



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
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www.scag.ca.gov

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MEETING OF THE

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

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

***Tuesday, November 14, 2023
8:30 a.m. – 10:00 a.m.***

To Attend In-Person:

**SCAG Main Office – Policy B Meeting Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/805439887>

To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 805 439 887**

PUBLIC ADVISORY

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at aguilarm@scag.ca.gov. Agendas & Minutes are also available at: 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) 630-1420. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



Instructions for Attending the Meeting

To Attend In-Peron and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Policy B Meeting Room on the 17th floor starting at 8:30 a.m.

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/805439887>. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 805 439 887**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

Members of the public can participate in the meeting via written or verbal comments.

- In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Monday, November 13, 2023**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Monday, November 13, 2023, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

OUR MISSION

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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2. **Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.
3. **In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

General Information for Public Comments

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

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

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

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE MEETING AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

<p>Cindy Allen City of Long Beach - City Hall 411 W Ocean Blvd., 11th Floor Long Beach, CA 90802</p>	<p>Wendy Bucknum 16800 Aston Street, Suite 200 Irvine, CA 92606</p>	<p>Jenny Crosswhite City of Santa Paula - City Hall 970 E. Ventura Street Santa Paula, CA 93060</p>
<p>Margaret Finlay 2221 Rim Road Duarte, CA 91008</p>	<p>Jan Harnik City of Palm Desert - City Hall 73-510 Fred Waring Driver Palm Desert, CA 92260</p>	<p>Laura Hernandez City of Port Hueneme - City Hall 250 N. Ventura Road Port Hueneme, CA 93041-3094</p>
<p>Patricia Lock Dawson City of Riverside - City Hall 7th Floor Conference Room 3900 Main Street Riverside, CA 92522</p>	<p>Clint Lorimore City of Eastvale - City Hall 12363 Limonite Avenue, #910 Eastvale, CA 91752</p>	<p>Ray Marquez 15922 Old Carbon Road Chino Hills, CA 91709</p>
<p>Gil Rebollar SCAG Imperial County Regional Office 1503 N. Imperial Ave. Suite 104 El Centro, CA 92243</p>	<p>Deborah Robertson City of Rialto - City Hall 150 S. Palm Avenue Rialto, CA 92376</p>	<p>David J. Shapiro City of Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302</p>
<p>Jose Luis Solache City of Long Beach - City Hall 411 W Ocean Blvd., 11th Floor Long Beach, CA 90802</p>	<p>Donald P. Wagner County Administration North 6th Floor, Conference Room A 400 West Civic Center Drive Santa Ana, CA 92701</p>	

* Under the teleconferencing rules of the Brown Act, members of the body may remotely participate at any location specified above.



LCMC - Legislative/Communications and Membership Committee
Members – November 2023

- 1. Hon. Patricia Lock Dawson**
LCMC Chair, Riverside, RC District 68
- 2. Hon. Jose Luis Solache**
LCMC Vice Chair, Lynwood, RC District 26
- 3. Hon. Cindy Allen**
Long Beach, RC District 30
- 4. Hon. Wendy Bucknum**
Mission Viejo, RC District 13
- 5. Hon. Jenny Crosswhite**
Santa Paula, RC District 47
- 6. Hon. Margaret Finlay**
Duarte, RC District 35
- 7. Sup. Curt Hagman**
San Bernardino County
- 8. Hon. Jan C. Harnik**
RCTC Representative
- 9. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 10. Hon. Clint Lorimore**
Eastvale, RC District 4
- 11. Hon. Ray Marquez**
Chino Hills, RC District 10
- 12. Hon. Gil Rebollar**
Brawley, RC District 1
- 13. Hon. Deborah Robertson**
Rialto, RC District 8
- 14. Hon. David J. Shapiro**
Calabasas, RC District 44
- 15. Sup. Donald Wagner**
Orange County
- 16. Hon. Alan Wapner**
SBCTA Representative

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Policy B Room
Los Angeles, CA 90017
Tuesday, November 14, 2023
8:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Patricia Lock Dawson, Chair)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

5 Mins.

Approval Items

- 1. Minutes of the Meeting – September 19, 2023 PPG. 7
- 2. SCAG Memberships and Sponsorships PPG. 12
- 3. 2024 Legislative Platform Update PPG. 17

Receive and File

- 4. Bill Position, Legislative Tracking, and End of Session Update PPG. 48

ACTION ITEM

- 5. RHNA Reform – Legislative Action 30 Mins. PPG. 63
(Kevin Gilhooley, Legislation Manager)

RECOMMENDED ACTION:

Staff recommends the Legislative/Communications and Membership Committee forward a recommendation to the Executive/Administration Committee (EAC) and Regional Council (RC), as follows:



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

(1) Authorize staff to work with SCAG lobbyists to sponsor a state legislative bill that would (a) establish procedures for the Department of Housing and Community Development (HCD) to publicize its data sources, analyses, and methodology prior to finalizing the regional determination and (b) require HCD to establish and convene a panel of experts that would advise HCD on its assumptions, data, and analyses prior to making its final determination to a region.

(2) Authorize staff to work with SCAG lobbyists to sponsor a state legislative bill that would reinstate a trade and transfer option of RHNA units between two jurisdictions, with limitations so that it also furthers state housing objectives, including affirmatively furthering fair housing.

(3) Authorize staff to develop draft legislative language, identify and obtain a legislative author, and advocate for the successful passage of the proposed legislative bills.

(4) Direct staff to pursue coalition building and partnership opportunities to support the successful passage of the SCAG-sponsored legislative bills.

(5) Direct staff to provide regular updates to the LCMC on the progress of the SCAG sponsored legislative bills and future advocacy opportunities and efforts.

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

(Javiera Cartagena, Chief Government and Public Affairs Officer)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, SEPTEMBER 19, 2023

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

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

MEMBERS PRESENT

Patricia Lock Dawson (Chair)	Riverside	District 68
Jose Luis Solache (Vice Chair)	Lynwood	District 26
Cindy Allen	Long Beach	District 30
Wendy Bucknum	Mission Viejo	District 13
Jenny Crosswhite	Santa Paula	District 47
Margaret Finlay	Duarte	District 35
Jan Harnik		RCTC
Laura Hernandez	Port Hueneme	District 45
Clint Lorimore	Eastvale	District 4
Ray Marquez	Chino Hills	District 10
David J. Shapiro	Calabasas	District 44
Donald P. Wagner		Orange County
Alan Wapner		SBCTA

MEMBERS NOT PRESENT

Curt Hagman		San Bernardino County
Gil Rebollar	Brawley	District 1
Deborah Robertson	Rialto	District 8

CALL TO ORDER

Chair Patricia Lock Dawson called the meeting to order at 8:31 a.m. and called upon Hon. Crosswhite, Santa Paula, District 47, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

PRESENTATION

(Hon. Corey Jackson, Chair, Assembly Committee on Mental Health)

There were no public comments on the Presentation.

Chair Lock Dawson introduced Assemblymember Corey Jackson, Moreno Valley, District 60, who shared his thoughts on the past legislative session. His presentation centered around housing, homelessness, cost of living, and mental health. Chair Lock Dawson opened the floor to the committee members for questions and comments. Assemblymember Jackson acknowledged all questions asked by the committee members and answered them accordingly.

PUBLIC COMMENT PERIOD ON NON-AGENDA ITEMS

Chair Patricia Lock Dawson opened the Public Comment Period for items not listed on the agenda and outlined the instructions for public comments. She noted that this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction not listed on the agenda.

SCAG staff confirmed that no public comments were submitted via email to ePublicComment@scag.ca.gov or any raised hands. Seeing and hearing no public comment speakers, Chair Patricia Lock Dawson closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEM

There were no prioritized agenda items.

CONSENT CALENDARApproval Item

1. Minutes of the Meeting – August 15, 2023
2. SCAG Memberships and Sponsorships

Receive and File

3. Bill Position Tracker & Legislative Tracking Report

There were no public comments for the Consent Calendar.

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

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

AYES: Allen, Bucknum, Crosswhite, Finlay, Harnik, Hernandez, Lock Dawson, Lorimore, Marquez, Shapiro, Solache, Wagner, and Wapner (13)

NOES: None (0)

ABSTAINS: None (0)

INFORMATION ITEMS

4. RHNA Reform – Legislative Concepts

There were no public comments for Item No. 4.

Mr. Kevin Gilhooley, Legislative Affairs Manager, presented an informational item on the Regional Housing Needs Assessment (RHNA) Program reform Legislative Concepts. Mr. Gilhooley explained that the Regional Council authorized the Executive Director to send a letter to the California Department of Housing and Community Development (HCD) on SCAG's comments concerning HCD reform the RHNA process. Mr. Gilhooley walked the committee through the six (6) legislative concepts that were included in the comment letter to collect feedback to better understand the committee's interests and priorities.

Mr. Gilhooley recommended that the committee to hold off until the November LCMC meeting to act on this item. The delay would give SCAG staff time to conduct additional outreach with colleagues outside of the SCAG region. The feedback would help develop recommendations to the LCMC on the best path forward to sponsoring legislation related to RHNA reform.

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

Committee members engaged in a robust discussion. During the discussion, the committee provided comments and raised several questions. Mr. Gilhooley thanked the committee for their feedback and addressed all comments and questions.

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

There were no public comments on division updates.

Ms. Javiera Cartagena, Chief Government and Public Affairs Officer, began her update by introducing new staff joining the Government and Public Affairs Division.



Ms. Cartagena also informed the committee that SCAG would be conducting a series of Elected Official Briefings throughout the region once the draft for Connect SoCal plan was released for public comment. A meeting schedule would be shared with the LCMC once dates are solidified.

Lastly, Ms. Cartagena reminded the committee that SCAG’s Demographic Workshop would be taking place September 20, 2023.

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

There were no comments for division updates.

FUTURE AGENDA ITEMS

Hon. Bucknum, Mission Viejo, District 13, requested a briefing to better understand what it means to have a housing element that is in substantial compliance with housing law, and discuss if there is any merit to proposing a housing element reform legislation based on that overview.

Chair Lock Dawson made the suggestion for a brief analysis on the impact changing demographics would have for legislative realities in the coming year.

ANNOUNCEMENTS

Chair Lock Dawson announced that the City of Riverside would be organizing a Climate Action Day event in partnership with the Governor’s Office and Californians for All on September 23, 2023.

ADJOURNMENT

There being no further business, Chair Patricia Lock Dawson adjourned the Legislative/Communications and Membership Committee meeting at 9:55 a.m.

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

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Legislative / Communications and Membership Committee

2023-2024																	Total Mtgs Attended YTD
MEMBERS	CITY	Representing	MAY	JUN	JULY	AUG	SEPT	OCT (Dark)	NOV	DEC (Dark)	JAN	FEB	MAR	APR	MAY		
Hon. Patricia Lock Dawson, Chair	Riverside	District 68		1	1	1	1									4	
Hon. Cindy Allen	Long Beach	District 30	1	1	1	1	1									5	
Hon. Wendy Bucknum	Mission Viejo	District 13	1	1	1	1	1									5	
Hon. Jenny Crosswhite	Santa Paula	District 47	1	1	1	1	1									5	
Hon. Margaret Finlay	Duarte	District 35	1	1	1	1	1									5	
Sup. Curt Hagman		San Bernardino County	1		1	1										3	
Hon. Jan Harnik		RCTC		1	1	1	1									4	
Hon. Laura Hernandez	Port Hueneme	District 45	1	1	1	1	1									5	
Hon. Clint Lorimore	Eastvale	District 4	1	1	1	1	1									5	
Hon. Ray Marquez	Chino Hills	District 10	1	1	1	1	1									5	
Hon. Gil Rebolgar	Brawley	District 1														0	
Hon. Deborah Roberston	Rialto	District 8		1	1	1										3	
Hon. David J. Shapiro	Calabasas	District 44	1	1	1	1	1									5	
Hon. Jose Luis Solache, Vice Chair	Lynwood	District 26	1	1	1	1	1									5	
Sup. Donald P. Wagner		Orange County	1	1	1	1	1									5	
Hon. Alan Wapner		SBCTA			1	1	1									3	



AGENDA ITEM 2
REPORT

Southern California Association of Governments
November 14, 2023

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: SCAG Memberships and Sponsorships

RECOMMENDED ACTION:

Approve up to \$103,700 for memberships with 1) the Coalition for America’s Gateways and Trade Corridors (\$7,500), 2) California Association of Councils of Governments (\$46,200), 3) Association of Metropolitan Planning Organizations (\$15,000), 4) the METRANS Transportation Consortium (\$25,000), and 5) The Intelligent Transportation Society of America (\$10,000).

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 \$103,700 for memberships with 1) the Coalition for America’s Gateways and Trade Corridors (\$7,500), 2) the California Association of Councils of Governments (\$46,200), 3) the Association of Metropolitan Planning Organizations (\$15,000), 4) the METRANS Transportation Consortium (\$25,000), and 5) The Intelligent Transportation Society of America (\$10,000).

BACKGROUND:

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

Type: Membership **Amount:** \$7,500

The Coalition for America’s Gateways and Trade Corridors (CAGTC) brings 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 Congress considers the Transportation-Housing & Urban Development Appropriations once finalized. CAGTC will be instrumental in assisting SCAG in advocating for long-term solutions that prioritize freight



investment. Further, Darin Chidsey, SCAG’s Chief Operating Officer, represents the agency on CAGTC’s Board of Directors.

Item 2: California Association of Councils of Governments

Type: Membership **Amount:** \$46,200

Established in 1977, the California Association of Councils of Governments (CALCOG) is a statewide association representing 47 regional planning agencies working to assist each member in developing the capacity to serve its members’ needs for regional coordination and policy development. CALCOG works with and through its members to:

- Review plans and policies on subjects agreed upon by members;
- Coordinate policy development as appropriate to the League of California Cities, the California State Association of Counties, the National Association of Regional Councils, and the Association of Metropolitan Planning Organizations;
- Promote more effective planning at the regional level;
- Conduct statewide workshops and conferences that provide members with an ideal opportunity to discuss key issues and learn from recognized experts in various fields; and
- Provide an informational clearinghouse on issues of concern to the regions and state.

The Fiscal Year (FY) 2023-2024 annual dues are \$46,200, consistent with FY 2022-2023’s dues. Given the vast quantity of legislation and policies related to regional issues and sustainable communities, CALCOG membership remains invaluable to SCAG. CALCOG provides a strong voice for regional organizations in Sacramento. Three years ago, CALCOG was instrumental in including the first Regional Early Action Planning (REAP) Housing Grant 2019 program with a \$125 million allocation in Governor Newsom’s Housing Budget. SCAG received \$47 million to help local communities promote and increase the housing supply. CALCOG sought to expand the program this past year and secured \$600 million for MPO regions for the REAP 2.0 program. These funds will support the Sustainable Communities Strategy, infill housing development, reduce Vehicle Miles Traveled (VMT), and support Affirmatively Furthering Fair Housing (AFFH).

Former SCAG President Cheryl Viegas-Walker is one of CALCOG’s Past Presidents. Other CALCOG Board Members include SCAG’s Immediate Past President, Jan Harnik, and Regional Council Members Margaret Finlay and Alan Wapner. RC Member Margaret Finlay sits on CALCOG’s Executive Committee.

Item 3: Association of Metropolitan Planning Organizations

Type: Membership **Amount:** \$15,000



The Association of Metropolitan Planning Organizations (AMPO) is a nonprofit membership organization established in 1994 to serve the needs and interests of metropolitan planning organizations (MPOs) nationwide. AMPO offers member MPOs technical assistance and training, frequent updates on federal policy, research findings and analysis, and conferences, workshops, and forums for collaboration and peer sharing.

AMPO hosts an annual national conference providing a robust program covering current issues, including the future of transportation, data collection, legislative issues, and roundtable discussions relating to MPOs from all regions. Additionally, AMPO members can join the member-run Technical Committee. This committee works to define planning practices that lead to the development of key transportation proposals via technical support for active transportation initiatives, emerging technologies, GIS and data visualization, and more.

FY 2023-2024 dues are calculated by multiplying the 2010 UZA population by .006 for non-TMA MPOs or .007 for TMA MPOs (UZA Population x .006 or .007), which amounts to \$15,000 for SCAG. This would be the first time that SCAG becomes a member of AMPO, and our membership includes the following:

- 7 Online Discussion Forums focused on Active Transportation, Data, GIS and data Visualization, Core Products, Environment and resiliency, Socioeconomic Forecasting, and Emerging Technologies.
- Invitation to AMPO’s annual conference with hundreds of other planners nationwide
- Access to the Spring Planning Tools & Training Symposium, which is a biennial event that provides a technical deep dive to advance the practices of MPOs.

Item 4: The METRANS Transportation Consortium

Type: Membership **Amount:** \$25,000

The METRANS Transportation Center operates through a partnership with the University of Southern California and California State University, Long Beach. METRANS focuses on solving the most pressing transportation problems facing large metropolitan regions, like the Los Angeles Metropolitan area, through interdisciplinary research, education, and outreach. METRANS offers a medium to encourage and facilitate collaboration between the University community, the private sector, and the public sector to study trends and forecasts in goods movement and international trade and discuss the latest updates, developments, and policies in the transportation sector.

SCAG staff is recommending that the agency retain membership at the “Silver” level, which will provide SCAG with the following:

- Membership on the METRANS Advisory Board
- Opportunities to propose special topical events related to current transportation issues
- Customized opportunities for student engagement and recruitment
- Sponsorship acknowledgment and participation in the annual Careers in Transportation panel
- Feature article in various METRANS/CITT publications and online media
- Admission to all METRANS events and VIP receptions, including four (4) complimentary admissions to the biennial International Urban Freight Conference (I-NUF)
- Recognition on the METRANS website and other communication materials and at all METRANS events, including I-NUF, Town Hall meetings, and the annual Seminar Series

Item 5: The Intelligent Transportation Society of America

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

The Intelligent Transportation Society of America (ITS America), a nonprofit established in 1991, advocates for deploying Intelligent Transportation Systems (ITS) in the United States. Its mission is to advance the research and deployment of intelligent transportation technologies to save lives, improve mobility, increase accessibility and equity, promote sustainability, and improve efficiency and productivity. They seek to do this by convening leaders from the public sector, the private sector, academia, and research organizations to foster innovation. ITS America advocates for policies that support investment in ITS. The organization also conducts research, educates stakeholders, and spreads awareness of innovations in smart transportation technologies.

ITS America’s membership brings together the most influential voices from its 240+ members throughout 45 sectors ranging from state departments of transportation (DOT), metropolitan planning organizations (MPOs), cities, transit, freight, start-ups, automakers, suppliers, academia, and more, including:

- American Association of State Highway and Transportation Officials
- American Automobile Association (AAA)
- American Public Transportation Association (APTA)
- California Department of Transportation (CalTrans)
- Deloitte
- ESRI
- HDR, Inc.
- Los Angeles County Department of Public Works
- Los Angeles County MTA
- Los Angeles Department of Transportation (LADOT)
- Metropolitan Transportation Commission
- Mobility21
- U.S. Department of Transportation

-
- Federal Highway Administration
 - Federal Motor Carrier Safety Administration
 - Federal Transit Administration
 - National Highway Traffic Safety Administration

The FY 24 dues for MPOs are \$10,000, which includes the following benefits:

- Join leaders that drive and shape the discussion on a wide range of emerging mobility issues through ITS America's Standing Advisory Committees;
- Receive weekly updates on federal, legislative, state, and local regulations in the Policy Rundown newsletter and participate in federal advocacy;
- Discounted executive forum attendance fees, exhibit and conference discounts, and forum and policy roundtable speaking opportunities;
- Promote SCAG's projects and accomplishments in the transportation ecosystem on ITS America's digital media platforms, ITSABlog, and in the Momentum newsletter; and
- Access to ITS America's global network of ITS Professionals.

In September, the LCMC approved up to \$8,000 in funding to ITS America. However, SCAG only paid \$2,000, which was sufficient to cover the dues for the final quarter of 2023. This latest item covers the full membership dues for FY 2024. Starting this year, the dues for MPOs have increased to \$10,000.

FISCAL IMPACT:

\$103,700 for membership with the Coalition for America's Gateways and Trade Corridors, the California Association of Councils of Governments, the Association of Metropolitan Planning Organizations, the METRANS Transportation Consortium, and Intelligent Transportation Society of America is included in the approved FY 23-24 General Fund Budget.



AGENDA ITEM 3
REPORT

Southern California Association of Governments
November 14, 2023

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: 2024 Legislative Platform Update

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:

Reaching the mid-point of the 2023-2024 Legislative Session, the State Legislature will reconvene the week of January 3, 2024. In preparation for the second half of the Legislative Session, staff recommends a mid-cycle update to SCAG’s adopted 2023 State and Federal Legislative Platform.

Staff recommends minor updates to the adopted platform to remove redundancies and improve conciseness, and to be consistent with the agency’s work on Connect SoCal, newly implemented laws, and other changes to the landscape under which SCAG operates. Staff recommends these updates as the 2024 State and Federal Legislative Platform and that the LCMC consider approval as part of today’s Consent Calendar, given that the changes are insignificant in nature. If supported by the LCMC, the Regional Council would consider final adoption of the 2024 State and Federal Legislative Platform at its January 2024 meeting.

BACKGROUND:

With the first half of the two-year 2023-2024 Legislative Session accompanying robust legislative activity, staff recommends a mid-cycle update to the adopted 2023 State and Federal Legislative Platform. As part of this update, Legislation Department staff reached out to all SCAG planning departments to identify improvements and updates to the platform in response to new and emerging issues for 2024.

Staff is bringing this to the November LCMC with the recommendation to approve via the consent calendar. In past years, staff has presented the Legislative Platform Update agenda item at more

than one LCMC meeting. Because the updates are minor in nature, staff recommends approval via consent calendar. If approved, staff will present the draft platform to the Regional Council for review and final adoption at its January 2024 meeting.

The proposed changes are summarized below.

STATE

First, staff recommends adding two points to the *Active Transportation* section to support the development and implementation of Complete Streets initiatives. Complete Streets refers to a comprehensive planning approach aimed at increasing safety measures and street design to facilitate the usage of active transportation methods such as biking, walking, and other self-powered modes of transit. A similar point to incentivize Mobility as a Service (MaaS) would be eliminated from the *Transit & Rail* section to reduce redundancy.

Transit safety and security for employees and the public would be strengthened by a new point added to the *Transportation Safety* section. These modifications are recommended to address feedback from various SCAG Planning Departments.

Staff recommends deleting points or clauses that follow an outdated timeline entering 2024. For instance, a platform point regarding participation in the Department of Housing and Community Development's public engagement process has been eliminated from the *Affordable Housing & Housing Production* section due to the fact that HCD has completed its stakeholder outreach process and is statutorily required to release its report by the end of the 2023 calendar year. Staff also recommends adding a new point in the *Affordable Housing & Housing Production* section for consistency with the Regional Council adopted comment letter about RHNA that was transmitted to HCD in September 2023.

Third, staff recommends underscoring legislation aimed at transportation connectivity throughout the State. For this recommendation, staff recommends adding three points to the *Transit & Rail* section that address multimodal connectivity through a resilient, weather-resistant system. Similarly, staff recommends a point supporting efforts to reconnect marginalized communities separated by highway or railway barriers in the *Racial Justice* section. Lastly, a duplicative point in the *Technology & Data* section and mentions of the COVID-19 pandemic are also recommended for removal.

FEDERAL

Staff recommends various changes to the Federal Platform to maintain consistency with the State Platforms. These include adding points in the *Active Transportation*, *Transit & Rail*, and *Racial Justice* sections illustrating the importance of integrating multiple modes of transportation and connectivity across the SCAG region, including Complete Streets programs, weather-resilient

systems, and removing transit or highway barriers towards community access or economic development.

Additionally, active transportation funding for these initiatives is underscored through a new point in the *Surface Transportation Policy & Funding* section that supports funding for the Active Transportation Infrastructure Investment Program (ATIIP) and the Healthy Streets Program. This ATIIP/Healthy Streets point was also added to demonstrate consistency with the agency's 2023 federal advocacy efforts.

Second, staff recommends strengthening the federal platform's emphasis on environmental sustainability. Thus, staff recommends adding a point supporting more funding for the Carbon Reduction Program, which was authorized in the Infrastructure Investment and Jobs Act (IIJA), to the *Surface Transportation Policy & Funding* section. Additionally, this point supports more resources for MPOs to administer the CRP, and other programs which we may be required to administer in the future. On this point it is important to note that, because the IIJA is entering the third year of its five-year lifespan, conversations on the bill's reauthorization have already begun.

Third, staff highlights the importance of transit safety through funding Connect SoCal strategies geared for rider safety by adding a new *Transportation Safety* section and adding new points relating to public safety in the *Transit & Rail* section that maintains consistency with the State Platforms.

To promote clarity, two points from the 2023 platforms were relocated from the *Transit & Rail* section to the *Technology and Data* section per request from the planning staff. Lastly, mentions of COVID-19 were removed from the federal platform.

FISCAL IMPACT:

Work associated with the 2024 Legislative Platform Update staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. xxa - LCMC - 11142023 - 2024 Federal Leg Platform - Redline
2. xxb - LCMC - 11142023 - 2024 Federal Leg Platform - Clean
3. xxc - LCMC - 11142023 - 2024 State Leg Platform - Redline
4. xxd - LCMC - 11142023 - 2024 State Leg Platform - Clean



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20232024 FEDERAL LEGISLATIVE PLATFORM

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 **20232024** encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.



ACTIVE TRANSPORTATION

1. Support increased funding to active transportation to provide the resources necessary to implement Active Transportation strategies in Connect SoCal.
2. 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 active transportation modes.
3. Support legislation that facilitates the development of Complete Streets that comprise a safe multi-modal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).
- 2.4. Support legislation that facilitates the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit, and last mile delivery.

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 backfill tax revenue lost due to the global pandemic.~~
- 2.1. As the population of unhoused individuals and families 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.
- 3.2. Support increased funding for critical federal programs that local governments depend on, including the Community Development Block Grants (CDBG), Affordable Housing Tax Credit (AFTC), and the HOME Investment Partnerships Program (HOME), as well as the creation of new tools to confront the housing affordability crisis and expand economic opportunity for residents in Southern California.
- 4.3. Support programs and legislation that provide more options for emergency, transitional, and permanent supportive housing options to address the homelessness crisis.

AVIATION

1. Advocate for and seek funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport surface transportation passenger studies and planning activities.
2. Support legislation that raises and indexes the cap on the passenger facility charge (PFC), 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.
3. Oppose efforts to divert September 11 Security Fees for uses unrelated to the nation's aviation transportation system.

BROADBAND ACCESS

1. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions to bridge the digital divide ~~exposed by the COVID-19 pandemic.~~
2. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
3. Support funding for studies that determine broadband opportunity zones that support shovel-ready last-mile projects or evaluate broadband's potential to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).



4. Support legislative efforts that promote the integration of broadband, land use, and transportation planning, and support legislative efforts that provide transportation agencies access to the middle-mile network to bolster the deployment of intelligent transportation systems.

AIR QUALITY, ENVIRONMENT, & WATER

1. Support regional equity in funding allocations to ensure Southern California receives its fair share of grant and formula programs pertaining to climate resiliency, EV charging and fueling infrastructure, and greenhouse gas emissions reduction. Factors to consider include population, need (cumulative impacts), higher relative risks for natural hazards, opportunity for improvement, and other quantifiable measures.
2. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure proper battery reuse, recycling, and disposal.
3. Building upon SCAG's work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-income neighborhoods.
4. Support legislative efforts that provide increased resources for water infrastructure, including investments in repairs, modernization, storage, and enhancements to the region's aging water infrastructure that can serve the Southern California region's needs and ensure effectiveness, efficiency, and resiliency of the region's water systems.
5. Support programs that increase the affordability of water for low-income customers. Support the distribution of federal funds at the state level through an equity lens, such that Southern California communities receive their fair share of funding based upon population, opportunity, and other quantifiable measures.
6. Support additional flexibility in the use of federal resources to support integrated planning and technical assistance from MPOs for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater, and air quality.

FREIGHT & GOODS MOVEMENT

1. Support increased funding that maintains and expands transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
2. Support increased transparency measures for competitive grant awards.
3. 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.
4. Support the creation of programs designed to assist in leveraging technology and data to improve freight mobility, establish public-private partnerships, increase goods movement efficiency independently and through shared-use corridors, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).
5. Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and, consequently, the disproportionate impacts carried by Southern California.

PROJECT STREAMLINING

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



2. Support legislative streamlining and simplification of regulatory review processes, permitting and oversight at the state and federal level, as well as increased coordination among state and federal agencies.

PUBLIC HEALTH

1. 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, as included in the Connect SoCal: accessibility to healthy food, parks and open space, and other services, affordable housing, air quality, climate resiliency, economic wellbeing, health equity, physical activity, and safety.
2. 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.
3. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, 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.
4. Recognizing the link between public health, mental health and homelessness, support funding for navigation centers, housing options, and outreach efforts, to address the needs of the unhoused.

PUBLIC-PRIVATE PARTNERSHIPS

1. 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.
2. 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 enable savings to be reinvested in additional infrastructure upgrades at airports, seaports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.
3. Support efforts to protect the tax exemption of municipal bonds.

TRANSIT & RAIL

1. Support efforts that expand public transit and passenger rail projects and services in the region to reduce congestion and enhance sustainability.
- ~~2. Support legislative efforts that incentivize the implementation of Mobility as a Service (MaaS), which integrates transportation services into a single mobility platform that encourages mode shift and fosters sustainable travel choices.~~
- ~~3.2. Support federal grant grants 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.~~
- ~~4. Oppose efforts that undermine the authority of states and local governments to enact their own regulations related to autonomous vehicles.~~
- ~~5. Support new funding and planning opportunities for EV infrastructure and programs for private vehicles and public transit fleets to ensure electric vehicle coordination across regions. Programs should focus on increasing mobility and minimizing transportation costs for low-income households.~~
- ~~3. Support legislation that encourages the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety.~~

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4. Support legislation that encourages connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity.
5. Support legislation that facilitates the creation of a resilient transit/rail system by preparing for emergencies and the impacts of extreme weather conditions.

RACIAL JUSTICE

1. 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, programs, processes, and practices to address the legacy and impact of past planning decisions in the region.
2. Support funding programs that facilitate the identification of opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity including to mobility, access, or economic development.

SURFACE TRANSPORTATION POLICY & FUNDING

1. Support increased federal funding to provide stable national infrastructure and transportation system investments.
2. Expand eligibility for any planning grant programs to include MPOs as eligible recipients.
3. Support incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local investments while leveraging federal dollars to deliver transportation improvements.
4. Support efforts to increase planning funds that help state and regional governments to increase infrastructure resiliency and address climate change impacts.
5. 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. Before a transition period, support adjustments to the federal gasoline taxes to maintain purchasing power.
6. 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.
7. Support new dedicated funding for transportation demand management (TDM) programs and strategies.
8. Support increased investment in the Transportation Alternatives Program (TAP), which is a key funding source for the state's Active Transportation Program (ATP).
9. Support investment in the Active Transportation Infrastructure Investment Program (ATIIP) and the Healthy Streets program.
10. Support investment in the Carbon Reduction Program (CRP), including technical resources to administer the CRP, and other programs which MPOs are required to administer in the future.

TECHNOLOGY & DATA

1. Support funding for Smart Cities plans and initiatives, which aim to reduce GHG impacts, deploy systems that allow for efficient water and energy usage, safer roadways, and highways.
2. Support a technology-neutral position when promoting alternative fuel and vehicle types.
3. Secure funding to support the coordination among state agencies, MPOs, and other governmental entities to collect and share data, which reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.



4. Building upon SCAG's work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-income neighborhoods.
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TRANSPORTATION SAFETY

1. Support increased funding to transportation safety to provide the resources necessary to implement Connect SoCal strategies (e.g., Quick Builds)
- 4.2. Support legislation that encourages innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported.



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2024 FEDERAL LEGISLATIVE PLATFORM

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Attachment: xxb - LCMC - 11142023 - 2024 Federal Leg Platform - Clean (2024 SCAG Legislative Platform)

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2. Support increased funding for critical federal programs that local governments depend on, including the Community Development Block Grants (CDBG), Affordable Housing Tax Credit (AFTC), and the HOME Investment Partnerships Program (HOME), as well as the creation of new tools to confront the housing affordability crisis and expand economic opportunity for residents in Southern California.
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3. Support funding for studies that determine broadband opportunity zones that support shovel-ready last-mile projects or evaluate broadband's potential to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).
4. Support legislative efforts that promote the integration of broadband, land use, and transportation planning, and support legislative efforts that provide transportation agencies access to the middle-mile network to bolster the deployment of intelligent transportation systems.

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3. Building upon SCAG's work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-income neighborhoods.
4. Support legislative efforts that provide increased resources for water infrastructure, including investments in repairs, modernization, storage, and enhancements to the region's aging water infrastructure that can serve the Southern California region's needs and ensure effectiveness, efficiency, and resiliency of the region's water systems.
5. Support programs that increase the affordability of water for low-income customers. Support the distribution of federal funds at the state level through an equity lens, such that Southern California communities receive their fair share of funding based upon population, opportunity, and other quantifiable measures.
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1. Support measures that expedite and streamline both project development and delivery.
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2. 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 enable savings to be reinvested in additional infrastructure upgrades at airports, seaports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.
3. Support efforts to protect the tax exemption of municipal bonds.

TRANSIT & RAIL

1. Support efforts that expand public transit and passenger rail projects and services in the region to reduce congestion and enhance sustainability.
2. Support federal grants or 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.
3. Support legislation that encourages the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety.
4. Support legislation that encourages connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity.
5. Support legislation that facilitates the creation of a resilient transit/rail system by preparing for emergencies and the impacts of extreme weather conditions.

RACIAL JUSTICE

1. 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, programs, processes, and practices to address the legacy and impact of past planning decisions in the region.

2. Support funding programs that facilitate the identification of opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity including to mobility, access, or economic development.

SURFACE TRANSPORTATION POLICY & FUNDING

1. Support increased federal funding to provide stable national infrastructure and transportation system investments.
2. Expand eligibility for any planning grant programs to include MPOs as eligible recipients.
3. Support incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local investments while leveraging federal dollars to deliver transportation improvements.
4. Support efforts to increase planning funds that help state and regional governments to increase infrastructure resiliency and address climate change impacts.
5. 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. Before a transition period, support adjustments to the federal gasoline taxes to maintain purchasing power.
6. 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.
7. Support new dedicated funding for transportation demand management (TDM) programs and strategies.
8. Support increased investment in the Transportation Alternatives Program (TAP), which is a key funding source for the state’s Active Transportation Program (ATP).
9. Support investment in the Active Transportation Infrastructure Investment Program (ATIIP) and the Healthy Streets program.
10. Support investment in the Carbon Reduction Program (CRP), including technical resources to administer the CRP, and other programs which MPOs are required to administer in the future.

TECHNOLOGY & DATA

1. Support funding for Smart Cities plans and initiatives, which aim to reduce GHG impacts, deploy systems that allow for efficient water and energy usage, safer roadways, and highways.
2. Support a technology-neutral position when promoting alternative fuel and vehicle types.
3. Secure funding to support the coordination among state agencies, MPOs, and other governmental entities to collect and share data, which reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.
4. Building upon SCAG’s work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-income neighborhoods.
5. Oppose efforts that undermine the authority of states and local governments to enact their own regulations related to autonomous vehicles.
6. Support new funding and planning opportunities for EV infrastructure and programs for private vehicles and public transit fleets to ensure electric vehicle coordination across regions. Programs should focus on increasing mobility and minimizing transportation costs for low-income households.

TRANSPORTATION SAFETY

1. Support increased funding to transportation safety to provide the resources necessary to implement Connect SoCal strategies (e.g., Quick Builds)
2. Support legislation that encourages innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported.



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20232024 STATE LEGISLATIVE PLATFORM

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 20232024 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

Attachment: xxc - LCMC - 11142023 - 2024 State Leg Platform - Redline (2024 SCAG Legislative Platform)

Policy Statement

The Southern California Association of Governments (SCAG) seeks to work in partnership with the State on locally tailored solutions to address issues of regional and statewide concern.

Because of our region's rich diversity, we recognize that one size rarely fits all. With over 150 city councilmembers, mayors, and county supervisors serving on SCAG's Regional Council and policy committees, we believe that the 19 million people of the SCAG region deserve to be represented at the local level and that the best solutions to pressing public policy issues are made in collaboration with the elected officials closest to the people.

SCAG supports legislative efforts that provide funding, resources, and tools that help our region's 191 cities, six counties, six county transportation commissions, and other member and partner organizations implement locally tailored solutions that address our specific needs and meet statewide policy goals. We support efforts that promote the use of our local knowledge from our lived experiences and oppose efforts that would discount or exclude our important contributions.

The guiding ethos of the points below reflect SCAG's belief that local levels of government need additional tools and resources to achieve the positive outcomes associated with the policy goals we share with the State.

ACTIVE TRANSPORTATION

1. Support increased funding to the State's Active Transportation Program (ATP) to provide the resources necessary to implement Active Transportation strategies in Connect SoCal.
2. 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 active transportation modes.
3. Support legislation that empowers local agency control and design standards where local streets cross state right-of-way.
4. Support legislation that facilitates the development of Complete Streets that comprise a safe multi-modal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).
5. Support legislation that facilitates the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit, and last mile delivery.

AFFORDABLE HOUSING & HOUSING PRODUCTION

1. Advocate for a major expansion and investment in the Infill Infrastructure Grant Program, which provides funding for infrastructure improvements that support infill housing development and prioritizes projects near access to transit, in proximity to the essentials of life, and implements sustainable land-use strategies that achieve our greenhouse gas reduction goals.
2. Support the establishment of new incentives that serve as a motivating force for local communities to approve new housing development in the face of opposition.
3. Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, adapt to a changing climate, 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.

4. While underscoring our support for environmental protection, 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. Advocate for the consistency within state law, the sometimes-competing demands contained within SB 375, [\(Steinberg, 2008\)](#), and the Regional Housing Needs Assessment (RHNA).
6. Advocate for stronger coordination and flexibility between the California Department of Housing & Community Development (HCD) and local jurisdictions to realize shared housing production goals, particularly for the development and implementation of local housing elements.
7. Support legislation that reforms RHNA that advance fairness, transparency, and accelerate housing production, pursuant to the Regional Council-approved comment letter sent to HCD in September 2023.
- ~~7.8. Advocate for specific opportunities that allow cities and counties to share or trade RHNA allocations as a tool to facilitate effective planning for and development of housing in an equitable and collaborative manner.~~
- ~~8. Maintain active participation in the Department of Housing and Community Development and Office of Planning and Research's stakeholder engagement process to improve the development of the regional housing need allocation and regional methodology.~~
9. Advocate for funding programs and guidelines that support regional equity to accommodate the SCAG region's 6th Cycle RHNA allocation of 1.34 million units.
10. While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.
11. Support programs and legislation that expand the capacity to preserve both naturally occurring affordable housing as well as affordable housing with expiring covenants.
12. Support programs and legislation that provide more options for emergency, transitional and permanent supportive housing options to address the homelessness crisis and oppose efforts to withhold these funds from local jurisdictions.

BROADBAND ACCESS

1. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions to bridge the digital divide ~~exposed by the COVID-19 pandemic.~~
2. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
3. Support funding for studies that determine broadband opportunity zones that support shovel-ready last-mile projects or evaluate broadband's potential to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).
4. Support legislative efforts that promote the integration of broadband, land use, and transportation planning, and support legislative efforts that provide transportation agencies access to the middle-mile network to bolster the deployment of intelligent transportation systems.

BUILDING RESILIENCE

1. 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 greenhouse gas (GHG) reduction goals.
2. Support programs that provide the resources, including staff capacity, necessary for communities to prepare for the consequences of a changing climate and rebuild from resulting natural disasters.
3. In collaboration with other MPOs and stakeholders, explore potential improvements to SB 375 (Steinberg, 2008) with the goal of focusing on ambitious yet achievable actions that will reduce greenhouse gas emissions in partnership with the State.
4. -Support the investment of General Fund and GGRF resources for urban greening, healthy soils, carbon sequestration, context-sensitive forest health, and fire prevention activities.
5. Support the preservation of net-GHG-reducing agriculture with a focus on economic development, local food production, and supply.
6. Promote the integrated planning for land use with water supply and quality.

CONGESTION REDUCTION

1. Support new sources of dedicated funding for transportation demand management (TDM) programs and strategies at the regional, county, and local levels.
2. Support legislation that would provide new funding sources for existing strategies or develop new strategies for reducing congestion caused by school trips.
3. 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.

EXPANDING ECONOMIC OPPORTUNITY & ECONOMIC DEVELOPMENT

1. Support the State in the rollout of the Community Economic Resiliency Fund (CERF) program such that the SCAG region's population is reflected equitably in the allocation of grant funds.
2. Support identification of new and ongoing funding sources for economic and workforce development centered on inclusive growth, support for small businesses, family-supporting jobs, access to capital, and entrepreneurship.
3. Support the establishment of a new California State University campus in the City of Palm Desert (Coachella Valley) to increase educational and economic opportunities in the SCAG region.
4. 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.
5. Support efforts to expand access to homeownership, particularly for first-time homebuyers and communities of color.

FREIGHT & GOODS MOVEMENT

1. Recognizing both the pivotal role that the SCAG region plays in domestic and international trade and, consequently, the disproportionate impacts carried by Southern California, support increased funding to the Trade Corridors Enhancement Program (TCEP) to preserve and maintain transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.

2. Support the creation of programs designed to assist in leveraging technology and data to improve freight mobility, establish public-private partnerships, increase goods movement efficiency independently and through shared-use corridors, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

GOVERNMENT EFFICIENCY

1. 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.
2. Support legislative efforts to modernize the Ralph M. Brown Act to increase public participation, keep up with emerging technology, and allow local government agencies flexibility in conducting official meetings through virtual format.

PROJECT STREAMLINING

1. While underscoring our support for environmental protection, 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.
2. Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
3. 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.
4. Support efforts to improve the implementation of SB 743's vehicle miles traveled (VMT) analysis provisions, including: (a) more comprehensive CEQA guidance on quantifying VMT mitigation measures, (b) determining whether a specific mitigation action independently serves to decrease VMT (additionality), (c) assessing (and accounting for) any unintended consequences on housing development, (d) implementing regionally-based VMT mitigation mechanisms, and (e) establishing project-specific design considerations to reduce VMT within the context of the State's unique and diverse landscapes.
5. Support legislative streamlining and simplification of regulatory review processes, permitting and oversight at the state and federal level, as well as increased coordination among state and federal agencies.

PUBLIC HEALTH

1. 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, as included in the Connect SoCal: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic wellbeing, health equity, physical activity, and safety.
2. Support statewide and county efforts to collect public health-related data stratified by race and ethnicity to allow for improved health equity analyses.
3. 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.
4. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize

opportunities for active lifestyles, have access to essential services, and use transit or active transportation options.

5. Recognizing the link between public health, mental health and homelessness, support funding for navigation centers, housing options, and outreach efforts, to address the needs of the unhoused.

RACIAL JUSTICE

1. 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, programs, and practices to address the legacy and impact of past planning decisions in the region.
2. Support funding programs that facilitate the identification of opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity including to mobility, access, or economic development.

TECHNOLOGY & DATA

1. 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, connected autonomous vehicles, aviation, maritime, commerce, and micro-mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
2. Support funding for Smart Cities plans and initiatives, which aim towards reducing GHG impacts, deploy systems that allow for efficient water and energy usage, safer roadways and highways.
3. Support energy resilience policies that minimize the impact that electric vehicles have on the power grid, such as encouraging bi-directional charging, making on-site energy storage available, and using smart metering to maximize the use of renewable energy sources.
- ~~4. Support energy resilience policies that minimize the impact that electric vehicles have on the power grid, such as encouraging bi-directional charging, making on-site energy storage available, and using smart metering to maximize the use of renewable energy sources.~~
- ~~5-4.~~ Support a technology-neutral position when promoting different fuel and vehicle types while considering local conditions and engaging with stakeholders to determine technology needs.
- ~~6-5.~~ Secure funding to support the coordination among state agencies, MPOs, and other governmental entities to collect and share data, which reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.
- ~~7-6.~~ Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike-share systems that ensure 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, while maintaining anonymity and privacy of the individual user.
- ~~8-7.~~ As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, support policies and plans that consider life-cycle analysis and prioritize proper battery reuse, recycling, and disposal.
- ~~9-8.~~ Building upon SCAG's work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-income neighborhoods.

TRANSIT & RAIL

1. Support legislative and budgetary efforts that expand public transit and passenger rail projects, operations, and maintenance, a critical social service that supports Connect SoCal's congestion reduction and sustainability goals.
- ~~2. Support legislative efforts that incentivize the implementation of Mobility as a Service (MaaS), which integrates transportation services into a single mobility platform that encourages mode shift and fosters sustainable travel choices.~~
- ~~3.2. Support state grant or pilot programs for comprehensive planning that encourage transit-oriented development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.~~
- ~~3. Support legislation that encourages the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety.~~
- ~~4. Support legislation that encourages connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity.~~
- ~~5. Support legislation that encourages the creation of a resilient transit/rail system by preparing for emergencies and the impacts of extreme weather conditions.~~

TRANSPORTATION DEVELOPMENT ACT

1. Support the development of greater efficiencies within the Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.
2. 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

1. Protect all existing and new transportation funding sources from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.
2. 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.
3. Support regional equity considerations for any funding source to ensure Southern California receives its fair share of funding based upon population, opportunity, and other quantifiable measures corresponding with the funding source.
4. 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.
5. 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

1. 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.
2. 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.
3. 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.
4. Support legislation that encourages innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported.

WATER

1. Support an "all of the above" approach to the State's drought and water shortage emergency, including: (a) improving water efficiency and reuse, (b) enhancing water systems' health and resilience, (c) developing new water supply and storage, and (ed) supporting investments in water infrastructure, efficiency, and conservation practices that support the region's economic and population growth and foster planning for the region's housing needs identified in Connect SoCal.
2. Support legislative efforts that reduce barriers and create efficiencies to development and provide increased resources for water infrastructure, including investments in repairs, modernization, storage, and enhancements to the region's aging water infrastructure that can serve the Southern California region's needs and ensure effectiveness, efficiency, and resiliency of the region's water systems.
3. Support programs and state and federal investments that increase the affordability of water for low-income customers. Support the distribution of federal funds at the state level through an equity lens, such that Southern California communities receive their fair share of funding based upon population, opportunity, and other quantifiable measures.
4. Support additional flexibility in the use of state resources to support integrated planning and technical assistance from MPOs for water resources and associated infrastructure along with transportation, land use, energy, stormwater, and air quality.



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Attachment: xxd - LCMC - 11142023 - 2024 State Leg Platform - Clean (2024 SCAG Legislative Platform)

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2. Support identification of new and ongoing funding sources for economic and workforce development centered on inclusive growth, support for small businesses, family-supporting jobs, access to capital, and entrepreneurship.
3. Support the establishment of a new California State University campus in the City of Palm Desert (Coachella Valley) to increase educational and economic opportunities in the SCAG region.
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1. While underscoring our support for environmental protection, 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.
2. Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
3. 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.
4. Support efforts to improve the implementation of SB 743's vehicle miles traveled (VMT) analysis provisions, including: (a) more comprehensive CEQA guidance on quantifying VMT mitigation measures, (b) determining whether a specific mitigation action independently serves to decrease VMT (additionality), (c) assessing (and accounting for) any unintended consequences on housing development, (d) implementing regionally-based VMT mitigation mechanisms, and (e) establishing project-specific design considerations to reduce VMT within the context of the State's unique and diverse landscapes.
5. Support legislative streamlining and simplification of regulatory review processes, permitting and oversight at the state and federal level, as well as increased coordination among state and federal agencies.

PUBLIC HEALTH

1. 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, as included in the Connect SoCal: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic wellbeing, health equity, physical activity, and safety.
2. Support statewide and county efforts to collect public health-related data stratified by race and ethnicity to allow for improved health equity analyses.
3. 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.
4. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or active transportation options.
5. Recognizing the link between public health, mental health and homelessness, support funding for navigation centers, housing options, and outreach efforts, to address the needs of the unhoused.

RACIAL JUSTICE

1. 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, programs, and practices to address the legacy and impact of past planning decisions in the region.
2. Support funding programs that facilitate the identification of opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity including to mobility, access, or economic development.

TECHNOLOGY & DATA

1. 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, connected autonomous vehicles, aviation, maritime, commerce, and micro-mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
2. Support funding for Smart Cities plans and initiatives, which aim towards reducing GHG impacts, deploy systems that allow for efficient water and energy usage, safer roadways and highways.
3. Support energy resilience policies that minimize the impact that electric vehicles have on the power grid, such as encouraging bi-directional charging, making on-site energy storage available, and using smart metering to maximize the use of renewable energy sources.
4. Support a technology-neutral position when promoting different fuel and vehicle types while considering local conditions and engaging with stakeholders to determine technology needs.
5. Secure funding to support the coordination among state agencies, MPOs, and other governmental entities to collect and share data, which reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.
6. Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike-share systems that ensure 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, while maintaining anonymity and privacy of the individual user.
7. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, support policies and plans that consider life-cycle analysis and prioritize proper battery reuse, recycling, and disposal.
8. Building upon SCAG's work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-income neighborhoods.

TRANSIT & RAIL

1. Support legislative and budgetary efforts that expand public transit and passenger rail projects, operations, and maintenance, a critical social service that supports Connect SoCal's congestion reduction and sustainability goals.
2. Support state grant or pilot programs for comprehensive planning that encourage transit-oriented development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.

3. Support legislation that encourages the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety.
4. Support legislation that encourages connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity.
5. Support legislation that encourages the creation of a resilient transit/rail system by preparing for emergencies and the impacts of extreme weather conditions.

TRANSPORTATION DEVELOPMENT ACT

1. Support the development of greater efficiencies within the Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.
2. 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

1. Protect all existing and new transportation funding sources from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.
2. 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.
3. Support regional equity considerations for any funding source to ensure Southern California receives its fair share of funding based upon population, opportunity, and other quantifiable measures corresponding with the funding source.
4. 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.
5. 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

1. 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.
2. 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.
3. 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.

4. Support legislation that encourages innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported.

WATER

1. Support an “all of the above” approach to the State’s drought and water shortage emergency, including: (a) improving water efficiency and reuse, (b) enhancing water systems’ health and resilience, (c) developing new water supply and storage, and (d) supporting investments in water infrastructure, efficiency, and conservation practices that support the region’s economic and population growth and foster planning for the region’s housing needs identified in Connect SoCal.
2. Support legislative efforts that reduce barriers and create efficiencies to development and provide increased resources for water infrastructure, including investments in repairs, modernization, storage, and enhancements to the region’s aging water infrastructure that can serve the Southern California region’s needs and ensure effectiveness, efficiency, and resiliency of the region’s water systems.
3. Support programs and state and federal investments that increase the affordability of water for low-income customers. Support the distribution of federal funds at the state level through an equity lens, such that Southern California communities receive their fair share of funding based upon population, opportunity, and other quantifiable measures.
4. Support additional flexibility in the use of state resources to support integrated planning and technical assistance from MPOs for water resources and associated infrastructure along with transportation, land use, energy, stormwater, and air quality.



AGENDA ITEM 4
REPORT

Southern California Association of Governments
November 14, 2023

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Bill Position, Legislative Tracking, and End of Session Update

RECOMMENDED ACTION:

Receive and File.

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 Tracking Report is provided to keep the Legislative/Communications and Membership Committee (LCMC) apprised of the bills in Sacramento that have a nexus to the Regional Council’s adopted Legislative Platform. This report also contains an update on key legislative deadlines, a Bill Position Tracker, and an End of Session update.

BACKGROUND:

SCAG’s Legislative Tracking Report serves as a resource for the Committee to remain informed on bills moving through the legislative process in Sacramento. The Report tracks 222 measures with a nexus to the Regional Council’s adopted 2023 State and Federal Legislative Platform.

Reaching the halfway point of the two-year 2023-2024 legislative session, the State Legislature entered its recess on September 14, 2023, and will be adjourned until January 3, 2024. The Governor acted on all pending legislation, as the deadline for him to pass or veto bills passed by the Legislature was October 14, 2023. The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
August 14, 2023	Legislature reconvened from Summer Recess.
September 14, 2023	Last day for the legislature to pass bills. Interim recess began upon adjournment.
October 14, 2023	Last day for Governor to sign or veto bills passed by the Legislature on

	or before Sept. 14 and in his possession after Sept. 14
January 1, 2024	Non-urgency bills signed into law in 2023 take effect.
January 3, 2024	The Legislature reconvenes for the second half of the 2023-2024 Legislative Session.

The most recent forecasts of the state’s major revenue sources signal a \$9.5 billion increase above projection to be available next fiscal year, supported by general fund receipts that were \$1.3 billion, or 11 percent, above expectation in August. However, budget watchers are cautiously optimistic as there likely remains a \$10 billion structural deficit after accounting for required formula spending on K-14 schools and debt payments. In addition to two-quarters’ worth of slow job growth, sluggish payroll data, and stubborn inflation, experts advise that the state budget will likely continue to struggle to keep up with rising expenditure commitments.

Meanwhile, the State Senate voted to appoint Senator Mike McGuire (D-Sonoma County) as the next Pro Tempore beginning in 2024, replacing Senator Toni Atkins (D-San Diego). McGuire will now lead the State Senate, marking the most notable change in leadership within the Legislature since Assembly Member Robert Rivas (D-San Benito County) became the Assembly Speaker in July.

BILL POSITION TRACKER UPDATE:

This year, the Legislature passed 1,166 bills. SCAG took a formal position on 26 bills, including 20 support, five oppose, and one support unless amended positions. The Governor took his final action of the 2023 Legislative year on October 14, 2023, marking the halfway point of the 2023-2024 Legislative Session. Of the 32 bills on which SCAG took a position, SCAG accomplished our advocacy goals on 28, equating to a 82-percent rate of success. SCAG officially supports nine bills and opposes four other bills that became two-year bills.

END OF SESSION UPDATE

As the 2023 legislative year ended, Sacramento experienced robust legislative activity as many bills relating to housing production and transportation policy reached Governor Newsom’s desk. In addition, Cruz Strategies, who represent SCAG in the State Capitol, compiled a more comprehensive end-of-session report. Cruz Strategies’ report is attached to this staff report. Below is a summary of some of the actions taken that were most pertinent to SCAG.

Bill highlights:

AB 645 (Friedman); Signed by the Governor – Automated Speed Enforcement: Establishes a five-year pilot program to give local transportation authorities in the cities of Glendale, Long Beach, Los Angeles, Oakland, San Francisco, and San Jose the authority to install speed safety systems to improve road safety. SCAG adopted a Watch position on this bill and it was signed into law by Governor Newsom.

AB 825 (Bryan); Vetoed by the Governor – Bicycles on Sidewalks: This bill would have legalized bike riding on all sidewalks adjacent to a highway or corridor that does not have safe bike infrastructure. Governor Newsom vetoed this bill, citing that further investments in the Active Transportation Program (ATP) and building safer pedestrian and biking infrastructure would better address bicycle safety. SCAG adopted a Watch position on this bill.

SB 423 (Weiner); Signed by the Governor – Streamlined Housing Approvals: This bill extends the existing by-right housing approvals process, established by SB 35 (Weiner, 2017) until 2036. Under the by-right housing approval process, proposed multifamily housing developments are subject to a streamlined, ministerial approval process if the development satisfies specified objective planning standards. SB 423 extends by-right approvals to cover developments in coastal zones. Furthermore, this bill requires local governments to follow this by-right approvals process if they fail to adopt a state-compliant housing element. SCAG did not take a position on this bill and it was signed into law by the Governor.

Not all bills made it to Governor Newsom's desk; some became two-year bills that can still pass through the Legislature when the Legislature reconvenes in January of 2024. Some notable bills that became two-year bills include:

- **AB 6 (Friedman)** – This bill requires CARB to establish additional targets for 2035 and 2045 and requires MPOs to submit their RTP/SCS methodology to CARB for approval before starting their public participation processes. This bill would require MPOs to submit their adopted SCSs to CARB within 120 days of approval and require that SCCP applicants demonstrate how a proposal would reduce GHG emissions. SCAG opposes this bill.
- **AB 7 (Friedman)** – This bill requires transportation-related state agencies to incorporate CAPTI and IJA principles into project development, selection, and implementation processes, as feasible. SCAG opposes this bill.
- **AB 833 (Rendon)** – This bill would require Caltrans to prepare a plan for adding caps to freeway segments that divide disadvantaged, underrepresented urban communities and present it to the Legislature by 2030. SCAG supports this bill, and a bill position letter that we distributed in support of this bill is attached to the staff report.
- **AB 1335 (Chavez-Zbur)** – This bill would establish a region's RHNA determination as the minimum housing projection for the first eight years of the 20+ year RTP/SCS planning period. Functionally, this means that HCD's RHNA determination is the only piece of information that could be used to forecast household growth in the first eight years of the 20+ year RTP/SCS.

- **AB 1525 (Bonta)** – This bill would direct Caltrans, the CTC, and CalSTA to adopt a criteria and evaluation process defining “priority populations” and assessing proposed transportation projects’ benefits and potential harms. Presently, SCAG officially suggests that this bill be a two-year bill.
- **SB 670 (Allen)** – This bill requires the CARB, OPR, and Caltrans to develop a methodology for assessing light-duty VMT and maps to display average VMT per capita in the state at the local, regional, and statewide levels. SCAG opposes this bill.

FISCAL IMPACT:

Work associated with the Bill Position, Legislative Tracking, and End of Session Update staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. KA-LOS-State-Asm. Rendon-AB 833
2. 2023 SCAG Bill Position Tracker



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

October 24, 2023

Hon. Anthony Rendon
Speaker Emeritus
Legislative Office Building
1020 N St., Suite 367
Sacramento, CA 95814

RE: SUPPORT – AB 833 – Freeway caps.

Dear Speaker Emeritus Rendon:

On behalf of the Southern California Association of Governments (SCAG), I am pleased to offer our support for Assembly Bill (AB) 833, which seeks to reconnect disadvantaged, urban communities by directing Caltrans to conduct a feasibility assessment for adding “freeway caps” to existing freeways that have divided communities and share it with the Legislature by January 1, 2030. SCAG has a long history of supporting such endeavors throughout our region. This includes supporting jurisdictions as they pursue state and federal Reconnecting Communities grants, as well as conducting our own Highways to Boulevards Regional Study.

State and Federal Reconnecting Communities Programs

At the federal level, the Reconnecting Communities Pilot grant program, established under the Infrastructure, Investments and Jobs Act (IIJA) of 2021, supports planning, capital construction, and technical assistance to restore community connectivity through the removal, retrofit, mitigation or replacement of eligible transportation infrastructure that creates barriers in communities.

At the state level, the California legislature established the Reconnecting Communities: Highways to Boulevards Pilot Program through Caltrans in 2022 to achieve a similar set of goals, allocating \$149 million toward the program. As with its federal counterpart, the state program is intended to plan for and fund the conversion of key underutilized highways in the state into multi-modal corridors to reconnect communities divided by transportation infrastructure.

SCAG has offered its support to jurisdictions throughout Southern California as they pursue these transformative grant opportunities. Below is a list of recent projects for which we have provided letters of support.

REGIONAL COUNCIL OFFICERS

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Art Brown, Buena Park
- First Vice President
Curt Hagman, County of San Bernardino
- Second Vice President
Cindy Allen, Long Beach
- Immediate Past President
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Frank Yokoyama, Cerritos
- Energy & Environment
Deborah Robertson, Rialto
- Transportation
Tim Sandoval, Pomona

Attachment: KA-LOS-State-Asm. Rendon-AB 833 (Bill Position, Legislative Tracking, and End Of Session Update)

State Reconnecting Communities Grant Programs		
Requestor	Project	Year
City of Santa Ana	Santa Ana Grade Separation Project	2023
Culver City & Streets for All	Marina Central Park	2023

Federal Reconnecting Communities Grant Programs		
Requestor	Project	Year
Bell Gardens	Interstate-710 Freeway and Los Angeles River Pedestrian Bridge	2022
City of Azusa	Azusa Ave Plan	2022
City of Commerce	Transit Maintenance Facility	2022
City of Long Beach	Shoreline Drive Gateway: Corridor Realignment & Community Connections Project	2022
City of Montclair	Under and Overpasses Antonio Creek Trail	2022
LA Metro RCP	Interstate-710 Humphreys Avenue Crossing Project- Bicycle and Pedestrian Bridge	2022
City of Industry	East-West Bikeway Connectivity Project	2023
City of Los Angeles	Reconnecting MacArthur Park Project	2023
City of Montclair	Connectivity Barriers along San Antonio Creek	2023
City of Riverside	Highway 91 Pedestrian and Bicycle Bridge Project	2023
City of Riverside/Jurupa Valley/Riverside County/Caltrans	Mission Boulevard Bridge Replacement	2023
City of Santa Ana	Santa Ana Grade Separation Project	2023
Games Mobility Executives (GME)	Removing Barriers and Creating Legacy: A Multimodal Approach for Los Angeles County	2023
GME/Metrolink	Sustainable Locomotives Program	2023
ITC Joint Powers Authority & Caltrans	Inglewood Transit Connector (ITC) Project	2023
LA Metro	I-710 Humphreys	2023
LA Metro	I-710 Planning Study	2023
Metrolink	Sustainable Locomotives Program	2023
Port of Los Angeles	Rail Mainline/Wilmington Community and Waterfront Pedestrian Grade Separation Bridge Project	2023
Riverside Transit Agency	ADA Bus Stop Enhancement	2023
Streets for All	Marina Central Park	2023

SCAG's Highways to Boulevards Regional Study

As noted earlier, SCAG is committed to reconnecting communities. Through the leadership of the late U.S. Senator Dianne Feinstein and Senator Alex Padilla, SCAG secured Community Project Funding/ Congressionally Directed Spending funding to develop a Highways to Boulevards

Regional Study, which will identify opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity. The Study furthers SCAG’s long-range plan’s vision to create a healthier, more prosperous, and better-connected region for a more resilient and equitable future. SCAG is in the process of engaging stakeholders from across the region in the Study’s development, which will be from November 2023 through April 2025.

SCAG’s Recommendations to Enhance AB 833

AB 833 is consistent with SCAG’s legislative platform, furthers the goals of our region, and aligns with our Highways to Boulevards Regional Study. SCAG would like to work with your office to strengthen and refine the bill’s final draft language.

Defining Target Populations

As part of SCAG’s long-range plan, Connect SoCal, SCAG staff conducted an extensive equity analysis that identified Priority Equity Communities. This effort took into consideration California’s CalEnviroScreen tool and Healthy Places Index, and the Climate and Economic Justice Screening Tool. SCAG recommends that definitions related to the AB 833’s targeted populations be consistent with these tools, or consistent with these tools’ applications in the Metropolitan Planning Organizations’ (MPOs) Regional Transportation Plans/ Sustainable Communities Strategies.

Gathering Public Input

SCAG further recommends that AB 833 include additional information on the outreach and engagement process for the bill’s work, such as noting the necessity of forming a Technical Advisory Committee and identifying which stakeholders Caltrans will engage as it works to identify target populations. In addition, SCAG recommends AB 833 require consideration of communities that have already initiated efforts to develop freeway caps (there are several in our region) and which communities have already sought support for this work through the most recent state and federal grant funding solicitations. This would involve reaching out to MPOs that are aware of cities and and/or counties that are already engaged in this work or interested in advancing these types of projects.

Because of SCAG’s commitment to the policy goals of AB 833, we are pleased to support this important legislation. We look forward to working with you and your staff on strengthening the bill before it advances in the new year. If we can be of any assistance, please contact Mr. Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878 or via e-mail at gilhooley@scag.ca.gov.

Sincerely,



Kome Ajise
Executive Director



Bill Number	Position/RC Action	Topic	Summary	Status
2023 LEGISLATIVE SESSION BILLS				
AB 6 (Friedman)	Oppose 6/1/23	Transportation Planning	This bill would require CARB to establish additional targets for 2035 and for 2045 and require MPOs to submit their RTP/SCS methodology to CARB for approval prior to starting their public participation processes. This bill would require MPOs to submit their adopted SCSs to CARB within 120 days of approval and require that SCCP applicants demonstrate how a proposal would reduce GHG emissions.	Passed Asm. Floor 45-19. Two-Year Bill.
AB 7 (Friedman)	Oppose 6/1/23	Transportation Project Selection Process	AB 7 would require transportation-related state agencies to incorporate CAPTI and IJA principles into project development, selection, and implementation processes, as feasible.	Passed Sen. Approps. 5-2. Two-Year Bill.
AB 57 (Kalra)	Support 4/6/23	California Pocket Forest Initiative	This bill would establish the California Pocket Forest Initiative which would authorize the department to provide grants to cities, counties, districts, nonprofit organizations, and public schools to establish pocket forests on public lands, as provided.	Vetoed 10/17/23.
AB 364 (Bryan)	Support 6/1/23	Statewide Street Furniture Data	This bill would create a data platform for street furniture, including bus shelters, benches, trash receptacles, and public toilets. It would also require Caltrans to develop guidelines for sharing the data, and OPR to make this data publicly accessible.	Passed Asm. Floor 80-0. Two-Year Bill.
AB 557 (Hart)	Support 4/6/23	Local agencies: teleconferences	This bill would extend the local state agencies' teleconferencing provisions when a declared state	Signed into law 10/08/23.

Attachment: 2023 SCAG Bill Position Tracker (Bill Position, Legislative Tracking, and End Of Session

Bill Number	Position/RC Action	Topic	Summary	Status
AB 585 (Rivas)	Support 6/1/23	CA Global Warming Solutions Act of 2006	of emergency is in effect, or in other situations related to public health, as specified, indefinitely. This bill would require the CCST to triennially assess clean infrastructure needs across sectors and publish annual progress reports identifying where faster buildout of clean infrastructure is needed. It would also require Go-Biz to assess barriers limiting the deployment of clean energy projects by January 2026.	Signed into law 10/07/23.
AB 591 (Gabriel)	Support 4/6/23	Electric vehicle service equipment: universal connectors	This bill would require public electric vehicle charging stations to include a universal connector.	Passed Assembly 78-0. Two-Year Bill.
AB 610 (Holden)	Support 4/6/23	Youth Transit Pass Pilot Program	This bill would create the Youth Transit Pass Pilot Program to distribute funding to transit agencies to develop or operate existing youth transit pass programs.	Passed Sen. Approps. 7-0 Two Year Bill.
AB 645 (Friedman)	Watch 7/6/23	Speed Safety Cameras Pilot	This bill would authorize the cities of Los Angeles, San Jose, Long Beach, Oakland, Glendale, and the City/County of San Francisco to pilot speed camera systems for five years or until January 1, 2032, in high-injury areas and school zones in limited numbers based on population.	Signed into law 10/13/23.
AB 744 (Carrillo, Juan)	Support 6/1/23	CTC Data, Modeling, & Software Procurement	This bill would require the CTC to convene relevant state agencies to assess the procurement and implementation of data, modeling, and analytic software tools to support the state's sustainable	Signed into law 10/08/23.

Bill Number	Position/RC Action	Topic	Summary	Status
			transportation, congestion management, affordable housing, efficient land use, air quality, economic, and climate change strategies and goals and submit a report to the legislature by July 2025.	
AB 761 (Friedman)	Support 4/6/23	EIFDs: LA County Passenger Rail Projects	This bill would have previously established a Transit Transformation Task Force. However, the bill was gut-and-amended to now relate to EIFDs. Specifically, this bill now requires that for passenger rail projects in LA County where 75 percent of the revenue from an EIFD is used for debt service on a TIFIA loan, the EIFD must not cease to exist for 75 years from the date of when a bond or loan was issued.	Two-Year Bill.
AB 785 (Santiago)	Support 6/1/23	Los Angeles Homelessness Housing Projects CEQA Exemptions	This bill would create CEQA exemptions for low-barrier navigation centers, supportive housing, transitional housing for youth, and affordable housing in the City/County of LA until January 2030. This bill would replace AB 1197, which provided CEQA exemptions for certain projects in the City/County of LA until January 2025.	Signed into law 10/10/23.
AB 824 (Calderon)	Support 4/6/23	Highway Greening	This bill would require the Department of Transportation to achieve at least a 10% increase of green highways, as defined, in urban areas, disadvantaged communities, and low-income communities by 2035.	Held under submission in Sen. Approps. 09/07/23.
AB 825 (Bryan)	Watch 7/6/23	Legalizing Cyclists on Sidewalks	This bill would prohibit cities and counties from restricting the use of bicycles on sidewalks next to	Vetoed 10/08/23.

Attachment: 2023 SCAG Bill Position Tracker (Bill Position, Legislative Tracking, and End Of Session



Bill Number	Position/RC Action	Topic	Summary	Status
			highways that do not include Class I, II, or IV bikeways, with exceptions for specified reasons, until January 2031.	
AB 833 (Rendon)	Support 9/7/23	Freeway Caps	This bill would require the Department of Transportation (Caltrans) to prepare a plan for adding caps to freeway segments that divide disadvantaged, underrepresented, urban communities and present it to the Legislature by January 1, 2030.	Passed Asm. Floor 80-0. Two-Year Bill.
AB 914 (Friedman)	Support 7/6/23	Electrical Infrastructure: CEQA	Establishes a two-year time limit, from the date the application is submitted to, and accepted as complete by, a lead state agency to complete CEQA review and approve or deny an application for an electrical infrastructure project.	Held under submission in Sen. Approps. 09/01/23. Two-Year Bill.
AB 1181 (Zbur)	Support 6/1/23	Energy Resilience for Multifamily and Affordable Homes	This bill would require the CA Solar Initiative to evaluate program or tariff improvements to multifamily installations of hybrid resources, specifically the inclusion of energy storage paired with solar energy systems, and to consider possible adjustments to existing or successor tariffs to facilitate the installation of energy storage technologies with new or existing solar energy systems.	Held under submission in Asm. Approps 5/18/23.
AB 1637 (Irwin)	Oppose 9/7/23	Local Government: Internet Websites and Email Addresses	This bill would require cities and counties that maintain a public internet website and use public email addresses for employees to use a ".gov" or	Signed into law 10/08/23.

Attachment: 2023 SCAG Bill Position Tracker (Bill Position, Legislative Tracking, and End Of Session



Bill Number	Position/RC Action	Topic	Summary	Status
			“.ca.gov” domain name for their websites and email addresses by January 1, 2029.	
AB 1332 (Carrillo, Juan)	Support, if Amended 6/1/23	ADU Approval Streamlining	This bill would require local governments to create a program for the pre-approval of Accessory Dwelling Units (ADUs) by January 1, 2025. Additionally, this bill would require local agencies to approve or disapprove an application for a detached ADU within 30 days from receipt of the completed application.	Signed into law 10/11/23.
AB 1335 (Zbur)	Oppose 05/04/23	RHNA Population Estimates	AB 1335 would establish a region’s RHNA determination as the minimum housing projection for the first eight years of the 20+ year RTP/SCS planning period. Functionally, this means that HCD’s RHNA determination is the only piece of information that could be used to forecast household growth in the first eight years of the 20+ year RTP/SCS.	Passed Asm. Floor 60-10. Passed Sen. Housing 8-2 and Sen. Trans 11-2. Two-Year Bill.
AB 1488 (Wallis)	Support 6/1/23	Water Project CEQA Streamlining	This bill would allow water storage, water conveyance and groundwater recharge projects to benefit from expedited CEQA judicial review procedures.	Two-Year Bill 4/28/23.
AB 1508 (Ramos)	Support 6/1/23	Statewide Housing Plan First-Time Homeownership	This bill would require future Statewide Housing Plan (SHP) updates to include analyses related to first-time homeownership in California.	Signed into law 10/11/23.
AB 1525 (Bonta)	Hold as Two-Year Bill 6/1/23	Transportation funding for	This bill would direct Caltrans, the CTC, and CalSTA to adopt a criteria and evaluation process that	Held under submission in Asm. Approps. 5/18/23.

Attachment: 2023 SCAG Bill Position Tracker (Bill Position, Legislative Tracking, and End Of Session

Bill Number	Position/RC Action	Topic	Summary	Status
		priority populations	defines “priority populations” and assesses the benefits and potential harms of proposed transportation projects.	Two-Year Bill.
SCR 13 (Roth)	Support 4/6/23	Joseph Tavaglione Interchange	This measure would designate the interchange where State Highway Routes 60 and 91 meet Interstate 215 in the County of Riverside as the Joseph Tavaglione Interchange.	Two-Year Bill 9/1/23.
Public-Private Partnership Authority I-15 Wildlife Crossings	Support 7/6/23	Direct Contracting for I-15 Wildlife Crossings	This proposal would allow Caltrans to directly contract with Brightline West to develop, design, and construct wildlife crossings as part of their project in the median on the I-15. This proposal was included as part of the budget trailer bill SB 145 (Newman & Friedman).	Signed into law 7/10/23.
National Environmental Policy Act (NEPA) Delegation Authority	Support 7/6/23	NEPA Delegation Authority Extension	This proposal would remove the current sunset provision and permanently authorize the CalSTA Secretary to perform certain federal environmental responsibilities under NEPA. This proposal was included as part of the budget trailer bill SB 146 (Gonzalez & Friedman).	Signed into law 7/10/23.
CEQA Judicial Streamlining	Support 7/6/23	CEQA Judiciary Streamlining	This proposal would require that judicial challenges and appeals to certain water, transportation, clean energy, and semiconductor or microelectronic projects under CEQA be completed within 270 days. This proposal was included as part of the budget trailer bill SB 149 (Caballero & Becker).	Signed into law 7/10/23.



Bill Number	Position/RC Action	Topic	Summary	Status
Green Financing Programs for Federal IRA Funding	Support 7/6/23	IRA Federal Funding for GHG Reducing Projects	This proposal would authorize IBank and the DWR to utilize IRA funding to finance projects that reduce GHG emissions. This proposal was included as part of the budget trailer bill SB 124 (Committee on Budget and Fiscal Review).	Signed into law 7/10/23.
SB 393 (Glazer)	Support 4/6/23	California Environmental Quality Act	This bill authorizes a CEQA defendant to request disclosure of any contributions a plaintiff received of \$10,000 or more to help fund a legal action relating to a housing development project. It also prevents a CEQA action from being filed against a housing project that was included as part of a larger plan or project already approved under CEQA.	Passed Senate Floor 32-0 05/15/23. Two Year Bill.
SB 517 (Gonzalez)	Support 6/1/23	GO-Biz Freight Coordinator	This bill would establish a Freight Coordinator within the Governor’s Office of Business and Economic Development (GO-Biz) and require the Governor to appoint the coordinator.	Passed Sen. Floor 40-0 5/25/23. Two-Year Bill.
SB 538 (Portantino)	Support 6/1/23	Caltrans Chief Advisor on Cycling and Active Transportation	This bill would require the director of the Caltrans to appoint a Chief Advisor on Cycling and Active Transportation, who shall serve as the department’s chief advisor on all issues related to bicycle transportation, safety, and infrastructure.	Signed into law 10/08/23.
SB 670 (Allen)	Oppose 6/1/23	VMT Maps	would require the CARB, OPR, and Caltrans, to develop a methodology for assessing light-duty VMT and maps to display average VMT per capita in the state at the local, regional, and statewide	Held under submission in Sen. Approps. 5/18/23. Two-Year Bill.

Attachment: 2023 SCAG Bill Position Tracker (Bill Position, Legislative Tracking, and End Of Session



Bill Number	Position/RC Action	Topic	Summary	Status
			levels. It would require CARB to update these maps every four years and to provide technical assistance.	
SB 825 (Limón)	Support 4/6/23	MPO Broadband Funding Eligibility	This bill makes certain regional transportation planning entities, including MPOs, eligible for broadband infrastructure planning grant funding from the California Public Utilities Commission.	Signed into law 9/8/2023.
SB 860 (Bradford)	Support 6/1/23	ACP Outreach	This bill would require the CDT Office of Broadband and Digital Literacy to use existing and available materials to create an awareness campaign of broadband discount service and device programs, including but not limited to the federal Affordable Connectivity Program.	Held under submission in Sen. Approps. 5/19/23. Two-Year Bill.

Attachment: 2023 SCAG Bill Position Tracker (Bill Position, Legislative Tracking, and End Of Session



AGENDA ITEM 5
REPORT

Southern California Association of Governments
November 14, 2023

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Kevin Gilhooley, Department Manager
(213) 236-1878, Gilhooley@scag.ca.gov

Subject: RHNA Reform – Legislative Action

RECOMMENDED ACTION:

Staff recommends the Legislative/Communications and Membership Committee forward a recommendation to the Executive/Administration Committee (EAC) and Regional Council (RC), as follows:

- (1) Authorize staff to work with SCAG lobbyists to sponsor a state legislative bill that would (a) establish procedures for the Department of Housing and Community Development (HCD) to publicize its data sources, analyses, and methodology prior to finalizing the regional determination and (b) require HCD to establish and convene a panel of experts that would advise HCD on its assumptions, data, and analyses prior to making its final determination to a region.
- (2) Authorize staff to work with SCAG lobbyists to sponsor a state legislative bill that would reinstate a trade and transfer option of RHNA units between two jurisdictions, with limitations so that it also furthers state housing objectives, including affirmatively furthering fair housing.
- (3) Authorize staff to develop draft legislative language, identify and obtain a legislative author, and advocate for the successful passage of the proposed legislative bills.
- (4) Direct staff to pursue coalition building and partnership opportunities to support the successful passage of the SCAG-sponsored legislative bills.
- (5) Direct staff to provide regular updates to the LCMC on the progress of the SCAG sponsored legislative bills and future advocacy opportunities and efforts.

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:

For today's Legislative/Communications and Membership Committee (LCMC) meeting, staff recommends the Committee forward a recommendation to the Executive/Administration Committee (EAC) and Regional Council (RC) to authorize SCAG staff to work with SCAG lobbyists to develop legislative language, identify and obtain a legislative author, and advocate for the successful passage of two separate legislative bills, as follows:

- 1. Increased RHNA Transparency Measures – Require the Department of Housing and Community Development (HCD) to publicize its data sources, analyses, and methodology prior to finalizing a region's RHNA determination and require HCD to establish and convene a panel of experts that would advise HCD on its assumptions, data, and analyses prior to making its final determination to a region; and*
- 2. RHNA Trade and Transfer – Reinstate a trade and transfer option of RHNA units between two jurisdictions with limitations so that it also furthers state housing objectives, including affirmatively furthering fair housing.*

BACKGROUND:

At its September 7, 2023 meeting, the RC approved a series of recommendations on RHNA reform and authorized the Executive Director to submit a comment letter on behalf of SCAG to the HCD. The recommendations in that letter include six legislative concepts requiring legislative action.

The six recommendations for potential legislative changes to the RHNA program are:

1. Extend existing need from the regional determination across multiple planning cycles to ensure that the RHNA can be fully accommodated by jurisdictions. Correspondingly, extend the housing element planning periods over multiple cycles to be consistent with the extension of the determination period for existing need.
2. Recommend that procedures be established for HCD to publicize its data sources, analyses, and methodology, including assumptions and factors used in the California Department of Finance (DOF) projections and engagement process with the Council of Governments (COG), prior to finalization of the regional determination to facilitate a transparent process with accessible information prior to finalization from HCD.
3. Establish formal processes to review and document HCD's considerations as part of its regional determination. HCD should also convene an advisory panel of experts that would advise HCD on their assumptions, data, and analysis prior to HCD making its final determination, which would also minimize politicization of the process.

4. Establish additional due process opportunities for housing need determination with defined grounds on which COGs and jurisdictions can appeal the methodology and assumptions used for housing need determination.
5. Codify an earlier date, which is currently at least 26 months before a housing element due date, for HCD to provide the regional determination to a COG so that more time is available to coordinate with the concurrent Sustainable Communities Strategy, prepare the RHNA methodology, increase local engagement, and have potentially additional time for the appeals process.
6. Reinststate a trade and transfer option of RHNA units between two jurisdictions with limitations so that it also furthers state housing objectives, including affirmatively furthering fair housing.

Staff presented these six legislative concepts for information and discussion among LCMC Members at the August 15, 2023 and September 19, 2023 meetings, as the six concepts could serve as the basis for SCAG-sponsored legislation in the 2024 legislative year.

At the September 19, 2023, meeting, staff advised that it would engage stakeholders relevant to the RHNA program for their thoughts and feedback concerning the six concepts. Since that meeting, staff presented to or met with several relevant stakeholders. These stakeholders include:

- Consultants to the Assembly Housing and Community Development Committee
- Consultants to the Senate Housing Committee
- Global Land Use and Economic (GLUE) Council
- Representatives from Abundant Housing Los Angeles
- Representatives from the California Association of Councils of Governments
- Representatives from the California Building Industry Association (also included in the meeting were representatives from the BIA's Southern California affiliate)
- Representatives from the California State Association of Counties
- Representatives from the League of California Cities
- SCAG's Housing Working Group
- Sub-Regional Executive Directors of the Councils of Governments in the SCAG region

Staff acknowledges that many more organizations could have been engaged. In the interest of time, however, staff connected with the above organizations due to their reach and influence with similar-minded organizations. In addition to the above, a presentation was made at the October 26, 2023 Orange County Council of Governments (OCCOG) board of directors meeting at the request of OCCOG Chair Wendy Bucknum.

Outreach Feedback:

Generally speaking, all of the organizations who were engaged or received a presentation on RHNA reform understood that the six legislative concepts made sense from a SCAG perspective. Opinions on the specific proposals differed based upon the organization in question and, of course, that organization's perspectives on housing, housing affordability, homelessness, and climate and the various intersections thereof.

In many cases, the feedback from the organizations was generic in nature, such as the feedback from SCAG's Housing Working Group. The feedback collected from the GLUE Council, for example, recommended that SCAG support and advocate for any RHNA reform legislation that would lead to an increase in the production of housing in the region but stopped short of identifying one proposal as preferred relative to another. The GLUE Council did, however, ask about the panel of experts envisioned in Concept Three and specifically whether this panel would include representatives from Councils of Governments, local government, and the building industry.

CSAC's feedback was focused on that organization's support for increased funding for counties to respond to the ongoing homelessness crisis. The CSAC representatives indicated that opportunities for support or potential partnership would be increased to the extent that SCAG's RHNA reform efforts overlapped with their principal legislative priority.

Feedback from the representatives of the League of California Cities indicated a strong openness to any of the six RHNA-reform legislative concepts that SCAG may pursue. That said, these stakeholders advised that Concept Four represents an impossibility and that Concept Six would also encounter much philosophical opposition.

In other cases, the engaged stakeholders provided specific feedback on the six legislative concepts. For example, feedback from the representatives of the sub-regional councils of governments appreciated the conversation relating to Concept One, specifically differentiating the existing need from the future need. Similar to the GLUE Council, the sub-regional COGs also asked about who or what organizations might comprise the panel of experts envisioned in Concept Three. While not one of the six concepts included in SCAG's comment letter to HCD, the sub-regional COGs raised a related issue concerning the subjectivity of the term "substantially compliant" in the housing element update process and how this impacts cities and counties working with multiple staff members at HCD.

Representatives from the building industry expressed skepticism with Concept One, instead asking SCAG to support and advocate for policies that would make achieving both the existing and future need more realistic. As part of this conversation, these stakeholders invited SCAG to consider supporting CEQA exemptions for sites already contained in a compliant Housing Element to spur housing production. While providing feedback on Concept Two and Concept Three, the building

industry representatives asked for a more precise definition of “expert.” They encouraged SCAG to consider including home builders within that definition. Regional representation was also suggested for the composition of any panel of experts. Representatives from the BIA did not make a judgment on Concept 6 itself but did advise that “trade and transfer” remains controversial to some housing advocates with whom they have working relationships.

Feedback from Abundant Housing Los Angeles was particularly specific. Representatives from this organization expressed strong opposition to Concept One, Concept Four, and Concept Six. Abundant Housing expressed openness to Concept Two, saying that additional data could be more helpful in the RHNA determination development process. They expressed skepticism with Concept Three, however, saying that it could further politicize the RHNA process depending upon the size of the panel and the scope of the included experts. Abundant Housing Los Angeles representatives were neutral on Concept 5, noting that additional time between the draft RHNA allocation and the Housing Element deadline could be beneficial.

Lastly, the feedback from the consultants to the legislative committees with jurisdiction over state housing law was particularly insightful. With a recent change in leadership in the State Assembly and a pending change in leadership in the State Senate, both consultants advised that the direction of their respective committees depends upon how (and if) those leadership changes impact their committees. That said, one consultant advised that 2024 may be too soon for significant reforms to RHNA since many cities in the state’s two largest regions are still working to implement their higher RHNA numbers into their Housing Elements.

On the Senate side, the consultant reiterated Senate Housing Committee Chair Scott Wiener’s (D-San Francisco) strong inclination towards equity and ensuring how each city must do its fair share of accommodating the housing need and how that would relate to his feelings on Concept Six. The consultant advised that Concept One, Concept Four, and Concept Six would more than likely be very sensitive topics, while there may be some openness to Concept Two, Concept Three, and Concept Five, depending upon how those proposals might materialize.

Lastly, feedback from the consultant to the Assembly Housing and Community Development Committee included an openness to Concept 2 and Concept 3 while advising of the political realities of the others. Feedback from this stakeholder also included a desire to see the Legislature focus its efforts on funding programs to support initiatives to address homelessness and increase affordable housing production.

Recommendation and Recommended Next Steps:

Based upon the conversations from the August 15, 2023, and September 19, 2023, LCMC meetings and the subsequent outreach meetings with relevant stakeholders, staff recommends the agency sponsor two legislative bills to improve the RHNA program, as follows:

1. **Increased RHNA Transparency Measures** – Require HCD to publicize its data sources, analyses, and methodology prior to finalizing a region’s RHNA determination and require HCD to establish and convene a panel of experts that would advise HCD on its assumptions, data, and analyses prior to making its final RHNA determination to a region; and
2. **RHNA Trade and Transfer** – Reinstate a trade and transfer option of RHNA units between two jurisdictions with limitations so that it also furthers state housing objectives, including affirmatively furthering fair housing.

Based upon the many conversations on RHNA reform, staff believes the agency’s greatest opportunity for success lies in advocating for increased transparency measures during the development of the RHNA determination. While this concept did encounter some opposition, it received support from a majority of the stakeholders engaged and, notably, was positively received by the consultants to the relevant legislative committees.

The secondary recommendation to support trade and transfer is consistent with the agency’s support for the practice, albeit not widely used, in which a trade between two jurisdictions will result in the actual development of housing in a manner that affirmatively furthers fair housing and does not create an unintended climate impact.

If recommended by the LCMC and approved by the RC, SCAG staff would shop the RC-approved concepts to members of the Southern California legislative delegation. All members of the Southern California legislative delegation should be engaged regarding SCAG’s RHNA reform priorities. However, legislators who serve on the Senate Housing or Assembly Housing and Community Development committees, have demonstrated an interest in housing-related issues, or who serve in a leadership capacity would be prioritized for engagement. Legislators who are former members of the Regional Council may also be prioritized.

If a Legislator is interested in authoring a bill that captures SCAG’s RHNA reform concepts, SCAG staff and lobbyists would work with the Office of Legislative Counsel to draft legislative language, including a recommendation on where to insert the language into the existing code. Requests by legislators to Legislative Counsel are generally due by the third week of January. The deadline by which a bill proposal must be introduced is generally the third week of February.

Concurrent with legislation being drafted, introduced, and assigned a bill number, SCAG would continue to engage our stakeholders, develop model staff reports and support letters, solicit support from SCAG member cities and counties, and encourage support from our region’s COGs and our sister Metropolitan Planning Organizations.

Staff also anticipates prioritizing this topic during the agency's annual Sacramento Summit, tentatively planned for March 2024.

As milestones are met, staff would continue prioritizing these efforts at LCMC meetings for the 2024 legislative year.

Therefore, staff recommends the LCMC forward a recommendation to the EAC and RC), as follows:

- (1) Authorize staff to work with SCAG lobbyists to sponsor a state legislative bill that would (a) establish procedures for the Department of Housing and Community Development (HCD) to publicize its data sources, analyses, and methodology prior to finalizing the regional determination and (b) require HCD to establish and convene a panel of experts that would advise HCD on its assumptions, data, and analyses prior to making its final determination to a region.
- (2) Authorize staff to work with SCAG lobbyists to sponsor a state legislative bill that would (c) reinstate a trade and transfer option of RHNA units between two jurisdictions, with limitations so that it also furthers state housing objectives, including affirmatively furthering fair housing.
- (3) Authorize staff to develop draft legislative language, identify and obtain a legislative author, and advocate for the successful passage of the proposed legislative bills.
- (4) Direct staff to pursue coalition building and partnership opportunities to support the successful passage of the SCAG-sponsored legislative bills.
- (5) Direct staff to provide regular updates to the LCMC on the progress of the SCAG-sponsored legislative bills and future advocacy opportunities and efforts.

FISCAL IMPACT:

Work associated with the staff report "RHNA Reform – Legislative Action" is contained in the Indirect Cost budget, Legislation 810-0120.10.