



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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REMOTE PARTICIPATION ONLY

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

*Tuesday, November 17, 2020
8:30 a.m. – 10:00 a.m.*

To Participate on Your Computer:
<https://scag.zoom.us/j/805439887>

To Participate by Phone:
Call-in Number: 1-669-900-6833
Meeting ID: 805 439 887

***Please see next page for detailed
instructions on how to participate in the meeting.***

PUBLIC ADVISORY

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Kevin Gilhooley at (213) 236-1878 or via email at gilhooley@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1402. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



Instructions for Public Comments

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1. **Submit written comments via email to: ePublicComment@scag.ca.gov by 5pm on Monday, November 16, 2020.**

All written comments received after 5pm on Monday, November 16, 2020 will be announced and included as part of the official record of the meeting.

2. **If participating via Zoom or phone, during the Public Comment Period, use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.**

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

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Instructions for Participating in the Meeting

SCAG is providing multiple options to view or participate in the meeting:

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1. Click the following link: <https://scag.zoom.us/j/805439887>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 805 439 887**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
6. During the Public Comment Period, press *9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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LCMC - Legislative/Communications and Membership Committee
Members – November 2020

- 1. Hon. Jose Luis Solache**
LCMC Chair, Lynwood, RC District 26
- 2. Hon. Peggy Huang**
LCMC Vice Chair, TCA Representative
- 3. Hon. Sean Ashton**
Downey, RC District 25
- 4. Hon. Megan Beaman-Jacinto**
Coachella, RC District 66
- 5. Hon. Margaret Finlay**
Duarte, RC District 35
- 6. Hon. Jan C. Harnik**
RCTC Representative
- 7. Hon. Mark Henderson**
Gardena, RC District 28
- 8. Hon. Clint Lorimore**
Eastvale, RC District 4
- 9. Hon. Ray Marquez**
Chino Hills, RC District 10
- 10. Hon. Frank Navarro**
Colton, RC District 6
- 11. Hon. Kim Nguyen**
Garden Grove, RC District 18
- 12. Hon. David Pollock**
Moorpark, RC District 46
- 13. Hon. Carmen Ramirez**
Oxnard, RC District 45
- 14. Hon. Deborah Robertson**
Rialto, RC District 8
- 15. Hon. Meghan Sahli-Wells**
Culver City, RC District 41

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

- 16. Hon. Ali Saleh**
Bell, RC District 27

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

- 18. Hon. Cheryl Viegas-Walker**
El Centro, RC District 1

- 19. Hon. Donald Wagner**
Orange County

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE

MEETING AGENDA

Southern California Association of Governments
Remote Participation Only
Tuesday, November 17, 2020
8:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable José Luis Solache, Chair)

ROLL CALL

PUBLIC COMMENT PERIOD

Members of the public are encouraged to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Monday, November 16, 2020. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after 5pm on Monday, November 16, 2020 will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Legislative/Communications and Membership Committee will be allowed up to 3 minutes to speak, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to reduce the time limit based upon the number of comments received and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Item

1. Minutes of the September 15, 2020 Meeting
2. SCAG Memberships and Sponsorships

INFORMATION ITEMS

3. Election Overview
(Kevin Gilhooley, Legislation Manager)

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LEGISLATIVE/COMMUNICATIONS AND
MEMBERSHIP COMMITTEE

MEETING AGENDA

4. Draft 2021 State and Federal Legislative Platform
(Kevin Gilhooley, Legislation Manager)

5. Economic Summit Update
(Margaret de Larios, Public Affairs Specialist)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE
(Art Yoon, Director of Policy and Public Affairs)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1 REPORT

Southern California Association of Governments
Remote Participation Only
November 17, 2020

The Legislative/Communications and Membership Committee held its September 15, 2020, meeting telephonically and electronically, given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s Executive Order N-29-20.

MEMBERS PRESENT

Imperial County

Cheryl Viegas-Walker *District 1*

Los Angeles County

Sean Ashton *District 25*

Margaret Finlay *District 35*

Mark Henderson *District 28*

Meghan Sahli-Wells *District 41*

Ali Saleh *District 27*

Jose Luis Solache (CHAIR) *District 26*

David Shapiro *District 44*

Orange County

Peggy Huang (VICE-CHAIR) *Transportation Corridor Agencies*

Kim B. Nguyen *District 18*

Don Wagner *Orange County*

Riverside County

Jan Harnik *Riverside County Transportation Commission*

San Bernardino County

Ray Marquez *District 10*

Deborah Robertson *District 8*

Ventura County

David Pollock *District 46*

Carmen Ramirez *District 45*

CALL TO ORDER

The meeting was called to order by the Chair José Luis Solache at 8:30 a.m. A quorum was confirmed and roll call was taken.

PUBLIC COMMENT PERIOD

There were no public comments submitted via email to ePublicComment@scag.ca.gov.

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REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

CONSENT CALENDAR

Approval Item

1. Minutes of the August 18, 2020 Meeting

Receive and File

2. Legislative Tracking Report
3. Updated Calendar of Meetings

A MOTION was made (Finlay) to APPROVE the Consent Calendar.

The MOTION was SECONDED (Marquez) and APPROVED by a majority vote. A roll call vote was taken and recorded as follows:

AYES: Ashton, Finlay, Harnik, Henderson, Huang, Marquez, Nguyen, Pollock, Ramirez, Robertson, Sahli-Wells, Saleh, Shapiro, Solache, Viegas-Walker, Wagner (16).

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

4. California Transportation Commission Update with Commissioner Michele Martinez
Chair Solache, began by introducing Commissioner Michele Martinez, a former Councilmember, and Mayor Pro-Tem in the City of Santa Ana, former President of the National Association of Latino Elected and Appointed Officials (NALEO), former President of SCAG, a former member of SCAG's Legislative Communications Membership Committee (LCMC) and recently appointed to the California Transportation Commission (CTC) by Governor Gavin Newsom. Commissioner Martinez began her remarks by briefly sharing her priorities and goals for her term on the CTC. One of the priorities Commissioner Martinez highlighted was looking into land-use and transportation policy, noting that one of her goals was bringing the hyper-local perspective with these particular issues. Commissioner Martinez mentioned one of her additional goals was

going on a listening tour throughout California to have the ability to engage, listen to the local voice, and figure out ways to work together. Commissioner Martinez concluded her remarks by indicating that we must continue to ensure the local voice is present and offered to answer any questions.

Hon. Finlay asked Commissioner Martinez how she plans to integrate active transportation into the California Transportation Commission. Commissioner Martinez stated her goal was to make sure active transportation is mentioned at every meeting, emphasizing the importance of equity and inclusion.

Hon. Robertson addressed concerns on active transportation and congestion management of traffic at the local level. Hon. Robertson also welcomed Commissioner Martinez to visit the Inland Empire to further discuss how the CTC could help support their community. Commissioner Martinez agreed with Hon. Robertson's concerns, stating everyone must understand these issues are important and interconnected, and she will be pushing for that during the CTC meetings.

Hon. Viegas-Walker began by complimenting Commissioner Martinez's regional knowledge and awareness that a one size policy does not fit all. Hon. Viegas-Walker asked Commissioner Martinez to help spread awareness that transportation shouldn't be the sole focus and instead the focus should be aligning initiatives for an improved transportation system and additional planning for increased housing capacity. Commissioner Martinez agreed with Hon. Viegas-Walker by expressing the importance of interconnectivity and the need of looking at all parts of the system, not just one. Commissioner Martinez stated it's going to take the local government to understand that although funding comes from federal, state, and local levels, planning and building communities is based on transportation investments and land-use.

Hon. Sahli-Wells began by mentioning she's had the honor of representing SCAG on the Zero Traffic Fatalities Task Force and highlighted their efforts in creating a reform that allows speed limits to be determined by the city. Hon. Sahli-Wells stated she would like to have Commissioner Martinez and the task force get together to brainstorm on how to get their recommendations moving forward that would give cities leeway in saving lives in their community. Commissioner Martinez expressed her support by stating she agrees we need different forms of legislation on this matter and noted she would voice to the CTC the importance of working with local government much closer. Commissioner Martinez concluded by accepting to meet with Hon. Sahli-Wells and her task force to further discuss the recommendations.

Hon. Ramirez asked Commissioner Martinez how we plan to get people out of their cars, which is contributing to our congestion and pollution. Commissioner Martinez responded by stating

it's going to take state and local level policies, as well as looking at our land-use and understanding that our policies can dictate a car culture. Commissioner Martinez also stated conversations on this matter need to continue, as well as acknowledging that land-use is vital while discussing transportation investments.

Hon. Harnik addressed her concern on a new railyard that is being built in Colton, C.A., and brought it to Commissioner Martinez's attention because she stated it's causing environmental and congestion issues. Commissioner Martinez thanked Hon. Harnik for bringing it to her attention and offered to visit her to further discuss the matter.

Hon. Pollock expressed his gratitude to Commissioner Martinez regarding her awareness with Caltrans and local governments and for understanding the broader picture with the latest regional transportation plan (RTP) and housing allocation plans. Lastly, Hon. Pollock stated he is thrilled to have Commissioner Martinez as an advocate for the local government at the CTC.

Hon. Huang asked Commissioner Martinez how she plans to balance the idea of transportation, a very centralized and very high level at the state all while respecting local control. Commissioner Martinez responded by stating we need to first acknowledge most cities in California have outdated zoning codes and land-use documents. Commissioner Martinez also stated we need to understand that local control is vital at the local level when discussing land-use, but also understand that a lot of these transportation investments have led us to how our environment is today because we keep doing the same thing and it's not working. Commissioner Martinez stated we can't reform the current systems, but we could create something new. Commissioner Martinez concluded by stating this is one of the many reasons why she wants to go on a listening tour to hear more from our locals in various areas for a better understanding of what we can do at the state level.

SCAG's Executive Director, Kome Ajise, began his remarks by stating Commissioner Martinez's appointment to the CTC was a huge win for Southern California. Mr. Ajise stated he applauded the governor for his appointment and appreciated Commissioner Martinez for taking on this assignment. Mr. Ajise also stated there's a lot of work to be done for us to work together and knows Commissioner Martinez is a very active listener and looks forward to the work. Mr. Ajise concluded his comments by letting Commissioner Martinez know that SCAG will be ready to help her in any way, including information sharing.

There were no additional questions or comments.

5. Sacramento End of Session Update

Kevin Gilhooley, Legislation Manager, provided the Committee with an update on Sacramento's End of Session. Mr. Gilhooley reported that the California Legislature adjourned its

constitutional deadline on August 31, but the Legislature closed the books on the 2020 legislative year at 1:29 a.m. on Tuesday, September 1, 2020. Mr. Gilhooley provided brief details of some unusual events that happened on the last day, from Assembly Member Buffy Wicks bringing her baby to the assembly floor to cast a vote on housing issues to Republican Senator Brian Jones testing positive for COVID-19. Mr. Gilhooley mentioned that on a typical legislative session, the legislature would introduce and debate about 3,000 legislative measures, but with COVID-19 this year, that number was reduced to about 500. Mr. Gilhooley informed the committee members that in their agenda packet he included a report with information on several bills relating to housing and land-use, noting it also included information on the five (5) bills that comprise the Senate's housing production package. Mr. Gilhooley also reported that although housing production was one of the governor's priorities, none of those measures made it to the governor's desk. Mr. Gilhooley noted that in many cases legislation is recycled into the next legislative session and suggested that SCAG be prepared for these housing production bills to be reintroduced, perhaps amended, and potentially sent to the governor for his consideration in 2021. Mr. Gilhooley briefly detailed some of the bills that were left to die or put on hold and informed the committee that staff would be laser-focused on any potential special session that may be called by Governor Newsom between now and the seating of the new members in December 2020. Mr. Gilhooley concluded his report by stating that although the LCMC would be going dark in October 2020, staff would be working on a draft of potential updates for the 2021 Legislative Platform and also on a draft of possible legislative ideas for the committee's review and consideration.

There were no questions or comments from the Committee Members.

6. Federal Appropriations and COVID-19 Legislation Update

Estee Sepulveda, Legislative Analyst, provided the Committee with a federal legislation update. Ms. Sepulveda began her remarks by stating Congress returned to session last week after the summer recess. Ms. Sepulveda reported that in July negotiations for another COVID package were being discussed, which resulted in the \$3 trillion HEROES Act that the House Democrats passed, and the Regional Council had voted to support. Ms. Sepulveda reported that this led to the Senate Republicans coming back with a \$1 trillion proposal called the HEALS Act. Ms. Sepulveda reported that by August several talks broke off over cost funding priorities and the size of the deficit for the month. Ms. Sepulveda reported that when the Senate returned after Labor Day, Majority Leader McConnell announced he would hold a vote on a smaller \$500 billion targeted aid measure, but this new proposal had no relief funding for local governments or transportation. Ms. Sepulveda also reported that the new fiscal year begins on October 1st and as of this moment the House has passed all but two (2) of the twelve (12) annual federal agency spending bills and the Senate has not introduced any of the companion bills. Ms. Sepulveda noted that in early September, Speaker Nancy Pelosi and Treasury Secretary Steven Mnuchin reached a tentative agreement to use a short-term continuing resolution (CR) to avoid

a government shutdown. Ms. Sepulveda stated the House hopes to vote on a spending bill as soon as next week, but right now it appears the CR will likely extend into mid-December, which Ms. Sepulveda mentioned was a traditional practice during an election year. Ms. Sepulveda also reported that a one-year FAST Act extension could be attached to this CR, which was originally set to expire on September 30th, 2020, and provided additional details of the reauthorization bill and where it stands. Lastly, Ms. Sepulveda concluded her report by stating the House has no votes scheduled from October 5th through November 15th and the Senate's tentative calendar includes a recess from October 12th to November 6th, allowing members of Congress to return to their districts and states for the November 3rd election.

There were no questions or comments from the Committee Members.

7. Media/Public Affairs Update

Margaret de Larios, Public Affairs Specialist, provided the Committee with a monthly media update. Ms. de Larios began her remarks by detailing the recent media efforts, which included announcing formal approval of Connect SoCal and the new Sub-Regional Partnership program, which received reasonably strong coverage. Ms. de Larios reported that the Regional Housing Needs Assessment (RHNA) continues to generate media interest and with both Connect SoCal and the Sub-Regional Partnership program having RHNA connections, housing has dominated the SCAG coverage recently. Ms. de Larios stated that SCAG has been working closely with the League of California Cities on an upcoming virtual event around racial equity and President Rex Richardson will be participating in that discussion. Ms. de Larios reported the upcoming media efforts include, looking for additional opportunities to highlight SCAG's effort concerning Connect SoCal, racial equity, post-pandemic recovery, and planning and preparing for SCAG's Southern California 11th Annual Economic Summit being held virtually on December 1st, 2020.

There were no questions or comments from the Committee Members.

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Art Yoon, Director of Policy and Public Affairs, provided the committee with brief division updates, starting with a website update, noting that it's in the final 60 days and the launch goal date is November 1st, 2020. Mr. Yoon's second update included a recommendation from our previous LCMC meeting on behalf of Hon. Sahli-Wells in regards to looking into the organization called Government Alliance for Race and Equity (GARE), and Mr. Yoon was happy to report that SCAG was in the final stages of possibly joining the organization. Mr. Yoon provided an update on the Legislative Analyst position that is currently vacant, confirming active recruitment is underway and we are receiving a good outcome of resumes. Mr. Yoon provided a final update on our search for a Sacramento lobbyist stating we have now closed the request for proposal (RFP), are looking at 12 different applicants for the state lobbyist position, and he would provide more on that soon.



There were no questions or comments from the Committee Members.

FUTURE AGENDA ITEMS

There were no future agenda items presented.

ANNOUNCEMENTS

There were no announcements presented.

ADJOURNMENT

Chair Solache adjourned the meeting at 9:37 a.m. The next regular meeting of the Legislative/ Communications and Membership Committee is scheduled for 8:30 a.m. – 10:00 a.m. on Tuesday, November 17, 2020.



AGENDA ITEM 2 REPORT

Southern California Association of Governments
Remote Participation Only
November 17, 2020

To: Legislative/Communications and Membership Committee (LCMC)
From: Estee Sepulveda, Legislative Analyst, (213) 236-1864, sepulveda@scag.ca.gov
Subject: SCAG Memberships and Sponsorships

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Approve

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

The Legislative/Communications and Membership Committee (LCMC) is asked to approve up to \$6,500 in membership for the Coalition for America’s Gateways and Trade Corridors.

BACKGROUND:

Item 1: Coalition for America’s Gateways and Trade Corridors (CAGTC)

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

The Coalition for America’s Gateways and Trade Corridors (CAGTC) was established to bring national attention to the need to significantly expand U.S. freight transportation capabilities and to work toward solutions for this growing national challenge. CAGTC works with and through its members to raise awareness with the public and Congress on the need for sufficient funding for trade corridors, gateways, intermodal connectors, and freight facilities. This will be especially important as the new Congress considers a surface transportation authorization bill to replace the FAST Act, which expires on September 30, 2021. CAGTC will be instrumental in assisting SCAG advocate for a long-term bill that prioritizes freight investment.

As a founding member, SCAG’s participation in CAGTC was the result of the consistent Board-adopted goal to seek a federal freight funding partnership. CAGTC is comprised of over sixty representative organizations, including state Departments of Transportation (DOTs), metropolitan planning organizations (MPOs), ports, engineering firms, and freight corridors who work to improve

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national freight policy. All Southern California freight stakeholders are members of CAGTC, and SCAG Chief Operating Officer Darin Chidsey is a member of the CAGTC Board of Directors. Regional Council Board Officers regularly traveled to Washington, DC to attend CAGTC meetings and conferences.

FISCAL IMPACT:

\$6,500 for SCAG's membership in CAGTC is included in the approved Fiscal Year 2020-21 General Fund budget.



AGENDA ITEM 4 REPORT

Southern California Association of Governments
Remote Participation Only
November 17, 2020

To: Legislative/Communications and Membership Committee (LCMC)
From: Kevin Gilhooley, Legislation Manager, (213) 236-1878, Gilhooley@scag.ca.gov
Subject: Draft 2021 State & Federal Legislative Platform

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

Each year, the Legislative/Communications and Membership Committee (LCMC) recommends and the Regional Council adopts a legislative platform for the state and federal legislative sessions for that year. This report represents the draft state and federal legislative platform for 2021 and encompasses broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies and promote consistency with Connect SoCal.

Attachment one is a “clean version” of the proposed draft 2021 legislative platform as researched and compiled by SCAG staff. Attachment two is a “red line version” that shows the specific changes recommended by staff relative to the adopted 2020 legislative platform. Feedback from today’s meeting will be incorporated and presented to the LCMC at its December 15, 2020 meeting.

BACKGROUND:

2021 State and Federal Legislative Platform

SCAG maintains a state and federal Legislative Program, which consists of the Regional Council's positions on policies and legislative initiatives related to SCAG’s core planning and policy areas that need the leadership and support of the California State Legislature and United States Congress to resolve challenges facing the SCAG region.

The staff-recommended draft state and federal legislative platform for 2021 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted

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policies and promote consistency with the adopted Connect SoCal and the 2020-45 Regional Transportation Plan/Sustainable Communities Strategy for the six-county Southern California region.

The policy areas include:

State	
Active Transportation	Affordable Housing & Housing Production
Broadband Access	Building Resilience
Cap & Trade	Congestion Reduction
Expanding Opportunity	Freight & Goods Movement
Government Efficiency	Project Streamlining
Public Health	Racial Equity
Technology & Data	Transportation Development Act
Transportation Funding	Transportation Safety

Federal	
Affordable Housing, Homelessness, & Local Government	Aviation
Broadband Access	Environment & Air Quality
Freight & Goods Movement	Project Streamlining
Public Health	Public Private Partnerships
Public Transit & Mobility	Racial Justice
Surface Transportation Policy Reauthorization	Transportation Funding

A “clean version” of the proposed draft 2021 legislative platform, as researched and compiled by staff, is attachment one to this staff report. Attachment two is a “red line version” that shows the specific changes recommended by staff relative to the currently adopted 2020 legislative platform.

Staff is submitting the draft slate of state and federal legislative priorities to the LCMC to collect feedback and direction. Upon receiving feedback and direction from today’s meeting, SCAG staff will share the draft with stakeholders external to SCAG, including but not limited to the California Association of Councils of Governments, California State Association of Counties, League of California Cities, Southern California Leadership Council, Southern California Legislative Roundtable, and SCAG-region sub-regional Executive Directors.



Feedback and direction from today's meeting, as well input from external stakeholders mentioned above, will be presented to the LCMC at its December 15, 2020 meeting. Following a recommendation from the LCMC in December, the 2021 legislative platform could be considered by the full Regional Council at its January 7, 2021 meeting.

FISCAL IMPACT:

Work associated with the draft 2021 State and Federal Legislative Platform is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. 2021 State & Federal Legislative Platform (Clean Version)
2. 2021 State & Federal Legislative Platform (Red Line Version)



ABOUT SCAG

Founded in 1965, the Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments.

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. In 1992, SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by the federal and state governments, as well as to provide more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for more diverse representation. The districts were formed with the intent to serve equal populations and communities of interest. Currently, the Regional Council consists of 86 members.

In addition to the six counties and 191 cities that make up SCAG's region, there are six County Transportation Commissions that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. Additionally, SCAG Bylaws provide for representation of Native American tribes, Air Quality Districts, and the Transportation Corridor Agencies on the Regional Council and Policy Committees.

SCAG'S LEGISLATIVE PROGRAM

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

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

The following state and federal legislative principles for 2021 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

STATE

Active Transportation

1. Support increased funding to the state's Active Transportation Program (ATP) to provide the resources necessary for First/Last Mile Improvements; separated, on-street bike facilities to increase safety; multi-use trails; Safe Routes to School Programs; and other strategies to increase safe walking and biking.
2. Support and encourage investing in active transportation infrastructure as a component of other state-funded transportation improvement projects recognizing the critical role walking, biking, and complete streets serve in connecting the multi-modal transportation system.
3. Support legislation that protects the safety of active transportation users and ensure any legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these modes.

Affordable Housing & Housing Production

4. Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax increment financing districts and emphasize tax increment as a public financing tool that does not increase taxes to residents.
5. Support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, job-rich area, or urban infill site.
6. Advocate for the consistency within state law the sometimes-competing demands contained within SB 375 and the Regional Housing Needs Assessment (RHNA).
7. As jurisdictions in the SCAG region work to accommodate a 6th Cycle RHNA allocation of 1.3 million units, as provided by California Department of Housing & Community Development, a number that is nearly three times larger than the determination provided under the 5th cycle, SCAG advocates for providing greater flexibility to local jurisdictions for their housing element updates.
8. Advocate for the reinstatement of the practice that allows cities and counties to share or trade RHNA allocations as a tool that equips local jurisdictions to facilitate not only effective planning for housing, but its actual development.
9. Continue to refine and update cap-and-trade's Affordable Housing Sustainable Communities Program (AHSC) guidelines to better reflect the reality of Southern California's growth patterns, such as Integrated Connectivity Projects. Support a regional equity goal for the programming of AHSC revenues.
10. As the homeless population continues to grow in our region, support new state funding programs to assist cities, counties, and regional collaborations to address the challenges associated with homelessness.

Broadband Access

11. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, to bridge the digital divide exacerbated by the COVID-19 pandemic.

Building Resilience

12. Support direct and flexible emergency funding for local governments of all sizes to respond to the Coronavirus Disease 2019 (COVID-19) or to backfill tax revenue lost due to the global pandemic.
13. Advocate that communities affected by natural disasters receive the resources they need to rebuild.
14. Support programs that provide the resources necessary for communities to prepare for the consequences of a changing climate and resulting natural disasters.

15. Support the expansion of General Fund and Greenhouse Gas Reduction Fund-funded forest health and fire prevention activities, which are primarily focused on conifer tree forests, to include chaparral landscapes. Advocate for ongoing land management and the stewardship of lands that contain essential chaparral and associated habitats to be context-sensitive, focus on biodiversity maintenance, and restore native vegetation.

Cap & Trade

16. Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall GHG reduction goals.
17. Support program guidelines and scoring criteria that recognize and are sensitive to California's urban and suburban built environment.
18. Support expanded investment in the state's Commercial Organics Recycling Program that diverts organic material from landfills and support increased funding for local governments implementing the program.
19. Support the increased percentage of the continuous appropriations for the GGRF-funded Transit & Intercity Rail Capital Program and Low Carbon Transit Operations Program to promote transit expansion, ridership, and carbon reduction.

Congestion Reduction

20. Support legislation that expands access to commuter benefit programs for employees.
21. Support legislation that would develop new strategies for reducing congestion caused by school trips, such as expanding access to free or reduced student transit passes, supporting school bussing programs, or funding ongoing Safe Routes to Schools programs.
22. Support local pilot programs and funding mechanisms that employ innovative transportation strategies that reduce congestion and improve mobility, such as congestion or cordon pricing systems, while promoting equity measures.
23. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.

Expanding Opportunity

24. Support the establishment of a new California State University (CSU) campus in the City of Palm Desert to increase educational and economic opportunities in the SCAG region.
25. Support the consistency within state law of the federal Opportunity Zones program in which private investments in economically distressed communities may, under certain conditions, be eligible for capital gains tax incentives.

Freight & Goods Movement

26. Support increased funding to the Trade Corridors Enhancement Program (TCEP), building upon the success of the Trade Corridors Improvement Fund (TCIF), to provide the resources necessary for critical infrastructure enhancements along the State's high-volume freight corridors.
27. Support funding to preserve and maintain transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
28. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

Government Efficiency

29. Update the Ralph M. Brown Act to give public agencies the flexibility to omit a lengthy and time-consuming "Roll Call" process during a public vote, while maintaining the existing practice of recording and publishing the individual members' votes and making those votes available for public review.

30. Support legislative efforts to make permanent aspects of Governor Newsom’s Executive Order N-29-20 which allow local government agencies to conduct official meetings via teleconference and other electronic means without violating state open meeting laws found in the Bagley-Keene Act or the Brown Act.

Project Streamlining

31. Support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.
32. Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
33. Support innovative approaches to reform and streamline CEQA where reasonable, including, but not limited to, proposals to establish a CEQA-specific court or judicial procedure that is specialized in CEQA case law and related statutes to expedite legal review of CEQA challenges.
34. Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.

Public Health

35. Support legislative efforts that further a “Health in All Policies” approach to facilitate equitable health outcomes related to SCAG’s core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.
36. Support statewide and county efforts to collect public health-related data that is stratified by race and ethnicity to allow for improved health equity analyses.
37. Recognizing that climate change, public health, and racial justice, are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
38. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

Racial Justice

39. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices, and affirmatively advance equity and social justice as it relates to planning decisions in the region.

Technology & Data

40. Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, autonomous vehicles, aviation, maritime, commerce, and small electric mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
41. Secure funding to support the coordination among state agencies, MPOs, and other government entities to collect and share data, which reflects emerging technologies and mobility choices.
42. Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike share systems that ensures new regulations adequately protect users of all modes and supports the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.

Transportation Development Act

43. Support the development of greater efficiencies within the Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.
44. Support existing statutory authorization allowing SCAG to receive up to three-quarters of one percent of TDA revenues from SCAG-region county transportation commissions for transportation planning and programming responsibilities.

Transportation Funding

45. Support additional emergency funding for the SCAG region's local transportation agencies that have been severely impacted by the COVID-19 global pandemic and are expected to lose up to \$7 billion in transportation revenue from local, state, and federal sources over fiscal years 2019-20 and 2020-21.
46. Protect all existing and new sources of transportation funding from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.
47. Support a transition to a mileage-based user fee funding mechanism as a replacement to state gas taxes to provide sustainable funding to meet our state's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source.
48. Support regional equity considerations for any funding source to ensure Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures corresponding with the funding source.
49. Support increased funding for transportation projects based on applied regional performance metrics.
50. Support new funding for transportation agencies to offset the cost of implementing climate change initiatives, such as the Innovative Clean Transit regulation and the purchase of zero emission vehicles and infrastructure.
51. Support legislation that would decrease the voter approval threshold—from the current requirement of 67% to 55%—for the creation, extension, or increase of local transportation tax measures like the authority given to school districts.

Transportation Safety

52. Support legislation and updated, statewide policies that implement the recommendations of the state's Zero Traffic Fatalities Task Force, which would provide jurisdictions with greater local control to combat rising traffic-related fatalities and serious injuries, especially for the most vulnerable roadway users.
53. Work with the state and local partners to identify new tools and funding mechanisms to strengthen safety outcomes and achieve the region's safety targets, especially for those communities most impacted by high concentrations of serious and fatal crashes.
54. Work with state and local partners to develop resources that would support local jurisdictions' efforts to implement a "Safe System" approach on their local streets and roadways.

FEDERAL

Affordable Housing, Homelessness, & Local Government

1. Support direct and flexible emergency funding for local governments of all sizes to respond to the Coronavirus Disease 2019 (COVID-19) or to backfill tax revenue lost due to the global pandemic.
2. As the homeless population continues to grow in our region, support new federal grant programs to assist cities, counties, and regional collaborations address homelessness challenges through supportive housing models and planning grants.
3. Support increased funding for critical federal programs that local governments depend on, including the Community Development Block Grants (CDBG) and the HOME Investment Partnerships Program (HOME), that are effective tools to confront the housing affordability crisis and expand economic opportunity for residents in Southern California.

Aviation

4. Advocate for and seek out funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport passenger studies, planning activities, and forecasting models.
5. Support legislation that raises and indexes the cap on the passenger facility charge giving local airports the option to adjust their user fees to make needed infrastructure improvements to airport facilities and for projects that promote access to the airport.
6. Oppose efforts to divert September 11 Security Fees for uses not related to the nation's aviation transportation system.

Broadband Access

7. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, to bridge the digital divide exacerbated by the COVID-19 pandemic.

Environment & Air Quality

8. Recognizing California's unique air quality challenges, support the authority of the State of California to establish its own tailpipe greenhouse gas emissions standards and zero-emission vehicle (ZEV) requirements.
9. Support the ability of county and local governments to follow the state's lead by purchasing vehicles only from manufacturers that share California's commitment to its tailpipe and ZEV goals.

Freight & Goods Movement

10. Support funding proposals that maintain and expand transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
11. Support the continuation of, and increased investment in, federal discretionary grant opportunities such as the Infrastructure for Rebuilding America (INFRA) and Better Utilizing Investments to Leverage Development (BUILD) program.
12. Expand the INFRA program to include both competitive and formula-based awards and support increased transparency measures for competitive grant awards.
13. Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.
14. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

Project Streamlining

15. Support measures that expedite and streamline both project development and delivery.

Public Health

16. Support legislative efforts that further a “Health in All Policies” approach to facilitate equitable health outcomes related to SCAG’s core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.
17. Recognizing that climate change, public health, and racial justice, are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
18. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

Public-Private Partnerships

19. Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.
20. Oppose efforts that would seek to supplant existing transportation funding sources with P3 financing opportunities.
21. Support improved performance standards to measure success, curtail project delays, reduce expenditures, and increase expenditure accountability.
22. Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond in order to allow savings to be reinvested in additional infrastructure upgrades at airports, sea ports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.
23. Support efforts to protect the tax exemption of municipal bonds.

Public Transit & Mobility

24. Support efforts that expand public transit projects and service, both bus and rail, in the region to reduce congestion and enhance sustainability.
25. Support federal grant or pilot programs for comprehensive planning that encourages Transit Oriented Development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.
26. Oppose efforts that undermine the authority of states and local governments to enact their own regulations related to autonomous vehicles (AVs).

Racial Justice

27. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices as it relates to planning decisions in the region.

Surface Transportation Policy Reauthorization

28. Support a long-term surface transportation reauthorization with increased federal funding to provide stable investments into the national infrastructure and transportation system.

29. Renew the Infrastructure for Rebuilding America (INFRA) grant program, which provides dedicated, discretionary funding for projects that address critical issues facing our nation’s major freight corridors.
30. Expand eligibility for any planning grant programs in a surface transportation policy bill to include MPOs as eligible recipients.
31. Support a surface transportation reauthorization bill that includes incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local investment while leveraging federal dollars to deliver transportation improvements.
32. Support efforts to increase planning funds that help state and regional governments address impacts associated with climate change, with the goal of making our infrastructure more resilient.

Transportation Funding

33. Support new transportation and infrastructure funding sources, including federal grant programs that provide additional investment into the national infrastructure and transportation system.
34. Support a transition to a mileage-based user fee funding mechanism as a replacement to federal gas taxes to provide sustainable funding to meet our nation’s transportation infrastructure needs and maintain system management, preservation and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. Support modest increases to the federal gasoline taxes to maintain purchasing power.
35. Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.
36. Support innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
37. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
38. Support continued investment in the Transportation Alternatives Program, which is a key funding source for the state’s ATP program.



ABOUT SCAG

Founded in 1965, the Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments.

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. In 1992, SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by the federal and state governments, as well as to provide more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for more diverse representation. The districts were formed with the intent to serve equal populations and communities of interest. Currently, the Regional Council consists of 86 members.

In addition to the six counties and 191 cities that make up SCAG's region, there are six County Transportation Commissions that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. Additionally, SCAG Bylaws provide for representation of Native American tribes, Air Quality Districts, and the Transportation Corridor Agencies on the Regional Council and Policy Committees.

SCAG'S LEGISLATIVE PROGRAM

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

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

The following state and federal legislative principles for 2020¹ encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

STATE

Active Transportation

- 1. Support increased funding to the state’s Active Transportation Program (ATP) to provide the resources necessary for First/Last Mile Improvements (~~i.e., pedestrian and bicycle infrastructure to connect transit riders to stations~~); separated, on-street bike facilities to increase safety; multi-use trails (~~i.e., along river and utility corridors, rails to trails projects, etc.~~); Safe Routes to School Programs; and other strategies to increase safe walking and biking.
- ~~2. Support efforts that build off the many successes of the ATP by simplifying project delivery, building local capacity to deliver transformative projects, and providing regions greater flexibility to innovate and strategically invest funds to meet local needs.~~
- ~~3.2.~~ Support and encourage investing in active transportation infrastructure as a component of other state-funded transportation improvement projects recognizing the critical role walking, biking, and complete streets serve in connecting the multi-modal transportation system.
- ~~4.3.~~ Support legislation that protects the safety of active transportation users and ensure any ~~new~~ legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these modes.

Affordable Housing & Housing Production

- ~~4.~~ Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax increment financing districts, and emphasize tax increment as a public financing tool that does not increase taxes to residents.
- ~~5.~~ Support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, jobs-rich area, or urban infill site.
- ~~5.6.~~ Advocate for the consistency within state law the sometimes-competing demands contained within SB 375 and the Regional Housing Needs Assessment (RHNA).
- ~~7.~~ As jurisdictions in the SCAG region work to accommodate a 6th Cycle RHNA allocation of 1.3 million units, as provided by California Department of Housing & Community Development, a number that is nearly three times larger than the determination provided under the 5th cycle, SCAG advocates for providing greater flexibility to local jurisdictions for their housing element updates.
- ~~8.~~ Advocate for the reinstatement of the practice that allows cities and counties to share or trade RHNA allocations as a tool that equips local jurisdictions to facilitate not only effective planning for housing, but its actual development.
- ~~6.9.~~ Continue to refine and update cap-and-trade’s Affordable Housing Sustainable Communities Program (AHSC) guidelines to better reflect the reality of Southern California’s growth patterns, such as Integrated Connectivity Projects. Support a regional equity goal for the programming of AHSC revenues, ~~and commit to continued resources for technical assistance and capacity building.~~
- ~~7.10.~~ As the homeless population continues to grow in our region, support new state funding programs to assist cities, counties, and regional collaborations to address the challenges associated with homelessness.

Broadband Access

- ~~8.11.~~ Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, to bridge the digital divide exacerbated by the COVID-19 pandemic.

Building Resilience

12. Support direct and flexible emergency funding for local governments of all sizes to respond to the Coronavirus Disease 2019 (COVID-19) or to backfill tax revenue lost due to the global pandemic.

~~9-13.~~ Advocate that communities affected by natural disasters receive the resources they need to rebuild.

14. Support programs that provide the resources necessary for communities to prepare for the consequences of a changing climate and resulting natural disasters.

15. Support the expansion of General Fund and Greenhouse Gas Reduction Fund-funded forest health and fire prevention activities, which are primarily focused on conifer tree forests, to include chaparral landscapes. Advocate for ongoing land management and the stewardship of lands that contain essential chaparral and associated habitats to be context-sensitive, focus on biodiversity maintenance, and restore native vegetation.

Cap & Trade

~~10-16.~~ Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall GHG reduction goals.

~~11. Support continued investment in GGRF-funded programs that reflect the physical and social realities of the diverse communities across the SCAG region, such as the Clean Vehicle Rebate Project, Single Family Energy Efficiency, and Low Income Weatherization programs.~~

~~12. Offer state funded technical assistance to communities throughout California to more successfully access GGRF resources and support efforts to increase accessibility to GGRF-funded programs by directing outreach to programs for which the regions of the state are best suited to achieve GHG reduction.~~

17. Support program guidelines and scoring criteria that recognize and are sensitive to California's urban and suburban built environment.

18. Support expanded investment in the state's Commercial Organics Recycling Program that diverts organic material from landfills and support increased funding for local governments implementing the program.

~~13-19.~~ Support the increased percentage of the continuous appropriations for the GGRF-funded Transit & Intercity Rail Capital Program and Low Carbon Transit Operations Program ~~as a way to~~ promote transit expansion, ridership, and carbon reduction.

Congestion Reduction

~~14-20.~~ Support legislation that expands access to commuter benefit programs for employees.

~~15-21.~~ Support legislation that would develop new strategies for reducing congestion caused by school trips, such as expanding access to free or reduced student transit passes, supporting school bussing programs, or funding ongoing Safe Routes to Schools programs.

~~16-22.~~ Support local pilot programs and funding mechanisms that employ innovative transportation strategies that reduce congestion and improve mobility, such as congestion or cordon pricing systems, while promoting equity measures.

~~17-23.~~ Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.

Expanding ~~educational~~ Opportunity

24. Support the establishment of a new California State University (CSU) campus in the City of Palm Desert to increase educational and economic opportunities in the SCAG region.

25. Support the consistency within state law of the federal Opportunity Zones program in which private investments in economically distressed communities may, under certain conditions, be eligible for capital gains tax incentives.

Freight & Goods Movement

~~18-26.~~ Support increased funding to the Trade Corridors Enhancement Program (TCEP), building upon the success of the Trade Corridors Improvement Fund (TCIF), to provide the resources necessary for critical infrastructure enhancements along the State’s high-volume freight corridors.

~~19-27.~~ Support funding to preserve and maintain transportation infrastructure for key regional goods movement ~~infrastructure and~~ corridors that link freight facilities and systems to the rest of the nation.

~~20-28.~~ Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

Government Efficiency

~~29.~~ Update the Ralph M. Brown Act to give public agencies the flexibility to omit a lengthy and time-consuming “Roll Call” process during a public vote, while maintaining the existing practice of recording and publishing the individual members’ votes and making those votes available for public review.

~~21-30.~~ Support legislative efforts to make permanent aspects of Governor Newsom’s Executive Order N-29-20 which allow local government agencies to conduct official meetings via teleconference and other electronic means without violating state open meeting laws found in the Bagley-Keene Act or the Brown Act.

Project Streamlining

~~22-31.~~ Support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.

~~23-32.~~ Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.

~~24-33.~~ Support innovative approaches to reform and streamline CEQA where reasonable, including, but not limited to, proposals to establish a CEQA-specific court or judicial procedure that is specialized in CEQA case law and related statutes ~~in an effort to~~ expedite legal review of CEQA challenges.

~~25-34.~~ Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.

Public Health

~~35.~~ Support legislative efforts ~~related to SCAG’s core planning activities that facilitate equitable health outcomes for all residents of the SCAG region that further a “Health in All Policies” approach to facilitate equitable health outcomes related to SCAG’s core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.~~

~~36.~~ Support statewide and county efforts to collect public health-related data that is stratified by race and ethnicity to allow for improved health equity analyses.

~~37.~~ Recognizing that climate change, public health, and racial justice, are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.

~~38.~~ Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

Racial Justice

~~26-39.~~ Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices, and affirmatively advance equity and social justice as it relates to planning decisions in the region.

Technology & Data

- ~~27.40.~~ Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, autonomous vehicles, aviation, maritime, commerce, and small electric mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
- ~~28.41.~~ Secure funding to support the coordination among state agencies, MPOs, and other government entities to collect and share data, which reflects emerging technologies and mobility choices.
- ~~29.42.~~ Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike share systems ~~that to ensures~~ new regulations adequately protect users of all modes and supports the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.
- ~~30.~~ ~~Encourage and support the coordination between the State and the U.S. Census Bureau's effort for developing and using census products, including the decennial U.S. Census, America Community Survey, and Census Transportation Planning Package.~~

Transportation Development Act

- ~~31.43.~~ Support the development of greater efficiencies within the Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.
- ~~32.44.~~ Support existing statutory authorization allowing SCAG to receive up to three-quarters of one percent of TDA revenues from SCAG-region county transportation commissions for transportation planning and programming responsibilities.

Transportation Funding

- ~~45.~~ Support additional emergency funding for the SCAG region's local transportation agencies that have been severely impacted by the COVID-19 global pandemic and are expected to lose up to \$7 billion in transportation revenue from local, state, and federal sources over fiscal years 2019-20 and 2020-21.
- ~~46.~~ Protect all existing and new sources of transportation funding from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.
- ~~33.47.~~ Support a transition to a mileage-based user fee funding mechanism as a replacement to state gas taxes to provide sustainable funding to meet our state's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source.
- ~~34.48.~~ Support regional equity considerationss for any funding source to ensure Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures corresponding with the funding source.
- ~~35.~~ ~~Support efforts that reduce the expense of transportation improvement projects by controlling the escalating costs associated with stormwater runoff requirements.~~
- ~~36.49.~~ Support increased funding for transportation projects based on applied regional performance metrics.
- ~~50.~~ Support new funding for transportation agencies to offset the cost of implementing climate change initiatives, such as the Innovative Clean Transit regulation and the purchase of zero emission vehicles and infrastructure.
- ~~37.51.~~ Support legislation that would decrease the voter approval threshold—from the current requirement of 67% to 55%—for the creation, extension, or increase of local transportation tax measures ~~similar to~~like the authority given to school districts.

~~38. Reemphasize the need for the California High Speed Rail Authority to secure funding from non-Prop. 1A sources for other critical rail infrastructure projects, such as grade separations, to deliver the balance of the Authority's \$1 billion commitment to the Southern California region.~~

Transportation Safety

~~39-52. Support legislation and updated, statewide policies that implement the recommendations of the Maintain active participation in the state's Zero Traffic Fatalities Task Force, which would provide jurisdictions with greater local control to combat rising traffic-related fatalities and serious injuries, especially for the most vulnerable roadway users. will compile a report to the Secretary of Transportation to evaluate whether an alternative to the current process for setting speed limits should be considered and make recommendations on other steps to increase pedestrian and bicyclist safety.~~

53. Work with the state and local partners to identify new tools and funding mechanisms to strengthen safety outcomes and achieve the region's safety targets, especially for those communities most impacted by high concentrations of serious and fatal crashes.

54. Work with state and local partners to develop resources that would support local jurisdictions' efforts to implement a "Safe System" approach on their local streets and roadways.

FEDERAL

Affordable Housing, & Homelessness, & Local Government

1. Support direct and flexible emergency funding for local governments of all sizes to respond to the Coronavirus Disease 2019 (COVID-19) or to backfill tax revenue lost due to the global pandemic.

~~1-2.~~ As the homeless population continues to grow in our region, support new federal grant programs to assist cities, counties, and regional collaborations address homelessness challenges through supportive housing models and planning grants.

~~2-3.~~ Support increased funding for critical federal programs that local governments depend on, including the Community Development Block Grants (CDBG) and the HOME Investment Partnerships Program (HOME), that are effective tools to confront the housing affordability crisis and expand economic opportunity for residents in Southern California.

Aviation

~~3. Support flexibility with respect to the Airport Improvement Program, a federal grant program that provides funding to airports to help improve safety and efficiency.~~

4. Advocate for and seek out funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport passenger studies, planning activities, and forecasting models.

5. Support legislation that raises and indexes the cap on the passenger facility charge giving local airports the option to adjust their user fees to make needed infrastructure improvements to airport facilities and for projects that promote access to the airport.

6. Oppose efforts to divert September 11 Security Fees for uses not related to the nation's aviation transportation system.

Broadband Access

7. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, to bridge the digital divide exacerbated by the COVID-19 pandemic.

Environment & Air Quality

8. Recognizing California’s unique air quality challenges, support the authority of the State of California to establish its own tailpipe greenhouse gas emissions standards and zero-emission vehicle (ZEV) requirements.
9. Support the ability of county and local governments to follow the state’s lead by purchasing vehicles only from manufacturers that share California’s commitment to its tailpipe and ZEV goals.

Freight & Goods Movement

10. Support funding proposals that maintain and expand transportation infrastructure for key regional goods movement ~~infrastructure and~~ corridors that link freight facilities and systems to the rest of the nation.
11. Support the continuation of, and increased investment in, federal discretionary grant opportunities such as the Infrastructure for Rebuilding America (INFRA) and Better Utilizing Investments to Leverage Development (BUILD) program.
12. Expand the INFRA program to include both competitive and formula-based awards and support increased transparency measures for competitive grant awards.
13. Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.
14. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

Project Streamlining

15. Support measures that expedite and streamline both project development and delivery.

Public Health

16. Support legislative efforts that further a “Health in All Policies” approach to facilitate equitable health outcomes related to SCAG’s core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety. ~~planning activities that facilitate equitable health outcomes for all residents of the SCAG region.~~
17. Recognizing that climate change, public health, and racial justice, are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
18. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

Public-Private Partnerships

- ~~17.~~19. Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.
- ~~18.~~20. Oppose efforts that would seek to supplant existing transportation funding sources with P3 financing opportunities.
- ~~19.~~21. Support improved performance standards to measure success, curtail project delays, reduce expenditures, and increase expenditure accountability.
- ~~20.~~22. Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond in order to allow savings to be reinvested in

additional infrastructure upgrades at airports, sea ports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.

~~21-23.~~ Support efforts to protect the tax exemption of municipal bonds.

Public Transit & Mobility

~~22-24.~~ Support efforts that expand public transit projects and service, both bus and rail, in the region to reduce congestion and enhance sustainability.

~~23-25.~~ Support federal grant or pilot programs for comprehensive planning that encourages Transit Oriented Development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.

~~24.~~ Support legislation related to emerging mobility services to ensure new federal regulations support the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.

~~25-26.~~ Oppose efforts that undermine the authority of states and local governments to enact their own regulations related to autonomous vehicles (AVs).

Racial Justice

~~26-27.~~ Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices as it relates to planning decisions in the region.

Surface Transportation Policy Reauthorization of the FAST Act

~~27-28.~~ Support a long-term surface transportation reauthorization ~~of the FAST Act~~ with increased federal funding to provide stable investments into the national infrastructure and transportation system.

~~28-29.~~ Renew the Infrastructure for Rebuilding America (INFRA) grant ~~INFRA~~ program, which provides dedicated, discretionary funding for projects that address critical issues facing our nation's major freight corridors.

~~29-30.~~ Expand eligibility for any planning grant programs awards in a surface transportation policy bill under the reauthorized FAST Act to include MPOs as eligible recipients.

~~30-31.~~ Support a surface transportation reauthorization bill that includes incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local investment while leveraging federal dollars to deliver transportation improvements.

~~31-32.~~ Support efforts to increase planning funds that help state and regional governments address impacts associated with climate change, with the goal of making our infrastructure more resilient.

Transportation Funding

~~32-33.~~ Support new transportation and infrastructure funding sources, including federal grant programs that provide additional investment into the national infrastructure and transportation system.

~~33-34.~~ Support a transition to a mileage-based user fee funding mechanism as a replacement to ~~state and~~ federal gas taxes to provide sustainable funding to meet our nation's transportation infrastructure needs and maintain system management, preservation and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. Support modest increases to the federal gasoline taxes to maintain purchasing power.

~~34-35.~~ Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.

~~35-36.~~ Support innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.

~~36-37.~~ Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.

[37.38.](#) Support continued investment in the Transportation Alternatives Program, which is a key funding source for the state's ATP program.