



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
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MEETING OF THE

**EXECUTIVE/
ADMINISTRATION
COMMITTEE**

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

Wednesday, January 3, 2024

3:00 p.m. – 4:00 p.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/889726747>

To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 889 726 747**

PUBLIC ADVISORY

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at aguilarm@scag.ca.gov. Agendas & Minutes are also available at: <https://scag.ca.gov/meetings-leadership>.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation 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 3:00 p.m.

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/889726747>. 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: 889 726 747**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

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

1. **In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Tuesday, January 2, 2024** 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 Tuesday, January 2, 2024, 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

Be Open | Lead by Example | Make an Impact | Be Courageous



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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EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

Cindy Allen City of Long Beach - City Hall 411 W Ocean Boulevard, 11th Floor Long Beach, CA 90802	Patricia Lock Dawson City of Riverside - City hall 3900 Main Street, 7th Floor Conference Room Riverside, CA 92522
Clint Lorimore City of Eastvale - City Hall 12363 Limonite Avenue #910 Eastvale, CA 91752	Tim Sandoval City of Pomona - City Hall 505 S. Garey Avenue Chuck Bader Conference Room Pomona, CA 91767
David Shapiro City of Calabasas – City Hall 100 Civic Center Way Calabasas, CA 91302	

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



EAC - Executive/Administration Committee
Members – January 2024

- 1. Hon. Art Brown**
Chair, Buena Park, RC District 21
- 2. Sup. Curt Hagman**
1st Vice President, San Bernardino County
- 3. Hon. Cindy Allen**
2nd Vice President, Long Beach, RC District 30
- 4. Hon. Jan C. Harnik**
Imm. Past President, RCTC Representative
- 5. Hon. Frank A. Yokoyama**
CEHD Chair, Cerritos, RC District 23
- 6. Hon. David J. Shapiro**
CEHD Vice Chair, Calabasas, RC District 44
- 7. Hon. Deborah Robertson**
EEC Chair, Rialto, RC District 8
- 8. Sup. Luis Plancarte**
EEC Vice Chair, Imperial County
- 9. Hon. Tim Sandoval**
TC Chair, Pomona, RC District 38
- 10. Hon. Mike Judge**
TC Vice Chair, VCTC
- 11. Hon. Patricia Lock Dawson**
LCMC Chair, Riverside, RC District 68
- 12. Hon. Jose Luis Solache**
LCMC Vice Chair, Lynwood, RC District 26
- 13. Hon. Marshall Goodman**
La Palma, RC District 18, Pres. Appt.
- 14. Hon. Clint Lorimore**
Eastvale, RC District 4, Pres. Appt.
- 15. Hon. Larry McCallon**
Highland, RC District 7 Pres. Appt./Air Dist. Rep.

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- 16. Hon. Tim McOsker**
Los Angeles, RC District 62

- 17. Hon. Andrew Masiel**
Tribal Govt Regl Planning Board Representative

- 18. Ms. Lucy Dunn**
Business Representative - Non-Voting Member

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EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room
Los Angeles, CA 90017

Wednesday, January 3, 2024
3:00 PM

The Executive/Administration Committee may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Art Brown, 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

ACTION ITEM

1. RHNA Reform - Legislative Action

(Kevin Gilhooley, Legislation Manager)

PPG. 7

RECOMMENDED ACTION:

The Legislative/ Communications and Membership Committee (LCMC) recommends the Regional Council (RC):

- (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.



EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

- (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.

CONSENT ITEMS

Approval Items

2. Minutes of the Meeting – December 6, 2023 PPG. 20
3. 2024 State & Federal Legislative Platform PPG. 29

Receive and File

4. Fiscal Year (FY) 2022-2023 External Financial Audit PPG. 60
5. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold PPG. 67
6. CFO Monthly Report PPG. 76

CFO REPORT

(Cindy Giraldo, Chief Financial Officer)

PRESIDENT'S REPORT

(The Honorable Art Brown, Chair)

EXECUTIVE DIRECTOR'S REPORT

(Kome Ajise, Executive Director)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1
REPORT

Southern California Association of Governments
January 3, 2024

To: Executive/Administration Committee (EAC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: RHNA Reform - Legislative Action

RECOMMENDED ACTION:

The Legislative/ Communications and Membership Committee (LCMC) recommends the Regional Council (RC):

- (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:

After receiving reports and staff presentations at its August 15, 2023, September 19, 2023, and November 14, 2023, meetings, the LCMC recommends that the Regional Council (RC) 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:

- *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*
- *RHNA Trade and Transfer – 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.*

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 HCD. The letter included 14 recommendations on ways to improve the RHNA program, including six concepts that would require legislative action to be enacted.

The six recommendations that would require state legislation to be enacted were presented by staff and discussed by the LCMC at its August 15, 2023, September 19, 2023, and November 14, 2023, LCMC meetings. The six legislative concepts in question 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. 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.

As mentioned above, staff presented these six legislative concepts for information and discussion among LCMC Members at the Committee's August 15, 2023, and September 19, 2023, meetings. 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 and report back on staff's findings at the Committee's November 14, 2023 meeting.

Staff presented to or met with several relevant stakeholders, including:

- 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 that were engaged or received a presentation on RHNA reform understood that the six legislative concepts made sense from a SCAG perspective. Opinions on the 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. However, The GLUE Council asked about the panel of experts envisioned in Concept Three and 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, the CalCities representatives advised that Concept Four would likely be very unpopular in the State Capitol and that Concept Six would likely encounter much philosophical opposition, as well.

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 Six itself. Still, they 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 Five, 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 Two and Concept Three, 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 Prior Committee Action:

After meeting on November 14, 2023, the LCMC 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, the LCMC 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 second 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 approved by the RC, SCAG staff would shop the RC-approved legislative 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 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. The deadline for requests by legislators to Legislative Counsel to draft bill language is January 19, 2024 and the deadline by which a bill proposal must be introduced in the form of a bill is February 16, 2024.

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, planned for March 19 and 20, 2024.

As milestones are met, staff would continue prioritizing these efforts at LCMC meetings for the 2024 legislative year. Staff would also keep the RC apprised of these efforts through regular updates.

Therefore, LCMC voted to 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.

ATTACHMENT(S):

1. PowerPoint Presentation - RHNA Reform Legislative Action

RHNA Reform – Legislative Action

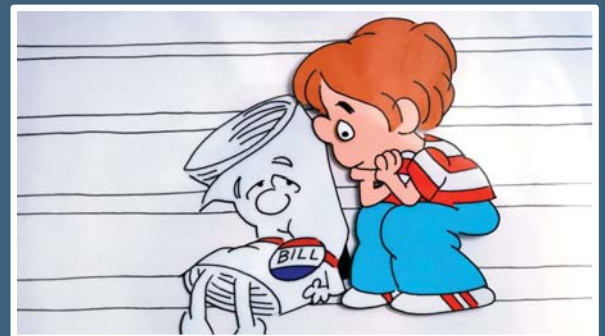
January 4, 2024
Kevin Gilhooley, Legislative Affairs Manager

WWW.SCAG.CA.GOV

LCMC Recommendation: Three concepts, two bills.

1. Increased Transparency Measures

- Publicize data sources, analyses, and methodology prior to finalizing the regional determination.
- Panel of experts



2. Reinstate RHNA Trade and Transfer

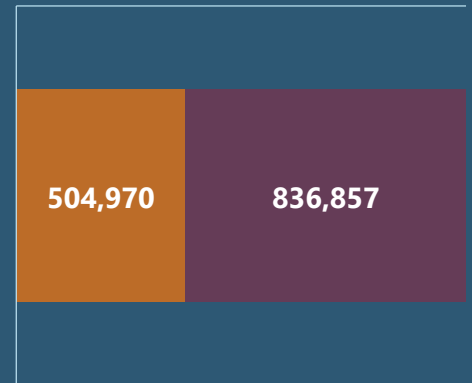
Concept 1: Extend Existing Need

- Extend existing need from the regional determination across multiple planning cycles.
- Correspondingly, extend the Housing Element planning periods over multiple cycles to be consistent with the extension of the determination period for existing need.

SCAG REGIONAL DETERMINATION

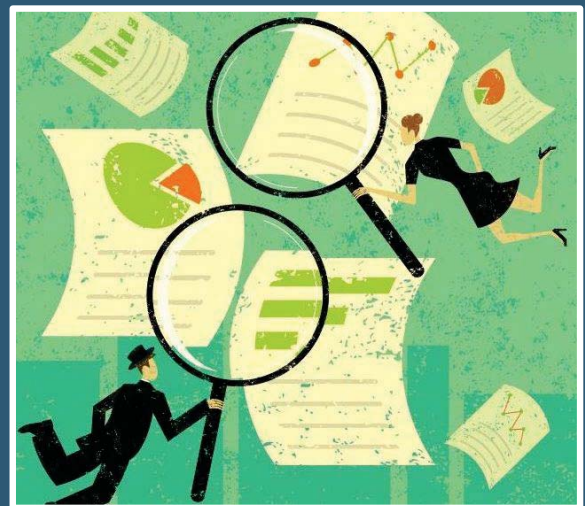
■ Growth ■ Existing Need

1,341,827



Concept 2: Ensure a Transparent Process

- Establish procedures for HCD to publicize its data sources, analyses, and methodology prior to finalizing the regional determination.
 - Including assumptions and factors used in the Department of Finance's projections and HCD's engagement processes with the Councils of Governments.



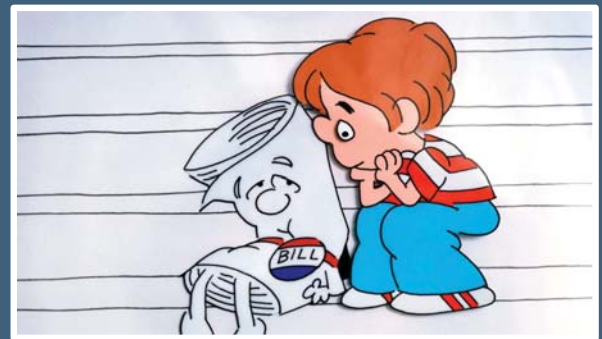
Concept 3: Establish Panel of Experts

- Require HCD to convene a panel of experts that would advise the department on its assumptions, data, and analyses prior to HCD making its final determinations.



Bill Idea #1: Increased Transparency Measures

- A single legislative bill that requires Housing & Community Development to:
 - Publicize its data sources, analyses, and methodology priority to finalizing a region's regional determination.
 - Establish a panel of experts to review and provide feedback on its assumptions, data, and analyses, prior to making its final determination to a region.



Concept 4: Increase Due Process Opportunities

- Establish additional due process opportunities for COGs and jurisdictions to appeal the methodology and assumptions used for housing need determination.



Concept 5: Advance the Regional Determination

- Require that HCD provide the regional determination to a COG earlier than the current 26-month time frame.



Bill Idea #2: Reinstate Trade & Transfer

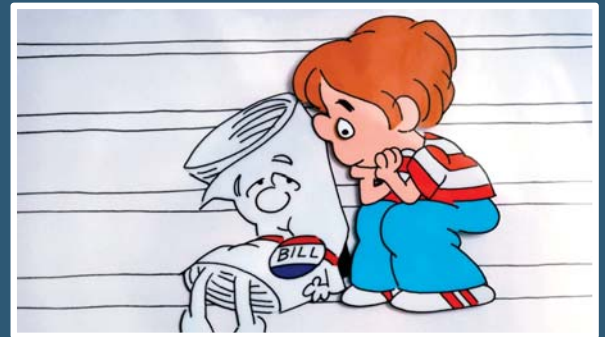
- Reinstate a trade and transfer option of RHNA units between two jurisdictions with guardrails so it furthers state housing objectives.
 - Cities' proximity.
 - Funds transferred between jurisdictions must support affordable housing programs.



Staff Recommendation: Two bills.

1. Increased Transparency Measures

- Publicize data sources, analyses, and methodology prior to finalizing the regional determination.
- Panel of experts



2. Reinstate RHNA Trade and Transfer

Next Steps (in 2024)

01/04 – Regional Council Meeting

01/16 – January LCMC

01/19 – Bill Request deadline to Legislative Counsel

02/16 – Bill Introduction Deadline

02/19 – February LCMC

03/19 & 20 – SCAG Sacramento Summit



THANK YOU!

For more information, please visit:

[SCAG.CA.GOV/LEGISLATION](https://scag.ca.gov/legislation)



Southern California Association of Governments
January 3, 2024

MINUTES OF THE MEETING
EXECUTIVE/ADMINISTRATION COMMITTEE (EAC)
WEDNESDAY, DECEMBER 6, 2023

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE EXECUTIVE/ADMINISTRATION COMMITTEE (EAC). AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

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

Members Present

Hon. Art Brown, President	<i>Buena Park</i>	District 21
Sup. Curt Hagman, 1st Vice President		San Bernardino County
Hon. Jan Harnik, Imm. Past President	<i>RCTC</i>	Riverside
Hon. Frank Yokoyama, Chair, CEHD	<i>Cerritos</i>	District 23
Hon. David J. Shapiro, Vice Chair, CEHD	<i>Calabasas</i>	District 44
Hon. Luis Plancarte, Vice Chair, EEC		Imperial County
Hon. Tim Sandoval, Chair, TC	<i>Pomona</i>	District 38
Hon. Mike Judge, Vice Chair, TC	<i>VCTC</i>	Ventura County
Hon. Clint Lorimore, President’s Appt.	Eastvale	District 4
Hon. Marshall Goodman, President’s Appt.	<i>La Palma</i>	District 18
Hon. Larry McCallon, President’s Appt.	<i>Highland</i>	District 7
Hon. Tim McOsker, President’s Appt	<i>Los Angeles</i>	District 62
Hon. Lucy Dunn		Business Representative

Members Not Present

Hon. Cindy Allen, 2nd Vice President	<i>Long Beach</i>	Los Angeles County
Hon. Patricia Lock Dawson, Chair, LCMC	Riverside	District 68
Hon. Jose Luis Solache, Vice Chair, LCMC	Lynwood	District 26
Hon. Deborah Robertson, Chair, EEC	<i>Rialto</i>	District 8
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	TGRP Representative

Staff Present

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer

Cindy Giraldo, Chief Financial Officer
Sarah Jepson, Chief Planning Officer
Javiera Cartagena, Chief Government and Public Affairs Officer
Michael Maurer, Assistant Board Counsel
Jeffery Elder, Acting Chief Counsel/Director of Legal Services
Maggie Aguilar, Clerk of the Board
Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Honorable Art Brown called the meeting to order at 3:00 p.m. President Brown asked Immediate Past President Jan Harnik, RCTC, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Brown opened the Public Comment Period and outlined instructions for public comments. He noted this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda. He reminded the public to submit comments via email to ePublicComment@scag.ca.gov.

The Clerk of the Board acknowledged there no written public comments received before or after the deadline.

Seeing no public comment speakers, President Brown closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

ACTION ITEM

1. Amendments to the Regional Council Policy Manual

There were no public comments on Items 1.

Darin Chidsey, Chief Operating Officer, reminded the EAC that President Brown convened an EAC special strategic working session in Buena Park earlier this year which included several items on the agenda. One was the consideration of the Regional Council Policy Manual (RCPM) amendments. He

explained there were no bylaws amendments last year; however, there were several updates to the RCPM that had been in the queue for some time now. He also reminded the members that they already provided input/direction on the updates at the EAC working session. He explained that they were planning on bringing these updates earlier in the year; however, one of the items regarding increasing stipends and how it relates to board members being treated as employees or 1099 was pending. He explained they received some information and were continually reviewing how they would move forward with this matter. Since they were still waiting on additional information, he explained that they did not want to delay bringing these updates forward any longer.

Richard Lam, Deputy Legal Counsel, provided an update on the RCPM items that were discussed at the EAC retreat. He explained there were four separate items that were considered and generally agreed upon, and that staff was given feedback on. He described the four items as follows:

- Voting for No Confidence Votes: He explained that currently the RCPM allows all council members to vote in a no confidence vote and that was inconsistent with their voting for district elections. He noted that the proposal would change it to five members, so cities with seven members would have to limit their number of votes to five which would create parity or make it fair;
- Teleconferencing for District Elections: He explained that one part of the RCPM states that it is allowed and another portion stated that it was not allowed. He clarified that they wanted to make it consistent and for it to state that it is not allowed unless the President specifically authorizes it;
- Code of Conduct Complaint Process: He explained that there was a placeholder in the RCPM and as good governance, they thought it would be prudent to fill that section and provide a concise yet very flexible process to address code of conduct violations; and
- Stipends: He explained that the feedback received was to increase the stipend amount per meeting to \$150. He also noted that now there would be a difference between a SCAG clerked meeting versus a non-SCAG clerked meeting. He clarified that the SCAG clerked meetings would be paid automatically upon the submission of attendance sheets, this way council members would not have to submit any type of requests for stipends and would be automatically paid after the meeting is attended. He further clarified that non-clerk meetings would require submission of a request for stipend and would be due within 45 days after the end of the month in which the meeting took place. He also noted that these meetings would be subject to a hard cap which is 12 for the President, nine for the Vice President, and six for regional council members.

Lastly, Mr. Lam explained that there was an addition that the RCPM or the stipend policy be reviewed every five years.

First Vice President Curt Hagman, San Bernardino County, shared that about a third of his committees were moving from 1099 to the W-2 employee status and asked if this issued changed their thought on stipends or if it made it more complicated.

Kome Ajise, Executive Director, stated that this does not change the stipend issue itself and that they were just trying to figure out what the full ramifications of a W-2 environment was as they had been operating in a 1099 environment. He indicated they were considering other things that may be involved such as employment taxes or benefits, and as a result had done a first round of research with the attorneys and were doing another round with their employment attorneys so that they could do the transition right. He noted they were trending towards doing W-2's.

First Vice President Hagman expressed that he would be happy to move the item when they were ready.

Immediate Past President Jan Harnik, RCTC, expressed concern over having a mayor from a city appoint five council members to vote in the no confidence vote. She indicated that she couldn't help but question if this may create some issues. She noted that if they have a mayor appointing, they were dealing with a delegate issue, and that it was almost safer to draw straws to avoid a problem.

Mr. Chidsey shared that this issue was brought into the policy manual several years ago and indicated that Council Member McCallon was the one who raised the issue of some cities having more council members than others. He explained that in an effort to balance the election process it would be better to have an equal number of council members represented when voting for that district election. He clarified that when they made this change under the district elections in the RCPM back then it was not made to the no confidence process, and now this was just to make the language consistent between the district election of the official as well as the no confidence vote. He expressed that it was a valid point but that if they did make this suggested changed then they would also want to add it to be consistent with the election of members as well. He noted that most cities defer to the mayor to make appointments and that's why it was recommended at that time, and continued to recommend putting it in the hands of the mayor to identify who would be representing the city in those votes.

Regional Council Member Frank Yokoyama, Cerritos, RC District 23, stated he agreed with Immediate Past President Harnik's proposal and stated he would second the motion if she was making a motion to do the selection by random drawing. He also asked if under teleconferencing for district elections if they were referring to the SCAG President and not the President for the subregional organizations.

President Brown confirmed they were referring to the President of SCAG.

Regional Council Member Larry McCallon, Air District Representative, stated he also agreed with Immediate Past President Harnik and suggested having something to the effect of drawing straws, which would remove the subjectivity of the mayor out of the equation. He indicated he would support doing this across the board on district elections as well as no confidence votes.

President Brown expressed concern over how they would enforce this and asked if they could make this a rule.

Immediate Past President Harnik indicated that at least having the rule in place, people would have the tendency to go along with it.

Executive Director Ajise clarified that the proposal was to change both the no confidence vote and the district elections representative vote to a straw vote.

Mr. Chidsey suggested adding language to say randomly selected to provide some flexibility for the implementation of it with the understanding that it not be the mayor and that five council members be randomly selected. He expressed concern over the implementation of this as he thought it becomes challenging but understood the sentiment.

Regional Council Member McCallon suggested pulling names out of a hat.

Mr. Lam confirmed that he was clear on the language and would state randomly selected for both district elections and no confidence votes.

Michael Maurer, Assistant Board Counsel, clarified that there was a motion made by First Vice President Hagman before the suggested change.

First Vice President Hagman amended his motion to include the suggested change.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting audio is also available on the SCAG website.

A MOTION was made (Hagman) to approve staff recommendation, as amended, that the Executive/Administration Committee (EAC) consider and finalize the amendments to the Regional Council Policy Manual (Policy Manual) as presented in this report and recommend approval by the Regional Council (RC) at the January 4, 2024 meeting, and to add language under District Elections and No Confidence Votes that members would be randomly selected. Motion was SECONDED (Shapiro) and passed by the following votes:



AYES: Brown, Goodman, Hagman, Harnik, Judge, Lorimore, McCallon, Plancarte, Sandoval, Shapiro, and Yokoyama (11)

NOES: None (0)

ABSTAIN: None (0)

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

2. Minutes of the Meeting – November 1, 2023
3. Contract Amendments \$150,000 or Greater: Contract No. 22-011-C01, On-Call Services: Strategic Plan and Organization Assessment
4. Carbon Reduction Program (CRP) Guidelines
5. SCAG Memberships and Sponsorships

Receive and File

6. CFO Monthly Report

A MOTION was made (Hagman) to approve the Consent Calendar Item 2 through 5; and Receive and File Item 6. Motion was SECONDED (Shapiro) and passed by the following votes:

AYES: Brown, Goodman, Hagman, Harnik, Judge, Lorimore, McCallon, Plancarte, Shapiro, and Yokoyama (10)

NOES: None (0)

ABSTAIN: None (0)

CFO REPORT

Cindy Giraldo, Chief Financial Officer, reported that this past month they had done a lot of work on executing MOU agreements and preparing them for REAP 2.0 grant programs, specifically, working

on the CTC Partnership Program, the REAP 2.0 Subregional Partnership Program MOU's and the Civic Engagement Equity and Environmental Justice Program. She explained that together these programs would push out \$108 million in funding out to their region. She noted that while this is certainly a lot of work for SCAG, they do realize that the heavy lifting is really with their partner agencies who will be receiving these funds and implementing some truly transformative projects. She also reported that staff was also evaluating applications received under the RUSH Program, where an additional \$35 million would be awarded. Lastly, she reported that a lot of work had been done in preparing the fiscal year 2024-25 budget in addition to planning for their agency work post REAP.

PRESIDENT'S REPORT

President Brown stated that he hoped people would join the 14th Annual Southern California Economic Summit at the Sheraton Grand in Downtown LA. He noted that this year's event would explore the economic potential in Connect SoCal 2024, SCAG's draft Regional Transportation Plan/Sustainable Communities Strategy. He also reported that the Women's Transportation Seminar (WTS) – Los Angeles Chapter recognized SCAG's Executive Director Kome Ajise with the prestigious Honorable Ray LaHood Award which recognizes men in transportation who have exemplified the WTS mission by contributing to the advancement of women and minorities in the transportation sector. He informed members the next meetings of the Policy Committees and Regional Council were scheduled for Thursday, January 4, 2024, at 9:30 a.m. and 12:00 p.m., respectively. He wished everyone happy holidays.

EXECUTIVE DIRECTOR'S REPORT

Kome Ajise, Executive Director, provided an update on the Connect SoCal 2024 elected official briefings. He explained that the public comment period for the draft Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Connect SoCal 2024 Draft Program Environmental Impact Report was open through January 12, 2024. He also shared that SCAG hosted two public hearings, on December 4 and 5, and would hold a final hearing on December 8. He also reported that he represented California's four major metropolitan planning organizations last month at a local government roundtable hosted by the Governor's Office of Planning and Research and the California Association of Governments. He shared that his remarks highlighted challenges and opportunities for the delivery of infrastructure and community planning goals. He also noted that he talked about their work to support local planning activities through Connect SoCal 2024, and specifically SCAG's Regional Early Action Planning program to support jurisdictions in meeting their housing allocation targets. He also congratulated the Finance Division for being awarded the Certificate of Achievement for Excellence in Financial Reporting for SCAG's annual comprehensive financial report for the 2022 fiscal year by the Government Finance Officers Association of the United States and Canada.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

Regional Council Member McCallon wished everyone a Merry Christmas, Happy Hanukkah, and Happy New Year.

Regional Council Member Lucy Dunn, Business Representative, congratulated everyone who worked on the opening of the 405 freeway and express lanes in Orange County.

First Vice President Hagman congratulated Brightline West who received a \$3 billion grant from the Federal Government to build the high-speed rail from San Bernardino to Las Vegas.

ADJOURNMENT

There being no further business, President Brown adjourned the Meeting of the Executive Administration Committee at 3:30 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EAC]

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Executive / Administration Committee Attendance Report

2022-23																Total M Attend To Da
MEMBERS	CITY	Representing	31-May	29-Jun	30-Jun	JULY	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	
Hon. Art Brown, President, Chair	Buena Park	District 21	1	1	1	1	1	1	1	1						8
Hon. Curt Hagman, 1st Vice Chair		San Bernardino County	1	1	1	1	1	1	1	1						8
Hon. Cindy Allen, 2nd Vice Chair	Long Beach	District 30	1	1	1	1	1	0	1	0						6
Hon. Jan Harnik, Chair, Imm. Past President		RCTC	1	1	1	1	1	1	1	1						8
Hon. Frank Yokoyama, Chair, CEHD	Cerritos	District 23	1	1	1	1	1	1	1	1						8
Hon. David J. Shapiro, Vice Chair, CEHD	Cerritos	District 44	1	1	1	1	1	1	1	1						8
Hon. Deborah Roberston, Chair, EEC	Rialto	District 8	1	1	1	0	1	1	0	0						5
Hon. Luis Plancarte, Vice Chair, EEC		Imperial County	1	0	0	1	1	1	1	1						6
Hon. Tim Sandoval, Chair, TC	Pomona	District 38	1	1	0	1	0	1	1	1						6
Hon. Mike Judge, Vice Chair, TC		VCTC	1	1	1	1	1	1	1	1						8
Hon. Patricia Lock Dawson, Chair, LCMC	Riverside	District 68	1	1	1	1	1	0	1	0						6
Hon. Jose Luis Solache, Vice Chair, LCMC	Lynwood	District 26	1	1	0	0	1	1	1	0						5
Hon. Marshall Goodman, President's Appt.	La Palma	District 18	1	1	1	1	1	1	1	1						8
Hon. Clint Lorimore, President's Appt.	Eastvale	District 4	1	1	1	1	1	1	1	1						8
Hon. Larry McCallon, President's Appt.		Air District Representative	1	0	0	1	1	1	1	1						6
Hon. Tim McOsker, President's Appt.	Los Angeles	District 62	0	0	0	0	1	1	0	1						3
Hon. Andrew Masiel, Sr.	Pechanga Dev. Corporation	Tribal Government Regional Planning Board	0	1	1	1	0	1	0	0						4
Ms. Lucy Dunn, Ex-Officio Member	Lucy Dunn Strategic Issues Ma	Business Representative	1	1	1	1	1	1	1	1						8
			16	15	13	15	16	16	15	13	0	0	0	0	0	1

Attachment: EAC Attendance Sheet 2023-24 (Minutes of the Meeting - December 6, 2023)



AGENDA ITEM 3
REPORT

Southern California Association of Governments
January 3, 2024

To: Executive/Administration Committee (EAC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: 2024 State & Federal Legislative Platform

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 California State Legislature will reconvene during the week of January 3, 2024. The Legislative/ Communications and Membership Committee (LCMC) recommends a mid-cycle update to SCAG’s adopted 2023 State and Federal Legislative Platform in preparation for the second half of the Legislative Session. Staff made recommendations to the LCMC for minor updates to the platform resulting from collaboration between SCAG’s legislation department and the various departments within the planning division. These recommendations include removing redundancies and outdated goals, updating language, and increasing conciseness, as well as minor changes recommended by the SCAG Planning Department staff that update the platform to be consistent with the agency’s work, newly implemented laws, and other changes to the landscape under which SCAG operates. These recommendations were approved at the November 14, 2023 LCMC as a consent calendar item.

The draft platform is now being presented to the Executive Administration Committee (EAC) and Regional Council (RC) for review and final adoption at the January 2024 meeting. If approved by the RC, staff will immediately work to advance these priorities in 2024.

BACKGROUND:

With the first half of the two-year 2023-2024 Legislative Session accompanying robust legislative activity, the LCMC 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 then presented its recommendations, including those from the Legislation Department and SCAG's various planning departments at the November LCMC as a consent calendar item and it passed unanimously.

Given the minor nature of the proposed updates, the LCMC unanimously approved the item at its November 14, 2023 meeting as part of the consent calendar.

The proposed changes are summarized below.

STATE

First, the LCMC 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) has been eliminated from the *Transit & Rail* section to reduce redundancy. Transit safety and security for employees and the public are strengthened by a new point added to the *Transportation Safety* section. These modifications are recommended to address feedback from various SCAG Planning Departments.

Second, the LCMC 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 progression within this housing cycle and the RHNA process. Furthermore, mentions of the COVID-19 pandemic have also been removed.

Third, the LCMC recommends underscoring legislation aimed at transportation connectivity throughout the State. For this recommendation, staff recommends adding three points to the *Transit & Rail* section that addresses multimodal connectivity through a resilient, weather-resistant system. Similarly, the LCMC addresses efforts to reconnect marginalized communities separated by highway or railway barriers in the *Racial Justice* section.

FEDERAL

The LCMC 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).

Second, the LCMC recommends strengthening the federal platform's emphasis on environmental sustainability, thus adding a point supporting MPO programs like the Carbon Reduction Program to the *Air Quality, Environment, & Water* section. This point was also added for consistency with the agency's draft 2024 Federal Priorities.

Third, the LCMC highlights the importance of transit safety through funding Connect SoCal strategies geared for rider safety in the *Transportation Safety* section and public safety in a *Transit & Rail* point that maintains consistency with the State Platforms.

Lastly, 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. Furthermore, mentions of COVID-19 were removed from the federal platform.

Prior Committee Action

Staff included the draft 2024 State & Federal Legislative Platform at the November 14, 2023, LCMC as part of the consent calendar. The Committee voted unanimously to forward the 2024 State and Federal Platform for the EAC and RC with a recommendation to approve.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. 2024 Federal Leg Platform - Redline
2. 2024 Federal Leg Platform - Clean
3. 2024 State Leg Platform - Redline
4. 2024 State Leg Platform - Clean



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

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.
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)
- 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

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 2024 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

Attachment: 2024 Federal Leg Platform - Clean (2024 State & Federal Legislative Platform)

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).
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. 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.
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.
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.
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 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.
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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.

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2. Expand eligibility for any planning grant programs to include MPOs as eligible recipients.
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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).
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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.
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1. Support increased funding to transportation safety to provide the resources necessary to implement Connect SoCal strategies (e.g., Quick Builds)
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20232024 STATE LEGISLATIVE PLATFORM

About SCAG

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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: 2024 State Leg Platform - Redline (2024 State & Federal 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.

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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.



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
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2024 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 2024 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

Attachment: 2024 State Leg Platform - Clean (2024 State & Federal 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.
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.
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.
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 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.

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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
January 3, 2024

To: Executive/Administration Committee (EAC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: Fiscal Year (FY) 2022-2023 External Financial Audit

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

SCAG's external independent auditor, Eide Bailly, LLP, has completed the audit of SCAG's FY 2022-23 financial statements, and the results of the audit were presented to the Audit Committee on December 12, 2023. Eide Bailly issued an unmodified opinion on the Annual Comprehensive Financial Report (ACFR) and the Single Audit Report.

BACKGROUND:

SCAG's external independent auditors, Eide Bailly, have completed their audit of SCAG's FY 2022-23 financial statements, and the results of the audit were presented to the Audit Committee on December 12, 2023. The work completed by Eide Bailly included the following:

- Audit of the FY 2022-23 Annual Comprehensive Financial Report (ACFR)
- Report on internal control over financial reporting and on compliance in accordance with Government Auditing Standards
- Audit report on compliance over major federal programs, schedule of expenditures of federal awards and internal control in accordance with 2 CFR 200 (Single Audit)

Attached is the 2023 SCAG Governance Letter from Eide Bailly. The purpose of the letter is to communicate to those charged with governance, the scope of audit procedures performed, significant findings, and other information, such as disagreements with management, audit adjustments and significant estimates, that are not communicated in the audited financial statements. Eide and Bailly identified four adjustments and brought to the attention of, and



corrected by, management and noted no significant difficulties in dealing with management and no disagreements.

Additionally, below are the links to the final audit documents:

SCAG 2023 Final Annual Comprehensive Financial Report

https://scag.ca.gov/sites/main/files/file-attachments/scag_2023_final_acfr_0.pdf?1702578451

SCAG 2023 Final Single Audit Report

https://scag.ca.gov/sites/main/files/file-attachments/scag_2023_final_single_audit_report_0.pdf?1702580231

FISCAL IMPACT:

None

ATTACHMENT(S):

1. SCAG 2023 Final Governance Letter



December 6, 2023

To the Honorable Members of the Regional Council
Southern California Association of Governments

We have audited the financial statements of the Southern California Association of Governments (SCAG) as of and for the year ended June 30, 2023, and have issued our report thereon dated December 6, 2023. Professional standards require that we advise you of the following matters relating to our audit.

Our Responsibility in Relation to the Financial Statement Audit under Generally Accepted Auditing Standards and *Government Auditing Standards* and our Compliance Audit under the Uniform Guidance

As communicated in our letter dated June 2, 2023, our responsibility, as described by professional standards, is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America and to express an opinion on whether SCAG complied with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of SCAG's major federal programs. Our audit of the financial statements and major program compliance does not relieve you or management of its respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of SCAG solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

Our responsibility, as prescribed by professional standards as it relates to the audit of SCAG's major federal program compliance, is to express an opinion on the compliance for SCAG's major federal programs based on our audit of the types of compliance requirements referred to above. An audit of major program compliance includes consideration of internal control over compliance with the types of compliance requirements referred to above as a basis for designing audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, as a part of our major program compliance audit, we considered internal control over compliance for these purposes and not to provide any assurance on the effectiveness of SCAG's internal control over compliance.

We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

Attachment: SCAG 2023 Final Governance Letter (Fiscal Year (FY) 2022-2023 External Financial Audit)

We have provided our comments regarding internal controls during our audit in our Independent Auditor’s Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* dated December 6, 2023. We have also provided our comments regarding compliance with the types of compliance requirements referred to above and internal controls over compliance during our audit in our Independent Auditor’s Report on Compliance with Each Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance dated December 6, 2023.

Planned Scope and Timing of the Audit

We conducted our audit consistent with the planned scope and timing we previously communicated to you.

Compliance with All Ethics Requirements Regarding Independence

The engagement team, others in our firm, as appropriate, our firm, and other firms utilized in the engagement, if applicable, have complied with all relevant ethical requirements regarding independence.

Qualitative Aspects of the Entity’s Significant Accounting Practices

Significant Accounting Policies

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by SCAG is included in Note 1 to the financial statements. As described in Note 1, SCAG changed accounting policies related to SBITAs to adopt the provisions of GASB Statement No. 96, *Subscription-Based Information Technology Agreements*. Accordingly, the accounting change has been retrospectively applied to the financial statements beginning July 1, 2022. No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Significant Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management’s current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management’s current judgments.

The most sensitive accounting estimates affecting the financial statements are management’s estimates of:

- Amounts related to the net pension liability, related deferred outflows of resources and deferred inflows of resources, pension expense, and disclosures, are based on actuarial valuations for the CalPERS and PARS plans.
- Amounts related to the net other postemployment benefit (OPEB) liability, related deferred outflows and inflows of resources, OPEB expense, and disclosures, are based on an actuarial valuation.

We evaluated the key factors and assumptions used to develop the estimates and determined that they were reasonable in relation to the basic financial statements taken as a whole.

Financial Statement Disclosures

Certain financial statement disclosures involve significant judgment and are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting SCAG’s financial statements relate to:

The disclosures of SCAG’s agent multiple-employer defined benefit pension plan and PARS supplementary retirement plan, net pension liability, and related deferred outflows and inflows of resources, and pension expense in Note 11 to the financial statements. The valuations of the net pension liability and related deferred outflows and inflows of resources are sensitive to the underlying actuarial assumptions used, including but not limited to, the discount rate. As disclosed in Note 11, a 1% increase or decrease in the discount rate has a significant effect on SCAG’s net pension liabilities.

The disclosures related to SCAG’s retiree health program OPEB plan, net OPEB liability, and related deferred outflows and inflows of resources, and OPEB expense, in Note 13 to the financial statements. The valuations of the net OPEB liability and related deferred outflows and inflows of resources are sensitive to the underlying actuarial assumptions used including, but not limited to, the discount rate and healthcare cost trend rates. As disclosed in Note 13, a 1% increase or decrease in the discount rate and healthcare cost trend rates has a significant effect on SCAG’s net OPEB liability.

Significant Difficulties Encountered during the Audit

We encountered no significant difficulties in dealing with management relating to the performance of the audit.

Uncorrected and Corrected Misstatements

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole. Uncorrected misstatements or matters underlying those uncorrected misstatements could potentially cause future-period financial statements to be materially misstated, even though the uncorrected misstatements are immaterial to the financial statements currently under audit. There were no uncorrected misstatements identified as a result of our audit procedures.

The following misstatements that we identified as a result of our audit procedures were brought to the attention of, and corrected by, management:

Overstatement of advances from grantor and receivable within REAP AB101 fund	\$ 353,713
Overstatement of advances from grantor and receivable within REAP 2021 fund	6,326,402
Overstatement of advances from grantor and receivable within LACMTA fund	375,000
Overstatement of deferred inflows of resources and receivable Within MSRC fund	337,067

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the financial statements or the auditor's report. No such disagreements arose during the course of the audit.

Circumstances that Affect the Form and Content of the Auditor's Report

For purposes of this letter, professional standards require that we communicate any circumstances that affect the form and content of our auditor's report. As described in Note 1 to the financial statements, due to the adoption of GASB Statement No. 96, *Subscription-Based Information Technology Agreements*, SCAG restated opening balance as of July 1, 2022. Additionally, the report included an emphasis of matter relating to the correction of errors as disclosed in Note 14. We have included an emphasis of matter in our report regarding this restatement.

Representations Requested from Management

We have requested certain written representations from management which are included in the management representation letter dated December 6, 2023.

Management's Consultations with Other Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

Other Significant Matters, Findings, or Issues

In the normal course of our professional association with SCAG, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, significant events or transactions that occurred during the year, operating conditions affecting the entity, and operating plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as SCAG's auditors.

Other Information Included in Annual Reports

Pursuant to professional standards, our responsibility as auditors for other information, whether financial or nonfinancial, included in SCAG's annual reports, does not extend beyond the financial information identified in the audit report, and we are not required to perform any procedures to corroborate such other information.

Additionally, in accordance with such standards, we have read the introductory and statistical sections of SCAG's annual report considered whether such information, or the manner of its presentation, was materially inconsistent with its presentation in the financial statements.

Our responsibility also includes communicating to you any information which we believe is a material misstatement of fact. Nothing came to our attention that caused us to believe that such information, or its manner of presentation, is materially inconsistent with the information, or manner of its presentation, appearing in the financial statements.

This report is intended solely for the information and use of the Members of the Regional Council, and management of SCAG and is not intended to be, and should not be, used by anyone other than these specified parties.

Handwritten signature in cursive script that reads "Eide Sully LLP".

Rancho Cucamonga, California



AGENDA ITEM 5
REPORT

Southern California Association of Governments
January 3, 2024

To: Executive/Administration Committee (EAC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: Purchase Orders, Contract and Amendments below Regional Council's
Approval Threshold

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

BACKGROUND:

SCAG executed the following Purchase Orders (PO's) for more than \$5,000 but less than \$500,000

<u>Consultant/Contract #</u>	<u>PO' Purpose</u>	<u>Amount</u>
Liebert Cassidy Whitmore	FY24 LCW Employment Law Renewal	\$50,000
Total Compensation System Inc.	FY24 GASB 75 Consulting Services	\$9,855
Kelly Spicers Stores	FY24 Paper Stock Supplies	\$5,000

SCAG executed the following Contracts more than \$25,000 but less than \$500,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
1. Arup USA, Inc. LLP (23-040-C01)	Develop the SoCal Greenprint tool, a web-based application, as identified in Connect SoCal 2020 and its associated Program Environmental Impact Report (PEIR), with an explicit focus on helping Southern California cities, counties, and transportation agencies make better land-use and transportation infrastructure decisions	\$451,307



SCAG executed the following Contracts more than \$25,000 but less than \$500,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
	and conserve natural and farmlands. The SoCal Greenprint will be a strategic web-based conservation tool to support advanced mitigation that provides the best available scientific data and scenario visualizations.	
2. CoStar Group (23-008-C01)	Provide data staff will use to conduct analyses for SCAG's Goods Movement Comprehensive Study and regional commodity flow analysis for rail, maritime, air cargo, and trucking modes.	\$149,200

SCAG executed these Amendments for more than \$5,000 but less than \$150,000

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
Tectonic Engineering Consultants, Geologists & Land Surveyors, D.P.C. (22-061-C01)	Provide additional analytical service related to Task 3, Permit Streamlining Report.	\$50,000

ATTACHMENT(S):

1. Contract Summary 23-040-C01
2. Contract Summary 24-008-C01
3. Contract Summary 22-061-C01 Amendment 2

CONSULTANT CONTRACT NO. 23-040-C01

Recommended Consultant:

Arup USA, Inc.

Background & Scope of Work:

Consultant shall develop the SoCal Greenprint tool, a web-based application, as identified in Connect SoCal 2020 and its associated Program Environmental Impact Report (PEIR), with explicit focus on helping Southern California cities, counties and transportation agencies make better land-use and transportation infrastructure decisions and conserve natural and farmlands. The SoCal Greenprint will be a strategic web-based conservation tool to support advanced mitigation that provides the best available scientific data and scenario visualizations. The SoCal Greenprint will also be an easily accessible resource to help municipalities, conservation groups, developers and researchers prioritize lands for conservation based on best available scientific data.

Utilizing a science-based approach to understand the comprehensive biological and resource needs of a given area to discern potential impacts from development projects at the early planning stages, is an essential element of regional advanced mitigation. As shared through SCAG’s interviews with County Transportation Commissions and other practitioners, data access and information sharing are key benefits of a regional advance mitigation planning initiative. As noted by a Federal Highway Administration (FHWA) funded study looking at advanced mitigation nationwide, “improved environmental information is needed on the front end of the project delivery process. Under the current process, state DOTs retrieve environmental data from a variety of sources and then assess environmental impacts and constraints. A central data clearinghouse – similar to those that MPOs developed in the [US Environmental Protection Agency’s] Eco-Logical grants – could improve assessment processes and mitigation outcomes.”

Project’s Benefits & Key Deliverables:

- The project’s benefits and key deliverables include, but are not limited to:
- Facilitation of Greenprint Technical Advisory Committee to provide key stakeholder input to ensure that data provided through the SoCal Greenprint tool will be useful to targeted user groups for its intended purposes;
 - Developing final recommended Data Layers List and;
 - Developing web-based application.

Strategic Plan:

This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region.

Contract Amount:

Total not to exceed **\$451,307**
Arup USA (prime consultant)

Note: Arup USA originally proposed \$459,970, but staff negotiated the price down to \$451,307 without reducing the scope of work.

Contract Period:

July, 1 2023 through June 30, 2024

Project Number(s):

290-4862E.04 \$51,765
290-4862UC.04 \$399,542

Attachment: Contract Summary 23-040-C01 (Purchase Orders, Contract and Amendments below Regional Council’s Approval Threshold)

Funding source(s): Senate Bill 1 (SB1) and Transportation Development Act (TDA).

Funding of \$451,307 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) in Project Numbers 290-4862E.04 and 290-4862UC.04.

Request for Proposal (RFP):

SCAG staff notified 4,648 firms of the release of RFP 23-040 via SCAG’s Solicitation Management System website. A total of 63 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:

Arup USA, Inc. (no subconsultants)	\$459,970
ICF Jones & Stokes, Inc. (no subconsultants)	\$442,727
Environmental Systems Research Institute, Inc. (1 subconsultants)	\$498,970

Selection Process:

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked offerors.

The PRC consisted of the following individuals:

- India Brookover, Sr. Regional Planner, SCAG
- Kim Clark, Planning Supervisor, SCAG
- Sarah Patterson, Department Manager (Government Affairs), SCAG
- Julie Shroyer, Chief Information Officer, SCAG

Basis for Selection:

The PRC recommended Arup USA for the contract award because the consultant:

- Had a well-articulated plan for engaging users, defining data and use cases/requirements, and overall development plan for both engagement and technical tasks;
- Demonstrated technical innovation in understanding of Esri development stack and ArcGIS experience builder and showed foresight by proposing to design technology framework to have resilience against software updates from external sources;
- Demonstrated a strong project management approach, including quality control process and risk register;
- Demonstrated previous experience that is relatable to the SoCal Greenprint, particularly the REAP SFVCOG Regional Housing Analysis Tool;
- Provided the best overall value for the level of effort proposed; and
- Proposed the lowest most realistic price to perform all the scope of work.

Although another firm proposed a lower price, the PRC did not recommend this firm for contract award because this firm:

- Did not fully meet the RFP’s technical requirements to adhere to the use of the ESRI stack and alignment with Regional Data Platform. Proposal cited open-source tech in addition to ESRI, which could lead to investing more effort on SCAG’s end to build a product that is sustainable and supportable beyond the contract;

- Due to open-source technical approach, maintenance of the application would incur an additional cost, which negates the up-front cost savings of being the lowest quoted proposal; and
- Proposal did not adhere to the Technical Advisory Committee meeting topics as included in the RFP.

CONSULTANT CONTRACT 24-008-C01

Recommended Consultant:	CoStar Group	
Background & Scope of Work:	The purchase of CoStar Realty Information Inc. (CoStar) services and products would be used to conduct analyses for SCAG’s Goods Movement Comprehensive Study and also regional commodity flow analysis for rail, maritime, air cargo, and trucking modes. The study is led by SCAG’s Transportation Division as part of its planning activities for goods movement planning. SCAG’s goods movement planning is a critical component of SCAG’s regional transportation planning efforts, and findings from this study will be used as the basis for the 2025 Regional Transportation Plan/Sustainable Communities Strategy development.	
Project’s Benefits & Key Deliverables:	<p>The project’s benefits and key deliverables include, but are not limited to:</p> <p>Updating base year data and providing specific data is critical to SCAG regional transportation planning efforts. The consultant shall provide the following types of data:</p> <ul style="list-style-type: none"> • Location of Warehouses and Distribution centers; • Type of building use and occupancy, vacancy rate; • Building ceiling heights; • Number of truck bay loading doors; and • Amount of floor space used for warehousing activities and others. 	
Strategic Plan:	This item supports SCAG’s Strategic Plan Goal 3: Be the foremost data information hub for the region.	
Contract Amount:	Total not to exceed CoStar Group (prime consultant)	\$149,200
	Note: CoStar originally proposed \$151,200, but staff negotiated the price down to \$149,200 without reducing the scope of work.	
Contract Period:	November 1 , 2023 through December 1, 2026.	
Project Number(s):	130-0162A.18, \$60,000 Funding sources: Federal Highway Administration (FHWA) PL.	
	Funding of \$60,000 is available in the FY 2023-24 Overall Work Program (OWP) budget, and the remaining balance will be requested in future fiscal year budget(s), subject to budget availability.	
Request for Proposal (RFP):	SCAG staff notified 2,509 firms of the release of RFP 24-008 via SCAG’s Solicitation Management System. A total of 25 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:	
	CoStar Group (no subconsultants)	\$151,200
	Hope Street (no subconsultants)	\$557,802

Attachment: Contract Summary 24-008-C01 (Purchase Orders, Contract and Amendments below Regional Council’s Approval Threshold)

Selection Process: The Proposal Review Committee (PRC) evaluated the proposals in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct an interview because the proposals contained sufficient information on which to base a contract award.

The PRC consisted of the following individuals:

Stephen Sungsu Yoon, Senior Regional Planner, SCAG
Scott Strelecki, Senior Regional Planner, SCAG
Aurora Massari, Intern, SCAG

Basis for Selection: The PRC recommended CoStar Group for the contract award because the consultant:

- The consultant demonstrated excellent capability to provide needed proprietary data which specifically focuses on the commercial real estate (CRE) property database not only Southern California region but also whole nationwide geographic coverage for the required attribute information. Based on the \$17 trillion CRE transaction flow and tracking approximately 500,000 property records for SCAG region, the Costar provides most comprehensive CRE data in terms of economic market trend and building specifications that are critical to the purpose of the various goods movement studies in the SCAG Region.
- With extensive amount of CRE experts and tremendous amount of collected data via collaboration with brokers and owners and CRE market professionals, Costar group provides the most comprehensive CRE data platform with essential filtering options which enable users to search and collect accurate set of information by the purpose of diverse usages; and
- Proposed the lowest price.

CONSULTANT CONTRACT NO. 22-061-C01 AMENDMENT NO. 2

Consultant: Tectonic Engineering Consultants, Geologists & Land Surveyors, D.P.C.

Background & Scope of Work: On November 14, 2022, SCAG awarded Contract 22-061-C01 to work with local ordinances, and develop permit streamlining reports, policies, and codes, as it relates to broadband while conducting workshops, stakeholder coordination and outreach.

This amendment increases the contract value from \$213,7862 to \$263,786 (\$50,000) and extends the contract term from 12/31/23 to 6/30/24. This increase is due to the need to modify the Scope of Work, Task 3, Permit Streamlining Report to grant the Consultant additional time and resources to perform needed updates.

Project’s Benefits & Key Deliverables: The project’s benefits and key deliverables include, but are not limited to:

- Consultant facilitating at least 14 task force and working group meetings to solicit best practices on permit streamlining;
- Meetings tailored to specific communities in the SCAG region;
- Meeting findings reported back to multiple state and regional governing bodies, including several SCAG Committees; and
- Draft and final report focused on Permit Streamlining;

Strategic Plan: This item supports SCAG’s Strategic Plan Goals:

1. Produce innovative solutions that improve the quality of life for Southern Californians;
2. Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy; and
3. Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Amendment	Amendment 2	\$50,000
Amount:	Amendment 1 (administrative - no change to contract’s value)	\$0
	Original contract value	<u>\$213,786</u>
	Total contract value is not to exceed	\$263,786

This amendment does not exceed \$150,000 or 30% of the contract’s original value. Therefore, in accordance with the SCAG Procurement Manual (January 2021) Section 9.3, it does not require the Regional Council’s approval.

Contract Period: November 14, 2022 through June 30, 2024

Project Number: 100-4901VA.01 \$50,000
Funding source: California Emerging Technology Fund (CETF) Grant Agreement

Funding of \$50,000 is available in the Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Budget in Project Number 100-4901VA.01.

Basis for the Amendment: The Permit Streamlining Report (Report) is being restructured and refined to better meet the high expectations of stakeholders, focusing on streamlining the rapid deployment of broadband infrastructure. Key stakeholders requesting these refinements include local jurisdiction staff from the SCAG and SANDAG regions,

Attachment: Contract Summary 22-061-C01 Amendment 2 (Purchase Orders, Contract and Amendments below Regional Council’s Approval

regional broadband consortiums, and the California Emerging Technology Fund (Grantor).

While the fundamental scope of the project remains intact, an amendment to the contract is being made to allocate additional time and resources for the consultant to facilitate necessary updates to the Report. These updates are essential to ensure that the report provides clear, actionable guidance on streamlining the broadband permit process.

Absent these enhancements, the Report risks falling short of the grantor's (CETF) requirements and failing to provide a vital toolkit to local jurisdictions and the private sector. Additionally, without these improvements, SCAG's objective of bridging the digital divide, as stipulated in the Digital Action Plan adopted in April 2023, would remain unfulfilled.



AGENDA ITEM 6
REPORT

Southern California Association of Governments
January 3, 2024

To: Executive/Administration Committee (EAC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Cindy Giraldo, Chief Financial Officer
(213) 630-1413, giraldo@scag.ca.gov

Subject: CFO Monthly Report

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

ACCOUNTING:

Membership Dues

As of November 30, 2023, 177 cities, 6 counties, 7 commissions, and 7 tribal governments have paid their FY24 membership dues. SCAG has collected \$1.89M out of the \$2.48M billed. This represents 76.75% of the membership assessment.

Investments & Interest Earnings

As required by SCAG's investment policy adopted by the Regional Council in July 2018, staff will provide a monthly report of investments and interest earnings. During FY 2022-23, SCAG transferred all funds invested in the Los Angeles County Investment Pool to the Local Agency Investment Fund (LAIF) account, except for any outstanding interest gains received in July 2023. The Los Angeles County Investment Pool account was closed in August 2023. SCAG has invested \$12.69M in the LAIF account as of November 30, 2023, and has earned \$89,037.28 interest income from LAIF. The interest earnings are distributed every quarter, with an average interest rate of 3.59%. Additionally, SCAG has also earned \$59.80 interest from the remaining funds in the Los Angeles County Investment Pool as of November 30, 2023.

BUDGET & GRANTS (B&G):

During December, the final budget decision for the FY 2024-25 Comprehensive Budget and Overall Work Program (OWP) has been made by the Executive Team and staff started performing the final reconciliation and validation process of the budget requests. The draft FY 2024-25 Comprehensive Budget and OWP will be presented to the EAC and RC in March 2024.



SCAG received a grant award notice for the Safe Streets and Roads for All Program, securing \$12M in Federal funding. The grant will fund three initiatives: 1) Regional Safety Action Plan, 2) Go Human Safety Program, and 3) Quick-Build Demonstrations. Staff will work with the funding agency to execute a grant agreement over the next few months.

Also in December, staff continued working on drafting and executing Memorandums of Understanding (MOUs) for the Regional Early Action Planning Program (REAP) 2.0 County Transportation Commission (CTC) Partnership Program. One CTC Partnership MOU was executed, and others are under review by the partner agencies and nearing execution. Also, a draft MOU for the REAP 2.0 Subregional Partnership Program has been finalized and shared with the partner agencies. Staff will work on finalizing other REAP 2.0 Program MOU templates over the next few months.

CONTRACTS

In November, the Contracts Department issued one (1) Request for Proposal; awarded two (2) contracts; issued nine (9) contract amendments; and processed twenty-eight (28) purchase orders to support ongoing business and enterprise operations. Staff also administered 205 consultant contracts. The Contracts staff continued to negotiate better pricing as well as reduced costs for services. This month, Contracts staff negotiated \$25,419 in budget savings. It should be noted that so far, this fiscal year staff negotiated a total of \$28,419 in savings.