



Western Riverside Council of Governments WRCOG Executive Committee

AGENDA

**Monday, October 5, 2026
2:00 PM**

**County of Riverside Administrative Center
4080 Lemon Street, 1st Floor, Board Chambers
Riverside, CA 92501**

Members of the public are welcome to participate remotely from any location. Committee member participation is limited to locations that are listed on the published agenda.

[Public Zoom Link](#)

**Meeting ID: 893 7088 6219
Passcode: 20252025**

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the Executive Committee meeting, please contact WRCOG at (951) 405-6706. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting. In compliance with Government Code Section 54957.5, agenda materials distributed within 72 hours prior to the meeting which are public records relating to an open session agenda item will be available for inspection by members of the public prior to the meeting at 1955 Chicago Avenue, Suite 200, Riverside, CA, 92507.

In addition to commenting at the Committee meeting, members of the public may also submit written comments before or during the meeting, prior to the close of public comment to jleonard@wrcog.us. To ensure distribution to Committee members prior to the meeting, please submit comments no later than two hours before the meeting is scheduled to begin. Public comments will also be accepted in person and via Zoom during the meeting.

Any member of the public requiring a reasonable accommodation to participate in this meeting in light of this announcement shall contact Lucy Felix at least 72 hours prior to the meeting at (951) 405-6706

or lfelix@wrcog.us. Later requests will be accommodated to the extent feasible.

The Committee may take any action on any item listed on the agenda, regardless of the Requested Action.

1. CALL TO ORDER (Jacque Casillas, Chair)

2. PLEDGE OF ALLEGIANCE

Chris Gray, Interim Executive Director

3. ROLL CALL

4. PUBLIC COMMENTS

At this time members of the public can address the Committee regarding any items listed on this agenda. Except as set forth below, when addressing the Executive Committee, each individual speaker will be limited to up to three (3) continuous minutes of public testimony. The Executive Committee may, either at the direction of the Chairperson or by a majority vote of the Executive Committee, waive this three (3) minute time limitation. Depending on the number of items on the Agenda and the number of speaker cards, the Chairperson may, in his or her discretion, reduce the time for each individual speaker. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes, unless extended by the Chairperson or majority vote of the Executive Committee. Speakers may not yield their time to others without the consent of the Chairperson.

5. CONSENT CALENDAR

All items listed under the Consent Calendar are considered to be routine and may be enacted by one motion. Prior to the motion to consider any action by the Committee, any public comments on any of the Consent Items will be heard. There will be no separate action unless members of the Committee request specific items be removed from the Consent Calendar.

A. Action Minutes from the September 14, 2026, Joint Meeting of the WRCOG Executive Committee and Supporting Foundation

Requested Action(s):

1. Approve the Action Minutes from the September 14, 2026, joint meeting of the WRCOG Executive Committee and Supporting Foundation.

B. WRCOG Committees and Agency Activities Update

Requested Action(s):

1. Receive and file.

C. Report out of WRCOG Representatives on Various Committees

Requested Action(s):

1. Receive and file.

D. Annual PACE Unclaimed HERO Refunds Escheatment Update

Requested Action(s):

1. Receive and file.

E. TUMF Program Activities Update: Approval of Two TUMF Reimbursement Agreement Amendments

Requested Action(s):

1. Authorize the Interim Executive Director to execute a TUMF Reimbursement Agreement Amendment with the City of Lake Elsinore for the Planning, Engineering, Right-of-Way, and Construction Phases of the SR-74 / I-15 Interchange Project in an amount not to exceed \$13,134,251.
2. Authorize the Interim Executive Director to execute a

TUMF Reimbursement Agreement Amendment with the Riverside County Transportation Commission to extend the term of agreement of the I-10 / Highland Springs Interchange Project to December 31, 2036. The project is not to exceed \$5,500,000.

F. WRCOG Fellowship Program Activities Update: Round 11

Requested Action(s):

1. Establish a Fellow hourly pay range of \$20.00 to \$25.00, to allow WRCOG flexibility in paying Fellows within that range based on prior internship / fellowship experience and education level / background.

6. CLOSED SESSION

1. PUBLIC EMPLOYEE APPOINTMENT

Title: Executive Director

Government Code § 54957(b)(1)

2. CONFERENCE WITH LABOR NEGOTIATORS

Agency designated representatives: Chair and General Counsel

Unrepresented employee: Executive Director

Government Code § 54957.6

7. REPORT FROM COMMITTEE REPRESENTATIVES

CALCOG, Brian Tisdale

SANDAG Borders Committee, Colleen Wallace

SAWPA OWOW Steering Committee, Wes Speake

SCAG Regional Council and Policy Committee Representatives

[WRCOG Ad Hoc Committees](#)

I-REN Executive Committee

8. REPORT FROM THE EXECUTIVE COMMITTEE CHAIR

Jacque Casillas, City of Corona

9. REPORT FROM THE INTERIM EXECUTIVE DIRECTOR

Chris Gray

Access the report [here](#).

10. ITEMS FOR FUTURE AGENDAS

Members are invited to suggest additional items to be brought forward for discussion at future Committee meetings.

11. GENERAL ANNOUNCEMENTS

Members are invited to announce items / activities which may be of general interest to the Committee.

12. NEXT MEETING

The next Executive Committee meeting is scheduled for Monday, November 2, 2026, at 2:00 p.m., in the County of Riverside Administrative Center, 4080 Lemon Street, 1st Floor, Board Chambers, Riverside.

13. ADJOURNMENT

WRCOG Executive Committee

Action Minutes

1. CALL TO ORDER

The meeting of the joint WRCOG Executive Committee and Supporting Foundation meeting was called to order by Chair Jacque Casillas at 2:00 p.m., on Monday, September 14, 2026, at the Riverside County Administrative Center, 1st Floor Board Chambers.

2. PLEDGE OF ALLEGIANCE

Vice-Chair Mike Lara led Committee members and guests in the Pledge of Allegiance.

3. ROLL CALL

- City of Beaumont - Mike Lara
- City of Calimesa - Eric Cundieff
- City of Corona - Jacque Casillas (Chair)
- City of Eastvale - Christian Dinco
- City of Lake Elsinore - Brian Tisdale
- City of Menifee - Bob Karwin*
- City of Moreno Valley - Elena Baca-Santa Cruz
- City of Murrieta - Lori Stone
- City of Norco - Kevin Bash
- City of Perris - Michael Vargas
- City of Riverside - Chuck Conder
- City of San Jacinto - Clarissa Sanchez
- City of Wildomar - Joseph Morabito
- County of Riverside, District 2 - Karen Spiegel
- Eastern Municipal Water District - David Slawson
- Western Water - Brenda Dennstedt**

* Arrived after Roll Call

**Attended remotely

Absent:

- City of Canyon Lake
- City of Banning
- City of Hemet
- City of Jurupa Valley
- City of Temecula
- County of Riverside, District 1
- County of Riverside, District 3
- County of Riverside, District 5

- Riverside Co. Sup. of Schools

4. PUBLIC COMMENTS

There were no public comments.

5. CLOSED SESSION

1. Public Employment Appointment
Title: Executive Director

There were no reportable actions.

6. CONSENT CALENDAR

RESULT:	APPROVED AS RECOMMENDED
MOVER:	Perris
SECONDER:	Calimesa
AYES:	Beaumont, Calimesa, Corona, Eastvale, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Wildomar, Dist. 2, EMWD, Western Water

A. Action Minutes from the August 3, 2026, Meeting of the WRCOG Executive Committee

Action:

1. Approved the Action Minutes from the August 3, 2026, meeting of the WRCOG Executive Committee.

B. WRCOG Committees and Agency Activities Update

Action:

1. Received and filed.

C. Report out of WRCOG Representatives on Various Committees

Action:

1. Received and filed.

D. I-REN Monthly Activities Update

Action:

1. Received and filed.

E. TUMF Program Activities Update: One TUMF Reimbursement Agreement and One TUMF Reimbursement Agreement Amendment

Actions:

1. Authorized the Interim Executive Director to execute a TUMF Reimbursement Agreement with the

County of Riverside for the Construction Phase of the Nuevo Road Bridge Improvements Project in an amount not to exceed \$4,900,000.

2. Authorized the Interim Executive Director to execute a TUMF Reimbursement Agreement Amendment with the City of Hemet for the Planning Phase of the Warren Road Phase I Project in an amount not to exceed \$2,500,000.

F. Approval of Amendments to Professional Services Agreements for On-Call Planning Services with Iteris, Inc., and PlaceWorks, Inc.

Actions:

1. Authorized the Interim Executive Director to execute a First Amendment to the Professional Services Agreement for On-Call Planning Services with Iteris, Inc., for support with transportation planning services to WRCOG and its member agencies, and to extend the term of the PSA through June 30, 2027. Any changes to the attached draft Agreement are subject to consultation by legal counsel.
2. Authorized the Interim Executive Director to execute a Second Amendment to the Professional Services Agreement for On-Call Planning Services with PlaceWorks, Inc., for support with general land use and housing planning support activities and services to WRCOG and its member agencies, and to increase the total not-to-exceed amount from \$800,000 to \$1,200,000. Any changes to the attached draft Agreement are subject to consultation by legal counsel.

G. First Amendment to the Professional Services Agreement and Appendices with Yunex Traffic, LLC

Action:

1. Approved a First Amendment to the Professional Services Agreement and Appendices with Yunex, LLC.

H. Approval of General Assembly and Executive Committee Meeting Schedules for 2027

Action:

1. Approved the schedule of General Assembly and Executive Committee meetings for 2027.

I. Amendment to the Appendix of the WRCOG Conflict of Interest Code

Action:

1. Adopted Resolution Number 27-26; A Resolution of the Executive Committee of the Western Riverside Council of Governments amending the Conflict of Interest Code of Western Riverside Council of Governments and direct that such amendment be submitted to the Riverside County Board of Supervisors as WRCOG's code reviewing body (Gov. Code § 82011) requesting approval of the amendment as required under.

J. Professional Services Agreement with David Taussig and Associates, Inc., doing business as DTA, for PACE Assessment District Administration Services

Action:

1. Authorized the Interim Executive Director to execute a Professional Services Agreement with David Taussig and Associates, Inc., doing business as DTA, substantially as to form, with any

changes to be approved by legal counsel, for annual assessment administration and micro bond sales for the WRCOG PACE Programs through June 30, 2031.

7. REPORTS / DISCUSSION

A. WRCOG 2027 General Assembly & Leadership Address Speaker Selection by the WRCOG Supporting Foundation

Actions:

1. Authorized the Supporting Foundation Secretary to execute an agreement with the Washington Speakers Bureau to secure a speaker selected by the WRCOG Supporting Foundation, in an amount not to exceed the chosen speaker fee decided at this meeting, plus travel, meal, lodging expenses, and contingencies.
2. Authorized the Supporting Foundation Secretary to take any necessary actions to carry out the purpose and intent of this authorization.

RESULT:	APPROVED AS RECOMMENDED
MOVER:	Corona
SECONDER:	San Jacinto
AYES:	Beaumont, Calimesa, Corona, Eastvale, Menifee, Moreno Valley, Murrieta, Norco, Perris, San Jacinto, Wildomar, Dist. 2, EMWD
NAYS:	Lake Elsinore, Riverside, Western Water

B. Deferral of Foreclosures on PACE Residential Properties and Commencement of Judicial Foreclosures on Delinquent PACE Commercial Properties

Action:

1. Adopted Resolution Number 28-26; A Resolution of the Executive Committee of the Western Riverside Council of Governments to defer foreclosure proceedings on delinquent residential properties and commence foreclosures on certain delinquent commercial properties.

RESULT:	APPROVED AS RECOMMENDED
MOVER:	Perris
SECONDER:	Calimesa
AYES:	Beaumont, Calimesa, Corona, Eastvale, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Wildomar, Dist. 2, EMWD, Western Water

C. Professional Services Agreement with Best Best & Krieger for PACE Administrative and Legal Services

Action:

1. Authorized the Interim Executive Director to execute a Professional Services Agreement with Best Best & Krieger for administrative and legal services for WRCOG PACE Programs through June 30, 2031.

RESULT:	APPROVED AS RECOMMENDED
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MOVER:	Perris
SECONDER:	Lake Elsinore
AYES:	Beaumont, Calimesa, Corona, Eastvale, Lake Elsinore, Menifee, Murrieta, Perris, Riverside, San Jacinto, Wildomar, Dist. 2, EMWD, Western Water
NAYS:	Norco

8. REPORT FROM THE TECHNICAL ADVISORY COMMITTEE CHAIR

The Technical Advisory Committee has not yet met to appoint a new Chair for Fiscal Year 2026/2027.

9. REPORT FROM COMMITTEE REPRESENTATIVES

Committee representatives had nothing to report.

10. REPORT FROM THE EXECUTIVE COMMITTEE CHAIR

Chair Casillas asked for volunteers to participate in an Ad Hoc Committee to review WRCOG Bylaws. The Committee would meet twice virtually; interested Committee members should reach out to Janis Leonard.

11. REPORT FROM THE INTERIM EXECUTIVE DIRECTOR

Chris Gray, WRCOG Interim Executive Director, stated that WRCOG will be hosting a dinner the night before the CalCities Conference, and encouraged Committee members to let him know if they would like to attend. Mr. Gray also invited the Committee to attend the WRCOG Open House on October 14, 2026, from 1:00 p.m. to 4:00 p.m., which will showcase the new office space and highlight various WRCOG programs.

12. ITEMS FOR FUTURE AGENDAS

Committee member Karen Spiegel requested an item to discuss the prohibition of remote locations for WRCOG Executive Committee meetings.

13. GENERAL ANNOUNCEMENTS

Committee member Lori Stone, thanked Chris Gray, who led the effort in the Southwest Elected Leaders Collaborative to address traffic congestion in southwest Riverside County by synchronizing the traffic lights in the region. CalTrans refused to work with them until Assemblywoman Kate Sanchez introduced AB 2307, which was recently signed into law. Also, the City of Murrieta will be presenting a resolution to the Housing Policy Committee to convene a working group to address the Housing Policy at the State level. Finally, Committee member Stone invited the Committee to the Murrieta State of the City on September 30, 202, led by Mayor Jon Levell.

Chair Casillas added that the Corona State of the City will be held on October 8, 2026, at 6:00 p.m., and the City of Lake Elsinore will also be holding its State of the City the same day.

14. NEXT MEETING

The next Executive Committee meeting is scheduled for Monday, October 5, 2026, at 2:00 p.m., in the County of Riverside Administrative Center, 4080 Lemon Street, 1st Floor, Board Chambers, Riverside.

15. ADJOURNMENT

The meeting was adjourned at 3:08 p.m.



Western Riverside Council of Governments WRCOG Executive Committee

Staff Report

Subject: WRCOG Committees and Agency Activities Update
Contact: Chris Gray, Interim Executive Director, cgray@wrcog.us, (951) 405-6710
Date: October 5, 2026

Recommended Action(s):

1. Receive and file.
-

Summary:

Attached are summary recaps of actions and activities from recent WRCOG standing Committee meetings that occurred during the month of September 2026.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to inform the Committee of actions and activities from WRCOG standing Committee meetings. This item aligns with WRCOG's 2022-2027 Strategic Plan Goal #4 (Communicate proactively about the role and activities of the Council of Governments).

Discussion:

A summary is provided for the following meetings that occurred in September 2026:

- September 14, 2026: Executive Committee
- September 16, 2026: Solid Waste Committee
- September 17, 2026: Technical Advisory Committee

Prior Action(s):

None.

Financial Summary:

This item is for informational purposes only; therefore, there is no fiscal impact.

Attachment(s):

[Attachment 1 - WRCOG Committees Activities Update September 2026.pdf](#)



Western Riverside Council of Governments
Joint Executive Committee and Supporting Foundation Meeting Recap
September 14, 2026

Following is a summary of key items discussed at the last joint Executive Committee and Supporting Foundation meeting.

Agenda Packet: <https://www.wrcog.us/wp-content/uploads/2025/11/Exec-0914226-AP.pdf>

PowerPoint Presentation: <https://www.wrcog.us/wp-content/uploads/2026/09/ec-09142026-ppt.pdf>

WRCOG 2027 General Assembly & Leadership Address Speaker Selection by the WRCOG Supporting Foundation

- The Committee reviewed the speakers selected by the GA Ad Hoc Committee.
- The final selection for the 2027 speakers were, in this order, Kat Cole, Mike Massimino & Garrett Reisman, and Mike Pompeo.
- WSB will secure the speaker, based on availability.

Deferral of Foreclosures on PACE Residential Properties and Commencement of Judicial Foreclosures on Delinquent PACE Commercial Properties

- The Executive Committee approved to defer foreclosure on 347 delinquent residential PACE properties by assigning the collection rights to First National Assets.
- This allows WRCOG to avoid pursuing foreclosure against residential property owners while ensuring bondholders are paid.
- The Executive Committee authorized to begin foreclosure proceedings on certain delinquent commercial PACE properties, as directed by the applicable bond owners.

Professional Services Agreement with Best Best & Krieger for PACE Administrative and Legal Services

- The Executive Committee approved a new agreement with BB&K to continue providing specialized administrative and legal services for WRCOG's PACE Programs through June 30, 2031.
- BB&K has supported the Program since its inception and has specialized experience in PACE law, public finance, bond transactions, and assessment administration.
- The agreement will maintain the existing fee structure, with costs paid through PACE Program fees rather than WRCOG's General Fund.

Next Meeting

The next Executive Committee meeting is scheduled for Monday, October 5, 2026, at 2:00 p.m., in the County of Riverside Administrative Center, 4080 Lemon Street, 1st Floor, Board Chambers, Riverside.



Western Riverside Council of Governments Solid Waste Committee Meeting Recap September 16, 2026

Following is a summary of key items discussed at the last Solid Waste Committee meeting.

Agenda Packet: <https://www.wrcog.us/wp-content/uploads/2026/09/SWC-091626-AP.pdf>

PowerPoint Presentation: <https://www.wrcog.us/wp-content/uploads/2026/09/SWC-091626-PPT.pdf>

Selection of Leadership for FY 2026/2027

- The Committee selected Siomara Giroux, City of Beaumont, to serve as Chair, and Simone Blackwell, City of Eastvale, to serve as Vice-Chair.

Proposition 218 and Solid Waste Rates

- Prop 218 is about who sets and imposes the rate, not how the customer is billed.
- For solid waste, it's a protest process: notice, hearing, and an opportunity for a majority protest.
- Different franchise structures can lead to different Prop 218 approaches.

Use of Property Tax Roll for Solid Waste Charges

- The tax roll is a collection tool, not a rate-setting tool.
- Using the tax roll can mean regular billing or collecting delinquent accounts.
- A Prop 218 hearing addresses the rate; an annual tax-roll hearing addresses placing authorized charges on the tax roll.

Approval of the Solid Waste Committee Meeting Schedule for 2027

- The Committee approved a new meeting format for 2027, consisting of one formal Brown Act meeting and three regional collaborative sessions, which may include roundtables, workshops, or site visits designed to support more interactive discussion and regional collaboration.
- The Committee also provided several topic recommendations for future regional collaborative sessions, including solid waste rate formulas, C&D, self-haul, the JACE audit process, post-OWR funding sustainability and long-term SB 1383 implementation planning, and SB 1383 procurement requirements and strategies.
- WRCOG staff will distribute a brief survey in early October to gather Committee input on future topic suggestions, preferred meeting formats, and potential site visit recommendations. Survey feedback will be presented to the Committee at its November meeting.

Next Meeting

The next Solid Waste Committee meeting is scheduled for Wednesday, November 18, 2026, at 1:00 p.m., at WRCOG's office at 1955 Chicago Avenue, Suite 200 Riverside.



Western Riverside Council of Governments Technical Advisory Committee Meeting Recap September 17, 2026

Following is a summary of key items discussed at the last Technical Advisory Committee meeting.

Agenda Packet: <https://www.wrcog.us/wp-content/uploads/2026/09/tac-091726-ap.pdf>

PowerPoint Presentation: <https://www.wrcog.us/wp-content/uploads/2026/09/TAC-091726-PPT.pdf>

Selection of Leadership for Fiscal Year 2026/2027

- The Committee selected Justin Tucker, City of Corona, to serve as Chair, Chris Boatman, City of Beaumont, to serve as Vice-Chair and Mark Orme, City of Eastvale, to serve as 2nd Vice-Chair.

I-REN Residential Incentive Finder Tool

- Launched in April 2026, I-REN's Residential Incentive Finder provides residents in San Bernardino and Riverside Counties with a centralized, searchable resource to identify energy-related incentives based on their location and household information.
- The Finder includes over 160 federal, state, regional, and local incentives, including rebates, tax credits, discounts, and financing opportunities for home energy improvements, clean transportation, electrification upgrades, and energy bill assistance.
- Explore the [Residential Energy Incentive Finder](#) and view the [demonstration video](#) for more information.

Inland Empire Energy Career Explorer

- Launched in July 2026, I-REN's Inland Empire Energy Career Explorer tool serves as a centralized resource connecting residents with energy career pathways, training opportunities, and workforce resources across the Inland Empire.
- Key features include a career quiz that provides personalized career recommendations, more than 230 training opportunities connected to energy careers, and job-posting resources to help users explore employment opportunities.
- Explore the [Inland Empire Energy Career Explorer](#) and view the [demonstration video](#) for more information.

Used Oil and Filter Recycling Program Activities Update

- WRCOG administers the regional Used Oil Program through CalRecycle's Oil Payment Program to promote the proper management and recycling of used motor oil and filters through education, outreach and filter exchange events. WRCOG is currently implementing Cycle 16 with 17 participating agencies and submitted its Cycle 17 application in August.
- During FY 2025–2026, under OPP 15, WRCOG coordinated 32 Used Oil Recycling and Filter Exchange Events and exchanged more than 2,630 used oil filters across the subregion. These events provide residents with a convenient opportunity to properly recycle used oil filters and receive up to two replacement filters at participating Certified Collection Centers.
- In addition to scheduled events, WRCOG supports year-round recycling by promoting Certified Collection Centers and providing member agencies with outreach resources, including reusable used oil containers, to help residents safely store, transport, and recycle used motor oil.

WRCOG Fellowship Program Activities Update: Round 11

- The Committee recommends the Executive Committee establish a Fellow hourly pay range of \$20.00 – \$25.00 (up from the current flat \$20.00/hour), based on a market analysis of Fellow/intern pay across 12 member agencies.
- The pay range gives WRCOG flexibility to set individual Fellow pay based on prior internship/fellowship experience and education background.
- Round 10 (FY 2025/2026) placed 12 Fellows across 9 member agencies; several have since received full-time job offers.
- Round 11 is underway: host agency applications are still being accepted, Fellow applications close September 27, 2026, with Fellows tentatively starting late October or early November 2026.
- Explore the [Fellowship page](#) on WRCOG's website for more information.

Next Meeting

The next Technical Advisory Committee meeting is scheduled for Thursday, November 19, 2026, at 9:30 a.m., at WRCOG's office at 1955 Chicago Avenue Suite 200, Riverside.



Western Riverside Council of Governments WRCOG Executive Committee

Staff Report

Subject: Report out of WRCOG Representatives on Various Committees
Contact: Chris Gray, Interim Executive Director, cgray@wrcog.us, (951) 405-6710
Date: October 5, 2026

Recommended Action(s):

1. Receive and file.
-

Summary:

One key function of the Executive Committee is to appoint representatives to various external agencies, groups, and committees on behalf of WRCOG. This Staff Report provides a summary of activities related to appointments for CALCOG, the SANDAG Borders Committee, and the SAWPA OWOW Steering Committee.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item to provide information regarding various external agencies, groups, and committees related to WRCOG where WRCOG has appointed one or more representative(s) to serve as its representative. This item supports WRCOG's 2022-2027 Strategic Plan Goal #4 (Communicate proactively about the role and activities of the Council of Governments).

Discussion:

CALCOG Board of Directors (Brian Tisdale)

The CALCOG Board of Directors met on September 29, 2026. Agenda highlights include:

1. Appointment Process for Cal Regions Foundation.
2. Fiscal Update.
3. Consideration of Position on Proposition 43.
4. SB 375 Modernization - SB 1087 (Cabaldon) Update.
5. State Legislative & Budget Update.
6. 2026 Legislative Accomplishments.

The next Board of Directors meeting is scheduled for November 5, 2026.

SANDAG Borders Committee (Colleen Wallace)

The SANDAG Borders Committee has not met since July 24, 2026. The next SANDAG Borders Committee meeting is scheduled for October 23, 2026.

SAWPA OWOW Steering Committee (Wes Speake)

The SAWPA OWOW Steering Committee met on September 24, 2026. The full agenda can be accessed at https://sawpa.gov/wp-content/uploads/2025/11/2026-9-24-OWOW-SC-Ag_Pkt_WEBrv.pdf. Agenda highlights include:

1. Proposition 1 Round 2 Replacement Projects Approval.
2. Proposition 4 Funding Update and Regional Arundo Coordination Initiative
3. California Water Plan 2028 Technical Working Group Workshop 1 Update.

The next SAWPA OWOW Steering Committee meeting is scheduled for November 19, 2026.

Prior Action(s):

None.

Financial Summary:

Appointed Committee members are paid \$150 to attend their respective meetings. WRCOG stipends are included in the Agency's adopted Fiscal Year 2026/2027 Budget under the Administration Department in the General Fund (Fund 110).

Attachment(s):

[Attachment 1 - CALCOG Board Agenda 092926.pdf](#)



California Association of
Councils of Governments

BOARD OF DIRECTORS MEETING AGENDA

California Association of Councils of Governments

1415 L Street, Suite 300
Sacramento, CA 95814

(916) 436-0040

BOARD OFFICERS

President: Jan Harnik
Coachella Valley Assoc. of Governments

First Vice President: Tim Hepburn
San Gabriel Valley Council of Governments

Second Vice President: Vacant

Past President: Britt Huff
South Bay Cities Council of Governments

LOCATION: VIRTUAL

Zoom: <https://us02web.zoom.us/j/6759856183>

SITE NOTES

- This meeting will be virtual
- For questions, contact Natalie Zoma at or nzoma@calcog.org (916) 436-0045

BOARD MEETING AGENDA

2:00 pm	1	Call to Order, Roll Call		
2:05 pm	2	Approval of June 30, 2026 Minutes	Action	8
2:10 pm	3	Executive Director's Report	Information	10
2:20 pm	4	Executive Role Change	Information	11
2:30 pm	5	Preview of the Fall Board Meeting	Information	12
2:40 pm	6	Appointment Process for Cal Regions Foundation	Action	14
2:50 pm	7	Fiscal Update	Information	16
2:55 pm	8	Consideration of Position on Proposition 43	Action	18
3:10 pm	9	SB 375 Modernization – SB 1087 (Cabaldon) Update	Information	24
3:15 pm	10	State Legislative & Budget Update	Information	30
3:20 pm	11	2026 Legislative Accomplishments	Information	34
3:30 pm	12	Adjourn		



CALCOG CALENDAR



Board of Director Events

September 29: (2:00 pm – 3:30 pm). **Board Meeting** (Policy briefing). **Virtual**

November 5 & 6: **Fall Board Meeting & CARL Session.** **In Person** (DoubleTree, Claremont).

November 15 – 17: **Self Help Counties Coalition Focus on the Future.** **In Person** (Manchester Grand Hyatt, San Diego)

December 3 & 4: **CTC Meeting** (Inland Empire, TBD)

March 1, 2027: (10:00 a.m. – 12:00 p.m.). **Board Meeting.** **In Person** (Sacramento SAFE Convention Center)

March 1, 2027: (1:30 p.m. – 2:30 p.m. tentative). Final Pricing Leadership Academy Workshop. **In Person** (Sacramento SAFE Convention Center)

March 1 – 3, 2027: **Regional Leadership Forum: 50 Years Forward.** **In Person** (Sacramento SAFE Convention Center)

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Board Roster



- **President, Jan Harnik**, Council Member, Palm Desert, Coachella Valley Association of Gov'ts
- **First Vice President, Tim Hepburn**, Mayor, City of La Verne, San Gabriel Valley Council of Governments
- **Past President, Britt Huff**, Council Member, City of Rolling Hills Estates, South Bay Cities Council of Gov'ts
- **Belia Ramos**, Supervisor, Napa County, Association of Bay Area Governments
- **David Haubert**, Supervisor, Alameda, Alameda County Transportation Commission.
- **Scott Newsome**, Council Member, City of Santa Cruz, Association of Monterey Bay Area Governments
- **Chris Kelley**, Mayor, City of Hercules, Contra Costa Transportation Authority
- **Brian Veerkamp**, Supervisor, El Dorado, El Dorado County Transportation Commission
- **Gary Yep**, Mayor Pro Tem, City of Kerman, Fresno Council of Governments
- **Kimberly White**, Mayor, City of Arcata, Humboldt County Association of Governments
- **Mike Goodsell**, Councilmember, City of Holtville, Imperial County Transportation Commission
- **Bob Smith**, Council Member, City of Bakersfield, Kern Council of Governments
- **Doug Verboon**, Supervisor, Kings County, Kings County Association of Governments
- **Bruno Sabatier**, Supervisor, Lake County/City Area Planning Council
- **Robert Poythress**, Supervisor, Madera County, Madera County Transportation Commission
- **Heather Criss**, Council Member, City of Ukiah, Mendocino Council of Governments
- **Josh Pedrozo**, Supervisor, Merced County, Merced County Association of Governments
- **Mitch Mashburn**, Supervisor, Solano County, Metropolitan Transportation Commission
- **John Gabbard**, Mayor, City of Dana Point, Orange County Council of Governments
- **Patrick Harper**, Council Member, City of Fountain Valley, Orange County Transportation Authority
- **Ken Broadway**, Council Member, City of Rocklin, Placer County Transportation Authority
- **Lloyd White**, Council Member, City of Beaumont, Riverside County Transportation Commission
- **Oscar Villegas**, Supervisor, Yolo County, Sacramento Area Council of Governments
- **Ignacio Velazquez**, Supervisor, San Benito County, Council of San Benito County of Governments
- **Larry McCallon**, Council Member, City of Highland, San Bernardino County Transportation Authority
- **Les Heebner**, Mayor, City of Solana Beach, San Diego Association of Governments
- **Robert Rickman**, Supervisor, San Joaquin County, San Joaquin Council of Governments
- **Fred Strong**, City of Paso Robles, San Luis Obispo Council of Governments
- **Alice Patino**, Mayor, City of Santa Maria, Santa Barbara County Association of Governments
- **Manu Koenig**, Supervisor, Santa Cruz County, Santa Cruz County Regional Transportation Commission
- **Tenessa Audette**, Councilmember, City of Redding, Shasta Regional Transportation Agency
- **Steve Young**, Mayor, City of Benicia, Solano Transportation Authority
- **Ariel Kelley**, Council Member, City of Healdsburg, Sonoma County Transportation Authority
- **Margaret Finlay**, Council Member, City of Duarte, Southern California Association of Governments
- **Rachel Hernandez**, Mayor, City of Riverbank, Stanislaus Council of Governments
- **Cindy Gustafson**, Supervisor, Placer County, Tahoe Regional Planning Agency
- **Steve Teshara**, Board Representative, Tahoe Transportation District
- **Chaps Poduri**, Council Member, City of Pacific Grove, Transportation Agency for Monterey County
- **Brian Colbert**, Supervisor, Marin County, Transportation Authority of Marin
- **Rudy Mendoza**, Mayor, City of Woodlake, Tulare County Association of Governments
- **Jenny Crosswhite**, Councilmember, City of Santa Paula, Ventura County Transportation Commission
- **Brian Tisdale**, Council Member, City of Lake Elsinore, Western Riverside Council of Gov'ts

Vacancies: Butte County Association of Governments, Calaveras County Association of Government, City/County Association of San Mateo, Los Angeles County Metropolitan Transportation Authority, Napa Valley Transportation Authority, Santa Clara Valley Transportation Authority, Tuolumne County Transportation Commission, Cal Cities, California State Association of Counties

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CALCOG Rules of Order (Guidelines for Board Meetings)



- **Not a Public Agency.** CALCOG is a nonprofit social welfare entity organized under California law. We are not a public agency. Accordingly, though we typically apply procedures that are common for local government meetings, we are not required to operate that way.
- **Roll Call.** To save time (particularly for virtual meetings), staff will mark attendance as board members enter the room or login. Staff will announce when (or whether) there is a quorum.
- **Quorum.** A requires that a majority of active directors be present. Once established, the meeting can proceed even if members leave. A public agency member is deemed to have an active director when it has been represented at a board meeting within the last twelve months (including the current meeting).
- **Two Thirds Vote Requirement.** Our bylaws emphasize consensus. In 2011, the Board changed a weighted vote procedure to a two-thirds majority requirement to increase fairness while establishing a threshold for establishing broad consensus.
- **Short-of-Quorum Procedure.** If we fail to have a quorum but have at least 10 members present at a regular meeting, the meeting can proceed as an advisory body. Actions that are passed will be sent electronically to all other board members along with the question (yes or no) of whether they concur with the decision. If a total of affirmative responses from present and non-present members equals two thirds of all active members, the action will be deemed to be approved.
- **Member Staff in Discussions.** Our board meetings are attended by member agency staff. They often add to our discussions. We benefit from their expertise and experience and generally welcome the input. The President has discretion to limit discussion to board members at any point.
- **Roberts Rules of Order.** We follow Robert Rules of Order. Pragmatically. If we are ever getting to a point where we are arguing details in procedure, the issue probably lacks general consensus and the two-thirds majority needed to pass it in the first place.
- **For Virtual Meetings.** We ask Board members to keep their cameras on and that everyone who is not on the board or currently speaking turn their camera off.
- **Virtual Meeting Consensus Vote Procedure.** If President judges that there is broad concurrence on an item, in lieu of a roll call or voice vote, the chair may simply ask if there is any opposition or abstentions. The chair will then wait for a few seconds. If there is no response, or only a couple of responses, the President may declare a unanimous vote. If a small number of nays and abstentions are registered, the President can declare a majority vote. If there are more than a few, or if any board member calls for it, we will take a roll call vote.

List of Acronyms

AB *Assembly Bill*: Proposed legislation introduced in the California State Assembly.

AFFH *Affirmatively Furthering Fair Housing*: A legal requirement to promote fair housing and eliminate discrimination.

AHSC *Affordable Housing and Sustainable Community*: A state grant program that funds projects combining affordable housing, transit, and active transportation to reduce greenhouse gas emissions.

AMPO *Association of Metropolitan Planning Organizations*: A national network that supports and advocates for MPOs in transportation planning and policy.

ATP *Active Transportation Program*: A state competitive grant program that funds projects that increase biking, walking, and safety.

Caltrans *California Department of Transportation*: The state agency responsible for the design, construction, operation, and maintenance of California's highway system.

CalSTA *California State Transportation Agency*: The state agency that develops and coordinates California's transportation policies and programs to achieve the state's mobility, safety, equity and environmental sustainability objectives.

CAPTI *Climate Action Plan for Transportation Infrastructure*: California's statewide strategy to align transportation investments with climate goals.

CARB *California Air Resources Board*: A part of the California Environmental Protection Agency (CalEPA) responsible for regulating air pollution and carbon emissions from mobile and stationary sources.

CARL *California Academy for Regional Leaders*: CALCOG's leadership development program for regional leaders.

CARLA *California Academy for Regional Leadership Alumni*: Alumni network of the CARL program.

CCJPA *Capitol Corridor Joint Powers Authority*: Oversees operations of the Capitol Corridor passenger rail service, connecting key Northern California regions.

CCC *Central Coast Coalition*: A regional alliance advocating for transportation funding and policy priorities across California's Central Coast.

CEQA *California Environmental Quality Act*: A statute that requires state and local agencies to identify and mitigate the environmental impacts of their projects and plans.

CDAC *COG Directors Association of California*: A subgroup within the California Association of Councils of

Governments (CALCOG). It serves as a forum for directors of regional planning agencies (COGs) to connect, share information, and advocate for their interests.

CHFA *California Housing Finance Agency*: A state agency that provides financing and programs to assist in the creation and preservation of affordable housing.

CMA *Congestion Management Agency*: Local agencies tasked with relieving traffic congestion and improving transportation planning.

CMAQ *Congestion Mitigation & Air Quality Program*: A federal funding program that supports transportation projects aimed at reducing traffic congestion and improving air quality, especially in areas not meeting air pollution standards.

CSAC *California State Association of Counties*: An organization representing county governments before the California Legislature and federal government.

CTC *California Transportation Commission*: A state agency responsible for programming and allocating funds for the construction of highways, passenger rail, and transit improvements.

DBE *Disadvantaged Business Enterprise*: A federal program that supports minority- and women-owned businesses in transportation contracting.

DAC *Disadvantaged Communities*: Communities identified as vulnerable due to socioeconomic or environmental challenges, often prioritized in state funding.

EIR *Environmental Impact Report*: A document required by CEQA that assesses the environmental effects of a proposed project.

EV *Electric Vehicle*: A car powered entirely or partially by electricity.

FHWA *Federal Highway Administration*: A division of the U.S. Department of Transportation specializing in highway transportation.

FTA *Federal Transit Administration*: A division of the U.S. Department of Transportation that provides financial and technical assistance to public transportation systems.

FTIP *Federal Transportation Improvement Program*: A multi-year list of federally funded transportation projects prioritized at the regional level.

FY *Fiscal Year*: A one-year period used for budgeting and accounting, differing from the calendar year.

GHG *Greenhouse Gas*: Gases that trap heat in the atmosphere and contribute to climate change, including CO₂ and methane.

GO Governor's Office: The executive branch leadership under the Governor, often shaping statewide policy initiatives.

HCD California Department of Housing and Community Development: A state agency that develops housing policy, building codes, and administers housing finance, economic development, and community development programs.

HUD U.S. Department of Housing and Urban Development: A federal department responsible for national policy and programs that address America's housing needs.

LAO Legislative Analyst's Office: Provides nonpartisan fiscal and policy advice to the California Legislature.

LCI Governor's Office of Land Use and Climate Innovation: The new name for the agency formerly known as OPR (Governor's Office of Planning and Research). The change took place in July 2024.

LTF Local Transportation Fund: Funds derived from a portion of the state sales tax allocated to local transportation needs.

MOU Memoranda of Understanding: A formal agreement between agencies or organizations outlining mutual goals and cooperation.

MPO Metropolitan Planning Organization: A federally-designated regional planning entity that represents urbanized areas with populations over 50,000, responsible for transportation planning and project selection.

NSSR North State Super Region: A coalition of Northern California regions advocating for rural infrastructure, economic development, and connectivity.

NARC National Association of Regional Counties: A national organization representing regional planning agencies and councils of government.

OPR Governor's Office of Planning and Research: A California state agency responsible for long-range planning and research. Now called LCI

OWP Overall Work Program: An annual roadmap for regional transportation planning activities and studies.

RCTF Rural Counties Task Force: a group of rural counties that meet regularly to help small counties remain informed, have a voice, and become involved with changing statewide transportation policies and programs.

RHNA Regional Housing Needs Allocation: A process that determines projected and existing housing needs for all jurisdictions in California.

RLF Regional Leadership Forum: CALCOG's annual conference.

RTP Regional Transportation Plan: A long-term blueprint of a region's transportation system, developed by an MPO or RTPA.

RTPA Regional Transportation Planning Agency: A state-designated agency responsible for regional transportation planning to meet state planning mandates.

SB Senate Bill: Proposed legislation introduced in the California State Senate.

SCS Sustainable Communities Strategy: A plan that integrates transportation, land-use, and housing policies to meet greenhouse gas reduction targets.

SJVPC San Joaquin Valley Policy Council: Collaborative body that represents the eight RTPAs of the San Joaquin Valley and works to develop unified policy positions.

SGC Strategic Growth Council: A cabinet-level committee that coordinates state agency efforts to improve environmental quality, expand affordable housing, enhance infrastructure, and support sustainable community planning.

SHCC Self Help Counties Coalition: An association of 25 counties with voter-approved transportation sales taxes advocating for local project funding and flexibility.

SHOPP State Highway Operations & Protection Programs: A funding program for maintaining and rehabilitating California's state highway system.

STIP State Transportation Improvement Program: A five-year plan directing state and regional transportation funding for capital projects.

TDA Transportation Development Act: A California law that provides funding for public transportation, bicycle and pedestrian projects, and local transportation through sales tax revenues.

TIRCP Transit and Intercity Rail Capital Program: Funds rail and transit capital projects that reduce greenhouse gas emissions.

VMT Vehicle Miles Traveled: A measure of the total miles driven by all vehicles in a specified region over a specific period.

ZEV Zero Emission Vehicle: A vehicle that emits no tailpipe pollution, including battery-electric and hydrogen fuel cell vehicles.

2

Approval of June 30, 2026 Minutes



CALCOG Board Meeting Minutes June 30, 2026 Virtual (Zoom)

Attendance

Attendance was taken visually as members walked into the meeting room and logged into their accounts via the Zoom meeting platform: the following 26 board members attended the meeting.

President, Jan Harnik, Council Member, Palm Desert, Coachella Valley Association of Gov'ts

First Vice President, Tim Hepburn, Mayor, City of La Verne, San Gabriel Valley Council of Governments

Belia Ramos, Supervisor, Napa County, Association of Bay Area Governments

Scott Newsome, Council Member, City of Santa Cruz, Association of Monterey Bay Area Governments

Chris Kelley, Vice Mayor, City of Hercules, Contra Costa Transportation Authority

Kimberly White, Mayor, City of Arcata, Humboldt County Association of Governments

John Haschak, Supervisor, Mendocino County, Mendocino Council of Governments

Josh Pedrozo, Supervisor, Merced County, Merced County Association of Governments

Mitch Mashburn, Supervisor, Solano County, Metropolitan Transportation Commission

John Gabbard, Mayor, City of Dana Point, Orange County Council of Governments

Patrick Harper, Council Member, City of Fountain Valley, Orange County Transportation Authority

Ken Broadway, Council Member, City of Rocklin, Placer County Transportation Authority

Lloyd White, Council Member, City of Beaumont, Riverside County Transportation Commission

Oscar Villegas, Supervisor, Yolo County, Sacramento Area Council of Governments

Alan Wapner, Council Member, City of Ontario, San Bernardino County Transportation Authority

Lesa Heebner, Mayor, City of Solana Beach, San Diego Association of Governments

Robert Rickman, Supervisor, San Joaquin County, San Joaquin Council of Governments

Fred Strong, City of Paso Robles, San Luis Obispo Council of Governments

Alice Patino, Mayor, City of Santa Maria, Santa Barbara County Association of Governments

Steve Young, Mayor, City of Benicia, Solano Transportation Authority

Steve Teshera, Board Representative, Tahoe Transportation District

Chaps Poduri, Council Member, City of Pacific Grove, Transportation Agency for Monterey County

Brian Colbert, Supervisor, Marin County, Transportation Authority of Marin

Rudy Mendoza, Mayor, City of Woodlake, Tulare County Association of Governments

Jenny Crosswhite, Council Member, City of Santa Paula, Ventura County Transportation Commission

Brian Tisdale, Council Member, City of Lake Elsinore, Western Riverside Council of Governments

1. Approval of Minutes

Action

Staff noted that errors in the attendance list from the June 3rd minutes had been identified and would be corrected prior to final approval. The board unanimously approved the minutes of the June 3rd meeting as amended. Motion by Director Teshara, Second by Director Heebner.

2. Authorize MOU with AMBAG for RIA Grant

Action

Staff presented a request to delegate authority to the Executive Director and Deputy Director to negotiate and execute a Memorandum of Understanding (MOU) with the Association of Monterey Bay Area Governments (AMBAG) for staff support on the remaining Regional Infrastructure

Accelerator (RIA) grant deliverables, in an amount not to exceed \$100,000 to be funded through existing grant funds. The board unanimously approved staff's recommendation. Motion by Director Mendoza, Second by Director Kelley.

3. Mission Consistent Revenue Policy

Action

The Executive Director presented a proposed Mission Consistent Revenue Policy to formally document how CALCOG's revenue-generating programs connect to its exempt mission under Internal Revenue Code sec 501(c)(4). The board unanimously approved the policy and initial Program Revenue Profiles as presented. Motion by Director Gabbard, Second by Director Tisdale.

Fiscal Year 2026-27 Budget

Action

The Executive Director presented the proposed FY 2026–27 budget recommended for adoption by the fiscal committee. The budget included a plan for growing the budget reserves, 10% dues increase, revenue diversification, and a one-time staffing cost increase associated with RIA grant work and planned leadership transition. The Fiscal Committee also recommended adoption of a CPI-based default annual dues indexing policy for future budget cycles. The board unanimously adopted the FY 2026–27 budget and CPI dues indexing policy, consistent with the Fiscal Committee recommendation. Motion by Director Ramos, Second by Director Newsome.

4. SB 375 Modernization Legislation – SB 1087 (Cabaldon)

Action

Staff presented an updated analysis of SB 1087 following recent amendments, noting that provisions for a CEQA exemption for the RTP/SCS process and an expanded role for the California Transportation Commission in target-setting had been removed from the bill. Staff recommended the Board affirm its original support position, noting the bill's remaining provisions still represented improvement over existing law (see full analysis in the June 30 board packet).

Board discussion reflected disappointment at the removal of the CEQA exemption, with several directors noting the importance of pursuing that goal in a future legislative cycle. Following a roll call vote the Board affirmed its support position on SB 1087. Motion by Director Villegas, Second by Director Mashburn, abstention by Director Colbert.

Following the vote, the Board directed staff to develop and bring back a strategy for pursuing a CEQA exemption in the next legislative session. The motion passed unanimously following a roll call vote. Motion by Director Mendoza, Second by Director Broadway.

6 State Legislative Update

Information

There were no state legislative updates at the time of the meeting.

7. Federal Advocacy Update

Information

Staff reported that CALCOG will sign on to CalSTA's California Federal Surface Transportation Reauthorization Principles. Staff also noted that OMB has issued proposed revisions to the Uniform Grants Regulation currently out for public comment.

5. Meeting Adjourned by President Harnik

End of DRAFT Minutes

3

Executive Director's Report



A. BACKGROUND

The Executive Director will provide a quick update on work program elements that are not otherwise on the agenda for the meeting. This report focuses on programs, member services, and upcoming events.

B. FOR DISCUSSION

- **Summer School Wrap-Up.** CALCOG's three-part "[W.T.F. — Where's the Funding?](#)" series wrapped up in August with more than 400 registrants, our strongest turnout yet. Sessions covered transportation funding basics, emerging revenue tools, and infrastructure financing beyond transportation. Recordings, slide decks, issue briefs, and a recap of "11 Things We Learned" are available on our [website](#). It turns out people will show up for a webinar about funding, as long as you give it the right acronym.
- **California Housing Law & Policy Update Goes Virtual.** Last year's one-day, in-person event is now a three-part virtual series: October 29, November 12, and November 17, 10:00 a.m.–12:30 p.m. Sessions cover SB 79 implementation, the 7th Cycle RHNA, court decisions and HCD enforcement, housing element best practices, new federal housing law, and VMT mitigation banks. Speakers include Sen. Jesse Arreguin and Asm. Member Buffy Wicks. See <https://calcog.org/housing-update/> for more information.
- **CARL Cohort 9 Is Underway.** The newest cohort of the California Academy for Regional Leaders (CARL) has 25 participants. The cohort held its first session on September 22 in Sacramento. Session 2 is October 8 in Imperial Valley/San Diego.
- **Executive Leadership Institute (ELI) Nears Launch.** The ELI website and application will be live soon. The program will be open to the full membership and capped at 12–15 participants to keep the peer learning meaningful. Staff encourages executive directors to start thinking about whether they or their executive team members will apply.
- **Regional Leadership Forum: 50 Years Forward.** RLF 2027 returns to the Sacramento Convention Center on March 1–3, and it marks CALCOG's 50th anniversary. Registration will launch soon and sponsorship outreach is underway. If your agency works with firms that may want to sponsor, please let staff know.
- **Second Strategic Partnership Grant.** CALCOG officially kicked off work with AMBAG on the California Transportation Resource Library and its natural language inquiry tool. The end products will be a website with transportation resources organized in about 20 categories, curated explainers in plain English, and an AI query tool.
- **Welcome, Michael Rasmussen!** After joining us this summer as a UCR Loveridge Fellow, CALCOG is temporarily extending Michael's time with us because we have funding from the RIA grant funding that allows us to keep him on through at least the Regional Leadership Forum. He is the third Loveridge Fellow CALCOG has brought on staff, following Natalie Zoma and Caroline Hammond (now at WRCOG).

4

Executive Role Change



A. SUMMARY

Bill Higgins has served as CALCOG's Executive Director for 16 years. He is only the third executive director this association has had. Although Mr. Higgins is not ready to retire, he is ready to step back from the front line demands of being accountable for the day to day operations of the organization. As a result, Mr. Higgins has consulted with board officers about restructuring the duties of Mr. Higgins and Ms. Bradbury that would transfer the accountability of running the organization to Ms. Bradbury, and allow Mr. Higgins to spend more of his time on things like fund raising, grant writing, strategic advocacy, and teaching.

At least to staff, this sounds like a good story. But because this transition would change who would be the executive director, it's ultimately a board decision.

B. FOR INFORMATION

This item is informational. It is on this agenda so members hear it early, have time to think about it, and can talk it over with their own staff. The November in-person meeting will set aside full time for the board to explore the issues and ask questions.

C. FISCAL IMPACT

None. The board-approved budget for the current fiscal year already anticipates this transition, including a reduced time allocation for Mr. Higgins effective in the second half of the fiscal year.

D. COMMENTS AND OBSERVATIONS

- **Formalizing the emerging practice.** The shift has been underway for three years. Many members have already worked with Ms. Bradbury on matters that once would have gone to Mr. Higgins. Formalizing the arrangement largely describes what is already happening.
- **Continuity of the executive team.** Leadership change at a small association often means starting over — a new director, new relationships, and lost institutional memory. This approach keeps the team intact and changes the roles inside it.
- **Mr. Higgins is not going anywhere.** He still loves the work and working with regional agencies, and would prefer to continue if the board is willing. What he is asking to change is the intensity of the full-time role after 16 years, not his commitment to CALCOG. So if you will have him, he plans on sticking around.
- **Nothing is decided yet.** How and whether this proceeds is the board's to shape. Staff is raising it now so the board has room to weigh in before anything is settled.
- **The next step.** After discussion, assuming that the board concurs in the changes, the parties would need to set a time to formalize the transition, and then the board and Ms. Bradbury would need to negotiate a contract.

5

Preview of the Fall Board Meeting



A. BACKGROUND

The Board will meet in person on November 5–6 in Claremont for its annual fall meeting. Many thanks to the San Gabriel Valley Council of Governments and the Southern California Association of Governments for hosting. Unlike a typical business meeting, the fall meeting centers on strategic planning: a look back at what CALCOG accomplished in 2026 and a conversation about where to focus in 2027. This item previews the schedule and discussion topics so board members can come ready to weigh in.

B. WHAT TO EXPECT

- **Logistics.** In case you missed our emails here's where it's all happening.
 - **Double Tree Hotel, Claremont, CA.** The [room block](#) at Double Tree Hotel in Claremont closes October 16, so book soon.
 - **Welcome Reception.** November 5 at 5 PM. Join us as at [Packing House Wines](#).
 - **Fall Retreat Location.** Nov. 6 at 8:30 AM – 3:00 PM at the Double Tree Hotel. Virtual option is ONLY for the afternoon around 1:30 for business items.
- **Homework Assignment #1: Review Legislative Principles.** We are going to send you a link to our legislative principles, and we want you to review them. While they are pretty solid there may be something related to AI or Federal Reauthorization we should consider adding. Staff will come with ideas, but you should look at them.
- **Homework Assignment #2: Review Work Program.** We will also send you an overview of our work program so we can talk about what we have been doing, and where you want to go next. At the November meeting, staff will provide an overview the 2026 work program and what CALCOG accomplished. It has been a busy year, and it is worth pausing to take stock before planning the next one.
- **An Update to Mission Consistent Revenue Policy.** After consulting with our accountant changes need to be made to be consistent with our nonprofit role and tax law.
- **Report on What We Are Hearing from Member Agencies.** Staff has been meeting one-on-one with the executive directors of CALCOG's member agencies to hear what is going well, what could be improved, and where CALCOG can add the most value. At the fall meeting, staff will report the themes we are hearing, rather than individual comments, to help ground the Board's strategic discussion.
- **Board Member Interviews.** As part of our video education grant work to create a set of videos for elected officials serving on regional boards, we want to hear about your experience. We will ask you questions like what you wish you knew when you first started serving on a regional agency board and how you have navigated the responsibilities of representing a regional agency and a local agency at the same time.

For those willing to provide some video footage, we are going to set up a camera studio and interview board members.

- ***COG Staff Input on CEQA, VMT, and Other Policy Priorities.*** The COG Directors Association of California (CDAC) will meet in person in Sacramento on October 7 to discuss SB 743 reform, CEQA exemption ideas, and other policy priorities. Staff will share what we hear from COG directors at the fall meeting, so the Board has the practitioner perspective in hand.
- ***Strategic Direction for 2027.*** The Board will provide guidance on CALCOG's strategic direction: where to focus, what to start, stop, or continue, and how to balance advocacy, education, and member services with a small staff and an ambitious calendar.

6

Appointment Process for Cal Regions Foundation



A. SUMMARY

In April, the Board authorized formation of the Cal Regions Foundation, a 501(c)(3) affiliate that opens philanthropic and education grants not available to CALCOG as a 501(c)(4). The Foundation's Articles of Incorporation give the CALCOG Board the right to appoint up to 49% of the Cal Regions Foundation voting directors. The rest are independent.

The Foundation cannot adopt bylaws, approve a services agreement with CALCOG, or complete its Internal Revenue Service (IRS) application until its board is seated. The Articles say the CALCOG Board can appoint up to 49% of the voting directors, but not how. This item asks the Board to decide it appoints its seats to the Cal Regions Foundation.

B. RECOMMENDATION

Staff recommends that the Board:

1. Use a presidential appointment process, in which the CALCOG Board President nominates three directors for Board ratification at the November meeting; and
2. Concur with staff's plan for an initial Foundation board of seven members.

C. FISCAL IMPACT

No immediate fiscal impact. Supporting the appointment process takes modest staff time. Directors' and officers' insurance and other Foundation board costs will be carried in the Foundation's first operating budget, which the current board approved budget supports through a line-item contribution.

D. ATTACHMENTS

None.

E. APPOINTMENT OPTIONS

The Articles give appointment authority to the CALCOG Board but leave the method open. The Board has two practical options. Either applies only to CALCOG's seats; independent directors are recruited separately and, once the Foundation board is seated, elected by that board.

- **Option A: Presidential appointment.** The President selects appointees and the Board ratifies them. Ratification keeps the appointment with the Board, as Article IV requires. Under this option, the President would bring three names for ratification at the next board meeting.
- **Option B: Nominating committee.** The President appoints a three-member committee of Board members. The committee issues an open call to CALCOG Board members and member-agency officials, applies the criteria in Section G, and recommends appointees

for a Board vote. The committee would bring a slate of officers to be ratified at a meeting early next year.

- **Option C: Hybrid.** The two options can be combined. For example, the Board could use presidential appointment for the initial board and a nominating committee for future vacancies.

F. COMMENTS AND OBSERVATIONS

- **Staff suggestion: start with presidential appointments.** Seating the board quickly lets the Foundation adopt bylaws and file its IRS application sooner. After the organization is up and running for a year, the board could revisit how it makes appointments.
- **Why 7 seats.** Staff is recommending that the board start small to get things off the ground quickly. The articles of incorporation allow for a board of up to 15. Once the Foundation is up and running, creates bylaws and files with the IRS it could decide to increase in size.
- **It also ensures alignment with CALCOG.** Any changes to the articles of incorporation require a two-thirds majority vote of the Foundation's board, which would be five of seven. If CALCOG appoints three of the seven seats, then it has the potential to veto any change the Foundation board might want to make. This will ensure the organization maintains its alignment with CALCOG while still meeting legal requirements to be a fully separate board.
- **A minority position is by design.** CALCOG holds fewer than half the seats on purpose. An independent majority supports the Foundation's credibility with funders and helps preserve each organization's separate tax-exempt status. CALCOG's influence rests on the quality and attendance of its appointees, its blocking vote on amendments, the services agreement, and regular reporting.
- **How allied organizations do it.** The Institute for Local Government (ILG), long affiliated with the League of California Cities, the California State Association of Counties (CSAC), and the California Special Districts Association (CSDA), combines permanent seats for association executive directors, liaison seats recommended by partner associations, and at-large directors with staggered terms and published membership criteria ([ILG Board of Directors](#); [2021 roster](#); [2018 roster](#)). CSAC ties its California Counties Foundation to its officer track; in 2019, CSAC's First Vice President also served as the Foundation's Board President ([CSAC board packet, April 2019](#)). Both keep a leadership link while relying on broader recruitment for the rest of the board.

7

Fiscal Update



A. SUMMARY

CALCOG's cash flow is in good shape. Member dues are coming in steadily, with 83 percent of the amount invoiced already paid. Caltrans is paying invoices on time, and the new Software Licensing Program (SLP) is producing revenue, with three recent contracts expected to net approximately \$50,000 (the amount that was estimated for the entire fiscal year). This update gives the Board a brief snapshot ahead of a full report to the Fiscal Committee.

B. RECOMMENDATION

For Information. The Executive Director will convene the Fiscal Committee for a full financial report.

C. FISCAL IMPACT

This item has no immediate fiscal impact. The SLP contracts described below are expected to net approximately \$50,000 in revenue this fiscal year.

D. ATTACHMENTS

None.

E. CURRENT FINANCIAL POSITION

Member Dues

Member dues are CALCOG's core source of operating revenue. As of September 29, members have paid \$424,117 of the \$508,256 invoiced, or 83 percent. The remaining \$84,139 (17 percent) is outstanding. Staff will follow up directly with members whose invoices remain unpaid.

Membership Invoices	Amount	Share
Total invoiced	\$508,256	100%
Paid	\$424,117	83%
Unpaid	\$84,139	17%

Caltrans Invoices

Caltrans is paying CALCOG's invoices on time. This matters because grant and contract work is typically billed after the work is performed. Timely reimbursement keeps CALCOG from carrying those costs on its own balance sheet for long periods.

Software Licensing Program

CALCOG serves as an authorized reseller for Replica, Streetlight, GoCarma and other software providers through the state's Software Licensing Program, which allows member agencies and state partners to purchase software licenses through CALCOG rather than through a lengthy RFP process. CALCOG has secured SLP contracts with Caltrans and the Santa Cruz County Regional Transportation Commission (SCCRTC). Together, the Caltrans and SCCRTC contracts are expected to net CALCOG approximately \$50,000 this fiscal year.

F. COMMENTS AND OBSERVATIONS

- ***Finances are sound.*** The purpose of this update is to assure the Board that CALCOG is in a healthy cash position. Dues collection is on track, and the organization's largest contract partner is paying promptly. A more detailed review will come through the Fiscal Committee.
- ***Already achieved 100 percent of expected SLP funding.*** The SLP is a new, mission-consistent revenue stream. The program brings in revenue while also giving members a simpler way to buy tools they already use for regional planning. SCCRTC's purchase is an early signal that the model works for members, not just state partners.
- ***Dues timing affects voting eligibility.*** Quick reminder that CALCOG's bylaws provide that a member whose dues are not paid within 60 days of the date the invoice was sent is not eligible to vote. Staff is raising this now so that no member is caught off guard before an upcoming Board action. Members with questions about their invoice status should contact Natalie Zoma at nzoma@calcog.org.
- ***Next step: Fiscal Committee report.*** The Executive Director will convene the Fiscal Committee for a full report on revenues, expenditures, and cash position. Any budget adjustments, including how SLP revenue is reflected in the budget, would go through the Fiscal Committee before coming to the Board.

8

Consideration of Position on Proposition 43



A. SUMMARY

Special taxes placed on the ballot by a governing board need two-thirds voter approval, but since 2017 courts have allowed special taxes proposed by citizen initiative to pass by simple majority. That path now matters for regional transportation. The Bay Area's regional transit measure is on this November's ballot as a citizen initiative, and a Fresno County coalition also has a measure on the ballot.

Proposition 43 would require two-thirds approval for every new, increased, or extended local special tax, including citizen initiatives, beginning January 1, 2027. It came out of a June deal to remove a broader Howard Jarvis Taxpayers Association initiative from the ballot.

Cal Cities, CSAC, and a number of our members oppose it.

B. RECOMMENDATION

Staff recommends that the Board adopt an Oppose position on Proposition 43 and authorize the Executive Director to add CALCOG to the list of organizations endorsing the No on Prop 43 coalition.

C. FISCAL IMPACT

None. The recommendation is an endorsement only. CALCOG would not contribute funds to the campaign.

D. ATTACHMENTS

- Attachment A: Legislative Analyst's Office (LAO) Analysis of Proposition 43
- Attachment B: No on Prop 43 Coalition Fact Sheet

E. WHAT PROPOSITION 43 DOES (LAO HIGHLIGHTS)

- **Two-thirds for voter-proposed special taxes.** Beginning January 1, 2027, new, increased, or extended local special taxes proposed by voters need two-thirds approval. Extensions are included, which matters for renewals of transportation sales taxes.
- **No change for measures placed by governing boards or for general taxes.** Board-placed special taxes already need two-thirds, and general taxes still need a majority. Transportation authorities cannot levy general taxes, so the special tax is their only option.
- **Prospective, according to the LAO.** Existing taxes are not repealed. The amendment text, however, does not expressly exempt measures approved before January 1, 2027.

- **Fiscal effect.** Future local tax revenues could be lower than they otherwise would be. The actual impact is unknown.

F. COMMENTS AND OBSERVATIONS

- **Following the Lead of Cal Cities and CSAC.** Staff has confirmed that Cal Cities and CSAC oppose Proposition 43. Our Bylaws state that CALCOG will achieve and sustain coordination and cooperation with the League (Cal Cities) and CSAC. We try to align with their positions whenever possible.
- **Also Consistent with CALCOG's Legislative Principles.** Opposing Proposition 43 advances Principles 4(c) (stable, adequate transportation funding), 4(e) (new funding methods and sources for rural, mid-sized, and urban regions), 4(g) (transit and passenger rail funding), and 4(h) (dedicated regional and local revenue for SB 375 implementation).
- **A legal cloud over this November's measures.** A sales tax approved in November would not begin collection until 2027. Because the text has no grandfather clause, opponents could argue that majority-approved November measures are imposed after January 1 and cannot take effect. The LAO reads the measure as prospective, but the citizens who put the initiative on the ballot would be the ones left to defend their measures.
- **It's a route that many communities can use** to improve transportation infrastructure. In addition to the two regions that would benefit from initiatives on the ballot this November, we also saw a citizen's initiative in Madera County pass a ½ cent sales tax for transportation in 2024.
- **Not every member will see it the same way.** Some member boards may view a uniform two-thirds threshold as a reasonable safeguard. A CALCOG position does not bind any member agency.
- **The Board does not have to act.** With Cal Cities, CSAC, and a large coalition already opposed, CALCOG's voice is unlikely to change the outcome. If a number of members are uncomfortable with the recommended position, the Board can decline to take one. Board actions also require a two-thirds vote under CALCOG's bylaws.



PROPOSITION 43

Limits Voters' Ability to Raise Revenues for Local Government Services. Legislative Constitutional Amendment.

ANALYSIS OF MEASURE

BACKGROUND

Local Governments in California. California has many local governments. These include cities, counties, special districts, and school districts.

Vote Thresholds for Local Taxes. The State Constitution allows local governments to increase taxes with local voter approval. Tax increases can be put on a ballot by voters or a local governing board (such as a city council or board of supervisors). Increases in some types of local taxes require a two-thirds vote to approve them, while other types of taxes require a majority (more than half) vote to approve them. Some local tax increases are approved permanently, while others are approved for a limited period of time. Before those taxes expire, voters can be asked whether to extend them.

PROPOSAL

Requires Certain Local Taxes Receive Two-Thirds Approval by Voters. Under current law, local taxes that are used for a specific purpose require a two-thirds vote to be approved. These are called special taxes. However, recent court decisions have allowed special taxes that are *proposed by voters* to be approved with a majority vote. Under Proposition 43, beginning on January 1, 2027, any new, increased, or extended local special taxes proposed by voters would require a two-thirds vote.

FISCAL EFFECTS

Possibility for Lower Local Government Tax Revenues in the Future. Proposition 43 makes it harder for local governments to pass certain taxes. As a result, local governments' tax revenues could be lower in the future than they otherwise would be. The actual revenue impact is unknown and would depend on future decisions by local governments and voters.

YES/NO STATEMENT

A **YES** vote on this measure means: Certain local government taxes would require two-thirds approval by voters.

A **NO** vote on this measure means: Certain local government taxes could continue to be approved by voters with a majority vote.

SUMMARY OF LEGISLATIVE ANALYST'S ESTIMATE OF NET STATE AND LOCAL GOVERNMENT FISCAL IMPACT

- Possibility that local government tax revenues will not go up as much in the future due to a higher vote threshold for certain taxes.

BALLOT LABEL

Fiscal Impact: Possibility that local government tax revenues will not go up as much in the future due to a higher vote threshold for certain taxes.

NO ON 43



FACT SHEET

PROP 43 LIMITS VOTERS' RIGHTS.

THREATENS LOCAL SERVICES.

Prop 43 limits voters' ability to fund essential local services like schools, housing, roads, healthcare, and public safety. Under Prop 43, just one-third of voters can overrule the majority and block funding for local services that two out of three neighbors vote for. ***It's anti-democratic, undermines the majority vote, and protects corporate special interests who won't pay their fair share.***

UNDER PROP 43, A NO VOTE COUNTS TWICE AS MUCH AS A YES VOTE.

The share of voters it takes to **defeat** a local funding measure that voters place on the ballot themselves:



WHY CALIFORNIANS ARE VOTING NO

IT OVERTURNS MAJORITY RULE

One person, one vote, and the majority decides – that's the foundation of our democracy. Prop 43 puts the out-voted majority in charge, even if they are extremists.

IT DEEPENS THE HOUSING CRISIS

When Communities vote to build affordable homes for working families, seniors, and veterans, Prop 43 lets a small minority veto the majority vote..

IT MAKES FIRE AND 911 HARDER TO FUND

Local police and firefighters aren't funded by Sacramento or Washington. Prop 43 lets a small group of voters block new local funding to police and fire, leaving 911 response slower and fire stations understaffed when every second counts.

CORPORATE DONORS BENEFIT, NOT TAXPAYERS

Right now, voters can hold corporations and developers accountable at the ballot box and make them pay their fair share for local needs. Prop 43 is designed to take that power away, and protect the powerful few at our expense.

Prop 43 doesn't cut your taxes. Instead it protects corporate special interests who don't want to pay their fair share.

WHO OPPOSES PROP 43

Firefighters • Law enforcement • Nurses • Teachers • School employees • Housing advocates • Environmental groups • Community organizations • Local business leaders

A broad coalition of Californians who see the same thing: Prop 43 silences voters and blocks local solutions.

VOTE NO ON 43

NOPROP43CA.COM

Paid for by No on Prop 43: Stop the Local Taxpayer Deception Act,
sponsored by labor organizations. Committee Top Funders:
SEIU California
California Professional Firefighters
Funding Details at www.FPPC.ca.gov

9

SB 375 Modernization – SB 1087 (Cabaldon)



A. SUMMARY

SB 1087, the bill to modernize SB 375, has passed the Legislature and is on the Governor's desk. The bill passed the Assembly floor on a narrow vote and cleared Senate concurrence. The Governor has until September 30 to sign it, veto it, or allow it to become law without his signature.

Late opposition from the California Building Industry Association (CBIA) raised concerns among Assemblymembers and Senators less familiar with the issues, but CBIA's claims did not hold up to closer scrutiny. Ahead of the Assembly floor vote, CALCOG shared its staff analysis of the bill with Assembly offices. That analysis is included below in section C.

B. FOR INFORMATION

This item is for information only.

C. SCS PROCEDURAL CHANGES: SECTION-BY-SECTION ANALYSIS

The following matrix describes the major changes SB 1087 makes to the SB 375 process compared to existing law, with staff's assessment of each provision.

Reform Area	Comparing Existing Law to Proposed Change in SB 1087
1. California Transportation Plan Staff Assessment: Mildly Positive	Existing Law. The CTP is a long-range plan that identifies how Caltrans could achieve its GHG goals. It is not fiscally constrained. As such, it is one of many state documents that gloss over the real investment needed to achieve state goals. The Change. (1) Requires the CTP to identify the statewide multimodal system needed to achieve GHG targets and air quality standards, and to include a performance management plan for each Caltrans district that informs delivery of transportation capital projects. (2) Eliminates the Strategic Growth Council's report on the CTP and related SCSs. Analysis. (1) These measures create greater accountability for state action toward achieving state climate goals. Past CALCOG comment letters have stated that the lack of accountability for progress from state action places excess pressure on the SCS process. Adding performance standards to the CTP is a step toward a more balanced accountability framework. (2) The elimination of the SGC report is unlikely to have significant impact one way or another.
2. The 2045 Target Year & Two-Year Lead Time Staff Assessment: Neutral / Positive	Existing Law. CARB sets GHG reduction targets for 2020 and 2035. No statutory lead-time requirement applies before a new target applies to an MPO's RTP/SCS. The Change. Changes target years to 2035 and 2045, aligning with the state's carbon neutrality goal under AB 1279 (2022). A new target only applies if set more than two years before the region's next SCS is due. Analysis. Extension of the targets was inevitable, and 2045 is the least intrusive of the alternatives raised by stakeholders (e.g., perpetual). The bill also strikes the 2020 target year (eliminating the risk of post-year check backs) and creates greater process certainty by limiting new and updated targets to plans that are more than

Reform Area	Comparing Existing Law to Proposed Change in SB 1087
	two years out. An understandable counterpoint is that the 2045 target extends the SCS requirement another 10 years; but it is hard to envision the state dropping the requirement, and a 10-year extension is the least intrusive option that could be expected.
3. Reconvene the Regional Targets Advisory Committee Staff Assessment: Positive	Existing Law. CARB appointed an advisory committee for the original 2009 target-setting round. The body has been dormant since then. The Change. A new RTAC, including practitioners and policy experts, recommends the target methodology and advises on how state fair housing, affordability, resilience, transportation, economic vibrancy, and land conservation goals should be balanced in setting GHG targets. Analysis. Creates a formal process for MPOs and other stakeholders to influence target-setting before CARB acts. The expanded mandate reflects concerns CALCOG has repeatedly raised about the single-focus nature of the current process.
4. Target-Setting Process and Transparency Staff Assessment: Very Positive	Current Law. CARB exchanges technical information with MPOs and air districts before updating targets. No requirement to consult with CTC or HCD, and no statutory requirement to publish methodology and assumptions in advance. The Change. Before updating targets, CARB must exchange technical information with CTC, HCD, Caltrans, MPOs, local governments, and air districts; release draft targets for public comment; publish its methodology and assumptions (including fleet and budget assumptions) 60 days before releasing draft targets; hold public workshops in each affected region; and adopt final targets at a public board meeting. Analysis. Publishing assumptions in advance gives MPOs a framework to demonstrate what can and cannot be achieved under realistic financial constraints. Adoption at a CARB board meeting means targets cannot be set by staff action. CTC and HCD consultation brings transportation programming and housing planning perspectives into a process historically dominated by climate policy expertise.
5. GHG Model Consistency Staff Assessment: Positive	Current Law. CARB considers its own modeling in setting targets but is not explicitly required to limit its GHG methodology to its current adopted model. The Change. MPO methodologies for estimating SCS emissions must be consistent with CARB's most current adopted model for on-road vehicle emissions. CARB's review of the methodology is limited to whether it aligns with that model. Analysis. Although this sounds like a limitation on MPOs, it assures that CARB cannot veer from its own standard. Tying both the MPO methodology and CARB's review to CARB's current adopted model creates a shared analytical baseline, which was an important basis for beginning this process.
6. Eight-Year SCS Planning Cycle Staff Assessment: Positive	Current Law. MPOs prepare an SCS as part of every RTP update. California law requires CEQA review of each RTP. The Change. MPOs prepare the SCS every eight years, beginning with either of the next two regularly scheduled updates after January 1, 2027. In the intervening four-year cycle, MPOs adopt the RTP as required by federal law (with CEQA) but submit an SCS implementation report rather than a new SCS. Analysis. Reduces the frequency of full SCS preparation, which is resource intensive. MPOs avoid additional land use forecasting, modeling, public outreach, and CARB review. The implementation report is substantially less work than a full SCS (see Section F).

Reform Area	Comparing Existing Law to Proposed Change in SB 1087
7. CEQA Exemption Staff Assessment: Dream Dashed; but Neutral	Current Law. MPOs must prepare a Programmatic EIR for each RTP/SCS adoption every four years. No Change. An EIR must continue to be prepared for an RTP with or without an SCS. Analysis. The CEQA cost and timeline continue on the four-year RTP cycle. For many members, elimination of this requirement was among the most anticipated benefits of SB 375 reform. Its absence is disappointing, but it leaves current law in place.
8. APS Inclusion in SCS; SB 1 Funds Eligibility Staff Assessment: Very Positive	Current Law. An APS must be prepared as a separate document if a region cannot achieve its GHG target. TCEP and SCCP eligibility requires an adopted RTP with a CARB-approved SCS, so a region with an APS is ineligible. The Change. The APS is no longer a separate document. An SCS may include an APS analysis, and CARB approves the SCS as a whole. MPOs with a CARB-accepted SCS that includes an APS remain eligible for TCEP and SCCP, provided nominated projects reduce GHG emissions. Analysis. This solves the SB 1 problem that has been a CALCOG policy principle since SB 1 was adopted in 2017. An APS signals a lack of resources to achieve the target, not a lack of intent, and MPOs in that position should not be deprived of funds that can help them achieve their targets.
9. CARB Review of Technical Methodology Staff Assessment: Very Positive	Current Law. MPOs submit a description of their intended GHG methodology before beginning public participation. CARB responds, but no deadline applies and the scope of review is not limited. The Change. CARB must complete its review within 30 days, limited to whether the MPO methodology aligns with the SCS guidelines. Analysis. These are meaningful improvements that CALCOG sought in a 2024 comment letter for a process MPOs have found unpredictable and open-ended.
10. CARB Review of the SCS Staff Assessment: Very Positive	Current Law. CARB makes a binary determination on whether the SCS would achieve the region's targets, with 60 days to complete its review and no consequence when it (frequently) misses its deadline. The Change. Four outcomes: (I) approved; (II) approved with minor corrections; (III) not approved, with specific written findings of material deficiencies; (IV) indeterminate, if the MPO failed to address deficiency findings. CARB has 30 days for completeness review and 60 days total for a final determination. If CARB misses either deadline, the SCS is deemed approved for implementation and funding purposes. Analysis. The deemed-approved provision is a meaningful new protection. Requiring CARB to disclose specific, material deficiencies addresses a longstanding frustration and gives MPOs a clearer basis for responding.
11. SCS Guidelines Development Staff Assessment: Positive	Current Law. CARB staff develop SCS guidelines. MPOs are consulted, but without formal approval the final guidelines feel staff driven. The Change. CARB must convene an advisory committee including MPOs, CTC, SGC, and representatives of builders, affordable housing, equity, labor, local transportation agencies, and local governments. Guidelines must include a checklist of CARB's review requirements and examples of acceptable data sources and methodologies, and be adopted through APA rulemaking.

Reform Area	Comparing Existing Law to Proposed Change in SB 1087
	Analysis. Although not as good as delegating this authority to the CTC, these requirements significantly constrain CARB staff's ability to update guidelines unilaterally and give MPOs a formal seat in shaping the analytical ground rules.
12. SCS Implementation Progress Report Staff Assessment: Positive	Current Law. Only SANDAG and SACOG provide implementation reports, required by special legislation where each sought to change its submission date. The Change. All MPOs prepare an implementation progress report four years after adopting an SCS. Scope is defined and does not require new modeling or primary data collection. MPOs under 1.5 million may include a board-adopted resource certification that satisfies the requirement. Analysis. Although a new obligation, it is given in exchange for the eight-year SCS. The scope limits and smaller-MPO certification keep the report a simple reporting device rather than another expensive planning exercise (see Section F).
13. CARB's SB 150 Progress Report Staff Assessment: Positive	Current Law. CARB prepares a progress report every four years assessing each MPO's progress in consultation with MPOs and stakeholders. The Change. Adds CTC and HCD to the consultation. Analysis. Consistent with treating GHG reduction as a multi-agency responsibility rather than one that falls primarily on MPOs.

F. IMPLEMENTATION REPORT REQUIREMENTS

SB 1087 creates a new universal requirement for all MPOs to prepare an SCS implementation progress report four years after adopting an SCS, at the midpoint between SCS updates. No such universal requirement exists in current law, though earlier legislation created region-specific requirements for SANDAG and SACOG.

What is required in the report:

- A summary of progress toward the applicable GHG reduction target, with indicators showing the direction of regional trends;
- A description of progress on each major GHG-reducing policy, program, or project identified in the SCS;
- A list of capacity-increasing state highway projects delivered earlier than assumed in the SCS, noting whether they are in disadvantaged or equity priority communities;
- A list of transportation projects added to, removed from, or amended in the RTP since the last SCS adoption, with the same notation; and
- An assessment of legal, policy, or funding barriers to further progress, which may include factors outside the MPO's control.

What the statute does not require. MPOs are not required to conduct new travel demand modeling, land use or scenario modeling, geospatial analysis, or primary data collection. MPOs may rely on existing data from federal, state, regional, or local agencies, and the most recent available data is sufficient where current data is not reasonably available.

Protections for smaller MPOs. MPOs with fewer than 1.5 million in population may include a board-adopted certification that the report was prepared consistent with available staffing, fiscal, technical, and data resources. That certification satisfies the statutory requirement regardless of what was omitted or treated in limited fashion due to those constraints.

Limited to no additional litigation risk. The statute states the report is not intended to affect local land use authority or modify MPO authority over SCS adoption. On its face, it does not create a cause of action tied to failure to show GHG progress; the report describes trends rather than certifying compliance with a numeric standard. The requirement to list capacity-increasing highway projects relative to disadvantaged communities is, however, new and specific.

Bottom line for smaller MPOs. MPOs generally already track projects and maintain extensive RTP amendment records, which should limit the burden. Each agency will need to assess whether its current data practices support the required content and whether the certification provision is the right tool for its situation.

G. SB 1 PROGRAMS

SB 1 (Beall, 2017) established a gas tax and vehicle fee increase that funds several competitive transportation programs, including TCEP and SCCP. SB 1087 makes several changes to these programs and related provisions of the Public Utilities Code and Streets and Highways Code.

Program	Existing Law	What SB 1087 Does	MPO Implications
Public Transportation Account	Caltrans may use PTA funds for planning generally, with no requirement that activities in MPO regions be consistent with the SCS.	Limits PTA-funded Caltrans planning activities within an MPO region to activities consistent with the adopted SCS.	Aligns state planning expenditures with regional plans. Modest but directionally important.
Local Planning Grants	Grants encourage planning that furthers state goals and best practices cited in RTP guidelines.	Adds the goals of the RTP/SCS as an explicit consideration for local planning grant awards.	Reinforces the connection between planning grant investment and regional SCS implementation.
Trade Corridor Enhancement Program (TCEP)	Projects in MPO areas must be in an adopted RTP with a CARB-approved SCS. MPOs with only an APS are not eligible.	Allows projects from MPO areas with a CARB-accepted SCS that includes an APS to be eligible, if each project reduces GHG emissions.	Preserves funding eligibility for regions whose SCS includes an APS component.
Solutions for Congested Corridors Program (SCCP)	Nominations must be part of a comprehensive multimodal corridor plan developed for SCCP, and in	Eliminates the corridor plan requirement; projects must support RTP implementation. Extends APS eligibility as with TCEP. Beginning with the 2032	Removes a layer of process for SCCP nominations; the RTP/SCS can perform or incorporate the corridor plans.

Program	Existing Law	What SB 1087 Does	MPO Implications
	an adopted RTP with a CARB-approved SCS.	program, CTC must prioritize projects that open before 2045.	

H. COMMENTS AND OBSERVATIONS

- **If it's not a home run, it's at least a double.** Staff empathizes with members who envisioned RTP/SCS implementation under CTC review and without CEQA. That would have been a great outcome. Nevertheless, there is a lot of good in this bill that should not be left on the field.
- **The achievability language is a win.** The requirement that targets be “achievable”, accounting for financial constraints, existing conditions, and the combined effect of all levels of government, addresses the core structural problem with SB 375 target-setting that CALCOG has raised for 15 years. How CARB interprets it will matter, and CALCOG will be active in that process.
- **The APS/SCS funding eligibility change has been a long-sought CALCOG policy.** No MPO has had to prepare an APS to date, but post-pandemic travel patterns, the pace of electrification, and flattening population projections have made that prospect more realistic for some regions. This change removes a structural disincentive that has complicated planning decisions in vulnerable regions.
- **The shot clock provisions are meaningful.** The 30-day methodology review, 60-day SCS determination, and deemed-approved consequences for missed deadlines are real procedural protections. CALCOG should track early implementation carefully and be prepared to return to the Legislature if CARB structures its process in ways that effectively extend the timelines.
- **The implementation report is manageable but deserves attention.** The scope limitations and smaller-MPO certification are genuine protections, and the report is less burdensome than an SCS. But it arrives at the midpoint of the planning cycle, and the highway project tracking requirement is specific and new.
- **Next steps.** The Governor must act by September 30. If signed, the bill would take effect January 1, 2027, and CALCOG will turn its focus to implementation, including CARB's reconvening of the Regional Targets Advisory Committee and the SCS guidelines rulemaking. Staff will report the outcome to the Board.

10

State Legislative & Budget Update



A. SUMMARY

The Legislature spent the final weeks of session working through hundreds of bills and finalizing the remaining pieces of the 2026–27 budget before the August 31 deadline. The Governor now has until September 30 to act on the bills sent to his desk. This item provides an update on key bills CALCOG tracked through the end of session and the budget items most relevant to our members.

B. FOR INFORMATION

This item is for information only.

C. LEGISLATIVE UPDATE

1. **SB 1159 (Cabaldon) — Artificial Intelligence: Transparency and Governance (Support)**

Status: Passed both houses with no opposition votes (Senate 38-0; Assembly 74-0; Senate concurrence 37-0) and was presented to the Governor on August 28.

What the bill does: SB 1159 clarifies that artificial intelligence systems, robots, and other nonhuman entities are not “persons” for purposes of California’s public engagement laws. The bill applies to the California Public Records Act, the Legislative Open Records Act, the Bagley-Keene Open Meeting Act, the Ralph M. Brown Act, the Administrative Procedure Act, CEQA, and the California Coastal Act. As amended in the Assembly, the bill also:

- Prohibits using AI to “spoof” or impersonate an actual person submitting public comment without that person’s consent.
- Removes an earlier provision that would have amended the Political Reform Act.
- Preserves legitimate uses of AI tools by real people, such as an individual using AI to draft a comment or request, including as an accessibility aid.

Why it matters to our members: Regional agencies are subject to the Brown Act and Public Records Act and run some of the state’s most comment-intensive public processes, including RTP/SCS adoption, RHNA, and program-level CEQA review. As generative AI makes it easy to produce large volumes of automated comments and records requests, SB 1159 gives agencies clear authority to distinguish genuine public participation from machine-generated submissions.

Update: The bill was passed and is awaiting action from the Governor.

2. **AB 2002 (Solache) — Regional Early Action Planning (REAP) Codification** (Sponsored)

Status: Held in the Senate Appropriations Committee at the suspense hearing. Staff will evaluate next steps for 2027.

What the bill does: AB 2002, co-sponsored by CALCOG, would have codified the Regional Early Action Planning (REAP 1.0) grant program as a standalone program. It would have provided \$125 million, spread across the seventh RHNA cycle, to help regional governments, cities, and counties meet their housing planning and zoning obligations.

Why it matters to our members: RHNA remains an unfunded mandate, and the seventh cycle will be the most expensive and complex in state history. New requirements include additional income categories, expanded outreach, more rigorous HCD review, and higher equity and data standards. REAP 1.0 showed that modest upstream investments in regional planning pay off in housing readiness. Without a dedicated funding source, regions and local jurisdictions will have to absorb these costs themselves.

D. BUDGET UPDATE

The final pieces of the 2026–27 budget package were adopted in the last week of session. Three developments are most relevant to our members.

1. SB 125 Funds Allocated

The final package restored **\$230 million for the Zero-Emission Transit Capital Program (ZETCP)**, consistent with the original SB 125 allocation schedule. Both the Governor's January and June budgets had zeroed out this funding.

The original SB 125 agreement promised \$4 billion for TIRCP and \$1.1 billion for ZETCP, with allocations scheduled annually from 2023 through 2028. TIRCP was set to receive its full allocation over the first three years, while ZETCP was scheduled to receive funding in the first two years and the remainder in the final two years.

- **Update:** This year's agreement keeps SB 125 on schedule, but work remains to ensure the final **\$460 million** is allocated in next year's budget.

2. Sustainable Aviation Fuel (SAF) Tax Credit Is Dead

The SAF was not included in the final budget package. As a reminder, the Diesel Fuel Tax Law imposes an excise tax on diesel fuel (currently 46.6 cents per gallon), generating approximately \$1.5 billion annually to fund California's surface transportation system, including SHOPP, Local Streets and Roads, and TCEP.

The Governor's trailer bill language included a Sustainable Aviation Fuel tax credit that, starting November 2027 through 2035, would have allow alternative jet fuel producers to claim a credit against their diesel excise tax liability, with the credit amount based on how

much alternative jet fuel they sell and how significantly it reduces carbon dioxide equivalent emissions compared to conventional jet fuel.

This would have diverted diesel excise tax revenues away from critical surface transportation programs at a time when California already faces a \$200 billion 10-year transportation funding shortfall. According to the Legislative Analyst's Office, the credit could reduce diesel excise tax revenues by at least \$165 million annually in the near term, growing to approximately \$300 million or more in future years — totaling a minimum of \$1.65 billion in lost revenue over the next decade. These reductions would have directly impacted SHOPP, Local Streets and Roads, and TCEP.

3. Greenhouse Gas Reduction Fund (GGRF)

Last year, the Legislature restructured the GGRF into a tiered system that placed programs like AHSC, LCTOP, and TIRCP in the bottom tier (Tier 3), leaving them vulnerable to significant funding reductions. The issue became acute this year when initial auction results came in weaker than expected and CARB adopted the Governor's proposed Manufacturing Decarbonization Incentive (MDI), which reduced total estimated GGRF revenue.

For context, CARB's April 2026 proposed amendments to the Cap-and-Invest regulations introduced an MDI that would create 118 million allowances above the statewide emissions cap and distribute them to industrial facilities to support decarbonization investments. Because these allowances are issued outside the cap, they increase the supply of compliance instruments in the market and reduce auction revenues that would otherwise flow to the GGRF.

Although the MDI issue was not resolved, the final agreement includes three potentially positive changes:

- **A higher GGRF baseline than in June.** The agreement assumes a combined increase of roughly \$66 million across AHSC, TIRCP, and LCTOP, as shown below.

Tier 3 Program	June Projection	Final Agreement	Change
AHSC – Affordable Housing	\$107M	\$133M	+\$26M
AHSC – Sustainable Communities	\$46M	\$57M	+\$11M
TIRCP	\$76M	\$95M	+\$19M
LCTOP	\$38M	\$48M	+\$10M

- **\$50 million augmentation to AHSC**, earmarked for the Sustainable Agricultural Lands Conservation Program (SALC). This appears to leave the remaining funding in the sustainable communities component available for other REAP-like eligible uses.
- **An important structural change for next fiscal year.** Interest earned on the fund will now flow through the programs in the tier structure, rather than being used for

discretionary purposes, putting Tier 3 programs in a less vulnerable position. The LAO estimates this change will generate nearly **\$500 million** in additional funding, though it will not appear until the FY 2027–28 budget.

11

2026 Legislative Accomplishments (First Draft)



This was an eventful legislative year, and we will go into more detail in our end-of-session legislative report. In the meantime, we wanted to highlight a few accomplishments.

- ***Protected STIP Funding (SB 1423, Stern; AB 2168, Wicks).*** Both bills sought to steer STIP funds toward active transportation, removing the flexibility our members value. SB 1423 would have required at least 50% of all STIP funds go to active transportation projects, while AB 2168 would have directed the CTC to prioritize ATP projects that use 50% or more of STIP programming capacity. CALCOG staff negotiated SB 1423 into a study bill and removed every reference to the STIP from AB 2168.
- ***Stopped RHNA Litigation Legislation (SB 979, Strickland).*** The bill would have subjected final RHNA determinations to judicial review, adding cost to an already unfunded and increasingly expensive process. CALCOG staff was prepared to testify in opposition, but after staff lobbied committee staff and members, the author pulled the bill from hearing.
- ***Blocked CAPTI Codification (AB 2560, Schultz).*** As advocates sought to lock Newsom-era executive policies into statute, AB 2560 would have codified CAPTI and integrated it into state transportation funding programs. CALCOG staff worked early with committee staff and other advocates to remove the program-integration language. Despite that removal, we maintained an oppose position advocating against its codification. The bill was held in Senate Appropriations.
- ***Protected Seventh-Cycle RHNA Timelines (AB 2296, Papan).*** Provides cities six additional months in the RHNA process by requiring COGs to provide the RHNA number six months sooner than current law. This would have forced COGs already underway in the seventh cycle to cut six months from their timelines. CALCOG staff worked with the author and sponsors to exempt all COGs with housing element due dates in 2027, 2028, and 2029.
- ***Preserved Regional Energy Network Funding (AB 2508, Hoover).*** The bill would have eliminated the dedicated funding stream for California's Public Purpose Programs, forcing them to compete for volatile GGRF dollars and jeopardizing the RENs many members have formed. CALCOG staff lobbied against the bill alongside impacted members. It was held in Appropriations.
- ***Transportation Funding in the State Budget.*** We will go into more detail later, but CALCOG staff is pleased to report that, after GGRF-funded programs were expecting far less funding than normal, a new diesel tax credit proposal was being floated, and SB 125 funding was targeted for cuts for the second year in a row, the final agreement restored the scheduled \$230 million SB 125 funding, raised Tier 3 GGRF funding, and rejected the SAF tax credit. CALCOG worked with a number of other stakeholders, budget staff, and committee members to advocate for these outcomes. Key GGRF changes do not take effect until next year, and the last \$460 million of SB 125 funding is still not guaranteed.



Western Riverside Council of Governments WRCOG Executive Committee

Staff Report

Subject: Annual PACE Unclaimed HERO Refunds Escheatment Update
Contact: Ichelle Pineda, Analyst III, ipineda@wrcog.us, (951) 405-6723
Date: October 5, 2026

Recommended Action(s):

1. Receive and file.
-

Summary:

Annually, WRCOG escheats PACE refunds to the State of California if they remain unclaimed for three years or more. For the 2026 reporting cycle, WRCOG is processing 321 (\$577,793.19) unclaimed refunds. In comparison, for the 2025 reporting cycle, 56 of the 446 unclaimed refunds (\$96,704.82) were reunited with property owners.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to provide an update on unclaimed HERO refunds that have been escheated to the State and those that are currently being processed. This item aligns with WRCOG's 2022-2027 Strategic Plan Goal #3 (Ensure fiscal solvency and stability of the Western Riverside Council of Governments) and Goal #5 (Develop projects and programs that improve infrastructure and sustainable development in our sub-region).

Discussion:

Background

WRCOG's PACE Programs provide financing to property owners to implement energy saving, renewable energy, water conservation, and seismic strengthening improvements. Improvements installed utilizing PACE financing are secured by placing a lien on the underlying property and are paid back through a line-item charge on the secured property tax bill. The Program was initiated in WRCOG's jurisdiction in December 2011 and expanded in 2014 to allow jurisdictions throughout the state to join, and allow property owners in these jurisdictions to participate.

Refunds

PACE assessments are paid as a secured line item on the property tax bill, which is due twice a year. If a property owner prepays or pays off the assessment before the tax bill is due and the county cannot

make a correction to remove or adjust the PACE amount, this leads to an overpayment of the PACE assessment. In such cases, property owners are entitled to a refund, which is issued by WRCOG after the county disburses the collected funds. Most refunds are processed in February after the first installment and in June after the second installment. From March 2018 to September 2026, WRCOG issued 16,932 refunds totaling \$26,055,866.22.

Refunds are classified as unclaimed when those checks remain uncashed for six months or more. WRCOG makes multiple attempts to deliver these checks, but some are either returned or remain unclaimed. The unclaimed funds are held in a WRCOG pass-through account until they meet the three-year unclaimed requirement, at which point they are escheated to the State. After this occurs, property owners can claim their refunds by visiting <https://claimit.ca.gov>.

Escheatment

Escheatment is the process of transferring unclaimed refunds to the State after they have remained unclaimed for three years or more. The State organizes each reporting period into cycles (Attachment 1). Once the funds are remitted, they are held indefinitely by the State Controller's Office until claimed by the rightful owner.

On November 7, 2022, the Executive Committee directed staff to escheat unclaimed HERO refunds to the State. WRCOG follows a five-step process to report and transfer unclaimed refunds and must meet the State Controller's Office reporting requirements and deadlines, including the June 15 deadline to remit remaining unclaimed funds to the State (Attachment 2).

California State Controller's Office Escheatment Process

1. Identify Unclaimed Refunds.
 - WRCOG identifies refunds that have remained unclaimed for three years or more.
2. Perform Holder Due Diligence.
 - WRCOG sends letters to the property owners, notifying them that their refund remains unclaimed and is available.
 - WRCOG responds to inquiries, processes refund requests, and tracks updates to the list of unclaimed refunds.
 - When processing claims, WRCOG must verify that the individual is the rightful owner of the unclaimed refund by:
 - Requesting supporting documentation, and
 - Conducting identification verification before releasing any funds.
3. Submit a Holder Notice Report prior to November 1st each year - the first report of California's two-part reporting process.
 - This is the first step in California's two-part reporting process. By November 1st, WRCOG submits a Holder Notice Report to the State, along with any required documentation.
4. California State Controller's Office mails Pre-Eschat Notices.
 - Approximately four to five months after WRCOG mails due diligence letters, the State sends pre-eschat notices to property owners listed in the Holder Notice Report, advising them to claim their refunds through WRCOG by May 31. From June 1 to June 15, any remaining unclaimed funds must be remitted to the State. After June 15, claims can only be made through the State Controller's Office website.
5. Submit the Holder Remit Report and Funds between June 1 and June 15 of each year - the

second report of California's two-part reporting process.

Present Situation

For the 2025 reporting cycle, staff identified 446 refunds unclaimed for three or more years. WRCOG successfully returned 56 refunds, totaling \$96,704.82. The remaining 390 refunds, totaling \$602,417.39, were escheated to the State of California by June 15, 2026.

For the 2026 reporting cycle, staff identified 321 unclaimed refunds totaling \$577,793.19. As of September 14, 2026, 10 of these refunds, totaling \$16,951.72, have been reunited with their owners. The 2026 reporting cycle includes refunds owed for the period between July 1, 2022, and June 30, 2023.

Questions have arisen regarding sharing information on individuals with unclaimed property to assist with outreach. Legal counsel has advised that such information remain within WRCOG's established administrative processes to protect individual privacy and minimize potential legal or reputational risk.

Property owners are encouraged to visit the State Controller's website at <https://claimit.ca.gov> to claim unclaimed refunds dated June 30, 2022, and earlier.

Property owners are also encouraged to visit WRCOG's website at www.wrcog.us/refunds for information on claiming refunds still held by WRCOG.

Member agencies can use the attached flyer (Attachment 3) for distribution in their own social media campaigns and/or postings.

WRCOG staff will continue the escheatment process indefinitely, through future reporting cycles, until all HERO refund checks have been processed.

Prior Action(s):

November 7, 2022: The Executive Committee adopted Resolution Number 25-22; A Resolution of the Executive Committee of the Western Riverside Council of Governments to Escheat Unclaimed Funds to the State of California.

Financial Summary:

Staff time to process escheatments are included in WRCOG's adopted Fiscal Year 2026/2027 budget under the HERO Program (5000) in the General Fund (Fund 110). Refund checks issued to property owners are accounted for as a pass-through payment and are not recorded as revenues or expenditures on WRCOG's books.

Attachment(s):

[Attachment 1 - California State Controllers Office Reporting Cycles 2025-2026.pdf](#)

[Attachment 2 - California State Controllers Office The 5 Steps to Reporting Unclaimed Property to California.pdf](#)

Attachment

California State Controller's Property Report Cycles



Controller Malia M. Cohen
California State Controller's Office
Unclaimed Property Division

2025 General Holders – Property Report Cycles

*The table below outlines unclaimed property due dates for property held by general holders.
This table does not apply to Banking and Financial Organizations or Life Insurance Companies.¹*

Fiscal Year End Date (As of Date) ²	Date of Last Activity for Properties with a 3 Year Dormancy (Most Properties) ³	Date of Last Activity for Properties with a 1 Year Dormancy (Wages & Salaries)	Due Diligence Performed	Notice Report Due	Remit Report & Remittance Due
7/31/2024	8/1/2020 — 7/31/2021	8/1/2022 — 7/31/2023	↑ 10/31/2024 — 4/30/2025 ↓	↑ before 11/1/2025 ↓	↑ 6/1/2026 — 6/15/2026 ↓
8/31/2024	9/1/2020 — 8/31/2021	9/1/2022 — 8/31/2023			
9/30/2024	10/1/2020 — 9/30/2021	10/1/2022 — 9/30/2023			
10/31/2024	11/1/2020 — 10/31/2021	11/1/2022 — 10/31/2023			
11/30/2024	12/1/2020 — 11/30/2021	12/1/2022 — 11/30/2023			
12/31/2024*	1/1/2021 — 12/31/2021	1/1/2023 — 12/31/2023			
1/31/2025	2/1/2021 — 1/31/2022	2/1/2023 — 1/31/2024			
2/28/2025	3/1/2021 — 2/28/2022	3/1/2023 — 2/29/2024			
3/31/2025	4/1/2021 — 3/31/2022	4/1/2023 — 3/31/2024			
4/30/2025	5/1/2021 — 4/30/2022	5/1/2023 — 4/30/2024			
5/31/2025	6/1/2021 — 5/31/2022	6/1/2023 — 5/31/2024			
6/30/2025*	7/1/2021 — 6/30/2022	7/1/2023 — 6/30/2024			

*Most common Fiscal Year End ("As of dates") used when reporting unclaimed property.

¹ Property report cycles are available for [Banking and Financial Organizations](#) or [Life Insurance Companies](#).

² The "As of Date" on the [UFS-1](#) is the business's Fiscal Year End date, or the business may choose to use June 30 as their "As of Date." The property must meet the required dormancy period "as of" this date to be reportable.

³ See the [Dormancy Periods Table](#) for a list of the dormancy periods for the most frequently reported property types.



Controller Malia M. Cohen
California State Controller's Office
Unclaimed Property Division

2026 General Holders – Property Report Cycles

*The table below outlines unclaimed property due dates for property held by general holders.
This table does not apply to Banking and Financial Organizations or Life Insurance Companies.¹*

Fiscal Year End Date (As of Date) ²	Date of Last Activity for Properties with a 3 Year Dormancy (Most Properties) ³	Date of Last Activity for Properties with a 1 Year Dormancy (Wages & Salaries)	Due Diligence Performed	Notice Report Due	Remit Report & Remittance Due
7/31/2025	8/1/2021 — 7/31/2022	8/1/2023 — 7/31/2024	↑ 10/31/2025 — 4/30/2026 ↓	↑ before 11/1/2026 ↓	↑ 6/1/2027 — 6/15/2027 ↓
8/31/2025	9/1/2021 — 8/31/2022	9/1/2023 — 8/31/2024			
9/30/2025	10/1/2021 — 9/30/2022	10/1/2023 — 9/30/2024			
10/31/2025	11/1/2021 — 10/31/2022	11/1/2023 — 10/31/2024			
11/30/2025	12/1/2021 — 11/30/2022	12/1/2023 — 11/30/2024			
12/31/2025*	1/1/2022 — 12/31/2022	1/1/2024 — 12/31/2024			
1/31/2026	2/1/2022 — 1/31/2023	2/1/2024 — 1/31/2025			
2/28/2026	3/1/2022 — 2/28/2023	3/1/2024 — 2/28/2025			
3/31/2026	4/1/2022 — 3/31/2023	4/1/2024 — 3/31/2025			
4/30/2026	5/1/2022 — 4/30/2023	5/1/2024 — 4/30/2025			
5/31/2026	6/1/2022 — 5/31/2023	6/1/2024 — 5/31/2025			
6/30/2026*	7/1/2022 — 6/30/2023	7/1/2024 — 6/30/2025			

*Most common Fiscal Year End ("As of dates") used when reporting unclaimed property.

¹ Property report cycles are available for [banking and financial companies](#) or [life insurance companies](#).

² The "As of Date" is the business's Fiscal Year End date, or the business may choose to use June 30 as their "As of Date." The property must meet the required dormancy period "as of" this date to be reportable.

³ See the [Dormancy Periods Table](#) for a list of the dormancy periods for the most frequently reported property types.

Attachment

California State Controllers Office
The 5 Steps to Reporting
Unclaimed Property to California



California State Controller Malia M. Cohen Unclaimed Property Division

The 5 Steps to Reporting Unclaimed Property to California

Follow the five steps in this guide to better understand the timeline and requirements for California's unique two-report unclaimed property reporting process.

Attend a Free Webinar



Visit the [Trainings and Tutorials page](#) to sign up for a free webinar on the reporting process.

We're Here to Help!

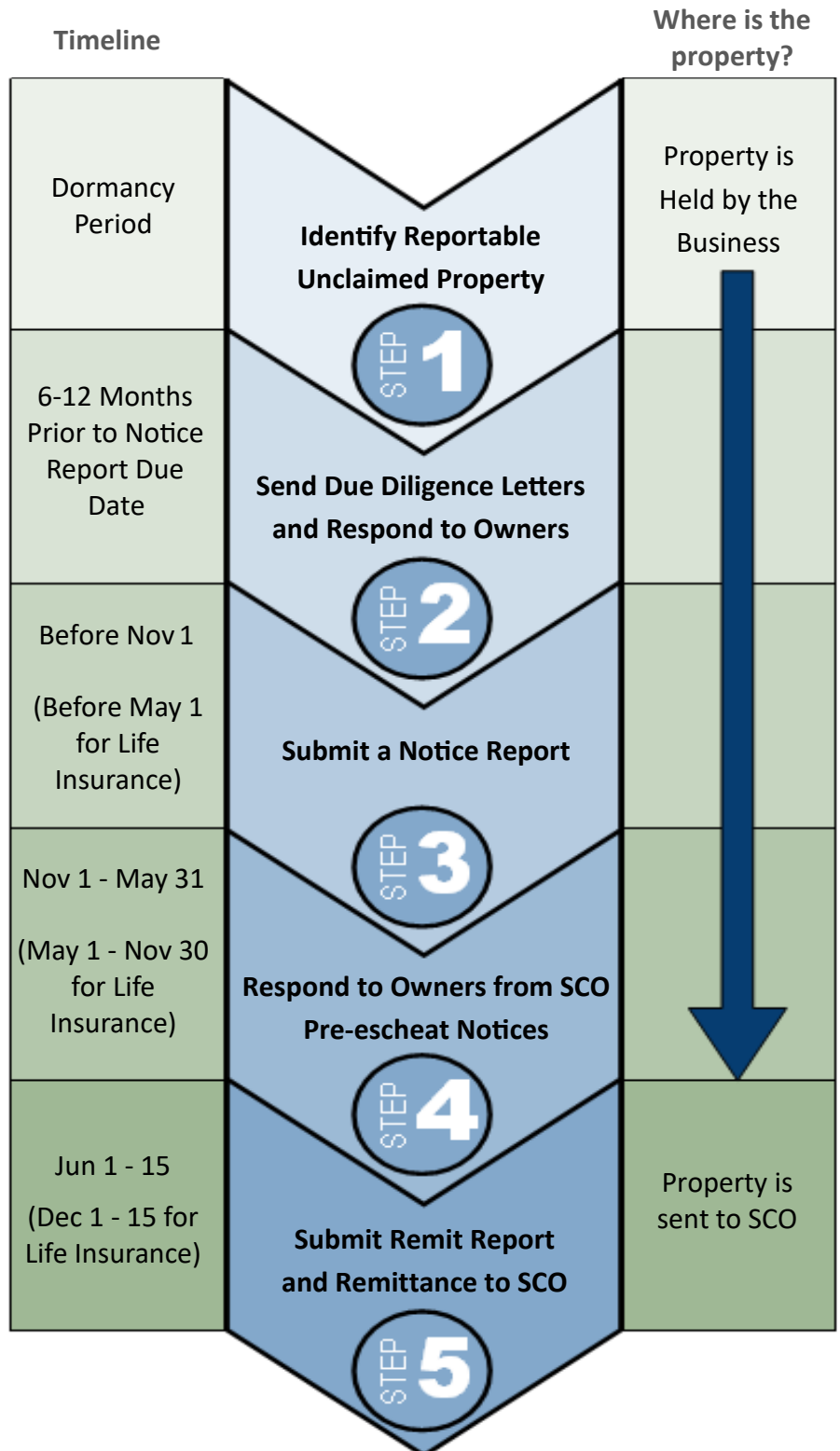
The State Controller's Office (SCO) Outreach and Compliance Unit (OCU) educates holders through [webinars, speaking engagements](#), and more. Visit the SCO website at GoReport.sco.ca.gov for reporting information or [contact the OCU](#) to schedule one-on-one assistance.

Outreach and Compliance Unit

(916) 464-6088

UPDHolderOutreach@sco.ca.gov

GoReport.sco.ca.gov



The 5 Steps to Reporting Unclaimed Property to California

STEP 1

Identify Reportable Unclaimed Property

California businesses review financial records annually to determine if they are holding any property that has remained dormant or inactive for the applicable [dormancy period](#), which is typically three years, but one year for payroll and wages. Some of the more common types of unclaimed property include checking and savings accounts, customer overpayments, payroll checks, insurance proceeds, stocks, other securities, and utility deposits.

For more information see: [How to Reduce Unclaimed Property Liability](#)

STEP 2

Send Due Diligence Letters and Respond to Owners

Due diligence is the process businesses with unclaimed property, referred to as holders, must follow to notify owners with unclaimed property valued at \$50.00 or more (and all securities and safe deposit boxes regardless of value) that their property may be transferred to the State of California. If an owner responds to a due diligence notice confirming interest in the property, the holder must reunite the owner with the property, for example by reissuing a dormant check or reactivating an inactive account.

For more information see: [Due Diligence Quick Guide](#)

STEP 3

Submit a Notice Report

The Notice Report is the first report of California's two-part reporting process. This report is due before November 1 of each year (May 1 for life insurance companies). This report provides SCO with details of all reportable property the business is holding. Do not remit any properties with this report.

For more information see: [Notice Report Checklist](#)

STEP 4

Respond to Owners from SCO Pre-escheat Notices

After receiving the Notice Report, SCO will send [pre-escheat notices](#) to reported owners. These notifications will inform owners to contact the holder to claim their unclaimed property before the mandatory Remit Report period (typically June 1 to June 15, or December 1 to December 15 for life insurance companies). Once contact is made the holder is expected to reunite property with the rightful property owner instead of remitting it to the state.

STEP 5

Submit Remit Report and Remittance to SCO

The Remit Report is the second report of the two-part reporting process. This report is due between June 1 and June 15 (or December 1 and December 15 for life insurance companies), and holders must transfer properties to the state that were not claimed by owners. Properties that were reunited with owners should be removed from the Remit Report.

For more information see: [Remit Report Checklist](#)



DO YOU HAVE A REFUND COMING?

VISIT WWW.CLAIMIT.CA.GOV TO
LOOK FOR YOUR UNCLAIMED PROPERTY



Western Riverside Council of Governments WRCOG Executive Committee

Staff Report

Subject: TUMF Program Activities Update: Approval of Two TUMF Reimbursement Agreement Amendments

Contact: Brian Piche-Cifuentes, Transportation Analyst I, bpiche-cifuentes@wrcog.us, (951) 405-6705

Date: October 5, 2026

Recommended Action(s):

1. Authorize the Interim Executive Director to execute a TUMF Reimbursement Agreement Amendment with the City of Lake Elsinore for the Planning, Engineering, Right-of-Way, and Construction Phases of the SR-74 / I-15 Interchange Project in an amount not to exceed \$13,134,251.
2. Authorize the Interim Executive Director to execute a TUMF Reimbursement Agreement Amendment with the Riverside County Transportation Commission to extend the term of agreement of the I-10 / Highland Springs Interchange Project to December 31, 2036. The project is not to exceed \$5,500,000.

Summary:

The Riverside County Transportation Commission and City of Lake Elsinore are both requesting to enter into TUMF Reimbursement Agreement Amendments with WRCOG for improvements on projects across the I-10 / Highland Springs and SR-74 / I-15 Interchanges, respectively.

The total allocation of money across the projects is \$18,634,251.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to request the approval of two TUMF Reimbursement Agreement Amendments. This effort supports WRCOG's 2022-2027 Strategic Plan Goal #5 (Develop projects and programs that improve infrastructure and sustainable development in our subregion).

Discussion:

Background

WRCOG's TUMF Program is a subregional fee program designed to provide transportation and transit infrastructure that mitigates the impact of new growth in western Riverside County. A Reimbursement Agreement is a document between WRCOG and a member agency that allows WRCOG to provide

funding for TUMF expenses incurred for the Planning, Design, Engineering, and/or Construction Phase(s) of a TUMF project. To enter into a Reimbursement Agreement, the funding for the project must first be allocated in the appropriate TUMF Zone Transportation Improvement Program (TIP). TUMF Agreements and Amendments are initiated by their respective agencies when that agency is ready for the infrastructure development.

Present Situation

TUMF Reimbursement Agreement Amendments:

1. The proposed I-10 / Highland Springs Interchange Project amendment will amend a previously approved Reimbursement Agreement. The agreement shall amend Section 3.4 to extend the Effective date, as defined by the Agreement, through December 31, 2036, or until written agreement by the Parties that the Project has been completed, unless earlier terminated.
2. The proposed SR-74 / I-15 Interchange Project amendment will amend the previously approved Reimbursement Agreement amendment. The previous Reimbursement Agreement was an amendment for the Planning, Engineering, and Right-of-Way Phases of the project for \$7,634,251. The City of Lake Elsinore is requesting an increase to the previous amount of the Planning, Engineering, Right-of-Way, and Construction phases of the project in an amount of \$5,500,000, for a total not to exceed \$13,134,251.

Prior Action(s):

August 4, 2025: The Executive Committee authorized the Executive Director to execute a TUMF Reimbursement Agreement Amendment No. 1 with the Riverside County Transportation Commission for the Planning Phase of the I-10/Highland Springs Interchange Project in an amount not to exceed \$5,500,000.

March 4, 2024: The Executive Committee authorized the Executive Director to execute a TUMF Funding Agreement with the Riverside County Transportation Commission for the Planning Phase of the I-10/Highland Springs Interchange Project in an amount not to exceed \$3,500,000.

October 2, 2023: The Executive Committee authorized the Executive Director to execute a TUMF Reimbursement Agreement Amendment with the City of Lake Elsinore for the Plans, Specification and Estimate and Right-of-Way Phases of the SR-74 / I-15 Interchange Project in an amount not to exceed \$5,000,000. The total amount of the TUMF Reimbursement Agreement will now not exceed \$7,634,251.

November 6, 2017: The Executive Committee authorized the Executive Director to execute a TUMF Reimbursement Agreement with the City of Banning for the I-10/Highland Springs Interchange Project in an amount not to exceed \$2,000,000.

October 2, 2017: The Executive Committee authorized the Executive Director to execute a TUMF Reimbursement Agreement with the City of Lake Elsinore for the Planning Phase of the SR-74/I-15 Interchange Project in an amount not to exceed \$2,634,251.

Financial Summary:

The Reimbursement Agreements noted are consistent with and included in the respective Zone TIP.

These liabilities are reflected as fiduciary fund long-term debt in WRCOG's financials under the TUMF Fund (Fund 220).

Attachment(s):

[Attachment 1 - TUMF Reimbursement Agreement - Amendment No. 2 - SR-74 / I-15 Interchange \(05-SW-LEL-1060\).pdf](#)

[Attachment 2 - TUMF Reimbursement Agreement - Amendment No. 2 - I-10 / Highland Springs Interchange.pdf](#)

Attachment

TUMF Reimbursement Agreement –
Amendment No. 2 –
SR-74 / I-15 Interchange

(05-SW-LEL-1060)

**AMENDMENT NO. 2 TO TRANSPORTATION UNIFORM MITIGATION FEE
PROGRAM AGREEMENT**

SR-74 / I-15 INTERCHANGE

This Amendment No. 2 to Transportation Uniform Mitigation Fee Program Agreement (“Amendment No. 2”) is entered into this _____ day of _____, 2026, by and between the WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS (“WRCOG”) and **CITY OF LAKE ELSINORE** (“AGENCY”). WRCOG and the AGENCY are sometimes referred to individually as “Party” and collectively as “Parties.”

RECITALS

A. WRCOG and AGENCY have entered into an agreement titled “Transportation Uniform Mitigation Fee Program Agreement” that is dated **October 24, 2017** (“Agreement”). The Agreement provides the terms and conditions, scope of work, schedule and funding amount for the construction of the **SR-74 / I-15 Interchange** (hereinafter the “Project”).

B. WRCOG and AGENCY have entered into an amendment to the Agreement titled “Amendment No. 1 to Transportation Uniform Mitigation Fee Program Agreement” that is dated **November 7, 2023** (“Amendment No. 1”) in order to increase the funding amount of the Agreement.

C. The Parties desire to amend the Agreement as amended by Amendment No. 1, by increasing the funding amount pursuant to Sections 6 and 33 of the Agreement.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants and subject to the

conditions contained herein, the Parties hereby agree as follows:

1. The Funding Amount contained in Section 2 of the Agreement as amended by Amendment No. 1 is hereby increased by **Five Million Five Hundred Thousand Dollars (\$5,500,000)** from Seven Million Six Hundred Thirty Four Thousand Two Hundred Fifty One Dollars (\$7,634,251) to an amount not to exceed Thirteen Million One Hundred Thirty Four Thousand Two Hundred Fifty One Dollars (\$13,134,251).

2. The foregoing increase in the Funding Amount is within the Maximum TUMF Share.

4. Exhibits “A”, “A-1”, and “A-2” of the Agreement, as amended by Amendments No. 1 are hereby replaced in their entirety by Exhibits “A”, “A-1”, and “A-2” of this Amendment No. 2, which are attached hereto and incorporated by reference.

5. The above-stated Recitals are hereby fully incorporated into this Amendment No. 2.

6. Except to the extent specifically modified or amended hereunder, all of the terms, covenants and conditions of the Agreement, as amended, shall remain in full force and effect between the Parties hereto.

7. Section 40 is hereby added to the Agreement to read as follows:

“40. Electronic Signatures. Each Party to this Agreement agrees to the use of electronic signatures, such as digital signatures that meet the requirements of the California Uniform Electronic Transactions Act (“CUETA”) Cal. Civ. Code §§ 1633.1 to 1633.17), for executing

this Agreement as well as any amendments to this Agreement . The Parties further agree that the electronic signatures of the Parties included in this Agreement are intended to authenticate this writing and to have the same force and effect as manual signatures. Electronic signature means an electronic sound, symbol, or process attached to or logically associated with an electronic record and executed or adopted by a person with the intent to sign the electronic record pursuant to the CUETA as amended from time to time. The CUETA authorizes use of an electronic signature for transactions and contracts among parties in California, including a government agency. Digital signature means an electronic identifier, created by computer, intended by the party using it to have the same force and effect as the use of a manual signature, and shall be reasonably relied upon by the parties. For purposes of this Section, a digital signature is a type of "electronic signature" as defined in subdivision (i) of Section 1633.2 of the Civil Code.”

IN WITNESS WHEREOF, the Parties have caused this Amendment No. 2 to be executed by their duly authorized representatives to be effective on the day and year first written above.

WESTERN RIVERSIDE COUNCIL
OF GOVERNMENTS

CITY OF LAKE ELSINORE

By: _____
Chris Gray, Executive Director

By: _____
Robert E. Magee, Mayor

Approved to Form:

Approved to Form:

By: _____
Steven C. DeBaun
General Counsel

By: _____
Barbara Leibold
City Attorney

Attest:

By: _____
Candice Albarez, MMC
City Clerk

Exhibit A

SCOPE OF SERVICES

SR74/I-15 Interchange serves the City of Lake Elsinore and surrounding communities. SR 74 is designated as an augmented urban arterial (8-lanes) with a projected build-out daily traffic volume of 80,000. The interchange is a tight diamond configuration with fully developed surrounding commercial properties.

The SR-74 ramps and adjacent intersections within the project area are controlled by traffic signals. The close proximity of the local intersections to the On/Off ramps combined with high peak hour traffic volumes causes congestion and delays at the SR74/I-15 interchange. The purpose of the proposed project would be to relieve congestion by improving traffic operation and reduce congestion in the vicinity of the SR74 & I-15 ramps. The improvement would also have to accommodate the projected 2040 traffic flow at ramp intersections and the regional transportation system. In order to accomplish this objective the City of Lake Elsinore in Cooperation with Caltrans is initiating the PA&ED phase of this project.

The Scope of Work for the PA&ED phase includes: preparation of preliminary engineering alternative analysis; traffic impact analysis; value analysis; preparing of environmental studies; project management & coordination; preparation of final project report; and preparation of final environmental assessment report.

This Scope of Work also includes the Final Plans, Specifications, and Estimate (PS&E), Right of Way, and Construction phases. Final PS&E includes the development of the plans, specifications, and construction cost estimate; obtaining any resource agency permits; right of way engineering; perform right of way appraisals and acquisition; and advertisement/award of the construction contract.

EXHIBIT “A-1”
ESTIMATE OF COST

Phase	TUMF	LOCAL	TOTAL
PA&ED	\$2,116,018	\$312,079	\$2,428,097
PS&E	\$5,018,233	\$1,000,000	\$6,018,233
RIGHT OF WAY	\$2,000,000	\$2,000,000	\$4,000,000
CONSTRUCTION	\$4,000,000	\$46,000,000	\$50,000,000
TOTAL	\$13,134,251	\$49,000,000	\$62,446,330

EXHIBIT “A-2”**PROJECT SCHEDULE****TIMETABLE:**

Phase	Estimated Completion Date	Estimated Cost	Comments
PA&ED	October 2024	\$2,428,097	
PS&E	June 2027	\$6,018,233	
RIGHT OF WAY	June 2027	\$4,000,000	
CONSTRUCTION	January 2030	\$50,000,000	
TOTAL		\$62,446,330	

Attachment

TUMF Reimbursement Agreement –
Amendment No. 2 –

I-10 / Highland Springs Interchange

(17-PS-BAN-1191)

AMENDMENT NO. 2 TO FUNDING AGREEMENT

I-10/HIGHLAND SPRINGS INTERCHANGE PA&ED PHASE

This Amendment No. 2 to Funding Agreement ("Amendment No. 2") is made and entered into as of _____, 2026 by and between the WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS ("WRCOG") and the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("RCTC"). WRCOG and the RCTC are sometimes referred to individually as "Party" and collectively as "Parties."

RECITALS

A. WHEREAS, WRCOG and RCTC entered into a prior agreement titled "Funding Agreement for I-10/Highland Springs Interchange Project Study Report (PSR)" dated January 15, 2020 (the "Prior Agreement") which allocated \$2 Million of Transportation Uniform Mitigation Fees (TUMF) for the preparation of a PSR for the I-10/Highland Springs Interchange Project ("Project"). The Prior Agreement was amended on August 10, 2021 to designate RCTC as the lead for the Project Approval/Environmental Document (PA/ED), and to allow \$2 million of TUMF Program funds to be used for both PSR and PA/ED phases.

B. WHEREAS, WRCOG and RCTC have entered into an Agreement titled "Funding Agreement for the I-10/Highland Springs Interchange Project PA&ED Phase" (the "Agreement"), dated February 21, 2024, for reallocating \$1.5 million of remaining TUMF Program funding from the Prior Agreement to the PA/ED phase of the Project and for adding an additional \$2million in TUMF Program funding. RCTC spent approximately \$500,000 of TUMF Program funding for the Project PSR.

C. WHEREAS, the Parties entered into an Amendment No. 1 to the Agreement, dated October 9, 2025, to increase the funding amount by an additional \$2 million in TUMF Program funding for the Project PA&ED phase, for a total not to exceed amount of \$5.5 million, to address the addition of design Alternative 5, as required by the California Department of Transportation, and all associated analysis, studies, and reports that will be required to be submitted or amended.

D. WHEREAS, the Parties now desire to extend the term of the Agreement through December 31, 2036, unless earlier terminated as provided in the Agreement.

TERMS

NOW, THEREFORE, in consideration of the mutual covenants and subject to the conditions contained herein, the Parties hereby agree as follows:

1. Section 3.4 of the Agreement, titled Term of Agreement, shall be amended in its entirety to read as follows:

3.4 Term of Agreement. The term of this Agreement shall extend from the Effective Date, as defined in this Agreement, and will remain in effect through December 31, 2036, or until written agreement by the Parties that the Project has been completed, unless earlier terminated as provided in this Agreement.

2. This Amendment No. 2 is in all respects governed by California law and venue for any dispute shall be in Riverside County.

3. Each Party warrants that the individuals who have signed this Amendment No. 2 have the legal power, right and authority to make this Agreement and bind each respective Party.

4. This Amendment No. 2 may be signed in counterparts, each of which shall constitute an original and which collectively shall constitute one instrument.

5. A manually signed copy of this Amendment No. 2 which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Amendment No. 2 for all purposes. This Amendment No. 2 may be signed using an electronic signature.

6. The above-stated Recitals are true and correct and are hereby fully incorporated into this Amendment No. 2 as though fully set forth herein.

7. Except to the extent specifically modified or amended hereunder, all of the terms, covenants and conditions of the Agreement shall remain in full force and effect between the Parties hereto.

[Signatures on following page]

**SIGNATURE PAGE
TO
AMENDMENT NO. 2 TO
FUNDING AGREEMENT
I-10/HIGHLAND SPRINGS INTERCHANGE PA&ED PHASE
(Agreement No. 20-72-018-04)**

IN WITNESS WHEREOF, the Parties have caused this Amendment No. 2 to be executed by their duly authorized representatives to be effective as of the day and year specified in this Amendment No. 2.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

**WESTERN RIVERSIDE
COUNCIL OF GOVERNMENTS**

By: _____
Aaron Hake
Executive Director

By: _____
Chris Gray
Interim Executive Director



Western Riverside Council of Governments WRCOG Executive Committee

Staff Report

Subject: WRCOG Fellowship Program Activities Update: Round 11
Contact: Julian Brambila, Interim Human Resources Manager, jbrambila@wrcog.us, (951) 405-6703
Date: October 5, 2026

Recommended Action(s):

1. Establish a Fellow hourly pay range of \$20.00 to \$25.00, to allow WRCOG flexibility in paying Fellows within that range based on prior internship / fellowship experience and education level / background.
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Summary:

WRCOG is preparing to launch the 11th round of its Public Service Fellowship Program, which connects college students and recent graduates with hands-on experience in the public sector. Since its inception in 2016, the Program has provided opportunities for over 100 students to gain experience in fields such as planning, finance, IT, and administration. The Program helps develop a pipeline of talent for local government.

Purpose / WRCOG 2022-2027 Strategic Plan Goal:

The purpose of this item is to provide information on the 11th round of the Fellowship Program. This item aligns with WRCOG's 2022-2027 Strategic Plan Goal #6 (Develop and implement programs that support resilience for our region) and Goal #7 (Provide a safe, inclusive environment that values employees).

Discussion:

Background

The Fellowship Program, now in its 11th Program cycle, will develop the next generation of public service professionals by placing locally trained students in paid positions with WRCOG member agencies. Through 10 Program cycles, Fellows have contributed more than 100,000 hours of service to western Riverside County. Approximately 85% of Program alumni are now employed in the region, while others have pursued graduate education or careers in related fields.

WRCOG administers recruitment, onboarding, professional development, and general Program support. Host agencies provide Fellows with day-to-day supervision, mentorship, and meaningful work

experience. Fellows may work up to 860 hours during the Program cycle, working 20 to 30 hours a week.

Present Situation

For the 11th round, participating agencies will be funded through either a 50/50 cost-share model or a full-cost model. Eligibility will be based on each agency's participation in previous Fellowship Program cycles, as outlined in this report.

50/50 Cost-Share Model (\$10,000 agency / \$10,000 WRCOG): Eligible jurisdictions:

Banning
Calimesa
Eastern Municipal Water District
Hemet
Lake Elsinore
Menifee
Murrieta
Norco
Western Water

Full Cost Model (\$20,000 paid by agency): Eligible jurisdictions:

Beaumont
Canyon Lake
Corona
County of Riverside, District 1
County of Riverside, District 2
County of Riverside, District 3
County of Riverside, District 5
County Executive Office
Eastvale
Jurupa Valley
Moreno Valley
Perris
Riverside
San Jacinto
Temecula
Western Water
Wildomar

WRCOG invoices host agencies upon Fellow placement. If a Fellow exits early, WRCOG provides a prorated reimbursement for unused hours. Fellows under the 50/50 model are for one fellowship. Additional fellowships can be requested at the full cost model.

Fellow Compensation: WRCOG reviewed intern pay rates across its member agencies to determine an appropriate compensation range for Program Fellows. Pay rates among member agencies offering comparable intern classifications range from \$16.90 per hour to \$28.45 per hour, with an average

starting rate of \$19.33 per hour and an average maximum rate of \$24.12 per hour. Currently, WRCOG fellows are paid \$20.00 per hour.

Based on this review, staff recommends establishing a Fellow pay range of \$20.00 to \$25.00 per hour. This range would give WRCOG the flexibility to set individual Fellow pay rates commensurate with a candidate's prior internship or fellowship experience and education level/background, while keeping WRCOG's rates competitive with those paid by member agencies for comparable positions.

Round 10 Recap: 12 Fellows participated in the Fiscal Year 2025/2026 cycle and were placed with:

Beaumont
County of Riverside, District 1
Eastern Municipal Water District
Eastvale
Hemet
Lake Elsinore
Menifee
Western Water (4 Fellows)
Wildomar

Member agencies reported positive experiences, and many expressed interest in participating again. Staff will continue outreach to member agencies to refine and strengthen the upcoming round.

Timeline & Next Steps: The host agency application was open through Friday, September 4, 2026. Applications received after that date will still be accepted, but priority will be given to host agencies that applied by the deadline. WRCOG will then review all applications and open the Fellow application on Friday, September 11, 2026, at which point candidates will be able to see all host agencies with an opening for placement and apply. The Fellow application will close on September 27, 2026. Fellows are tentatively expected to start on or around late October or early November 2026.

Prior Action(s):

September 17, 2026: The Technical Advisory Committee (TAC) recommended that the Executive Committee establish an hourly pay range of \$20.00 to \$25.00 for Fellows. The range lets WRCOG set each Fellow's pay based on their prior internship or fellowship experience and their education level and background.

Financial Summary:

Fellowship-related activities are included under the Fellowship Program (4700) in the General Fund (110). The Fellowship Program was originally funded with carryover revenues from the PACE Program and has not received additional funding since then. Approximately \$180,000 in funds remain available in the Program, which is expected to sustain the Program for an additional two to four years, depending on the number of Fellows participating in each round. Increasing Fellow salaries by up to 25% would accelerate the expenditure of these remaining funds and could shorten the Program's duration. The proposed salary increase would not affect the Agency's currently adopted salary schedule, as the proposed salary range remains within the existing salary range for the Intern classification.

Attachment(s):

None.