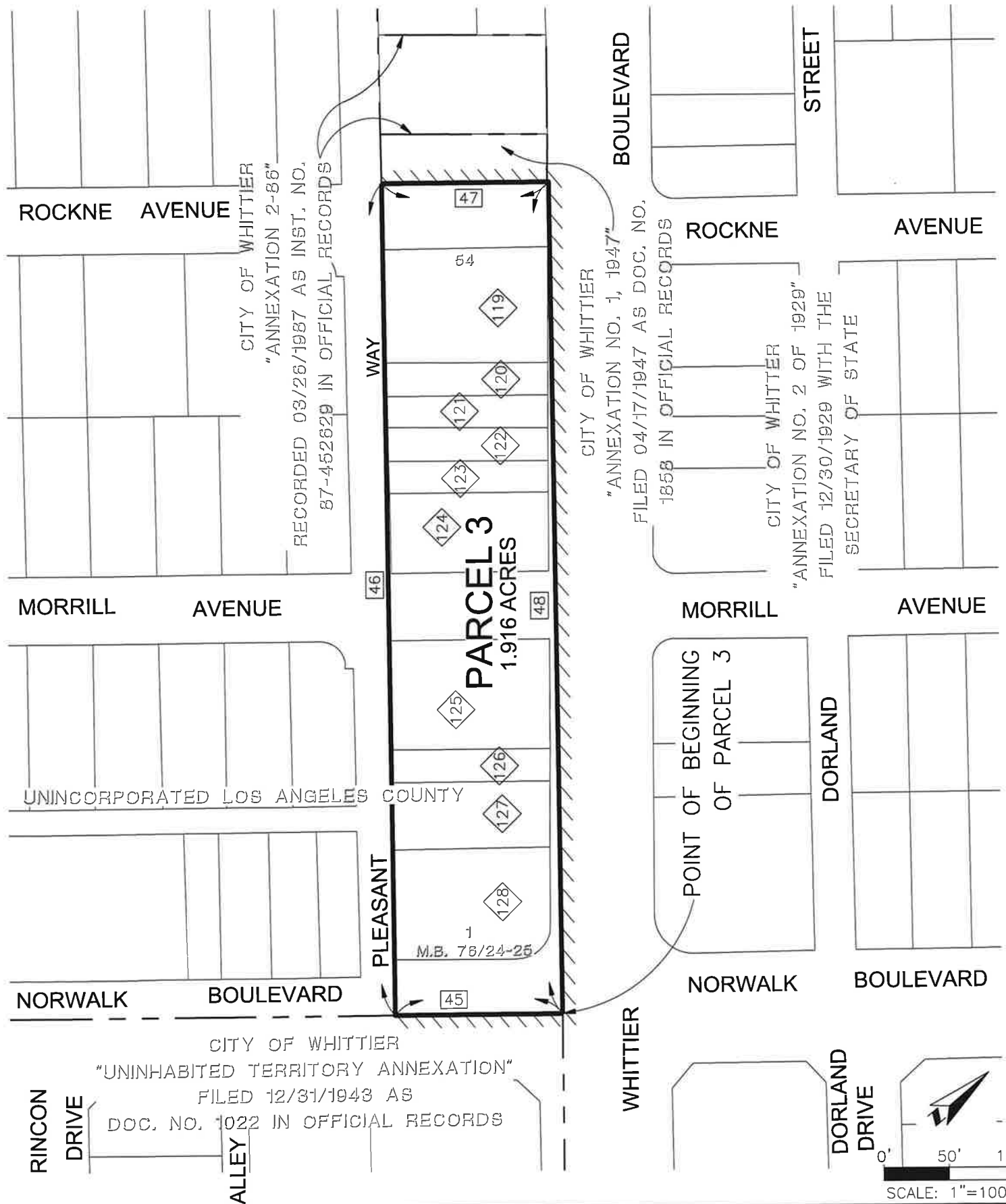
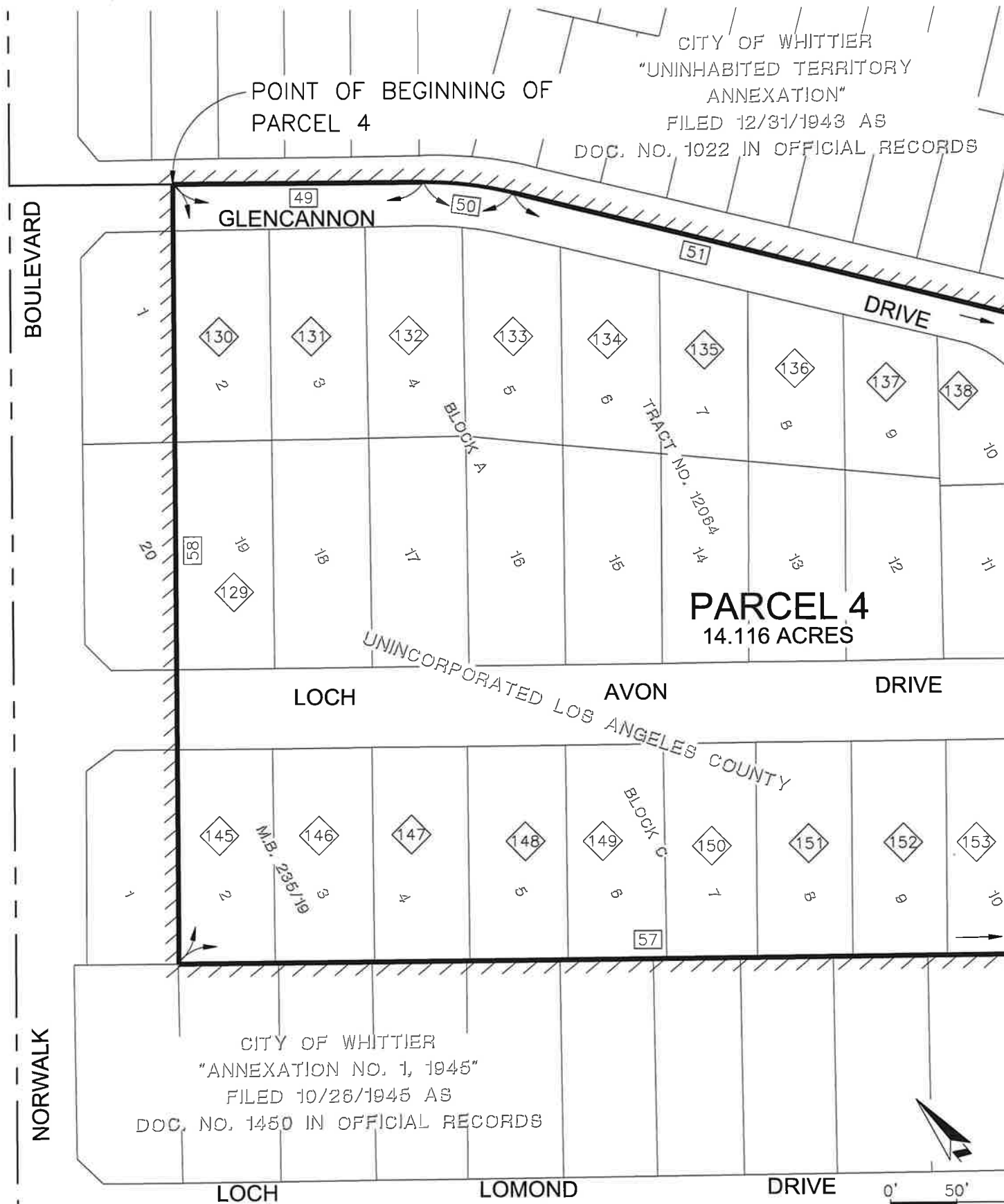


EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN

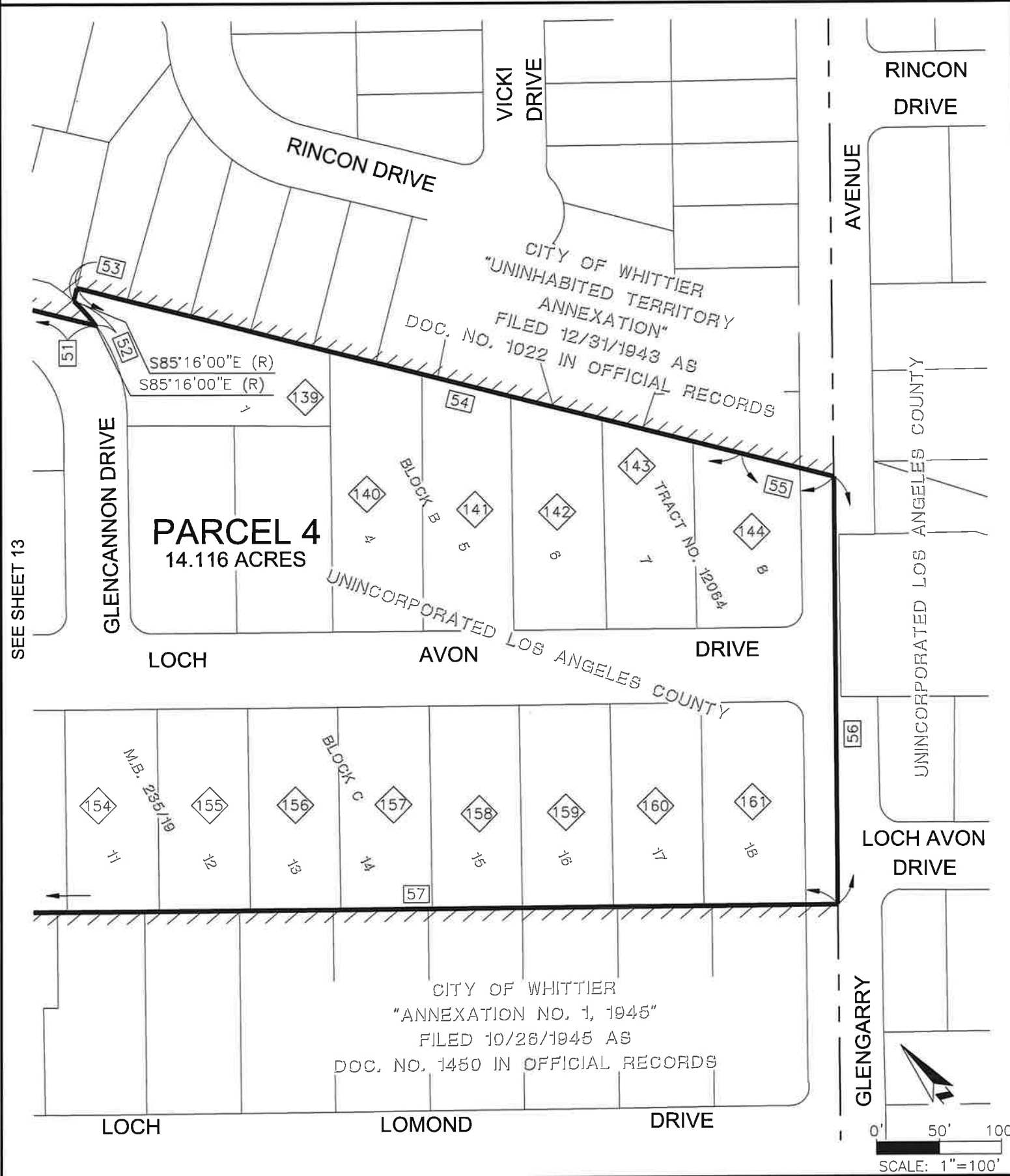


SEE SHEET 14

# ANNEXATION 2021-09 TO THE CITY OF WHITTIER EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN



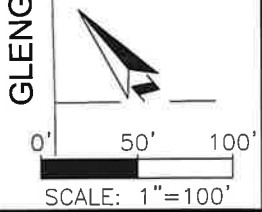
SEE SHEET 13

**PARCEL 4**  
14.116 ACRES

CITY OF WHITTIER  
"UNINHABITED TERRITORY  
ANNEXATION"  
FILED 12/31/1943 AS  
DOC. NO. 1022 IN OFFICIAL RECORDS

UNINCORPORATED LOS ANGELES COUNTY

CITY OF WHITTIER  
"ANNEXATION NO. 1, 1945"  
FILED 10/26/1945 AS  
DOC. NO. 1450 IN OFFICIAL RECORDS

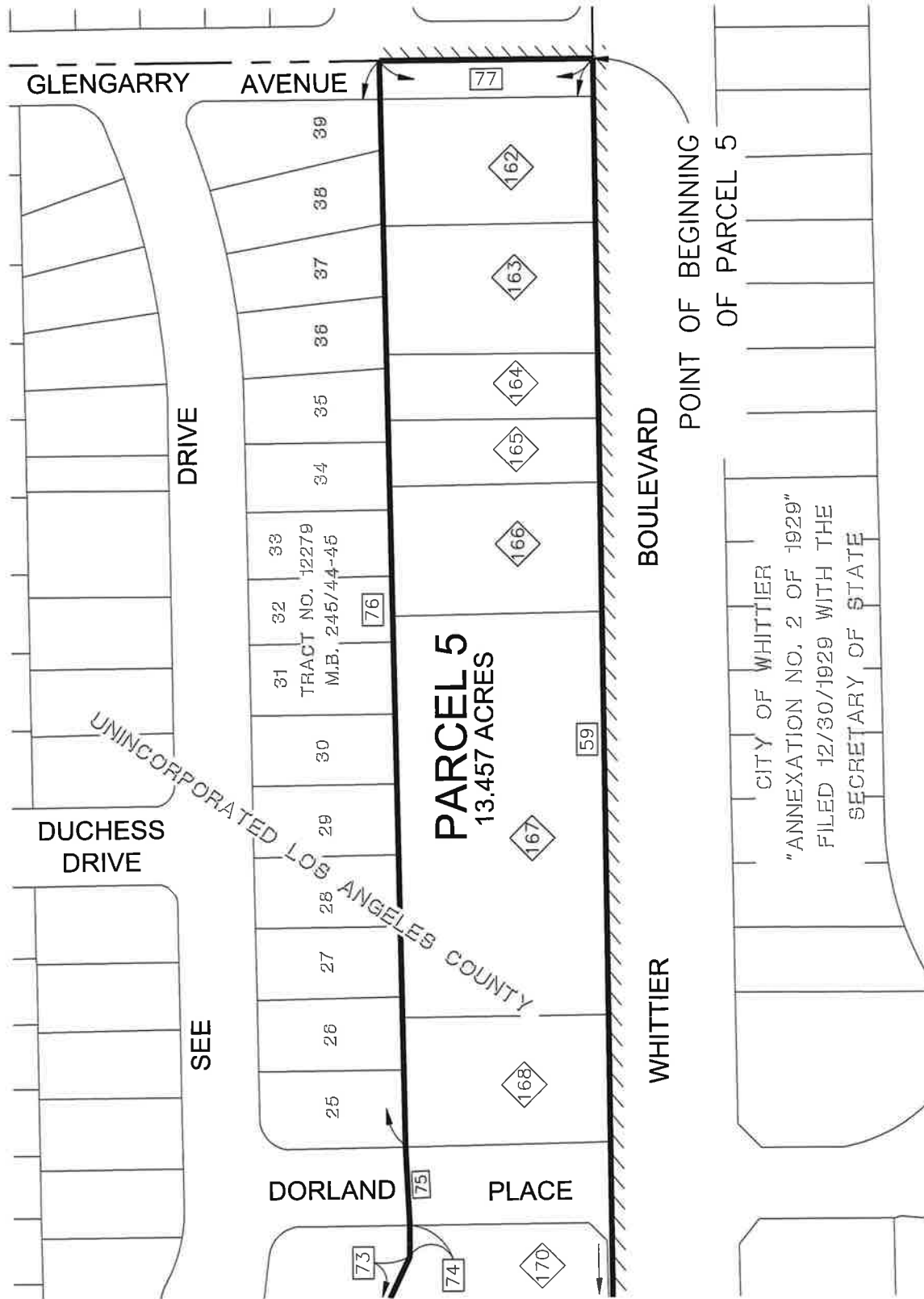


# ANNEXATION 2021-09 TO THE CITY OF WHITTIER

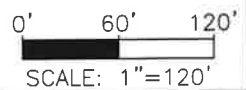
## EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN



SEE SHEET 16

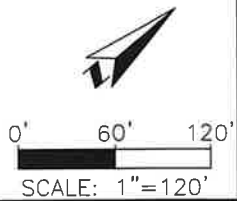
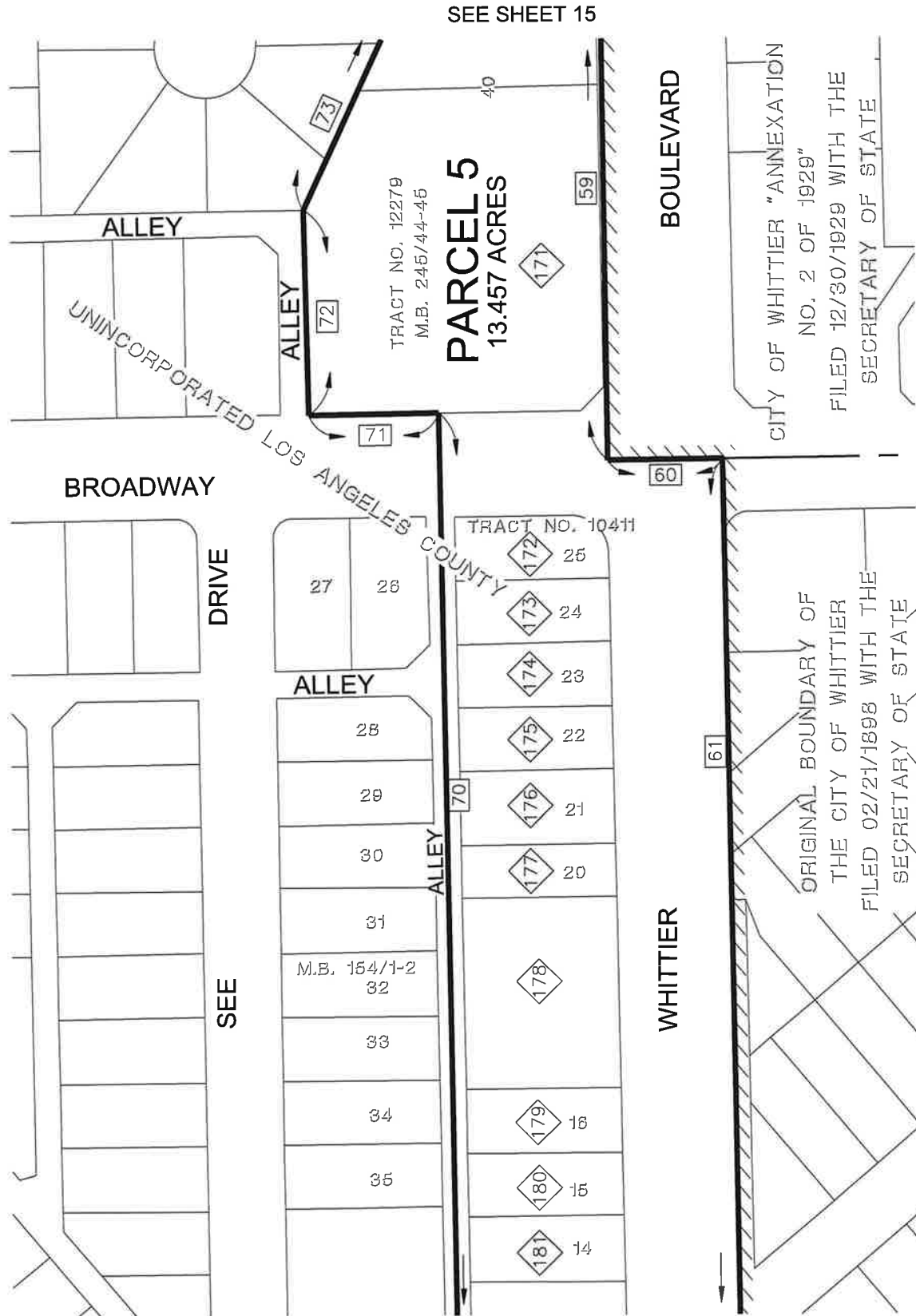


# ANNEXATION 2021-09 TO THE CITY OF WHITTIER

## EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN

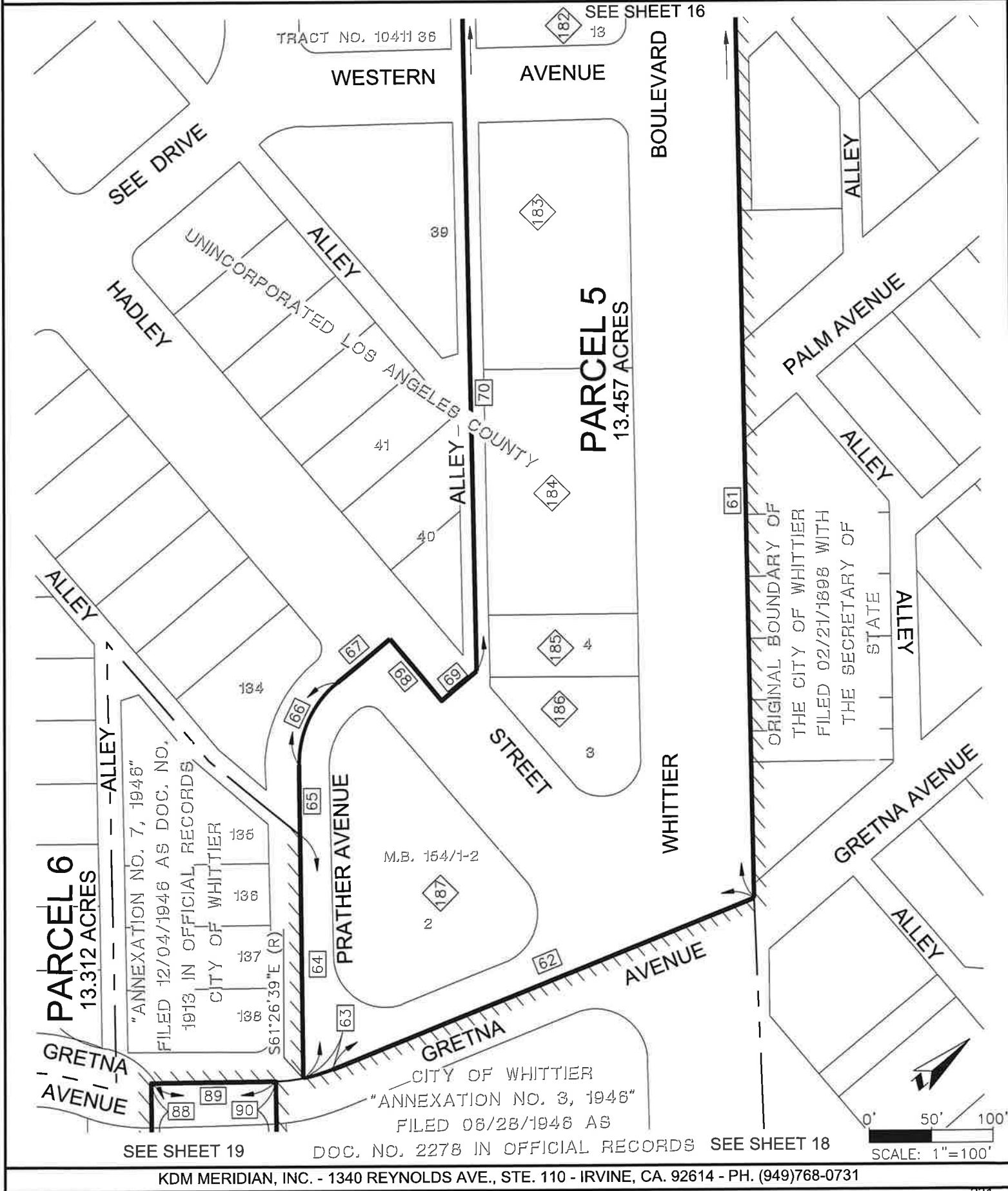


# ANNEXATION 2021-09 TO THE CITY OF WHITTIER

## EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN



ANNEXATION 2021-09 TO THE CITY OF WHITTIER  
EXHIBIT "B"

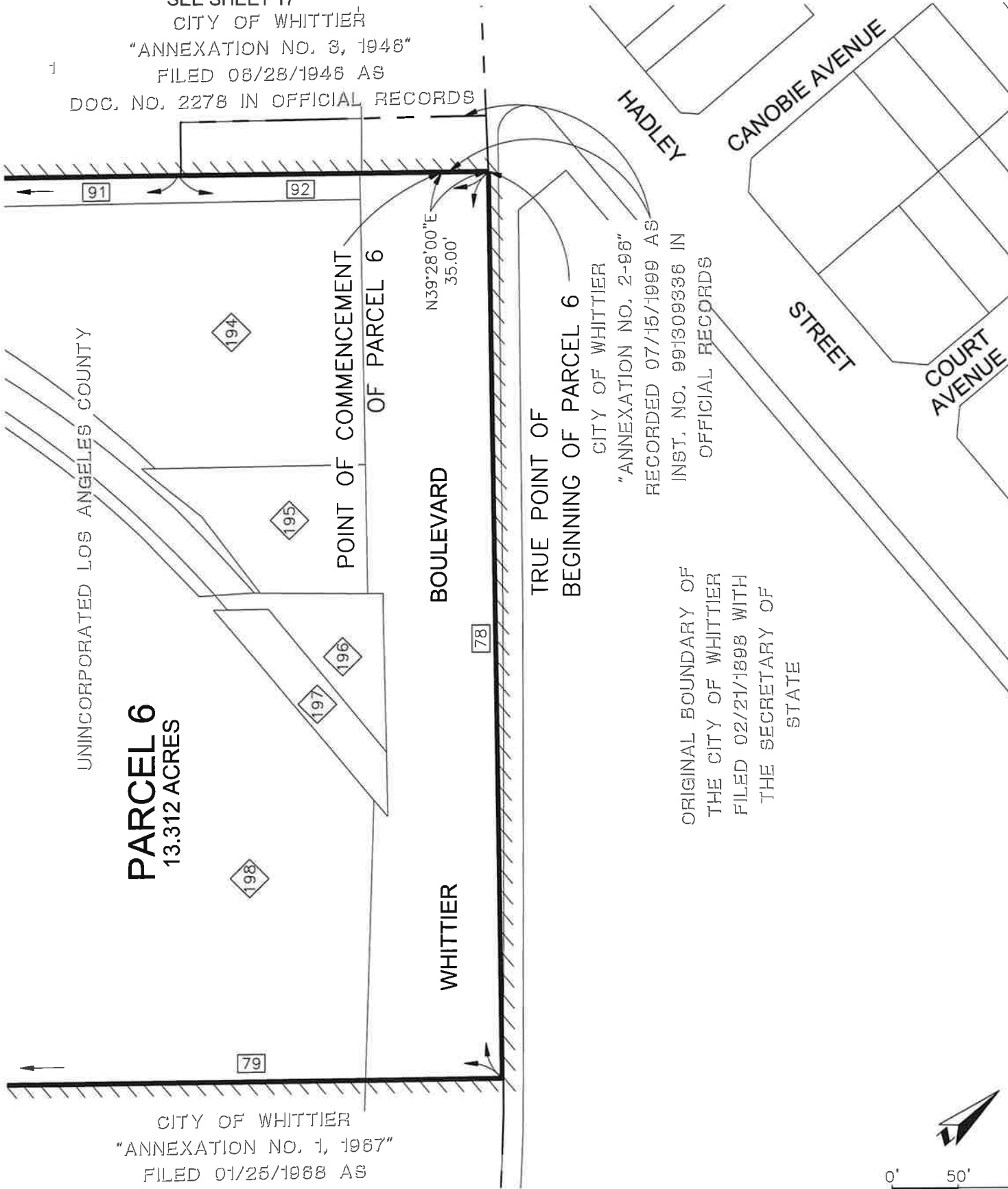
PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN

SEE SHEET 17

CITY OF WHITTIER  
"ANNEXATION NO. 3, 1946"

FILED 06/28/1946 AS  
DOC. NO. 2278 IN OFFICIAL RECORDS



SEE SHEET 19

UNINCORPORATED LOS ANGELES COUNTY

**PARCEL 6**  
13.312 ACRES

POINT OF COMMENCEMENT  
OF PARCEL 6

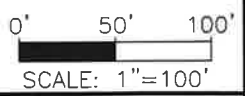
BOULEVARD

WHITTIER

TRUE POINT OF  
BEGINNING OF PARCEL 6

CITY OF WHITTIER  
"ANNEXATION NO. 2-96"  
RECORDED 07/15/1999 AS  
INST. NO. 991309336 IN  
OFFICIAL RECORDS

ORIGINAL BOUNDARY OF  
THE CITY OF WHITTIER  
FILED 02/21/1898 WITH  
THE SECRETARY OF  
STATE





## ANNEXATION 2021-09 TO THE CITY OF WHITTIER

SHEET 20 OF 22

## EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN

## COURSE TABLE

COURSE	BEARING/DELTA	DISTANCE/ARC LENGTH	RADIUS	CHORD LENGTH
01	S45°18'57"W	1252.15'	—	—
02	24°09'28"	1222.74'	2900.00'	1213.70'
03	15°51'03"	539.49'	1950.08'	537.77'
04	S55°00'38"E	50.12'	—	—
05	16°32'24"	558.61'	1935.08'	556.68'
06	S54°50'38"E	598.59'	—	—
07	S39°02'58"W	356.63'	—	—
08	S50°38'00"E	242.84'	—	—
09	S39°45'00"W	116.00'	—	—
10	N51°20'10"W	241.96'	—	—
11	N51°22'12"W	1142.03'	—	—
12	S23°32'00"W	404.80'	—	—
13	S50°40'00"E	529.04'	—	—
14	S39°45'00"W	638.40'	—	—
15	N50°40'00"W	388.07'	—	—
16	N27°51'00"E	237.34'	—	—
17	N65°55'30"W	108.64'	—	—
18	N11°19'49"E	837.06'	—	—
19	N11°19'49"E	51.08'	—	—
20	N11°19'49"E	328.94'	—	—
21	10°02'28"	525.75'	3000.00'	525.08'
22	N36°00'55"W	68.76'	—	—
23	S81°41'55"E	60.02'	—	—
24	21°30'18"	1126.00'	3000.00'	1119.40'
25	N45°18'57"E	1252.15'	—	—
26	S44°41'03"E	100.00'	—	—
27	S51°20'10"E	125.00'	—	—
28	S39°47'00"W	1048.03'	—	—
29	S50°38'00"E	91.96'	—	—
30	S39°47'00"W	140.01'	—	—
31	S50°38'00"E	25.00'	—	—
32	S39°04'00"W	50.00'	—	—
33	S50°38'00"E	84.22'	—	—
34	S39°22'00"W	130.00'	—	—
35	N50°38'00"W	161.00'	—	—
36	N50°36'20"W	50.37'	—	—
37	N50°38'00"W	150.00'	—	—
38	N39°39'00"E	114.28'	—	—
39	N51°26'00"W	455.81'	—	—
40	N39°45'00"E	40.00'	—	—
41	N39°45'00"E	262.25'	—	—
42	S52°06'00"E	376.84'	—	—
43	N39°04'00"E	945.13'	—	—
44	S51°20'10"E	125.00'	—	—
45	S39°39'00"W	130.00'	—	—
46	N50°38'00"W	642.13'	—	—
47	N39°44'15"E	130.00'	—	—
48	S50°38'00"E	641.93'	—	—
49	S50°14'50"E	187.71'	—	—
50	14°15'50"	68.73'	276.06'	68.55'
51	S35°59'00"E	433.28'	—	—
52	12°12'32"	26.41'	123.93'	26.36'
53	N54°01'00"E	8.15'	—	—
54	S35°59'00"E	544.71'	—	—
55	S31°43'40"E	77.92'	—	—
56	S39°43'40"W	338.57'	—	—
57	N50°14'50"W	1262.02'	—	—
58	N39°43'40"E	585.04'	—	—
59	S50°37'00"E	1289.72'	—	—
60	N39°28'00"E	80.00'	—	—
61	S50°37'00"E	1381.00'	—	—
62	S18°02'00"W	366.86'	—	—
63	10°31'21"	24.26'	132.10'	24.23'
64	N50°37'00"W	201.95'	—	—
65	N50°37'00"W	50.43'	—	—

# ANNEXATION 2021-09 TO THE CITY OF WHITTIER

## EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION

PORTIONS OF RANCHO PASO DE BARTOLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN

### COURSE TABLE

COURSE	BEARING/DELTA	DISTANCE/ARC LENGTH	RADIUS	CHORD LENGTH
66	51°00'00"	75.60'	84.93'	73.13'
67	N00°23'00"E	55.00'	-	-
68	S89°37'00"E	63.01'	-	-
69	N00°23'00"E	40.00'	-	-
70	N50°37'00"W	1232.39'	-	-
71	S39°28'00"W	100.00'	-	-
72	N50°37'00"W	160.00'	-	-
73	N26°11'00"W	181.11'	-	-
74	N50°32'00"W	25.00'	-	-
75	N50°34'08"W	60.00'	-	-
76	N50°37'00"W	840.47'	-	-
77	N39°43'40"E	165.00'	-	-
78	S50°37'00"E	691.98'	-	-
79	S39°17'00"W	969.17'	-	-
80	N50°02'30"W	92.11'	-	-
81	N17°49'00"W	318.27'	-	-
82	N13°25'00"W	296.20'	-	-
83	10°42'15"	143.39'	767.50'	143.18'
84	N44°02'45"W(R)	80.00'	-	-
85	4°24'45"	65.27'	847.50'	65.25'
86	N39°28'00"E	93.20'	-	-
87	N39°28'00"E	100.00'	-	-
88	N50°37'00"W	165.00'	-	-
89	N39°28'00"E	100.00'	-	-
90	S50°37'00"E	165.00'	-	-
91	N39°28'00"E	160.00'	-	-
92	N39°28'00"E	230.00'	-	-

# ANNEXATION 2021-09 TO THE CITY OF WHITTIER

## EXHIBIT "B"

PLAT TO ACCOMPANY GEOGRAPHIC DESCRIPTION  
 PORTIONS OF RANCHO PASO DE BAROLO, LOT 45 IN TOWNSHIP 2 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN

### ASSESSOR PARCEL NUMBER TABLE

ID	A.P.N.	ID	A.P.N.	ID	A.P.N.	ID	A.P.N.	ID	A.P.N.
001	8130-024-008	046	8130-020-015	091	8130-016-019	136	8174-037-008	181	8171-026-002
002	8130-024-009	047	8130-020-016	092	8130-016-020	137	8174-037-009	182	8171-026-001
003	8130-022-028	048	8130-020-017	093	8130-016-021	138	8174-037-010	183	8171-027-016
004	8130-022-029	049	8130-020-018	094	8130-016-022	139	8174-037-021	184	8171-027-018
005	8130-022-010	050	8130-020-019	095	8130-016-023	140	8174-037-025	185	8171-027-002
006	8130-022-011	051	8130-020-024	096	8130-020-021	141	8174-037-026	186	8171-027-001
007	8130-022-012	052	8130-022-026	097	8130-014-001	142	8174-037-027	187	8171-028-900
008	8130-022-013	053	8130-022-024	098	8130-015-001	143	8174-037-028	*188	8171-028-030
009	8130-022-014	054	8130-022-040	099	8130-015-002	144	8174-037-029	189	8171-029-058
010	8130-022-030	055	8130-022-041	100	8130-015-003	145	8174-036-002	190	8171-029-057
011	8130-022-031	056	8130-022-039	101	8130-015-004	146	8174-036-003	191	8171-029-044
012	8130-022-020	057	8130-022-022	102	8130-015-005	147	8174-036-004	192	8171-029-028
013	8130-021-029	058	8130-022-046	103	8130-015-006	148	8174-036-005	193	8171-038-027
014	8130-021-026	059	8130-022-042	104	8130-015-007	149	8174-036-006	194	8171-038-039
015	8130-021-025	060	8130-022-043	105	8130-015-008	150	8174-036-007	195	8171-038-028
016	8130-021-014	061	8130-022-045	106	8130-015-009	151	8174-036-008	196	8171-038-035
017	8130-021-015	062	8130-019-001	107	8130-015-010	152	8174-036-009	197	8171-038-029
018	8130-013-001	063	8130-019-033	108	8130-015-011	153	8174-036-010	198	8171-038-036
019	8130-013-010	064	8130-019-003	109	8130-015-012	154	8174-036-011	199	8171-038-020
020	8130-013-011	065	8130-019-004	110	8130-015-013	155	8174-036-012	*APN's which only have a portion being annexed: <b>8130-014-012</b> <b>8130-014-009</b> <b>8130-018-030</b> <b>8130-018-031</b> <b>8171-028-030</b>	
021	8130-013-012	066	8130-019-023	111	8130-015-014	156	8174-036-013		
022	8130-013-021	067	8130-019-022	112	8130-015-015	157	8174-036-014		
023	8130-013-022	068	8130-019-030	113	8130-015-016	158	8174-036-015		
024	8130-013-023	069	8130-019-010	114	8130-015-017	159	8174-036-016		
025	8130-013-024	070	8130-019-009	115	8130-015-018	160	8174-036-017		
026	8130-013-025	071	8130-018-023	116	8130-015-019	161	8174-036-018		
027	8130-013-027	072	8130-018-007	117	8174-017-039	162	8171-001-026		
028	8130-014-011	073	8130-018-022	118	8174-017-037	163	8171-001-027		
*029	8130-014-012	*074	8130-018-030	119	8174-019-056	164	8171-001-018		
030	8130-014-010	*075	8130-018-031	120	8174-019-005	165	8171-001-019		
*031	8130-014-009	076	8130-016-030	121	8174-019-004	166	8171-001-020		
032	8130-020-001	077	8130-016-031	122	8174-019-003	167	8171-001-047		
033	8130-020-002	078	8130-016-026	123	8174-019-002	168	8171-001-023		
034	8130-020-003	079	8130-016-007	124	8174-019-001	170	8171-002-027		
035	8130-020-004	080	8130-016-008	125	8174-019-800	171	8171-002-033		
036	8130-020-005	081	8130-016-009	126	8174-019-036	172	8171-026-012		
037	8130-020-006	082	8130-016-010	127	8174-019-035	173	8171-026-011		
038	8130-020-007	083	8130-016-011	128	8174-019-034	174	8171-026-010		
039	8130-020-008	084	8130-016-012	129	8174-037-019	175	8171-026-009		
040	8130-020-009	085	8130-016-013	130	8174-037-002	176	8171-026-008		
041	8130-020-010	086	8130-016-014	131	8174-037-003	177	8171-026-007		
042	8130-020-011	087	8130-016-015	132	8174-037-004	178	8171-026-025		
043	8130-020-012	088	8130-016-016	133	8174-037-005	179	8171-026-004		
044	8130-020-013	089	8130-016-017	134	8174-037-006	180	8171-026-003		
045	8130-020-014	090	8130-016-018	135	8174-037-007				

## RESOLUTION NO. 2021-67

A RESOLUTION OF APPLICATION BY THE CITY OF WHITTIER, CALIFORNIA, REQUESTING THE LOCAL AGENCY FORMATION COMMISSION FOR THE COUNTY OF LOS ANGELES (LAFCO) TO INITIATE PROCEEDINGS FOR CHANGE OF ORGANIZATION OF TERRITORY

### RECITALS

- A. The City of Whittier desires to initiate proceedings pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, commencing with Section 56000 of the California Government Code, for a change of organization that would annex approximately 58-acres territory into the City of Whittier.
- B. This annexation is being proposed upon a Resolution of Application to Initiate Proceedings for annexation filed by the City of Whittier.
- C. The territory proposed to be annexed is inhabited.
- D. The boundaries of the proposed area are depicted on the corresponding Exhibit "A", for annexation, which are incorporated herein by reference.
- E. pursuant to the provisions of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and the City of Whittier's Local CEQA Guidelines, the proposed action is not a project under State CEQA Guidelines section 15378 because it does not have the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.
- F. the proposed action is further exempt under State CEQA Guidelines section 15061, subdivision (b)(3) because it can be seen with certainty that there is no possibility the proposed action may have a significant impact on the environment as a result of the annexation boundary change.
- G. Even if the proposed action were considered a project, it is categorically exempt from environmental review under State CEQA Guidelines section 15319 (Class 19) as an annexation to a city containing existing private and public structures developed to the density allowed by the current Los Angeles County zoning where the extension of utility services to the existing facilities would have a capacity to serve only the existing facilities. The properties that would receive water and sewer services contain a combination of single family residences, multiple-family residences, a mobile home park, commercial uses and open space (McNees Park) consistent with the Los Angeles County's zoning for the properties as R-A, Residential Agricultural, R-1, Single-Family Residence, R-2, Two-Family Residence, R-3, Limited Density Multiple Residence, C-3-BE, General

Commercial with Billboard Exclusion, C-3-DP-BE, General Commercial with Development Program and Billboard Exclusion and C-M, Commercial Manufacturing and only existing structures would be served. None of the exceptions to the exemptions found in State CEQA Guidelines section 15300.2 apply.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF WHITTIER, CALIFORNIA, DOES RESOLVE AS FOLLOWS:

SECTION 1. The above recitals are true and correct and are a substantial part of this resolution.

SECTION 2. The proposal is hereby made to LAFCO for an annexation of approximately 58 acres of land as follows:

a. This proposal is made pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code Section 56000 et seq.).

b. The nature of the proposed change of organization is the annexation of the territory to the City of Whittier.

c. The affected territory proposed to be annexed is inhabited.

d. The boundaries of the proposal area are reflected in the Exhibit "A".

e. The affected territory is within the City of Whittier's Sphere of Influence.

f. It is desired that the proposed annexation be made subject to the following terms and conditions:

i. The property tax revenue for the annexed parcels be made consistent with a negotiated property tax revenue between affected agencies.

ii. The annexed territory be subject to all existing and future Whittier fees, services charges, assessments, and taxes.

iii. Any taxes, fees, charges, or assessments for the City of Whittier may be collected by the County of Los Angeles Tax Collector in the same manner as ad valorem property taxes or otherwise allowed by law.

g. The description of the proposal area is as follows:

The approximately 58-acre project area is commonly known as part of the West Whittier-Los Nietos community. It is comprised of a combination of existing single-family residences, multiple-family residences, a mobile home park, commercial uses and open space (McNees Park).

h. This proposal facilitates the City of Whittier eventually accepting a transfer of ownership of Whittier Boulevard from Esperanza Avenue to Valley Home Avenue through the legislative relinquishment process with the California Department of Transportation (Caltrans).


SECTION 3. The City of Whittier consents to waiver of protest proceedings pursuant to Government Code Sections 56662(a)(1) through 56662(a)(3), inclusive.

SECTION 4. This Resolution of Application to Initiate Proceedings is hereby adopted and approved by City of Whittier, and LAFCO is hereby requested to initiate proceedings for the annexation of territory as authorized and in the manner provided by the Cortese-Know-Hertzberg Local Government Reorganization Act of 2000.

SECTION 5. The City Clerk of the City of Whittier is hereby authorized and directed to file a certified copy of this Resolution with the Executive Officer of the Local Agency Formation Commission for the County of Los Angeles.

SECTION 6. The City Clerk shall certify to the passage and adoption hereof.

APPROVED AND ADOPTED this 28<sup>th</sup> day of September 2021.

  
\_\_\_\_\_  
JOSEPH A. VINATIERI, Mayor

ATTEST:


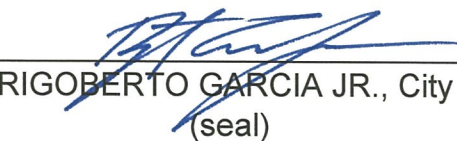
  
\_\_\_\_\_  
RIGOBERTO GARCIA JR., City Clerk  
(seal)

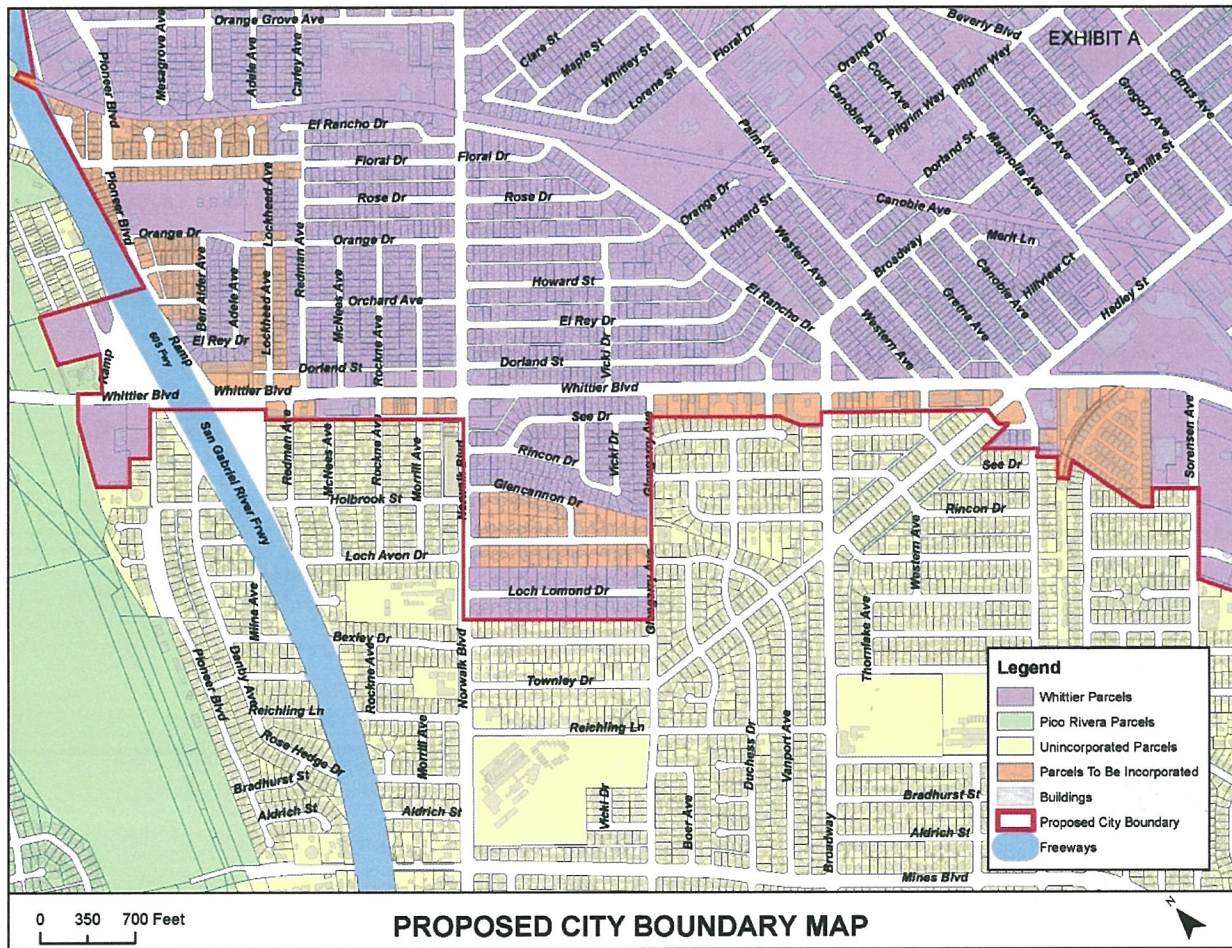
EXHIBIT "A" – Map of Proposed Boundary

I CERTIFY THAT THE FOREGOING RESOLUTION NO. 2021-67 was passed and adopted by the City Council of the City of Whittier at the regular meeting held on the 28th day of September 2021, by the following vote:

AYES: 4 Council Members: Vinatieri, Warner, Dutra, Bouchot  
NOES: 0  
ABSTAIN: 0  
ABSENT: 1 Council Member: Martinez

  
\_\_\_\_\_  
RIGOBERTO GARCIA JR., City Clerk  
(seal)

### EXHIBIT "A" – Map of Proposed Boundary



**BOARD OF SUPERVISORS**

Hilda L. Solis  
First District

Holly J. Mitchell  
Second District

Lindsey P. Horvath  
Third District

Janice Hahn  
Fourth District

Kathryn Barger  
Fifth District



**Chief Executive Office.**

**COUNTY OF LOS ANGELES**

Kenneth Hahn Hall of Administration  
500 West Temple Street, Room 713, Los Angeles, CA 90012  
(213) 974-1101 ceo.lacounty.gov

**Chief Executive Officer**

Fesia A. Davenport

"To Enrich Lives Through Effective and Caring Service"

# ADOPTED

BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES

34 September 24, 2024

September 24, 2024

The Honorable Board of Supervisors  
County of Los Angeles  
383 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, California 90012

EDWARD YEN  
EXECUTIVE OFFICER

Dear Supervisors:

**JOINT RESOLUTION BETWEEN THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, THE CITY COUNCIL OF THE CITY OF WHITTIER, AND THE BOARD OF DIRECTORS OF THE GREATER LOS ANGELES COUNTY VECTOR CONTROL DISTRICT, COUNTY SANITATION DISTRICT NO. 18 OF LOS ANGELES COUNTY, AND THE WATER REPLENISHMENT DISTRICT OF SOUTHERN CALIFORNIA, APPROVING AND ACCEPTING THE NEGOTIATED EXCHANGE OF PROPERTY TAX REVENUE RESULTING FROM THE ANNEXATION OF UNINCORPORATED TERRITORY KNOWN AS ANNEXATION NO. 2021-09 TO THE CITY OF WHITTIER, AND SUPPLEMENTAL JOINT RESOLUTION TO APPROVE TRANSFER OF THE COUNTY'S REGIONAL HOUSING NEEDS ASSESSMENT ALLOCATION TO THE CITY OF WHITTIER (FOURTH DISTRICT) (5-VOTES)**

**SUBJECT**

This action is to adopt the Joint Resolution for the Negotiated Exchange of Property Tax Revenue (Joint Resolution) associated with the annexation involving the detachment of unincorporated territory from the County of Los Angeles (County) and the annexation of said territory to the City of Whittier (City), and adopt the Supplemental Joint Resolution to approve the transfer of County 's Regional Housing Needs Assessment Allocation for the annexation of territory to the City.

**IT IS RECOMMENDED THAT THE BOARD:**

1. Find that the proposed Joint Resolution, with their associated actions and the transfer of the County's Regional Housing Needs Assessment allocation are not subject to the provisions of the California Environmental Quality Act (CEQA).
2. Adopt the attached Joint Resolution between the Board of Supervisors (Board), as the governing

body of the County, Consolidated Fire Protection District, the Los Angeles County Flood Control District, and on behalf of the LA County Library, Road District No. 1, Road District No. 4, County Lighting Maintenance District 1687 and the County Lighting District Landscaping and Lighting Act-1, Unincorporated Zone; the City Council of the City of Whittier; the Boards of Directors of the Greater Los Angeles County Vector Control District, the County Sanitation District No. 18 of Los Angeles County (County Sanitation District No. 18), and the Water Replenishment District of Southern California based on the negotiated exchange of property tax revenue as a result of the proposed Annexation No. 2021-09, to annex approximately 58± acres of inhabited territory to the City of Whittier (Joint Resolution).

3. On behalf of County Sanitation District No. 18, adopt the Joint Resolution pursuant to California Revenue and Taxation Code (R&T Code) section 99(b)(5).

4. Authorize the Chief Executive Officer, or her designee, and the Directors of the County Departments of Public Works, Regional Planning, and Parks and Recreation, or their designees, to take all actions to effectuate the Joint Resolution.

5. Withdraw the territory proposed for annexation from County Lighting Maintenance District 1687 and exclude the territory proposed for annexation from County Lighting District Landscaping and Lighting Act-1, Unincorporated Zone.

6. Find that pursuant to Government Code section 25550.5, McNeas Park is local in character and approve the transfer of McNeas Park to the City.

7. Find that the transfer of McNeas Park to the City is exempt surplus land, pursuant to Government Code section 54221(f)(1)(D) and, therefore, not subject to the requirements for the disposition of surplus land, pursuant to the California Surplus Land Act.

8. Direct the Chief Executive Officer or the Director of Parks and Recreation, or their designees, to submit a copy of this Surplus Land Act exemption determination to the California Department of Housing and Community Development at least 30 days prior to the transfer pursuant to section 400(e) of the Surplus Land Act Guidelines.

9. Authorize and instruct the Director of Parks and Recreation, or her designee, to execute a Park Transfer Agreement between the County and the City.

10. Authorize the Chair to execute the quitclaim deed consistent with the Transfer Agreement and applicable conditions.

11. Adopt the attached Supplemental Joint Resolution to approve the transfer of the County's Regional Housing Needs Assessment allocation associated with proposed Annexation No. 2021-09 to the City, and instruct the Department of Regional Planning to take all actions necessary to effectuate such transfer.

## **PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION**

The City Council of the City and the Boards of Directors of the Greater Los Angeles County Vector Control District, and the Water Replenishment District of Southern California have adopted the Joint Resolution based on the negotiated exchange of property tax revenue resulting from the proposed

annexation of unincorporated territory to the City. The territory consists of 58± acres of inhabited territory located along Whittier Boulevard between Interstate 605 and Sorensen Avenue, in unincorporated County adjacent to the City. The proposed annexation intends to obtain and preserve one of the main pedestrian and vehicular corridors from Interstate 605 (San Gabriel River Freeway) to the City.

In order for the Local Agency Formation Commission (LAFCO) for the County to proceed with the required hearings on the proposed annexation, the Board, as the governing body of the County, the Consolidated Fire Protection District, the County Flood Control District, and on behalf of the LA County Library, Road District No. 1, Road District No. 4, County Lighting Maintenance District 1687 and the County Lighting District Landscaping and Lighting Act-1, Unincorporated Zone, must adopt the Joint Resolution.

In addition, due to the schedule of its meetings, County Sanitation District No. 18 is unable to adopt the Joint Resolution in time for Annexation 2021-09 to meet the State Board of Equalization's filing deadline of December 1, 2024. Pursuant to R&T Code 99(b)(5), the County may negotiate the exchange of property tax revenues on behalf of special districts such as County Sanitation District No. 18, with the requirement that the special district be consulted and provided adequate opportunity to comment on the negotiation. The County's Chief Executive Office (CEO) has consulted with County Sanitation District No. 18 and provided adequate opportunity to comment. The County Sanitation District No. 18 did not object or convey any concerns with the Joint Resolution or your Board approving the Joint Resolution on the District's behalf. Accordingly, the Board may adopt the Joint Resolution on behalf of County Sanitation District No. 18 and thereby allow Annexation 2021-09 to proceed.

Section 25550.5 of the Government Code authorizes the transfer of County parks situated within a city, to the city for the promise of continuing to operate them as parks. The Transfer Agreement provides that the Quitclaim Deeds conveying the Park Properties to the City will contain the following restrictions: 1) the Park Properties are to be used for open space, public recreation and park purposes only; 2) the Park Properties shall be equally open and available to residents of incorporated and unincorporated territory and there shall be no discrimination against or preference, gratuity, bonus or other benefits given to residents of an incorporated area not equally accorded residents of unincorporated territory; and 3) in the event that the County determines that the owner in possession is not complying with these restrictions, then all rights, title, and interest in and to the Park Properties shall revert back to the County upon providing a 30-day notice to owner in possession of its failure to comply with these restrictions and without any necessity of any other affirmative action on the part of the County.

The McNees Park property is exempt surplus land, as defined in Government Code section 54221(f)(1)(D), because it is land that the County is transferring to another local agency, the City, for the agency's use.

### **FISCAL IMPACT/FINANCING**

The adopted Joint Resolution will transfer \$78,786 in base property tax revenue from the County General Fund to the City and will allocate a share of the annual property tax increment in each of the affected Tax Rate Areas from the County to the City, as contained in the Joint Resolution. The adjustment to the County's base will be made in the fiscal year following the filing of the statement of boundary change for Annexation No. 2021-09 with the California State Board of Equalization.

In addition, no sales tax sharing agreement with the City is required. Based on the CEO fiscal analysis of the estimated sales tax revenue impact to the County General Fund, there will not be a windfall to the City from the County relinquishing sales tax generated in the annexation area. CEO estimates departmental savings once the proposed annexation is completed.

**FACTS AND PROVISIONS/LEGAL REQUIREMENTS**

Pursuant to Part 3, Title 5 of the California Government Code, commencing with Section 56000, the City adopted a resolution and filed an application with LAFCO to initiate proceedings for annexation of the subject territory to the City.

Section 99 of the R&T Code requires that prior to the effective date of any jurisdictional change, the governing bodies of all agencies whose service area, or service responsibilities will be altered by such change must address the fiscal impacts of the proposed annexation by negotiating a reallocation of property tax revenue between the affected agencies and approve and accept such reallocation by resolution. The City Council of the City and the Board of Directors of the Greater Los Angeles County Vector Control District, and the Water Replenishment District of Southern California have adopted the negotiated Joint Resolution, as required by section 99 of the R&T Code. In addition, your Board may adopt the Joint Resolution on behalf of County Sanitation District No. 18, pursuant to section 99(b)(5).

The Supplemental Joint Resolution provides for the City's acceptance of responsibility for 750 housing units of the County's Regional Housing Needs Assessment allocation for the annexation area, of which 247 are to be categorized as "Very Low Income" and 503 are to be "Above Moderate Income."

Adoption of the Joint Resolution and Supplemental Joint Resolution by the Board will allow LAFCO to schedule the required public hearings to consider testimony on the proposed annexation. LAFCO will subsequently take action to approve, approve with changes, or disapprove the proposal for the annexation.

County Counsel has reviewed the Joint Resolution and Supplemental Joint Resolution and has approved as to form.

**ENVIRONMENTAL DOCUMENTATION**

None of the actions contemplated by the proposed Joint Resolution are a project, pursuant to CEQA, because they are an activity that is excluded from the definition of a project by section 15378(b) of the State CEQA Guidelines. These proposed actions are an administrative activity of the government, which will not result in direct, or indirect changes to the environment.

**IMPACT ON CURRENT SERVICES (OR PROJECTS)**

Upon the effective date of the annexation, the City will become responsible for providing municipal services to the annexing territory.

**CONCLUSION**

At such time as the recommendation is approved by the Board, please return one approved copy of this letter and five signed originals of the Joint Resolution and two signed originals of the Supplemental Joint Resolution to LAFCO; one approved copy of this letter and a copy of the Joint Resolution and Supplemental Joint Resolution to the CEO Budget and Operations Management Branch; and one copy of this approved letter and a copy of the Joint Resolution and Supplemental Joint Resolution to the Auditor-Controller Tax Division.

Respectfully submitted,



FESIA A. DAVENPORT

Chief Executive Officer

FAD:JMN:MRM

RM:DC:cg

Enclosures

- c: Executive Office, Board of Supervisors
- County Counsel
- Sheriff
- Auditor-Controller
- Fire
- LA County Library
- Parks and Recreation
- Public Works
- Regional Planning
- Local Agency Formation Commission for the County of Los Angeles

**JOINT RESOLUTION OF THE BOARD OF SUPERVISORS, AS THE GOVERNING  
BODY OF THE COUNTY OF LOS ANGELES, THE CONSOLIDATED FIRE  
PROTECTION DISTRICT OF LOS ANGELES COUNTY, AND THE LOS ANGELES  
COUNTY FLOOD CONTROL DISTRICT,  
AND  
THE CITY COUNCIL OF THE CITY OF WHITTIER, THE BOARD OF DIRECTORS OF  
THE GREATER LOS ANGELES COUNTY VECTOR CONTROL DISTRICT, THE  
COUNTY SANITATION DISTRICT NO. 18 OF LOS ANGELES COUNTY, AND THE  
WATER REPLENISHMENT DISTRICT OF SOUTHERN CALIFORNIA, APPROVING  
AND ACCEPTING THE NEGOTIATED EXCHANGE OF PROPERTY TAX REVENUE  
RESULTING FROM THE ANNEXATION OF TERRITORY KNOWN AS ANNEXATION  
2021-09 TO THE CITY OF WHITTIER, DETACHMENT FROM COUNTY ROAD  
DISTRICT NO. 1, COUNTY ROAD DISTRICT NO. 4, AND WITHDRAWAL FROM THE  
LOS ANGELES COUNTY LIBRARY PURSUANT TO ANNEXATION 2021-09**

**WHEREAS**, the City of Whittier (City) initiated proceedings with the Local Agency Formation Commission for Los Angeles County (LAFCO) for the annexation of territory identified as Annexation 2021-09 to the City; and

**WHEREAS**, pursuant to Section 99 of the California Revenue and Taxation Code, for specified jurisdictional changes, the governing bodies of affected agencies shall negotiate and determine the amount of property tax revenue to be exchanged between the affected agencies; and

**WHEREAS**, the territory proposed for annexation in Annexation 2021-09 consists of approximately 58± acres of inhabited unincorporated territory generally located in Los Angeles County (County) adjacent to the City (annexation area); and

**WHEREAS**, the annexation area is located within the boundaries of County Lighting Maintenance District 1687 and County Lighting District Landscaping and Lighting Act-1, Unincorporated Zone and, upon annexation of the annexation area to the City, the territory shall be withdrawn from County Lighting and Maintenance District 1687 and detached from County Lighting District Landscaping and Lighting Act-1, Unincorporated Zone, respectively, and the County administered streetlights located therein shall be transferred to the City and the City shall assume responsibility for the administration, operation, and maintenance effective the date of the jurisdictional change; and

**WHEREAS**, the annexation area includes sewers, sewer infrastructure and related easements (Sewer Facilities) which are currently owned by the County. The County intends, and the City agrees, that the City will assume ownership and maintenance responsibilities of the Sewer Facilities upon completion of Annexation 2021-09, and the City may obtain an inventory of facilities, records, and sewer infrastructure plans from Public Works' Sewer Maintenance Division and Public Works' Survey Public Counter upon annexation; and

**WHEREAS**, the County and the City consent and agree to the transfer of the park known as McNees Park, located within boundaries of the annexation area, from the County to the City upon completion of Annexation 2021-09; and

**WHEREAS**, the Los Angeles County Flood Control District (LACFCD) owns existing levees and storm drainage facilities in the annexation area (Existing LACFCD Facilities); and

**WHEREAS**, portions of the annexation area are located in an area designated by the Federal Emergency Management Agency (FEMA) as an area of moderate flood hazard; and

**WHEREAS**, stormwater and other surface water runoff from the annexation area is regulated by ORDER NO. R4-2021-0105, NPDES PERMIT NO. CAS004004, WASTE DISCHARGE REQUIREMENTS AND NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FOR MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) DISCHARGES WITHIN THE COASTAL WATERSHEDS OF LOS ANGELES AND VENTURA COUNTIES ("MS4 Permit") or successor permits issued by the Los Angeles Regional Water Quality Control Board; and

**WHEREAS**, the Board of Supervisors of the County of Los Angeles, as governing body of the County, the Consolidated Fire Protection District of Los Angeles County, the Los Angeles County Flood Control District, and on behalf of Road District No. 1, Road District No. 4, and the Los Angeles County Library; the City Council of the City of Whittier; and the governing bodies of the Greater Los Angeles County Vector Control District, the County Sanitation District No. 18 of Los Angeles County, and the Water Replenishment District of Southern California, (collectively the affected taxing agencies) have determined the amount of property tax revenue to be exchanged between their respective agencies as a result of the annexation of the unincorporated territory identified as Annexation 2021-09, detachment from County Road District No. 1, County Road District No. 4, and withdrawal from the Los Angeles County Library, is as set forth below.

**NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:**

1. The negotiated exchange of property tax revenue between the affected taxing agencies, including the County and the City, resulting from Annexation 2021-09 is approved and accepted.

2. For the fiscal year commencing in the year after the filing of the statement of boundary change for Annexation 2021-09 with the Board of Equalization pursuant to Government Code sections 54902 and 57204, and every fiscal year thereafter, property tax revenue received by the County Road District No. 1, attributable to Annexation 2021-09, shall be transferred to the County, and the County Road District No. 1 share in the annexation area shall be reduced to zero.

3. For the fiscal year commencing in the year after the filing of the statement of boundary change for Annexation 2021-09 with the Board of Equalization pursuant to Government Code sections 54902 and 57204, and every fiscal year thereafter, property tax revenue received by the County Road District No. 4, attributable to Annexation 2021-09, shall be transferred to the County of Los Angeles, and the County Road District No. 4 share in the annexation area shall be reduced to zero.

4. For the fiscal year commencing in the year after the filing of the statement of boundary change for Annexation 2021-09 with the Board of Equalization pursuant to Government Code sections 54902 and 57204, and every fiscal year thereafter, property tax revenue received by the Los Angeles County Library, attributable to Annexation 2021-09, shall be transferred to the County, and the Los Angeles County Library share in the annexation area shall be reduced to zero.

5. For the fiscal year commencing in the year after the filing of the statement of boundary change for Annexation 2021-09 with the Board of Equalization pursuant to Government Code sections 54902 and 57204, and every fiscal year thereafter, Seventy-Eight Thousand, Seven Hundred, and Eighty-Six Dollars (\$78,786) in base property tax revenue shall be transferred from the County to the City.

6. For the fiscal year commencing after the filing of the statement of boundary change for Annexation 2021-09 with the Board of Equalization pursuant to Government Code sections 54902 and 57204, and every fiscal year thereafter, the following ratios of annual property tax increment attributable to each respective Tax Rate Area in the Annexation 2021-09 territory shall be transferred from the County to the City as shown below and the County's share shall be reduced accordingly:

<b>Tax Rate Area</b>	<b>Annual Tax Increment Ratio Transfer to the City</b>	<b>Tax Rate Area</b>	<b>Annual Tax Increment Ratio Transfer to the City</b>	<b>Tax Rate Area</b>	<b>Annual Tax Increment Ratio Transfer to the City</b>
9661	0.076216045	9681	0.076213317	12022	0.076479142
9669	0.076479142	9690	0.076884816	12060	0.076129878
9675	0.076120042	12010	0.076213317	13563	0.076213027
9677	0.076129878	12014	0.076213028	13592	0.076213323
9678	0.076213028	12015	0.076443862	16647	0.076213027

7. The City acknowledges that from and after the effective date of Annexation 2021-09, it will be responsible for the enforcement of flood plain management regulations within the annexation area and shall assume responsibility for administering compliance with the National Flood Insurance Program in connection with the annexation area.

8. From and after the effective date of Reorganization No. 2021-09, the City Council of the City and the Board of Supervisors of the County do hereby authorize and

approve the transfer of the ownership and the transfer of responsibility for maintenance of the Sewer Facilities from the County to the City.

9. The County and the City consent to the transfer of the park known as McNees Park (Park Property) to the City: The transfer of the Park Property is subject to the following conditions:

9.1 The finding of the Board of Supervisors that the Park Property proposed to be conveyed to the City for use by the City as a public park is exempt surplus land, pursuant to Government Code section 54221(f)(1)(D) and, therefore, not subject to the requirements for the disposition of surplus land, pursuant to the California Surplus Land Act.

9.2 The unanimous vote of the Board of Supervisors finding that the Park Property is local in character, pursuant to California Government Code section 25550.5.

9.3 The execution of a gratis Park Transfer Agreement between the County and City.

9.4 And, the City's acceptance of the Property subject to the County's standard conditions that the Park Property is to be used for open space, public recreation, or park purposes only. And that access, events, and programming at the Park Property shall be equally open and available to all residents of the County, including residents of incorporated and unincorporated territory, without discrimination, preference, or differential fees.

10. From and after the effective date of Annexation 2021-09, the ownership and responsibility for maintenance of all Existing LACFCD Facilities shall remain with the LACFCD.

11. The City acknowledges that the Existing LACFCD Facilities are critical to the flood protection of the annexation area, supports the LACFCD's efforts to maintain and enhance the Existing LACFCD Facilities as the LACFCD deems appropriate, and will use its best efforts to facilitate projects implemented by the LACFCD to maintain or enhance the Existing LACFCD Facilities.

12. The City acknowledges that from and after the effective date of Annexation 2021-09, the City will be responsible for the enforcement of flood plain management regulations within the annexation area and shall assume responsibility for administering compliance with the National Flood Insurance Program in connection with the annexation area.

13. From and after the effective date of Annexation 2021-09, the City shall assume ownership of and responsibility for all trash excluder devices (i.e., any device which partially blocks the opening or outlet of a catch basin to prevent trash from entering the storm drain system, including Connector Pipe Screen devices, installed at the opening of or inside any catch basin owned by the LACFCD) located in the

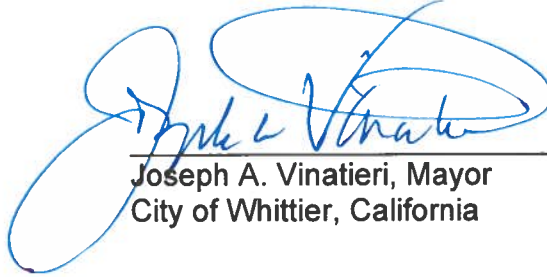
annexation area and shall promptly enter into an agreement with the LACFCD pertaining to the City's maintenance of the trash excluder devices.

14. The County Lighting Districts are impacted by the Whittier Annexation No. 2021-09 (Annexation No. 2021-09). Upon approval of Annexation No. 2021-09, those portions of County Lighting Maintenance District 1687 and County Lighting District LLA-1 (Unincorporated Zone) located within the proposed annexation boundary shall be withdrawn from County Lighting Maintenance district 1687 and detached from County Lighting District LLA-1 (Unincorporated Zone), respectively. The responsibility for the administration, operation, and maintenance of the existing streetlights located therein shall be transferred to the City effective upon the date of the jurisdictional change.

/

PASSED, APPROVED AND ADOPTED this 25<sup>th</sup> day of June, 2024 by the following vote:

AYES: 4 ABSENT: 1  
NOES: 0 ABSTAIN: 0


  
\_\_\_\_\_  
Joseph A. Vinatieri, Mayor  
City of Whittier, California

ATTEST:

  
for \_\_\_\_\_  
Rigoberto Garcia Jr., City Clerk  
City of Whittier

I CERTIFY THAT THE FOREGOING RESOLUTION NO. 2024-38 was passed and adopted by the City Council of the City of Whittier at the regular meeting held on the 25<sup>th</sup> day of June 2024, by the following vote:

AYES: 4 Council Members: Vinatieri, Martinez, Dutra, Pacheco  
NOES: 0  
ABSTAIN: 0  
ABSENT: 1 Council Member: Warner

  
for \_\_\_\_\_  
RIGOBERTO GARCIA JR., City Clerk  
(seal)

/ /  
(Signed in Counterpart)







PASSED, APPROVED AND ADOPTED this 5th day of September,  
2024 by the following vote:

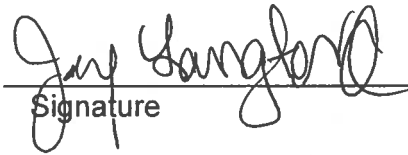
AYES: 4

ABSENT: 1

NOES: 0

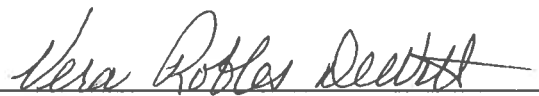
ABSTAIN: 0

Water Replenishment District of Southern California

  
\_\_\_\_\_  
Signature

Joy Langford, Board President  
\_\_\_\_\_  
Print Name and Title

ATTEST:

  
\_\_\_\_\_  
Secretary

/

(Signed in Counterpart)

**SUPPLEMENTAL JOINT RESOLUTION OF THE BOARD OF SUPERVISORS,  
AS THE GOVERNING BODY OF THE COUNTY OF LOS ANGELES, AND  
THE CITY COUNCIL OF THE CITY OF WHITTIER,  
RELATED TO ANNEXATION 2021-09**

**WHEREAS**, the City of Whittier (City) initiated proceedings with the Local Agency Formation Commission for Los Angeles County (LAFCO) for the annexation of territory identified as Annexation 2021-09 to the City; and

**WHEREAS**, pursuant to Section 99 of the California Revenue and Taxation Code, for specified jurisdictional changes, the governing bodies of affected agencies shall negotiate and determine the amount of property tax revenue to be exchanged between the affected agencies; and

**WHEREAS**, the territory proposed for annexation in Annexation 2021-09 consists of approximately 58± acres of inhabited unincorporated territory generally located in Los Angeles County (County) adjacent to the City (annexation area); and

**WHEREAS**, this resolution is intended to supplement a joint resolution entitled "JOINT RESOLUTION OF THE BOARD OF SUPERVISORS, AS THE GOVERNING BODY OF THE COUNTY OF LOS ANGELES, THE CONSOLIDATED FIRE PROTECTION DISTRICT OF LOS ANGELES COUNTY, AND THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, AND THE CITY COUNCIL OF THE CITY OF WHITTIER, THE BOARD OF DIRECTORS OF THE GREATER LOS ANGELES COUNTY VECTOR CONTROL DISTRICT, THE COUNTY SANITATION DISTRICT NO. 18 OF LOS ANGELES COUNTY, AND THE WATER REPLENISHMENT DISTRICT OF SOUTHERN CALIFORNIA, APPROVING AND ACCEPTING THE NEGOTIATED EXCHANGE OF PROPERTY TAX REVENUE RESULTING FROM THE ANNEXATION OF TERRITORY KNOWN AS ANNEXATION 2021-09 TO THE CITY OF WHITTIER, DETACHMENT FROM COUNTY ROAD DISTRICT NO. 1, COUNTY ROAD DISTRICT NO. 4, AND WITHDRAWAL FROM THE LOS ANGELES COUNTY LIBRARY PURSUANT TO ANNEXATION 2021-09" (Joint Resolution) that addresses the exchange of property taxes and other matters between the taxing entities affected by Annexation 2021-09;

**WHEREAS**, the Board of Supervisors of the County of Los Angeles, as governing body of the County, and the City Council of the City of Whittier ("City"), seek to supplement the Joint Resolution to memorialize the agreed-upon transfer to the City of the County's Regional Housing Needs Assessment allocation for the area proposed to be annexed to the City pursuant to as Annexation 2021-09, as set forth below.

**NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:**

1. Responsibility for 750 housing units of the County's Regional Housing Needs Assessment ("RHNA") allocation for the annexation area shall be transferred from the County to the City, of which 247 are to be categorized as "Very Low Income" and 503 are to be "Above Moderate Income."

PASSED, APPROVED AND ADOPTED this 13th day of August, 2024 by:

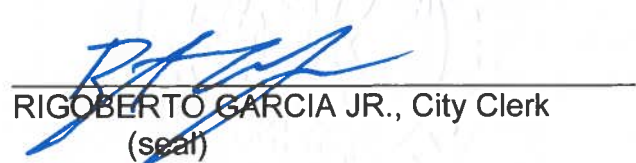
  
\_\_\_\_\_  
Mayor, Joseph A. Vinatieri  
City of Whittier, California

ATTEST:

  
\_\_\_\_\_  
City Clerk, Rigoberto Garcia Jr.  
City of Whittier

I CERTIFY THAT THE FOREGOING RESOLUTION NO. 2024-50 was passed and adopted by the City Council of the City of Whittier at the regular meeting held on the 13th day of August 2024, by the following vote:

AYES: 5 Council Members: Vinatieri, Warner, Martinez, Dutra, Pacheco  
NOES: 0  
ABSTAIN: 0  
ABSENT: 0

  
\_\_\_\_\_  
RIGOBERTO GARCIA JR., City Clerk  
(seal)

I HEREBY CERTIFY THIS TO BE A TRUE AND CORRECT COPY OF THE ORIGINAL DOCUMENT ON FILE WITH THE CITY OF WHITTIER. WITNESS MY HAND AND THE OFFICIAL SEAL OF THE CITY OF WHITTIER THIS 13<sup>th</sup> DAY OF August, 2024  
\_\_\_\_\_  
CITY CLERK  
TOTAL NUMBER OF PAGES: 4

/  
/  
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(Signed in Counterpart)

The foregoing resolution was on the 24th day of September, 2024, adopted by the Board of Supervisors of the County of Los Angeles and ex officio the governing body of all other special assessment and taxing districts, agencies and authorities for which said Board so acts.



EDWARD YEN, Executive Officer  
Clerk of the Board of Supervisors  
of the County of Los Angeles

By *Maria Oleada*  
Deputy

APPROVED AS TO FORM:

DAWYN R. HARRISON  
County Counsel

By *J. C. Cal*  
Deputy  
for Michael Buenajel

/

(Signed in Counterpart)

## MCNEES PARK TRANSFER AGREEMENT

This Transfer Agreement ("Agreement") is made and entered into this \_\_\_\_ day of \_\_\_\_\_ 2024, by and between the City of Whittier, a municipal corporation ("City"), and the County of Los Angeles ("County") a body politic and corporate (collectively "Parties"), pursuant to Government Code Section 25550.5, regarding the conveyance of real property. This Agreement is made with reference to the following facts:

- A. County is the owner of the park property known as McNees Park (the "Park Property"), as described in Exhibit A (the "Quitclaim Deed").
- B. City agrees to accept the Park Property for the purpose of incorporating them into the City's park system.

NOW, THEREFORE, in consideration of the promises, conditions, and mutual covenants set forth herein, the parties hereto do agree as follows:

1. **Transfer of Park Property.** County agrees to effectuate the transfer of the Park Property by executing the Quitclaim Deed. City hereby warrants to County that said Quitclaim Deed are sufficient to release County's interest in the Park Property.

2. **Use.** The City agrees at its cost to develop, operate and maintain the Park Property solely for public park and recreational purposes.

3. **Consideration.** Both City and County mutually agree that the consideration provided for the conveyance of the Park Property shall be the City's agreement to operate, and maintain the Park Property for public park and recreational purposes for the benefit of the residents of incorporated and unincorporated Los Angeles County and the City.

4. **Condition of Title to Park Property.** Except as otherwise expressly provided in this Agreement, the City is acquiring the Park Property "AS IS" and "WITH ALL FAULTS" in their present state and conditions as of the Closing. Except for the express representations and warranties set forth herein, each party agrees that the other has not made, does not make, and specifically negates and disclaims any representations or warranties of any kind or character whatsoever, whether expressed or implied, oral or written, past, present or future, of, as to, concerning or with respect to the property being conveyed by it hereunder (including, without limitation, any warranty of merchantability, habitability, or fitness for a particular purpose).

5. **Warranties of County.** County warrants that:

- A. County has no actual present knowledge of any pending litigation involving the Park Property.

- B. County has no actual present knowledge of any violation of, or notices concerning defects or noncompliance with, any applicable building code or other code, statute, regulation, ordinance, judicial order, or judicial holding pertaining to the Park Property.

6. **Closing Date and Recordation.** The closing date ("Closing Date") shall occur in conjunction with the City completing its official annexation of the Park Property into the City's borders.

The parties agree that the County will arrange for recording of the documents necessary to complete the conveyance contemplated hereby. The City agrees to timely provide the County its certificate(s) or resolution(s) of acceptance, pursuant to Government Code Section 27281, prior to the recording of the documents in a form substantially similar to that shown in Exhibit B, attached hereto and incorporated herein by this reference.

7. **Coordination.**

- a. The City of Whittier will publicly advertise and promote all programming, special events and hours of operations on the website and social media platforms. Hours of Operations must not be less than current park operating hours and be posted for high visibility by the public.
- b. DPR and the City of Whittier shall coordinate on the transfer to provide DPR reasonable time to reallocate positions and funding associated with the operations and maintenance of McNees Park to address gaps in services rendered by DPR in the South County Agency.

8. **Indemnification.** The City waives any and all claims, and agrees to indemnify, defend, save, and hold harmless County and its Special Districts, elected and appointed officers, employees, and agents (collectively, "County Indemnified Parties"), from and against any and all liability, expense (including without limitation defense costs and legal fees), and claims for damages of any nature whatsoever, related to site conditions of the Park Property that accrue, or incidents that occur, after the Closing Date.

9. **Default Regarding Use of County Lobbyists.** City and each County Lobbyist or County Lobbying firm, as defined in Los Angeles County Code Section 2.160.010, retained by City shall fully comply with the County Lobbyist Ordinance, Los Angeles County Code 2.160. Failure on the part of State or any County Lobbyist or County Lobbying firm retained by State to fully comply with the County Lobbyist Ordinance shall constitute a material breach of this Agreement upon which County may immediately terminate or suspend this Agreement.

10. **Notices.** Any written notices required by this Agreement shall be made by personal delivery, registered or certified mail, postage prepaid, to the address indicated below:

City: City Manager  
City of Whittier  
13230 Penn  
Street  
Whittier, CA 90602

County: Chief Executive Office  
Real Estate Division  
320 West Temple Street, 7th Floor Hall of Records  
Los Angeles, CA 90012

with a copy to: County Department of Parks and Recreation  
1000 S. Fremont Ave, A-9 West Bldg., 3<sup>rd</sup>  
Floor, Unit # 40  
Alhambra, CA 91803  
Attn: Sean Woods, Chief of Planning

11. **Counterpart.** This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, but of which, together, shall constitute one and the same instrument.

12. **Authorization, Approvals, Binding Nature.** This Agreement has no force and effect and is not binding on the City until and unless it is authorized by the City Council, and is not binding on the County until and unless authorized by the Board of Supervisors at a duly noticed public meeting.

13. **Time is of the Essence.** Time is of the essence for each and every term, condition, covenant, obligation, and provision of this Agreement.

14. **Severability.** In the event any portion of this Agreement shall be declared by any court of competent jurisdiction to be invalid, illegal, or unenforceable, such portion shall be severed from the Agreement, and the remaining parts hereof shall remain in full force and effect as fully as though such invalid, illegal, or unenforceable portion had never

been part of the Agreement, provided the remaining Agreement can be reasonably and equitably enforced.

15. **Binding on Successors.** Subject to the limitations set forth herein, the Agreement shall be binding upon and inure to the benefit of the successors and assigns of the respective parties hereto.

16. **California Law.** This Agreement shall be construed in accordance with the internal laws of the State of California.

17. **Waivers.** No waiver by either party of any provision hereof shall be deemed a waiver of any other provision hereof or of any subsequent breach by either party of the same or any other provision.

18. **Captions.** The captions and the section and subsection numbers appearing in this Agreement are inserted only as a matter of convenience and in no way define, limit, construe or describe the scope or intent of such sections of this Agreement nor in any way affect this Agreement.

19. **No Presumption Re: Drafter.** The parties acknowledge and agree that the terms and provisions of this Agreement have been negotiated and discussed between the parties and their attorneys, and this Agreement reflects their mutual agreement regarding the same. Because of the nature of such negotiations and discussions, it would be inappropriate to deem any party to be the drafter of this Agreement, and therefore, no presumption for or against validity or as to any interpretation hereof, based upon the identity of the drafter, shall be applicable in interpreting or enforcing this Agreement.

20. **Assistance of Counsel.** Each party hereto either had the assistance of counselor had counsel available to it, in the negotiation for, and the execution of, this Agreement, and all related documents.

21. **Required Actions of the Parties.** County and City agree to execute all such instruments and documents and to take all action as may be required in order to consummate the purchase and sale herein contemplated.

22. **Survival of Covenants.** The covenants, agreements, representations and warranties made herein are intended to survive the consummation of the transfer of the Park Property and recordation of the Quitclaim Deed.

23. **Interpretation.** Unless the context of this Agreement clearly requires otherwise: (i) the plural and singular numbers shall be deemed to include the other; (ii) the masculine, feminine and neuter genders shall be deemed to include the others; (iii) "or" is not exclusive; and (iv) "includes" and "including" are not limiting.

24. **Final Agreement.** This Agreement and the exhibits attached hereto, contains the entire agreement of the parties with respect to the transaction contemplated hereby

and supersedes any prior agreement, oral or written, between City and County, about the subject matter hereof. No contemporaneous or subsequent agreement, amendment, representation or promise made by either party hereto, or by or to any employee, officer, agent, or representative of either party, shall be of any effect unless it is in writing and executed by the parties hereto.

(SIGNATURE PAGE FOLLOWS)

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed by their duly authorized officials, as of the day and year first above written.

County of Los Angeles,  
a body corporate and politic

City of Whittier

By: \_\_\_\_\_  
Supervisor Lindsey P. Horvath  
Chair, Board of Supervisors

By: \_\_\_\_\_  
Title: City Manager

APPROVED AS TO FORM:

APPROVED AS TO FORM:

DAWYN R. HARRISON  
COUNTY COUNSEL

CITY ATTORNEY

By: \_\_\_\_\_  
Rory LoAllen, Senior Deputy

By: \_\_\_\_\_  
Title: \_\_\_\_\_

ATTEST:  
DEAN C. LOGAN  
Registrar-Recorder/County Clerk

By: \_\_\_\_\_  
Deputy

**QUITCLAIM DEED**

**COUNTY TO CITY OF WHITTIER**

**RECORDING REQUESTED BY  
COUNTY OF LOS ANGELES**

**WHEN RECORDED MAIL TO:**

County of Los Angeles Department  
of Parks and Recreation

Planning and Development Agency  
1000 S. Fremont Avenue, A-9 West  
Bldg., Unit # 40

Alhambra, CA 91803  
Attention: Alina Bokde,  
Chief Deputy Director

---

**SPACE ABOVE THIS LINE FOR RECORDER'S USE**

THIS DOCUMENT IS EXEMPT FROM DOCUMENTARY TRANSFER TAX.  
PURSUANT TO SECTION 11922 OF THE REVENUE & TAXATION CODE

THIS DOCUMENT IS EXEMPT FROM RECORDING FEES PURSUANT TO  
SECTION 27383 OF THE GOVERNMENT CODE

**APN: 8171-028-900**

**QUITCLAIM DEED**

The **COUNTY OF LOS ANGELES, a body corporate and politic** ("County" or Grantor") on a gratis basis, and in exchange for Grantee's agreement to comply with the provisions outlined in section a, b, c does hereby acknowledge, surrenders, quitclaims and releases to:

City of Whittier, a California a municipal corporation ("City")

all of the County's right, title and interest in and to the described real property, ("Property") reserving and excepting to the County all oil, gas, hydrocarbons, and other minerals in and under the Property without the right to the use of the surface or subsurface to a depth of 500 feet, measured vertically from the surface of the Property.

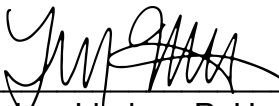
The Property is located in 11590 Hadley Boulevard Whittier, CA 90606 and is more particularly described in the attached Exhibit B-1 (part 1 and 2) and depicted in Exhibit B-2 (part 1 and 2). Exhibits B-1 and B-2 are both attached hereto and incorporated herein by reference as though set forth in full.

**SUBJECT TO AND GRANTEE TO ASSUME:**

- a. All taxes, interest, penalties and assessments of record, if any;
- b. Covenants, conditions, restrictions, reservations, easements, rights, and rights-of-way of record, if any
- c. The condition that the Property is to be used for public recreation and park purposes only, equally open and available to residents of incorporated and unincorporated territory, and there shall be no discrimination against or preference, gratuity, bonus or other benefits given to residents of incorporated area not equally accorded residents of unincorporated territory.

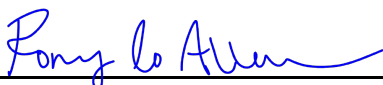


COUNTY OF LOS ANGELES  
A body corporate and politic

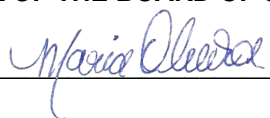
By   
Supervisor Lindsey P. Horvath  
Chair, Board of Supervisors

**APPROVED AS TO FORM:**

DAWYN R. HARRISON  
County Counsel

By:   
Rory LoAllen, Senior Deputy

**ATTEST: EDWARD YEN  
EXECUTIVE OFFICER  
CLERK OF THE BOARD OF SUPERVISORS**

By , Deputy

**EXHIBITS:**

Exhibit B-1 (part 1 and 2): Legal Description of County Parcel  
Exhibit B-2 (part 1 and 2): Map of County Parcel

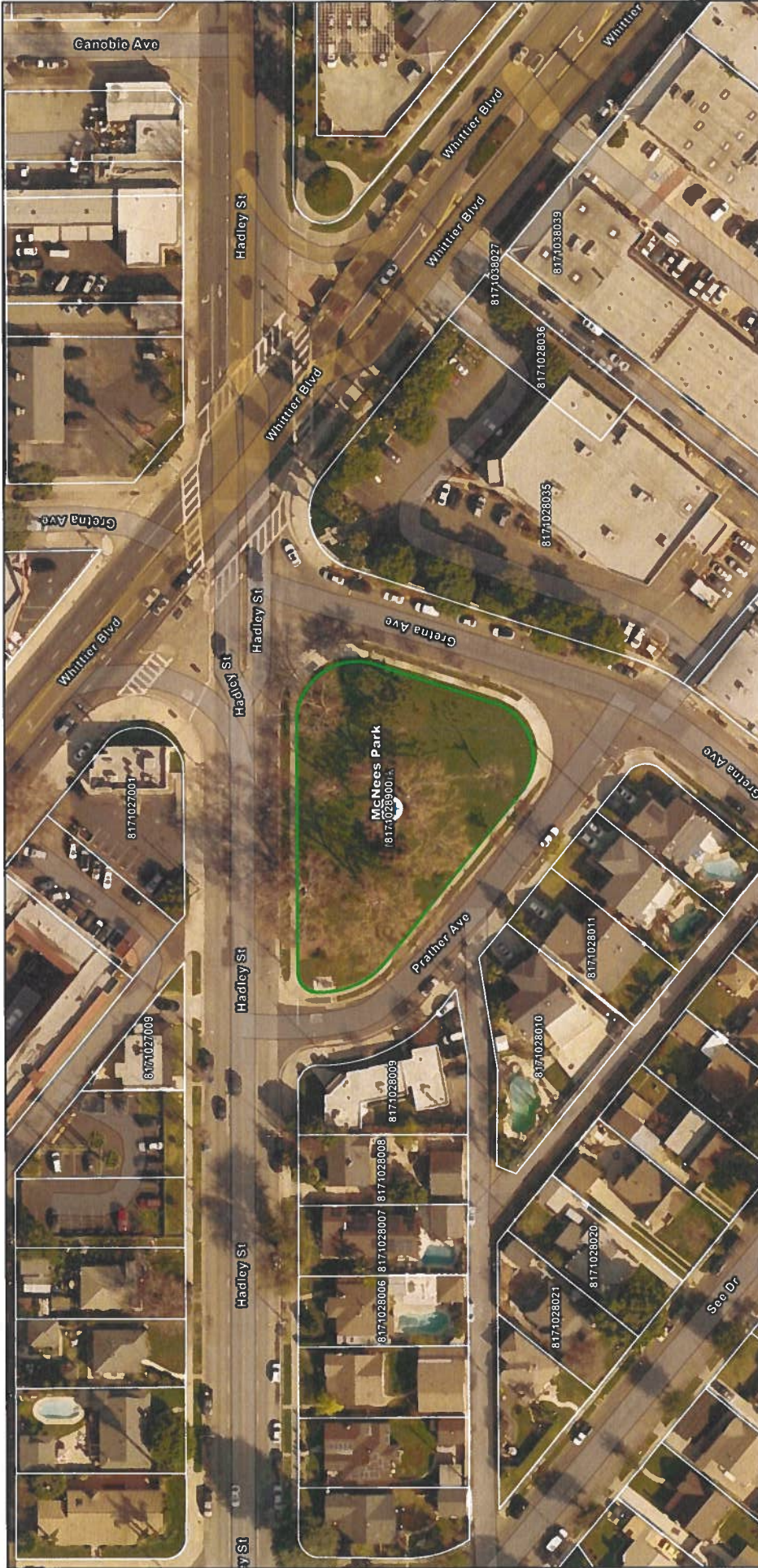
**LEGAL DESCRIPTION**

Real property in the unincorporated area of the County of Los Angeles, State of California, described as follows:

LOT 2 OF TRACT NO. 10411, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 154 PAGES 1 AND 2 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 8171-028-900

McNees Park - (11590 HADLEY ST WHITTIER CA 90606) APN-8171-028-900



9/5/2024, 10:38:46 AM

1:1,000  
0 50 100 200 ft  
0 15 30 60 m

Esri Community Maps Contributors, County of Los Angeles, California State Parks, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc. MET/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS

L.A. County Dept. of Parks and Recreation  
County of Los Angeles, Department of Parks and Recreation (Planning and Development Agency), 2020

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**Re: Update Inbox: RHNA Inquiry**


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**From** Monique Garibay <mgaribay@cityofwhittier.org>

**Date** Mon 2/9/2026 10:43 AM

**To** Michael Dietz <dietz@scag.ca.gov>

**Cc** Ma'Ayn Johnson <johnson@scag.ca.gov>; Lennox Chaiveera <chaiveera@scag.ca.gov>; Pongetti, Ben <bpongetti@cityofwhittier.org>

 3 attachments (9 MB)

ATTACHMENT\_A\_-\_RESOLUTION\_NO.\_2021-67.PDF\_(46579).pdf; COC Annexation No. 2021-09 to the City of Whittier.pdf; Joint Reso No. 2024-50.pdf;

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EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe.

[Report Suspicious](#)

Hi Michael,

The transfer did occur within the 6<sup>th</sup> RHNA cycle, and it happened mainly due to the relinquishment of Whittier Boulevard from CalTrans. I put together the chart below, but please let me know if you need anything else.

RHNA Allocation by Income Level						
	Very Low	Low	Moderate	Above Moderate	RHNA Total	
<b>Pre-Annex.</b>	1,025	537	556	1,321	3,439	
	+247			+503		
<b>Post Annex. Total</b>	1,272			1,824	4,189	

Sincerely,



**Monique Garibay | Senior Planner**

Community Development Department | 13230 Penn Street | Whittier, CA 90602

562.567.9320 | Email: [mgaribay@cityofwhittier.org](mailto:mgaribay@cityofwhittier.org) | [www.cityofwhittier.org](http://www.cityofwhittier.org)

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**From:** Michael Dietz <dietz@scag.ca.gov>  
**Sent:** Thursday, February 5, 2026 9:22 AM  
**To:** Monique Garibay <mgaribay@cityofwhittier.org>  
**Cc:** Ma'Ayn Johnson <johnson@scag.ca.gov>; Lennox Chaiveera <chaiveera@scag.ca.gov>  
**Subject:** RE: Update Inbox: RHNA Inquiry

Hi Monique,

Thank you for reaching out. We do not have a record of SCAG being notified of the City of Whittier's 2024 annexations. As this is the first time we have been made aware of this, we will likely need to update our RHNA documents so they accurately reflect the updated RHNA allocation for the county and city resulting from the transfer.

Could you please clarify if this transfer was related to the City's 6<sup>th</sup> Cycle RHNA? If so, would you mind providing a letter with information on when the transfer took place, the reason for the transfer (e.g., annexation of County land), and a simple table showing the old and new RHNA totals by income level for the county and the city that were mutually accepted by both parties? Per Government Code Section 65584.04.07(d)(1)(A), the mutually accepted transfer agreement will be effective immediately upon receipt by the COG. You can just email us the letter – no need to actually mail it out.

In any case, we may need to prepare a staff report for SCAG's Community, Economic, and Human Development (CEHD) Committee. If so, we'll be sure to let you know.

	<p><b>Michael Dietz</b> Housing Planning Supervisor Planning Division (213) 630-1592 <a href="mailto:dietz@scag.ca.gov">dietz@scag.ca.gov</a></p>
<p>SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 </p>	

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**From:** Joseph De La Riva <rivaj@scag.ca.gov>  
**Sent:** Monday, February 2, 2026 1:57 PM  
**To:** Michael Dietz <dietz@scag.ca.gov>  
**Cc:** Ma'Ayn Johnson <johnson@scag.ca.gov>  
**Subject:** Update Inbox: RHNA Inquiry

Hi Mike,

We received a RHNA inquiry. I can't forward the email for some reason, so just copying and pasting below.

-Joe

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**From:** [mgaribay@cityofwhittier.org](mailto:mgaribay@cityofwhittier.org)  
**Annexation Update**

Hi I am working with HCD to update our RHNA number for this year's APR form since the city has annexed in a number of parcels from LA County. I just want to make sure that when all of this took place in 2024, SCAG was informed and if not, how would I go about doing so?

Monique Garibay | Senior Planner

Community Development Department | 13230 Penn Street | Whittier, CA 90602



**AGENDA ITEM 9**

**REPORT**

Southern California Association of Governments  
June 4, 2026

**To:** EAC - Executive Administration Committee  
RC - Regional Council

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

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

**RECOMMENDED ACTION:**

For Information Only - No Action Required

**STRATEGIC PRIORITIES:**

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

**BACKGROUND:**

SCAG executed the following Purchase Orders (POs) for more than \$5,000 but less than \$500,000 in April 2026:

<b>Vendor</b>	<b>Description</b>	<b>Amount</b>
ASIAN BUSINESS ASSOCIATION FOUNDATION	FY26 ABA FOUNDATION JAPAN PARTICIPATION	\$17,000

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

<b>Consultant/Contract No.</b>	<b>Description</b>	<b>Amount</b>
National Data & Surveying Service 26-055-C01	The consultant will collect truck traffic counts consistent with FHWA's 13 truck classifications in support of enhancements to SCAG's Heavy Duty Truck (HDT) Model.	\$49,920
Insight Public Sector 26-056-C01	The vendor will provide for the renewal of SCAG's VMware software licensing, including vCenter and ESXi platforms that support the agency's virtual server infrastructure.	\$245,280



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The Pinnacle Group 26-057-C01	The vendor will provide for the renewal of SCAG's Hewlett-Packard Enterprise (HPE) Nimble Storage and HPE DL360 server hardware support services.	\$109,300
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There are no contract amendments to report that are below \$150,000 and 30% of the original contract value.

**ATTACHMENT(S):**

1. 26-055-C01 Contract Summary
2. 26-056-C01 Contract Summary
3. 26-057-C01 Contract Summary

**CONSULTANT CONTRACT NO. 26-055-C01**

<b>Recommended Consultant:</b>	National Data & Surveying Service				
<b>Background &amp; Scope of Work:</b>	<p>The consultant will collect truck traffic counts consistent with FHWA’s 13 truck classifications in support of enhancements to SCAG’s Heavy Duty Truck (HDT) Model. The data will be used to validate and refine truck trip generation rates derived from land use and socioeconomic characteristics across eight employment categories.</p> <p>The consultant will collect high-quality truck traffic count data on selected major arterials throughout the SCAG region, with an emphasis on corridors that experience high truck volumes, including areas near truck stops and key industry clusters. This effort will support model calibration, analysis of industry-specific truck travel patterns, and evaluation of regionwide versus geographically differentiated trip generation rates.</p> <p>The consultant will deliver well-documented, quality-controlled datasets and accompanying metadata that meet SCAG’s analytical, reporting, and modeling requirements.</p>				
<b>Project’s Benefits &amp; Key Deliverables:</b>	<p>Project’s Benefits:</p> <ul style="list-style-type: none"> <li>• The project provides high-quality truck traffic count data that strengthens validation and calibration of SCAG’s internal truck trip generation rates, enhancing confidence in model outputs used for planning and policy analysis,</li> <li>• The collected truck counts enable analysis of whether current industry-based truck trip generation rates should remain uniform across the region or be differentiated geographically, supporting more nuanced and defensible modeling decisions.</li> </ul> <p>Key Deliverables:</p> <ul style="list-style-type: none"> <li>• Raw and processed truck traffic count datasets covering all six SCAG counties, including complete geometry and required attributes, delivered in machine-readable (CSV/XLSX) and GIS-compatible formats,</li> <li>• Electronic documentation describing data attributes, field definitions, units of measurement, collection dates, vehicle classification methodology, and data limitations to ensure transparency and usability.</li> </ul>				
<b>Strategic Plan:</b>	This item supports SCAG’s Strategic Plan Priority 4: Spur innovation and action through leadership in research, analysis and information sharing.				
<b>Contract Amount:</b>	<table border="0" style="width: 100%;"> <tr> <td><b>Total not to exceed</b></td> <td align="right"><b>\$49,920</b></td> </tr> <tr> <td>National Data &amp; Surveying Services (prime consultant)</td> <td align="right">\$49,920</td> </tr> </table>	<b>Total not to exceed</b>	<b>\$49,920</b>	National Data & Surveying Services (prime consultant)	\$49,920
<b>Total not to exceed</b>	<b>\$49,920</b>				
National Data & Surveying Services (prime consultant)	\$49,920				
<b>Contract Period:</b>	May 15, 2026 through November 15, 2026				
<b>Project Number(s):</b>	055-0704E.02 \$49,920				

	<p>Funding Source(s): Transportation Development Act (TDA)</p> <p>Funding of \$49,920 is available in the Fiscal Year (FY) 2025-26 Overall Work Program (OWP) Budget.</p>				
<b>Request for Proposal (RFP):</b>	<p>Consistent with SCAG’s Small Purchase procedures staff solicited proposals from five (5) qualified firms. Staff advertised the solicitation for 17 calendar days. Fifteen minutes before the bid closure deadline, staff had only received two (2) responses to the solicitation. Staff extended the deadline by one more week to encourage additional responses and notified the potential vendors of the extension of the proposal due date. At the end of the new deadline, staff did not receive any more proposals. Although staff only received 2 proposals, staff proceeded with the evaluation process given:</p> <ul style="list-style-type: none"> <li>• The solicitation process and requirements were not overly restrictive;</li> <li>• The solicitation was adequately solicited, sent to more than five (5) qualified firm and extended;</li> <li>• The two firms that responded could perform the scope of work.</li> </ul> <p>Staff believed that resoliciting was not likely to yield a different result and needed to maintain the project’s schedule and therefore proceeded to evaluate the two offers received.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 80%;"><b>National Data and Surveying Services Case (No subconsultants)</b></td> <td style="text-align: right;"><b>\$49,920</b></td> </tr> <tr> <td>AimTD LLC (no subconsultants)</td> <td style="text-align: right;">\$49,875</td> </tr> </table>	<b>National Data and Surveying Services Case (No subconsultants)</b>	<b>\$49,920</b>	AimTD LLC (no subconsultants)	\$49,875
<b>National Data and Surveying Services Case (No subconsultants)</b>	<b>\$49,920</b>				
AimTD LLC (no subconsultants)	\$49,875				
<b>Selection Process:</b>	<p>The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the request for proposals and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations.</p> <p>The PRC consisted of the following individuals:</p> <p>John Cho, Senior Modeler, SCAG  KiHong Kim, Principal Modeler, SCAG  Jisu Lee, Senior Modeler, SCAG</p>				
<b>Basis for Selection:</b>	<p>The PRC selected National Data &amp; Surveying Services (NDS) as the consultant for this project because the consultant demonstrated the best understanding of the project by directly addressing the need for large-scale, high-quality count data collection, including 24-hour bi-directional counts, FHWA vehicle classification, and analysis-ready and GIS-compatible deliverables with clear documentation. NDS provided the strongest technical approach by proposing proven video-based data collection methods, clearly defined methodologies, detailed data dictionaries, and a commitment to correct any data deficiencies. The evaluators identified these attributes as key strengths. The proposal offered the best overall value for the level of effort proposed by combining a comprehensive scope, extensive relevant experience, a realistic schedule, and strong quality-control provisions. From a cost perspective, the consultant proposed a unit cost of \$195 per location, allowing for coverage of 256 locations at a total cost of \$49,920.</p>				

	<p>By comparison, AimTD, LLC proposed a unit cost of \$325 per location, which would have resulted in coverage of only 152 locations for a total cost of \$49,875. At this price, to get coverage for same number of locations of 256, their cost would be \$83,200. Evaluators determined that National Data &amp; Surveying Services' pricing represented the lowest unit cost to fully meet the project's objectives with a high level of quality data while meeting desired geographic coverage.</p>
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**CONSULTANT CONTRACT NO. 26-056-C01**

<b>Recommended Consultant:</b>	Insight Public Sector	
<b>Background &amp; Scope of Work:</b>	<p>This item covers the renewal of SCAG’s VMware software licensing, including vCenter and ESXi platforms that support the agency’s virtual server infrastructure. The renewal provides continued access to VMware licensing, updates, patches, and vendor support services through Insight Public Sector for a three-year term.</p> <p>This procurement is necessary as SCAG’s existing VMware licenses are scheduled to expire, and without renewal, the agency would lose access to critical updates and technical support required to maintain system stability and security.</p>	
<b>Project’s Benefits &amp; Key Deliverables:</b>	<p>The renewal ensures uninterrupted access to VMware virtualization services that support SCAG’s core IT infrastructure. This renewal maintains system reliability, reduces risks associated with unsupported software, and supports business continuity for mission-critical applications.</p> <p>Key deliverables include:</p> <ul style="list-style-type: none"> <li>• Continued access to VMware licensing for vCenter and ESXi environments;</li> <li>• Access to vendor-provided updates, patches, and security enhancements;</li> <li>• Operational support for SCAG’s virtualized server infrastructure; and</li> <li>• Maintenance of stable and secure production environments.</li> </ul>	
<b>Strategic Plan:</b>	This item supports SCAG’s Strategic Plan Goal 4: Build a unified culture anchored in the pursuit of organization excellence. Objective 4.4: Leverage effective use of technology to improve efficiency, drive innovation, and optimize collaboration.	
<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$245,280</b>
	Insight Public Sector (prime consultant)	\$245,280
<b>Contract Period:</b>	April 29, 2026 through April 28, 2029	
<b>Project Number(s):</b>	811-1163.08 \$245,280	
	Funding source(s): Indirect Cost (IC)	
	Funding of \$245,280 is available in the FY 2025-26 Indirect Cost Budget in Project Number(s) 811-1163.08.	
<b>Basis for Selection:</b>	<p>To foster greater economy and efficiency, SCAG’s Procurement Manual authorizes the procurement of goods and services by using a Master Service Agreement (MSA). The goods and services procured under an MSA were previously competitively procured by another governmental entity. SCAG utilized an MSA with Omni Partners c/o Insight <a href="#">Insight Public Sector   OMNIA Partners   Contract Documents</a> (Cobb County, GA Agreement # 23-6692-03, that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.</p>	

**CONSULTANT CONTRACT NO. 26-057-C01**

<b>Recommended Consultant:</b>	The Pinnacle Group				
<b>Background &amp; Scope of Work:</b>	<p>This item covers the renewal of SCAG’s Hewlett-Packard Enterprise (HPE) Nimble Storage and HPE DL360 server hardware support services. The existing infrastructure supports critical enterprise systems and data storage operations and requires ongoing manufacturer-supported maintenance to ensure reliability, security, and performance.</p> <p>The renewal provides hardware and remote technical support, replacement parts, firmware and software updates, and access to HPE technical resources necessary to maintain supported operational status.</p>				
<b>Project’s Benefits &amp; Key Deliverables:</b>	<p>This renewal ensures uninterrupted manufacturer-supported maintenance coverage for SCAG’s enterprise storage and server infrastructure. Maintaining active HPE support mitigates operational risk, minimizes downtime, and ensures timely resolution of hardware issues that could otherwise disrupt critical business systems.</p> <p>Key deliverables include:</p> <ul style="list-style-type: none"> <li>• Hardware and remote technical support,</li> <li>• Eligibility for software and firmware updates,</li> <li>• Replacements of failed components, and</li> <li>• System stability with long-term asset protection.</li> <li>•</li> </ul>				
<b>Strategic Plan:</b>	This item supports SCAG’s Strategic Plan Goal 4: Build a unified culture anchored in the pursuit of organization excellence. Objective 4.4: Leverage effective use of technology to improve efficiency, drive innovation, and optimize collaboration.				
<b>Contract Amount:</b>	<table style="width: 100%; border: none;"> <tr> <td style="width: 60%;"><b>Total not to exceed</b></td> <td align="right"><b>\$109,299.58</b></td> </tr> <tr> <td>The Pinnacle Group (prime consultant)</td> <td align="right">\$109,299.58</td> </tr> </table>	<b>Total not to exceed</b>	<b>\$109,299.58</b>	The Pinnacle Group (prime consultant)	\$109,299.58
<b>Total not to exceed</b>	<b>\$109,299.58</b>				
The Pinnacle Group (prime consultant)	\$109,299.58				
<b>Contract Period:</b>	March 5, 2026 through March 4, 2029				
<b>Project Number(s):</b>	<p>811-1163.17    \$109,299.58</p> <p>Funding source(s): Indirect Cost (IC)</p> <p>Funding of \$109,299.58 is available in the FY 2025-26 Indirect Cost Budget in Project Number(s) 811-1163.17.</p>				

<b>Basis for Selection:</b>	To foster greater economy and efficiency, SCAG's Procurement Manual authorizes the procurement of goods and services by using a Master Service Agreement (MSA). The goods and services procured under an MSA were previously competitively procured by another governmental entity. SCAG utilized an MSA with TD Synnex NCPA <a href="https://www.tdsynnex.com/na/us/td-synnex-public_sector/contracts/ncpa-01-170/">https://www.tdsynnex.com/na/us/td-synnex-public_sector/contracts/ncpa-01-170/</a> (Agreement No. #01-170), that was competitively procured. This MSA is specifically designed for use by local agencies to leverage combined purchasing power for discounted volume pricing.
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To: EAC - Executive Administration Committee  
RC - Regional Council

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: CFO Monthly Report

**RECOMMENDED ACTION:**

Information Only - No Action Required

**STRATEGIC PRIORITIES:**

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

**COMPLETED PLANNING CONTRACTS ENDED 3-31-26**

**Project: Tax Increment Financing (TIF) Feasibility Study – Rebuilding and Recovery**

Contract Number: 26-016-C01  
Vendor: Kosmont Companies  
PM: Victor Negrete

Summary: Following the January 2025 wildfires, SCAG procured Kosmont Companies to support the City and County of Los Angeles to assess the feasibility of creating tax increment financing districts to support resilient recovery and rebuilding. The study focused in Pacific Palisades in the City of Los Angeles and the Unincorporated Santa Monica Mountains in the County of Los Angeles. The study is now concluded, and both the city and county are utilizing the learnings from this work to further efforts around district formation.

**Project: Warner Center Active Transportation Hub**

Contract Number: 26-042-C01  
Vendor: ITERIS, INC.  
PM: Lyndsey Nolan

Summary: This project reimagined Warner Center as a connected transportation hub for jobs and housing by promoting walking, biking, and rolling. The Plan identified active transportation barriers, defined priority investments, and developed designs for a connected active transportation system

throughout the Warner Center area. The Plan advanced thirty key priority projects for improving walking, biking, and rolling in Warner Center, brought three early action projects to 30% design, and proposed a funding strategy to support implementation.

#### **ACCOUNTING:**

##### Membership Dues

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

##### Investments & Interest Earnings

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

##### Grant Billing as of March 31, 2026

During FY 2025-26, staff have prepared and submitted requests for reimbursements of approximately \$31.92 million to the following agencies (\$8.25 million is for work completed in FY 2024-25). Additionally, since inception of the REAP programs, SCAG received advance funds of \$119.39 million for REAP 2.0 Program.

1. **CPG Billing: \$21.55 million** to Caltrans for work funded with federal and state grants; \$0.82 million was for work completed in June 2025 (Final Close) while \$20.73 million was for work completed in July 2025 to December 2025. The entire amount has been received.
2. **MSRC: \$5.98 million** to the Mobile Source Air Pollution Reduction Review Committee for work funded with the Mobile Source Air Pollution Reduction (MSRC) grant that was completed in October 2021 to June 2025. The entire amount has been received.
3. **Office of Local Assistance:**
  - a. **\$1.18 million** to Caltrans District 7, Office of Local Assistance for work funded with the Carbon Reduction Program (CRP) grants; \$0.48 million was for work completed in April 2025 to June 2025 while \$0.70 million was for work completed in July 2025 to February 2026. Of the \$1.18 million, \$1.04 million has been received.
  - b. **\$0.73 million** to Caltrans District 7, Office of Local Assistance for work funded with the Surface Transportation Block Grant program (STBG) grant; \$0.18 million was for

work completed in February 2025 to June 2025 while \$0.55 million was for work completed in July 2025 to December 2025. The entire amount has been received.

- c. **\$0.62 million** to Caltrans District 7, Office of Local Assistance for work funded with the Active Transportation Program (ATP) grants; \$0.44 million was for work completed in April 2025 to June 2025 while \$0.18 million was for work completed in July 2025 to December 2025. The entire amount has been received.
  - d. **\$0.58 million** to Caltrans District 7, Office of Local Assistance for work funded with the Congestion Mitigation and Air Quality Improvement program (CMAQ) grants; \$0.26 million was for work completed in February 2025 to June 2025 while \$0.32 million was for work completed in July 2025 to December 2025. Of the \$0.58 million, \$0.46 million has been received.
  - e. **\$24,900** to Caltrans District 7, Office of Local Assistance for work funded with the FHWA Highway Infrastructure Programs (HIP) grant; \$14,616 was for work completed in April 2025 to June 2025 while \$10,284 was for work completed in July 2025 to January 2026. The entire amount has been received.
4. **OTS Billings: \$0.87 million** to Office of Traffic Safety for work funded with OTS grants for work completed in July 2025 to December 2025. The entire amount has been received.
  5. **SALC: \$0.27 million** to the State of California Department of Conservation for work funded with the Sustainable Agricultural Lands Conservation Planning grant; \$68,340 was for work completed in March 2025 to June 2025 while \$0.20 million was for work completed in July 2025 to December 2025. The entire amount has been received.
  6. **SCAQMD: \$0.11 million** to South Coast Air Quality Management District for work funded with the CPRG Grant to implement zero-emission transportation measures related to the last mile freight invest clean measures. This amount represents costs incurred in August 2025 to February 2026. The entire amount is still outstanding.
  7. **EPRI: \$25,283** to the Electric Power Research Institute, Inc. for work funded with the California Energy Commission (CEC) grant that was completed in July 2024 to December 2024. The entire amount has been received.
  8. **ATN: \$284** to Anaheim Transportation Network (ATN) for SCAG staff time funded with ATN local funds that was completed in April 2025 to June 2025. The entire amount has been received.
  9. **REAP 2.0: \$119.39 million** in funds have been received from Housing and Community Development for the Regional Early Action Planning Grants 2.0 as of March 31, 2026. Approximately \$62.85 million has been expended to date (\$19.67 million during FY 2025-26).

#### **BUDGET & GRANTS (B&G):**

On April 30, 2026, SCAG submitted the FY 2025-26 (FY26) Overall Work Program (OWP) 3rd Quarter Progress Report to Caltrans. The total cumulative expenditures reported for the CPG funding,

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including SB1 funding, are approximately \$32.04 million or 49% of the FY 2025-26 OWP Amendment 02 budget.

On May 7, 2026, the Regional Council approved the FY 2026-27 (FY27) Final Comprehensive Budget including OWP in the amount of \$269.19 million. Also, the General Assembly approved the General Fund Budget and Membership Assessment Schedule. The FY 2026-27 OWP was submitted to Caltrans on May 7th, and state and federal approval of the OWP is expected by June 30, 2026. Further, the FY 2026-27 Indirect Cost Rate Plan (ICRP) is being prepared and will be submitted to FTA, and their response to the proposed ICRP is expected by June 30, 2026.

**CONTRACTS ADMINISTRATION:**

In the third quarter of FY26, the Contracts Administration Department managed an average of 25 formal procurements and 193 active contracts for goods and services. During this period, 46 contracts were awarded, and 39 contracts were successfully closed out.

**ATTACHMENT(S):**

1. CFO Charts



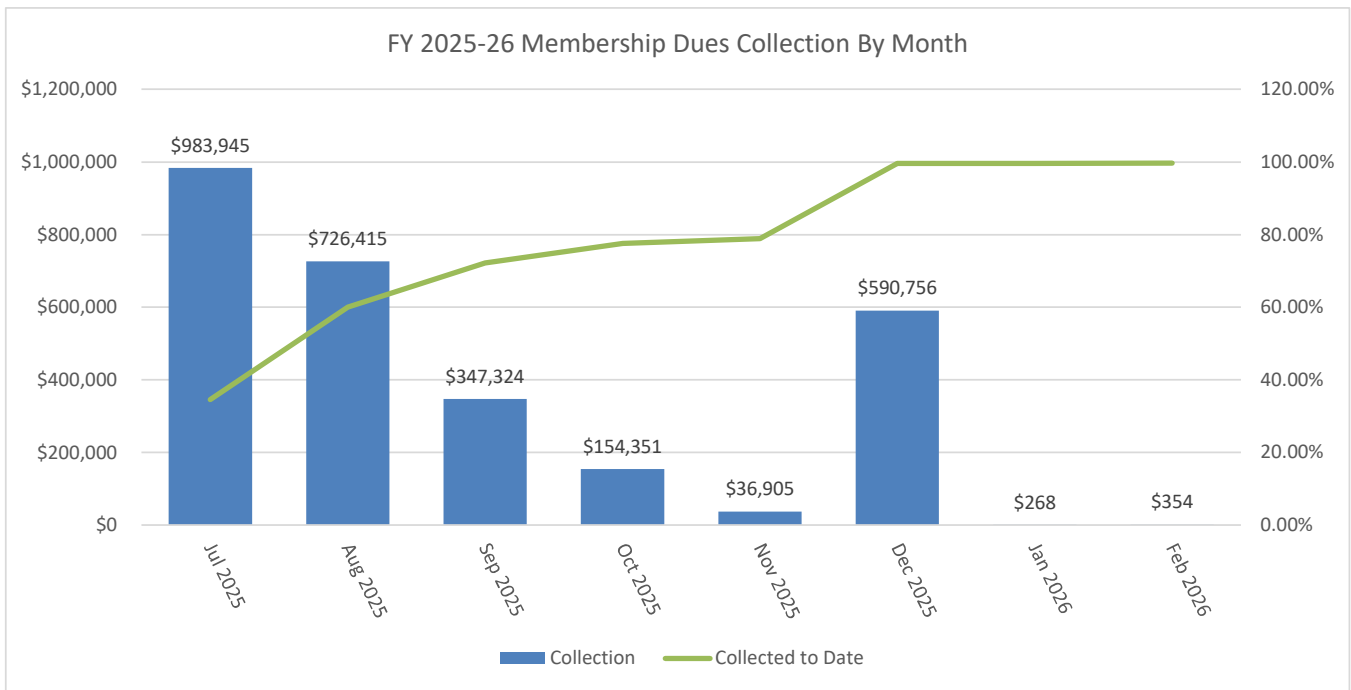
# Office of the Chief Financial Officer

Quarterly Report

**March 2026**



**Membership Dues & Collections**  
 July 1, 2025 through March 31, 2026



**Summary**  
 As of March 31, 2026, 189 cities, 6 counties, 7 commissions and 10 tribal governments paid their FY26 membership dues. This represents 99.66% of the dues assessed.

FY26 Membership Dues	<u><u>\$ 2,850,089</u></u>
Total Collected	<u><u>\$ 2,840,318</u></u>
Percentage Collected	<u><u>99.66%</u></u>



**Indirect Cost & Recovery**  
**July 1, 2025 through March 31, 2026**



**Summary**

This chart shows a comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants. Through March 2026, SCAG was under recover by \$1.67 million due to lower IC rate in FY2025-26. The IC rate was adjusted to reduce the over-recovery from prior year. The FY 2025-26 IC rate includes a carry-forward of approximately \$3.2 million, which represents an over-recovery costs from FY 2023-2024.



**Consolidated Balance Sheet  
As of March 2026**

	<u>December, 2025</u>	<u>March, 2026</u>	<u>Increase/(Decrease)</u>
Cash & Investment	94,639,895.1	85,122,104	(9,517,791)
Other Assets	19,967,284.1	14,880,042	(5,087,242)
<b>Total Assets</b>	<b>59,238,752</b>	<b>100,002,146</b>	<b>(14,605,034) (1)</b>
	-	-	-
<b>Total Liabilities</b>	<b>74,618,948</b>	<b>57,975,279</b>	<b>(16,643,669) (2)</b>
	-	-	-
<b>Fund Balance</b>	<b>40,012,914</b>	<b>42,026,867</b>	<b>2,013,953</b>
	-	-	-
<b>Total Liabilities &amp; Fund Balance</b>	<b>59,238,752</b>	<b>100,002,146</b>	<b>40,763,394</b>

1. Cash and investments decreased primarily due to the \$14 million REAP billed & paid out. Other current assets decreased, driven mainly by a combined \$5.0 million decrease in accounts receivable and unbilled revenue, partially offset by an increase of prepaid expenses.

2. Total liabilities decreased due to a combined total of \$16 million in deferred revenue related to the REAP billing and reduction in consultant payables.



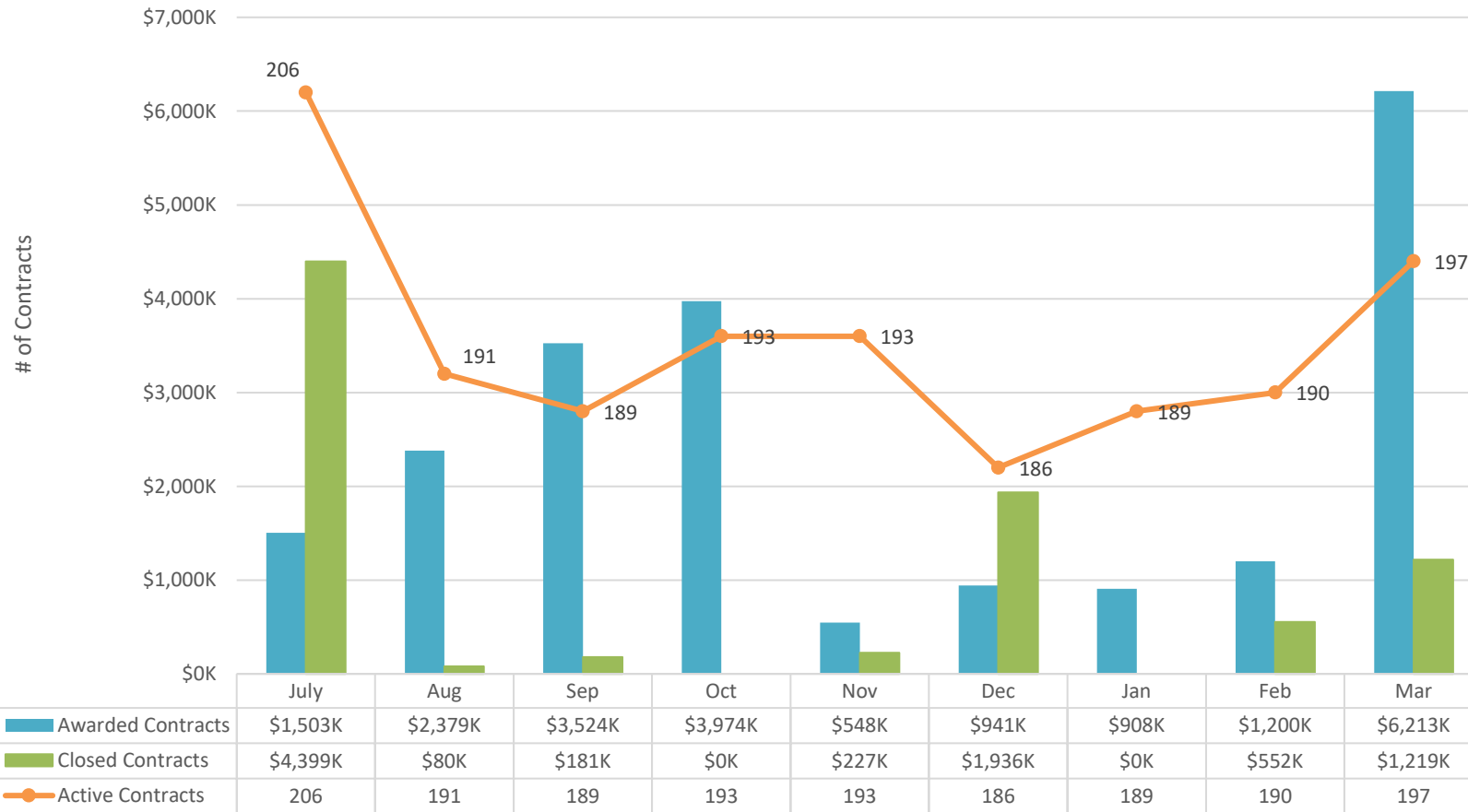
**Consolidated Statement of Revenues, Expenditures, and Changes in Fund Balances  
Quarter Ended March 2026**

	July 1, 2025 to December 31, 2025	July 1, 2025 to March 31, 2026	Increase / (Decrease)	March 2026 Budgetary Comparison Statement	
				FY 2025-26 Budget	Under / (Over) Budget
<b>Revenues</b>	<b>45,395,902</b>	<b>118,006,657</b>	<b>72,610,755</b>	<b>474,834,525</b>	<b>356,827,868</b> <sup>(1)</sup>
<b>Expenditures:</b>					
Salaries & Benefits	28,307,561	73,560,649	45,253,088	105,580,371	32,019,722
Services & Supplies	12,234,980	37,578,695	25,343,714	369,254,154	331,675,459
<b>Total Expenditures</b>	<b>40,542,541</b>	<b>111,139,344</b>	<b>70,596,803</b>	<b>474,834,525</b>	<b>363,695,181</b> <sup>(1)</sup>
Change in Fund Balance	4,853,361	6,867,314	2,013,953	-	(6,867,314)
Fund Balance Beginning of the Year	35,159,553	35,159,553	-	35,159,553	-
<b>Fund Balance at End of the Period</b>	<b>40,012,914</b>	<b>42,026,867</b>	<b>2,013,953</b>	<b>35,159,553</b>	<b>(6,867,314)</b>

(1) Note that multi-year grant revenues and services & supplies expenditures are budgeted in the award year including any beginning Fund Balance. The \$356.8 million revenue variance and the \$363.6 million expenditure variance are predominately related to anticipated implementation timing for various multi-year grants. Any remaining balances at the end of the fiscal year will be carried over to subsequent years of the grant period.



## SCAG Contracts Administration FY 2025-26



**Overview**  
This chart shows the number of contracts managed from July 2025 to March 2026.

■ Awarded Contracts   
 ■ Closed Contracts   
 —●— Active Contracts

**Summary**  
As of March 2026, the Contracts Administration Department is managing 197 contracts. Fourteen (14) are Cost Plus Fixed Fee contracts; 111 are Lump Sum contracts, 37 are Specified Rates of Compensation (includes Labor Hour/T&M and Retainer), and 35 are On-Call Services/Bench contracts.

## Staffing Update

Division	Authorized Positions	Filled Positions	Vacant Positions	Interns/Temps	Agency Temps	Fellows	Total
Executive Office	8	8	0	0	0	0	8
Finance	51	40	11	1	0	0	41
Gov. & Public Affairs	25	25	0	1	0	0	26
Human Resources	11	11	0	1	1	0	13
Information Technology	30	30	0	1	0	0	31
Legal	3	3	0	0	0	0	3
Planning	116	107	9	10	0	0	117
<b>Total</b>	<b>244</b>	<b>224</b>	<b>20</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>240</b>

CalPERS Membership

