



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
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Los Angeles, CA 90017  
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Transportation  
Ray Marquez, Chino Hills

## REMOTE PARTICIPATION ONLY

# LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

*Tuesday, November 15, 2022*  
*8:30 a.m. – 10:00 a.m.*

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

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

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

### **PUBLIC ADVISORY**

Given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A), the meeting will be held telephonically and electronically.

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1420. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



## Instructions for Public Comments

*You may submit public comments in two (2) ways:*

1. **In Writing:** Submit written comments via email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) by **5pm on Monday, November 14, 2022**. 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.

All written comments received after 5pm on Monday, November 14, 2022 will be announced and included as part of the official record of the meeting.

2. **In Real Time:** If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer. 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.

If unable to connect by Zoom or phone and you wish to make a comment, you may submit written comments via email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov).

***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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### 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



## Instructions for Participating in the Meeting

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

### To Participate and Provide Verbal Comments on Your Computer

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

### To Listen and Provide Verbal Comments by Phone

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

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**LCMC - Legislative/Communications and Membership Committee**  
***Members – November 2022***

- 1. Hon. Peggy Huang**  
LCMC Chair, TCA Representative
- 2. Hon. Jose Luis Solache**  
LCMC Vice Chair, Lynwood, RC District 26
- 3. Hon. Cindy Allen**  
Long Beach, RC District 30
- 4. Hon. Claudia Bill-de la Peña**  
Thousand Oaks, RC District 46
- 5. Hon. Lorrie Brown**  
City of Ventura, RC District 47
- 6. Hon. Margaret Finlay**  
Duarte, RC District 35
- 7. Hon. Alex Fisch**  
Culver City, RC District 41
- 8. Sup. Curt Hagman**  
San Bernardino County
- 9. Hon. Jan C. Harnik**  
RCTC Representative
- 10. Hon. Patricia Lock Dawson**  
Riverside, RC District 68
- 11. Hon. Clint Lorimore**  
Eastvale, RC District 4
- 12. Hon. Ray Marquez**  
Chino Hills, RC District 10
- 13. Hon. Michael Posey**  
Huntington Beach, RC District 64
- 14. Hon. Deborah Robertson**  
Rialto, RC District 8
- 15. Hon. David J. Shapiro**  
Calabasas, RC District 44

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## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

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**16. Hon. Cheryl Viegas-Walker**

El Centro, RC District 1

**17. Sup. Donald Wagner**

Orange County

**18. Hon. Alan Wapner**

SBCTA Representative

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## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

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Southern California Association of Governments  
Remote Participation Only  
**Tuesday, November 15, 2022**  
**8:30 AM**

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

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

*(The Honorable Peggy Huang, Chair)*

### **PRESENTATION**

*(The Honorable Sydney Kamlager, Congresswoman-elect, California's 37<sup>th</sup> District)*

**25 Mins.**

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

This is the time for persons to comment on any matter pertinent to SCAG's jurisdiction that is **not** listed on the agenda. 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. Public comment for items listed on the agenda will be taken separately as further described below.

**General information for all public comments:** Members of the public are encouraged, but not required, to submit written comments by sending an email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) by 5pm on Monday, November 14, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Legislative/Communications and Membership Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov). Written comments received after 5pm on Monday, November 14, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Legislative/Communications and Membership Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing \*9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon 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.

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## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

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### REVIEW AND PRIORITIZE AGENDA ITEMS

#### CONSENT CALENDAR

5 Mins.

##### Approval Items

1. Minutes of the Meeting – September 20, 2022

PPG. 7

2. SCAG Memberships and Sponsorships

PPG. 15

##### Receive and File

3. Bill Position Tracker

PPG. 19

#### INFORMATION ITEM

4. 2022 Midterm Election Update

15 Mins.

PPG. 29

*(Francisco J. Barajas, Legislative Analyst, SCAG; and Cruz Strategies)*

5. 2023 Legislative Platform Update

20 Mins.

PPG. 66

*(David Angel, Legislative Analyst)*

#### ACTION ITEM

6. Policy Statement Discussion (Continued) – Discuss Potential Policy Statement that Expresses Concerns Relating to the State Legislature’s Encroachment on Local Land Use Authority **20 Mins.**  
*(Kevin Gilhooley, Legislation Manager)*

PPG. 96

#### RECOMMENDED ACTION:

Staff recommends that Legislative/ Communications and Membership Committee (LCMC) members discuss, possibly draft, and give direction to staff on a policy statement that expresses concerns relating to the State Legislature’s encroachment on local land use authority. If the Committee finds consensus on a draft policy statement, it may wish to direct staff to include it in the draft 2023 State and Federal Legislative Platform or in other future advocacy materials, as appropriate.

#### POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

*(Javiera Cartagena, Director of Government and Public Affairs)*

#### FUTURE AGENDA ITEMS

#### ANNOUNCEMENTS

#### ADJOURNMENT

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Southern California Association of Governments  
Remote Participation Only  
**November 15, 2022**

**LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)**  
**MINUTES OF THE MEETING**  
**TUESDAY, SEPTEMBER 20, 2022**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC). A DIGITAL RECORDING OF THE MEETING IS AVAILABLE AT: <http://scag.ig2.com/Citizens/>.

The Legislative/Communications and Membership Committee (LCMC) of the Southern California Association of Governments (SCAG) held its regular meeting virtually (telephonically and electronically), given the declared state of emergency (pursuant to the State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A). A quorum was present.

**MEMBERS PRESENT**

**Peggy Huang (Chair)**

**Jose Luis Solache (Vice Chair)**

- Cindy Allen
- Margaret Finlay
- Alex Fisch
- Curt Hagman
- Jan Harnik
- Patricia Lock Dawson
- Clint Lorimore
- Ray Marquez
- Deborah Robertson
- David J. Shapiro
- Cheryl Viegas-Walker
- Donald P. Wagner
- Alan Wapner

- Lynwood*
- Long Beach*
- Duarte*
- Culver City*

- Riverside*
- Eastvale*
- Chino Hills*
- Rialto*
- Calabasas*
- El Centro*

**TCA**

- District 26**
- District 30
- District 35
- District 41
- San Bernardino County
- RCTC
- District 68
- District 4
- District 10
- District 8
- District 44
- District 1
- Orange County
- SBCTA

**MEMBERS NOT PRESENT**

- Claudia Bill-de la Peña
- Lorrie Brown
- Mike Posey

- Thousand Oaks*
- Ventura*
- Huntington Beach*

- District 46
- District 47
- District 64



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### **CALL TO ORDER**

Chair Peggy Huang called the meeting to order at 8:30 a.m. and called on Hon. Ray Marquez, Chino Hills, District 10, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

### **PUBLIC COMMENT PERIOD ON NON-AGENDA ITEMS**

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

SCAG staff confirmed that no public comments were submitted via email to [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) or any raised hands. Seeing and hearing no public comment speakers, Chair Huang closed the Public Comment Period.

### **REVIEW AND PRIORITIZE AGENDA ITEM**

There were no prioritized agenda items.

### **CONSENT CALENDAR**

#### Approval Item

1. Minutes of the Meeting – August 16, 2022
2. SCAG Memberships and Sponsorships

#### Receive and File

3. Legislative Tracking Report

Chair Huang opened the Public Comment Period for the Consent Calendar items 1, 2, and 3. Seeing and hearing no public comment speakers, Chair Huang closed the public comment period.

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

A MOTION was made (Finlay) to approve Consent Calendar items 1, 2, and 3. The MOTION was SECONDED (Solache) and APPROVED by a majority roll call vote as follows:

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**AYES:** Allen, Finlay, Fisch, Hagman, Harnik, Huang, Lock Dawson, Lorimore, Marquez, Robertson, Solache, Viegas-Walker, and Wapner (13)

**NOES:** None (0)

**ABSTAINS:** None (0)

#### INFORMATION ITEM

4. Federal Update – Status of Infrastructure Investment and Jobs Act and Inflation Reduction Act  
*(Holland & Knight)*

Chair Huang opened the Public Comment Period for Item 4. Seeing and hearing no public comment speakers, Chair Huang closed the public comment period.

Chair Huang introduced Ms. Leslie Pollner and Ms. Lauri Hettinger from Holland & Knight, who provided the Committee members with a federal update on the status of the Infrastructure Investment and Jobs Act, Inflation Reduction Act, and other federal legislation. Ms. Pollner and Ms. Hettinger concluded their remarks with an overview of the upcoming 2022 Midterm Election and how that could impact the U.S. Senate and the House of Representatives.

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

Hon. Margaret Finlay, Duarte, District 35, inquired about the allocation of the Obligational Authority (NOA) funds. Ms. Hettinger responded by indicating she would gather that information and send it to Mr. Gilhooley to share with the committee.

5. End of Legislative Session Update / Climate Package Update

Chair Huang opened the Public Comment Period for Item 5. Seeing and hearing no public comment speakers, Chair Huang closed the public comment period.

Mr. Kevin Gilhooley, Legislation Manager, provided a presentation focused on the climate package recently passed in the State Legislature. Mr. Gilhooley shared information on each of the five (5) climate pillars in the climate package, including AB 2133 (Quirk) - GHG Goal Acceleration, SB 1137 (Limon and Gonzalez) - Fossil Fuel Well Set-Backs, AB 1279 (Muratsuchi) – Carbon Neutrality, SB 905 (Caballero and Skinner) – Carbon Capture Programs, and SB 1020 (Laird and Atkins) – Clean Energy Targets.

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

Hon. Deborah Robertson, Rialto, District 8, inquired about the number of bills still left on the Governor's desk.

### **PRESENTATION**

#### **(The Honorable Norma Torres, Congresswoman, 35<sup>th</sup> District)**

Chair Huang introduced and welcomed Congresswoman Norma Torres, 35<sup>th</sup> District.

Congresswoman Norma Torres spoke on the Bipartisan Infrastructure Law and the benefits California has seen, including the grants awarded in the early phase of this law, and listed some of those cities. She noted the millions of good-paying jobs created by the law, but also took a moment to emphasize the historic nature of the investments and their ability to reduce commute times and expand economic opportunity. Congresswoman Torres encouraged the Committee members to identify and complete their grant applications. She also shared that California would receive 9.2 billion in Bipartisan Infrastructure Law funds with at least 250 specific projects identified for funding. She also spoke on the Inflation Reduction Act (IRA), noting this law is intended to lower prescription drug costs and reduce the cost of Americans' health care premiums. She stated it would also provide a historic set of tax credits that would increase jobs in the clean energy industries.

Chair Huang thanked Congresswoman Torres and opened the floor to the committee members for questions or comments.

Supervisor Curt Hagman, San Bernardino County, thanked Congresswoman Torres and asked if she had advice on how officials could work together and line up their projects to have an opportunity of obtaining funds from this law. Congresswoman Torres offered to distribute the list of grant opportunities, including deadlines and offered to help with letters of support for a specific project.

Hon. Deborah Robertson, Rialto, District 8, thanked Congresswoman Torres for her service and accessibility and noted she wanted to echo the importance of applying for the grants she mentioned during her presentation.

Hon. Ray Marquez, Chino Hills, District 10, thanked Congresswoman Torres for always being there for his city and representing them.

Chair Huang asked if there were opportunities at the Federal level to help local jurisdictions build housing for their constituents in all income levels. The congresswoman noted that housing was at the top of their agenda.

There were no other questions or comments from the committee members.

6. Policy Statement Discussion – Discuss a Potential Policy Statement that Expresses Concerns Relating to the State Legislature’s Encroachment on Local Land Use Authority.

Chair Huang opened the Public Comment Period for Item 6. Seeing and hearing no public comment speakers, Chair Huang closed the public comment period.

Mr. Kevin Gilhooley, Legislation Manager, stated that Item 6 was an informational item to encourage the Committee members to discuss a potential policy statement expressing concerns about the State Legislatures' encroachment on local land use authority.

Chair Huang opened the floor to the committee members for open discussion on this item.

Hon. Alan Wapner, SBCTA, asked staff if they could create a report of all legislation passed within the last three to five years that impacted local control. Mr. Gilhooley acknowledged Hon. Wapner’s request and noted staff would work on a report to provide that information.

Hon. Jan Harnik, RCTC, recommended that the language in this Policy Statement include “our local knowledge of our community; our understanding of the community; and that’s what drives our decisions.”

Supervisor Don Wagner, Orange County, echoed Hon. Wapner’s and President Harnik’s comments indicating he would like the policy statement to emphasize, “We are in this together; we also agree these are problems, and they need to be solved.”

Hon. Alex Fisch, Culver City, District 41, expressed his concern and thoughts on issuing the Policy Statement the committee was creating and noted if the committee moved forward with the policy statement, he recommended it demonstrate we want to coordinate to solve these matters affecting all of us.

Hon. Cheryl Viegas-Walker, El Centro, District 1, agreed with all the comments the committee members shared on this topic and emphasized that if the policy statement were issued, she would recommend the statement not focus only on the negative issues out of Sacramento but also demonstrate examples of successful local planning and projects that they can implement.

Chair Huang noted the thought process of this Policy Statement should remain neutral and positive rather than negative and recommended it remain concise enough to state our priorities.

Mr. Darin Chidsey, Chief Operating Officer, thanked the committee members for providing their feedback on this topic and emphasized that putting this policy statement together is part of the Legislative Platform, which could be impactful. He also shared his areas of caution and concluded that it would be more effective if this policy statement were directed around SCAG's areas of expertise.

### **POLICY AND PUBLIC AFFAIRS DIVISION UPDATE**

Ms. Javiera Cartagena, Director of Government and Public Affairs, shared that at the Mobility 21 federal advocacy trip, SCAG had met with Mr. Charles Small, Assistant Deputy Secretary for Intergovernmental Affairs for the Department of Transportation. She noted that during their meeting, Mr. Small expressed interest in the Riverside County Transportation Commission (RCTC) proposed "Coachella Valley-San Geronimo Pass Rail Corridor Service project." She mentioned SCAG arranged a follow-up meeting between Mr. Small and RCTC Executive Director Anne Mayer and members of her government affairs team to support this project, which resulted in Mr. Small offering advice to RCTC on how to increase that agency's success in securing federal funds.

Ms. Cartagena reported the participation of SCAG's Executive team and staff at various technical panels at the ITS World Congress 2022. She also spoke on the SoCal subcommittees and shared their future meeting dates.

Ms. Cartagena also announced a memorial service honoring the late Supervisor Carmen Ramirez scheduled for October 15 at 3:00pm at Pacifica High School in Oxnard.

Ms. Cartagena concluded her report by introducing two new members of the SCAG Government and Public Affairs team. She introduced Emily Thomas, Intern, to the Legislation Department and Mayibel Ruiz, Intern, to the Media and Public Affairs Department.

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

### **FUTURE AGENDA ITEMS**

Hon. Deborah Robertson, Rialto, District 8, requested information on a map overlay that may exist in SCAG's database.

Hon. Cindy Allen, Long Beach, District 30, requested staff obtain a presentation from the Alliance Renewal Clean Hydrogen Energy Systems (ARCHES).



**ANNOUNCEMENTS**

Chair Huang reminded the Committee members that part two of the Demographic Workshop would be held on Wednesday, September 21.

**ADJOURNMENT**

There being no further business, Chair Huang adjourned the Legislative/Communications and Membership Committee meeting at 10:11 a.m.

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

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Legislative / Communications and Membership Committee

2022-2023																
MEMBERS	CITY	Representing	MAY	JUN	JULY	AUG	SEPT	OCT (Dark)	NOV	DEC	JAN	FEB	MAR	APR	MAY	Total Mtgs Attended YTD
Hon. Peggy Huang, Chair		TCA	1	-	1	1	1									4
Hon. Jose Luis Solache, Vice Chair	Lynwood	District 26	1	1	1	1	1									5
Hon. Cindy Allen	Long Beach	District 30	1	1	1	-	1									4
Hon. Claudia Bill-de la Pena	Thousand Oaks	District 46	1	-	1	-										2
Hon. Lorrie Brown	Ventura	District 47	-	-	-	-										0
Hon. Margaret Finlay	Duarte	District 35	1	1	1	1	1									5
Hon. Alex Fisch	Culver City	District 41	1	1	1	1	1									5
Sup. Curt Hagman		San Bernardino County	1	-	-	1	1									3
Hon. Jan Harnik		RCTC	1	1	1	1	1									5
Hon. Patricia Lock Dawson	Riverside	District 68	1	1	1	1	1									5
Hon. Clint Lorimore	Eastvale	District 4	1	1	1	1	1									5
Hon. Ray Marquez	Chino Hills	District 10	1	1	1	1	1									5
Hon. Mike Posey	Huntington Beach	District 64	-	-	1	1										2
Hon. Deborah Roberston	Rialto	District 8	-	1	-	1	1									3
Hon. David J. Shapiro	Calabasas	District 44	1	1	1	1	1									5
Hon. Cheryl Viegas-Walker	El Centro	District 1	1	1	-	-	1									3
Sup. Donald P. Wagner		Orange County	-	1	1	1	1									4
Hon. Alan Wapner		SBCTA	1	1	1	1	1									5



# AGENDA ITEM 2 REPORT

Southern California Association of Governments  
Remote Participation Only  
November 15, 2022

**To:** Legislative/Communications and Membership Committee (LCMC)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

**Subject:** SCAG Memberships and Sponsorships

**RECOMMENDED ACTION:**

Approve up to \$61,000 to retain our membership with 1) Mobility21 (\$25,000), 2) METTRANS (\$12,500), 3) Coalition for America’s Gateways and Trade Corridors (\$7,500), 4) Los Angeles County Business Federation (\$6,000), and 5) UCR Inland Center for Sustainable Development (\$10,000).

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The Legislative/Communications and Membership Committee (LCMC) is asked to approve up to \$61,000 to retain our membership with 1) Mobility21 (\$25,000), 2) METTRANS (\$12,500), 3) Coalition for America’s Gateways and Trade Corridors (\$7,500), 4) Los Angeles County Business Federation (\$6,000), and 5) UCR Inland Center for Sustainable Development (\$10,000).*

**BACKGROUND:**

**Item 1:** Mobility21  
**Type:** Membership      **Amount:** \$25,000

Mobility 21 is a coalition of public, business, and community stakeholders to pursue regional solutions to transportation challenges facing the SCAG region and San Diego County. Created in 2002 as an effort in Los Angeles County, Mobility 21 became a regional effort in 2007 with the primary goals to:

- Support practical solutions to Southern California’s transportation challenges;
- Mobilize regional support for transportation funding and legislative priorities at the federal and state levels;
- Unite political leaders around common priorities for transportation; and



- Bring together residents, civic leaders, business groups, and industry experts to inspire them to act and educate them on how to effectively speak out in support of transportation initiatives.

SCAG is a founding member of Mobility 21, and Kome Ajise, SCAG's Executive Director, is a member of the coalition's board of directors, which includes representation from various other SCAG stakeholders and agencies. SCAG also attended the Mobility21 2022 Summit this past August.

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**Item 2:** METRANS Associates Program

**Type:** Membership      **Amount:** \$12,500

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

SCAG staff is recommending that the agency obtain membership at the "Bronze" level, which will provide SCAG with the following:

- Opportunities to propose special topical events related to current transportation issues;
- Customized opportunities for student engagement and recruitment;
- Feature article in various METRANS publications and online media;
- Admission to all METRANS events and VIP receptions, including (2) complimentary admissions to the biennial International Urban Freight Conference (I-NUF);
- Recognition on METRANS website and other communication materials and at all METRANS events, including: I-NUF, Town Hall meetings, and the annual Seminar Series; and
- METRANS is honoring the Southern California Association of Governments as an advisory board member for the fiscal year.

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**Item 3:** Coalition for America's Gateways and Trade Corridors (CAGTC)

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

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The Coalition for America's Gateways and Trade Corridors (CAGTC) was established to bring national attention to the need to significantly expand U.S. freight transportation capabilities and to work toward solutions for this growing national challenge. CAGTC works with and through its members to raise awareness with the public and Congress on the need for sufficient funding for

trade corridors, gateways, intermodal connectors, and freight facilities. This will be especially important as Congress considers the Transportation-Housing & Urban Development Appropriations bill to match the funding levels in the recently passed surface transportation reauthorization within the Bipartisan Infrastructure Bill. CAGTC will be instrumental in assisting SCAG advocate for long-term solutions that prioritize freight investment. As a note, CAGTC increased the cost of membership by \$1,000 since last year, which they indicated was as an inflation adjustment.

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**Item 4:** Los Angeles County Business Federation (BizFed)

**Type:** Membership                    **Amount:** \$6,000

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The LA County BizFed is made up of more than 180 business organizations representing over 400,000 employers with 3.5 million employees throughout Los Angeles County, along with Southern California's leading civic-minded corporations and public agencies. The organization advocates for policies and projects that strengthen the regional economy. This membership will allow SCAG access to continue to utilize BizFed's massive business networks to actively promote SCAG's initiatives such as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Southern California Economic Summit, and other planning activities.

The Bronze Level membership would provide SCAG with the following benefits:

- One (1) voting seat on the BizFed Board of Directors;
- One (1) voting seat on the BizFed Advocacy Committee;
- SCAG's website link on the BizFed website – BizFed.org; and
- Access for up to five (5) representatives from SCAG to all BizFed intelligence sharing and events.

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**Item 5:** University of California Riverside Inland Center for Sustainable Development

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

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The Inland Center for Sustainable Development (ICSD) is a research center in the School of Public Policy at the University of California, Riverside. UCR-ICSD was established approximately two years ago and was originally established as the Center for Sustainable Suburban Development (CSSD) in 2003 as part of UCR's School of Public Policy. In the last year, the ICSD has since worked hard to publish various reports, Issue Briefs, and Case Studies about housing in the Inland Region and California as a whole. The ICSD has three main goals including:

- To coordinate sustainability efforts in land use, transportation, infrastructure, energy, water, public health, emergency response and resource management agencies.
  - To serve as a convening body to promote collaboration among decision-makers and practitioners in determining the best course of action for the region.
-

- To facilitate, both within ICSD's membership and with policy makers in the region, the exchange of information, including cutting-edge and locally relevant research initiatives, best practices, information management systems and education efforts.

Additionally, ICSD is committed to increasing community engagement and involvement through their website, social media, and mail lists with almost 2,000 subscribers. ICSD has worked to engage the broader UCR community by hiring interns, employees, and research associates from various undergraduate and graduate programs at UCR. A final report for last year's sponsorship period was released in June of 2021 and highlights the need for continued focus on housing. ICSD has a dedicated website, podcast series, and is continuously working to improve their social media presence in effort to reach more stakeholders and public at large.

The ICSD is partnered with various SCAG member jurisdictions and organizations within the region including, but not limited to, Riverside County, San Bernardino County, SBCTA, RTA, the Cities of Ontario and Rancho Cucamonga, Ontario International Airport, and the Eastern and Western Municipal Water Districts. Retaining our membership with the ICSD would provide a continuation of various benefits including a position on the ICSD Leadership Council. This membership will allow SCAG to continue to broaden communication and collaboration in the Inland Empire with strategic partners such as Western Riverside Council of Governments (WRCOG), San Bernardino County Transportation Agency (SBCTA) and other regional stakeholders. The ICSD intends to further focus efforts on housing in the region. SCAG's current efforts to further develop housing support programs align with this initiative.

**FISCAL IMPACT:**

\$61,000 for membership with Mobility21, METTRANS, Coalition for America's Gateways, Trade Corridors, Los Angeles County Business Federation, and UCR Inland Center for Sustainable Development is included in the approved FY 22-23 General Fund Budget.



**AGENDA ITEM 3**  
**REPORT**

Southern California Association of Governments  
Remote Participation Only  
**November 15, 2022**

**To:** Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Francisco Barajas, Legislative Analyst IV  
(213) 630-1400, barajasf@scag.ca.gov

**Subject:** Bill Position Tracker

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The Bill Position Tracker is provided to keep the Legislative/Communications and Membership Committee (LCMC) apprised of the bills in Sacramento on which the Regional Council adopted a formal position.*

**BACKGROUND:**

SCAG’s Bill Position Tracker serves as a resource for Members of the LCMC to remain informed on the status of the legislative bills on which the agency took a formal position.

The State Legislature adjourned its 2021-2022 legislative session on August 31, 2022. This year, the Legislature passed 1,166 bills. SCAG took a formal position on 24 bills, including 13 support, 11 oppose, and 3 oppose unless amended. The Governor took his final action of the 2021-2022 Legislative Session on September 30, 2022. Of the 24 bills, SCAG accomplished our advocacy goals on 14, equating to a 64-percent rate of success.

The table below highlights the most relevant upcoming legislative deadlines:

Date	Deadline
<b>December 5, 2022</b>	Legislature convenes for an Organizational Session.
<b>January 1, 2023</b>	Bills signed into law in 2022 take effect.
<b>January 2, 2023</b>	Legislature Reconvenes from Interim Recess.



**FISCAL IMPACT:**

Work associated with the Bill Position Tracker staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.

**ATTACHMENT(S):**

1. 03a - LCMC - 11152022 - Bill Position Tracker

Bill Number	Position/RC Action	Topic	Summary	Status
<b>2022 LEGISLATIVE SESSION BILLS</b>				
<b>AB 916 (Salas)</b>	Oppose 5/5/22	Zoning: Bedroom Addition	This bill would prohibit city and counties from requiring a hearing as a condition for the addition of two or fewer bedrooms within an existing residential unit.	Signed into law by Governor Newsom on 9/28/22.
<b>AB 1695 (Santiago)</b>	Support 5/5/22	Affordable Housing Loan and Grant Programs: Adaptive Reuse	This bill would allow "adaptive reuse" to be an eligible activity for any HCD-administered affordable housing loan or grant program. The bill defines adaptive reuse to mean the repurposing and rehabilitation of an existing building to create new residential units.	Signed into law by Governor Newsom on 9/28/22.
<b>AB 1778 (Garcia, Cristina)</b>	Oppose 7/7/22	Funding For Highways in High Poverty and Pollution Areas	This bill would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the California HPI.	Died in Senate Transpo Committee on 6/28/22.
<b>AB 1910 (Garcia, Cristina)</b>	Support 5/5/22	Publicly Owned Golf Courses Conversion: Affordable Housing	This bill would create an optional, incentive program administered by the Department of Housing and Community Development (HCD) to award grant funding to cities or counties that rezone publicly owned golf courses for affordable housing and open space to be funded through an appropriation by the legislature.	Died in Asm. Approps 5/19/22.
<b>AB 1944 (Lee and C. Garcia)</b>	Support 4/7/22	Brown Act Reform	This bill would allow local jurisdictions to allow their members to teleconference into a meeting without having to reveal the address of a private location if a quorum of the jurisdiction participates from a single location noticed on the agenda. The bill would also require a video stream accessible to the public when a member teleconfereces into a meeting. It would also require teleconference	Died in Senate pending policy committee hearings.

Bill Number	Position/RC Action	Topic	Summary	Status
<b>AB 1976 (Santiago)</b>	Oppose 5/5/2022	Housing Element Compliance: very low- and lower-income households	options for public comment. Would sunset on January 1, 2030. This bill would allow HCD to rezone in a jurisdiction to accommodate 100% of the allocated need for very low- and lower-income housing in the SCAG region that has failed to complete rezoning by the required deadline or face \$10,000 per day fines.	Failed to pass in the Assembly by House of Origin deadline.
<b>AB 2011 (Wicks)</b>	Oppose 7/7/22	Affordable Housing and High Road Jobs Act	This bill would create a by right approval process for 100% affordable housing projects in commercial zones and mixed-income housing projects in commercial corridors and impose labor standards. This bill would be implemented in January 2023 and sunset in 2033, and HCD must study its effects, and is authorized to enforce this bill.	Signed into law by Governor Newsom on 9/28/22.
<b>AB 2053 (Lee)</b>	Oppose 5/5/2022	The Social Housing Act	This bill would create the California Housing Authority, as an independent state body, the mission of which would be to produce and acquire publicly owned, social housing developments for the purpose of eliminating the gap between housing production and regional housing needs assessment targets.	Died in Sen Gov & Finance.
<b>AB 2218 (Quirk-Silva)</b>	Support 5/5/2022	CEQA Standing: Proposed Infill Housing Projects	This bill would limit legal standing for CEQA challenges to projects involving the development of housing at an infill site to persons who reside within 20 miles of the proposed project.	Failed to pass in the Assembly by House of Origin deadline.
<b>AB 2237 (Friedman)</b>	Oppose Unless Amended 7/7/22	Transportation planning: RTIP and RTP/SCS: alternative planning strategy and state	This bill would require projects and programs included in the RTIP to be consistent with the RTP/SCS and state and federal air quality standards. It would also prohibit any funds collected from any transportation tax measure passed on or after January 1, 2023, from being spent until that	Died in Senate Transportation.

Bill Number	Position/RC Action	Topic	Summary	Status
<b>AB 2295 (Bloom)</b>	Oppose 5/5/2022	transportation funding. Local Educational Agencies: Housing Development Projects	measure’s projects and programs are included in the RTP/SCS. This bill would authorize housing development projects on property owned by a local educational agency. Qualifying sites must be infill, the LEA must offer units to employees of LEAs adjacent to a development. This bill will be effective January 2024.	Signed into law by Governor Newsom on 9/28/22.
<b>AB 2339 (Bloom)</b>	Oppose 5/5/2022	Housing Element Emergency Shelters: RHNA	This bill would add more specificity on where emergency shelters must be zoned in a city’s housing element. Also amends the “no net loss” policy to account for the regional housing need local governments failed to accommodate through rezoning in prior planning periods.	Signed into law by Governor Newsom on 9/28/22.
<b>AB 2438 (Friedman)</b>	Oppose Unless Amended 7/7/22	Transportation Funding: Guidelines and Plans	This bill would require specified state transportation programs (including TIRCP, ITIP, SHOPP, SCCP, LPP, and TCEP) to incorporate CAPTI strategies into program guidelines. Various state agencies must establish new transparency and accountability guidelines. It would also require the CA Transportation Plan to be fiscally constrained.	Vetoed by Governor Newsom on 9/29/22.
<b>AB 2449 (Rubio)</b>	Support 4/7/22	Brown Act Reform	This bill would allow members of a legislative body or local agency to teleconference without identifying the teleconference location in order to care for a family member, due to contagious illness, accommodate a disability, or for travel. An individual could only use these provisions twice per year, and this bill will sunset January 2028.	Signed into law by Governor Newsom on 9/13/22.
<b>AB 2622 (Mullin)</b>	Support 7/7/22	Sales and use taxes exemptions: Hybrid and Zero-	This bill would extend the state sales and use tax exemption for zero-emission buses (ZEBs)	Signed into law by Governor Newsom on 9/16/22.



Bill Number	Position/RC Action	Topic	Summary	Status
		Emission Truck and Bus Voucher Incentive Project	purchased by public transit agencies to January 1, 2026.	
<b>SB 490 (Caballero)</b>	Support 5/5/2022	Community Anti-Displacement and Preservation Program: Technical Assistance	This bill would have established a Community Anti-Displacement and Preservation Program technical assistance program at HCD. This bill was gut and amended and now deals with the purchase of nondomestic agricultural food products.	Gut and amended on 8/25/22.
<b>SB 922 (Wiener)</b>	Support 03/10/22	CEQA Exemptions for Transportation Projects	Exempts pedestrian and bicycle facilities, customer information and wayfinding, transportation prioritization, conversion of highway/shoulder lanes, zero emission vehicle charging or refueling infrastructure projects and projects that reduce or eliminate parking minimums or implement TDM requirements from the requirements of CEQA permanently. Sunsets on January 1, 2030.	Signed into law by Governor Newsom on 9/30/22.
<b>SB 930 (Wiener)</b>	Oppose 5/5/2022	Alcoholic beverages: hours of sale	This bill originally would have allowed HCD to implement the Housing Accountability Act without having to comply with the Administrative Procedure Act requirements. This bill was gut-and-amended to pertain to a pilot program on extending the allowed alcohol hours of sale.	Gut-and-amended on 6/2/22 and no longer pertains to SCAG.
<b>SB 942 (Newman)</b>	Support 4/7/22	LCTOP Reform: Free or Reduced Fare Transit Program	This bill would provide public transit agencies with the flexibility to use Low Carbon Transit Operations Program (LCTOP) funds for free or reduced fare transit programs on an ongoing basis, provided they submit new requests every three years.	Signed into law by Governor Newsom on 9/30/22.
<b>SB 1067 (Portantino)</b>	Oppose 5/5/2022	Housing Development Projects:	This bill would prohibit a jurisdiction from imposing any minimum automobile parking requirements on a housing development project that is located	Died in Assembly Approps 8/11/22.

Bill Number	Position/RC Action	Topic	Summary	Status
		Automobile Parking Requirements	within ½-mile of public transit, with certain exemptions. Exemptions include the ability to enforce minimum parking requirements if a project would have a negative impact on meeting its RHNA or if it meets affordable unit quotas.	
<b>SB 1104 (Gonzalez)</b>	Support 7/7/22	Office of Freight	This bill would establish the Office of Freight (Office) within the Governor’s Office of Business and Economic Development (GO-Biz) to serve as a coordinating entity for the freight sector industry. The Office would be required to create a report in coordination with state air quality and transportation agencies.	Died in Assembly Approvs 8/11/22.
<b>SB 1121 (Gonzalez)</b>	Support 7/7/22	State and Local Transportation System: Needs Assessment	This bill would require the CTC to develop a needs assessment every five years that includes the costs for the future growth and resiliency of the transportation system for the following ten years. It would also require the CTC to forecast available revenues to meet the transportation system’s future needs and make recommendations concerning revenue gaps.	Signed into law by Governor Newsom on 9/23/22.
<b>SB 1410 (Caballero)</b>	Support 5/5/22	CEQA: Transportation Impacts	This bill would require OPR to submit a report on the impacts and implementation of outlined CEQA guidelines for transportation impacts. This bill also requires OPR to create a grant program to assist local jurisdictions implementing CEQA Guidelines for transportation impacts.	Died in Assembly Approvs 8/11/22.
<b>SB 1444 (Allen)</b>	Support 7/7/22	South Bay Cities Housing Trust	SB 1444 would establish the South Bay Regional Housing Trust. LA County and any city in SBCCOG could join the trust, which would be allowed to plan and construct housing, receive public and private	Signed into law by Governor Newsom on 9/28/22.

Bill Number	Position/RC Action	Topic	Summary	Status
			financing and funds, and authorize and issue bonds.	
				<b>Number of Measures</b> 24
<b>2021 LEGISLATIVE SESSION BILLS</b>				
<b>ACA 1 (Aguiar-Curry)</b>	Support 03/04/21	Local Revenue Measure Voter Thresholds	Would lower the voter threshold from two-thirds to 55 percent to approve local bonds and special taxes by a city, county, or special district to fund public infrastructure, affordable housing, or permanent supportive housing.	Died in Asm. Local Gov.
<b>AB 14 (Aguiar-Curry)</b>	Support 03/04/21	Calif. Advanced Services Fund (CASF) Reform	Would extend and reform the existing CASF surcharge to help close the digital divide. This bill would continue to fund CASF beyond 2022, expand eligibility and usability of CASF funding to "anchor institutions" (which includes local governments), streamline permitting, expand the definition of "unserved," and create Bond Financing and Securitization Accounts.	Signed into law by Governor Newsom on 10/09/2021.
<b>AB 43 (Friedman)</b>	Support 03/04/21	Traffic safety	Would provide greater flexibility to local governments when calculating speed limits along a section of a roadway if there is found to be an increase in traffic-related crashes.	Signed into law by Governor Newsom on 10/09/2021.
<b>AB 215 (Chiu)</b>	Oppose 09/02/21	Housing Element Violations	AB 215 would add new public participation process requirements and revision criteria for updating a city or county's housing element. Second, allows HCD to sue cities and counties relating to housing element non-compliance, even if the state Attorney General has declined to bring forward a legal action.	Signed into law by Governor Newsom on 09/28/2021.
<b>AB 687 (Seyarto)</b>	Support 04/01/21	Riverside County Housing Finance Trust	Would authorize Western Riverside Council of Governments (WRCOG) jurisdictions to establish the Riverside County Housing Finance Trust to	Signed into law by Governor Newsom on 07/23/2021.

Bill Number	Position/RC Action	Topic	Summary	Status
			provide funding for affordable housing for low-income populations and individuals experiencing homelessness.	
<b>SCA 2 (Allen &amp; Wiener)</b>	Support 05/06/21	Public Housing Project Voter Thresholds	Would place a measure on the statewide ballot asking voters if they want to strike Article 34 from the California Constitution. If voters approve the proposition and Article 34 is repealed, cities and counties could more easily pursue public affordable housing projects without first getting approval from a majority of voters within their jurisdiction.	Passed Senate 37-0. Passed Assembly 73-0. Will be placed on 2024 ballot.
<b>SB 4 (Gonzalez)</b>	Support 03/04/21	CASF Reform	Would reform the existing CASF surcharge to help close the digital divide. This bill would continue to fund CASF beyond 2022, expand eligibility and usability of CASF funding, streamline permitting, expand the definition of "unserved," and create Bond Financing and Securitization Accounts.	Signed into law by Governor Newsom on 10/09/2021.
<b>SB 7 (Atkins)</b>	Support 03/04/21	Environmental Leadership Act of 2021	Would extend and expand the California Environmental Quality Act (CEQA) streamlining process created for environmental leadership development projects (ELDP) under AB 900 (Chapter 354, Statutes of 2011). Would expand ELDP eligibility to include certain smaller housing projects.	Signed into law by Governor Newsom on 5/20/21.
<b>SB 9 (Atkins)</b>	Oppose Unless Amended 05/06/21 Oppose 09/02/21	Duplexes	Would (1) require the ministerial approval of a housing development of no more than two units in a single-family zone (duplex) and would (2) require the ministerial approval of the subdivision (lot split) of a single parcel, already zoned for residential use, into two parcels.	Signed into law by Governor Newsom on 9/16/21.

Bill Number	Position/RC Action	Topic	Summary	Status
<b>SB 10 (Wiener)</b>	Support if Amended 05/06/21	Housing Development Density	Would allow a city or county to pass an ordinance to zone any parcel for up to 10 residential units if the parcel is in a transit-rich area or an urban infill site.	Signed into law by Governor Newsom on 9/16/21.
<b>SB 15 (Portantino)</b>	Support 04/01/21	Incentives to Rezone Idle Retail for Affordable Housing	Would create a new grant program that would award grant funding to local jurisdictions that rezone idle retail sites to allow for the development of affordable housing.	Died in Assembly.
<b>SB 261 (Allen)</b>	Oppose unless Amended 04/01/21	SCS Reform	Extends SB 375 regional GHG reduction targets, adds regional VMT reduction targets, introduces new opportunities for CARB to double-check an MPO's SCS, adds new reporting requirements for cities/counties to the MPO.	Died in Senate Transportation on 02/01/22.
<b>SB 266 (Newman)</b>	Support 04/01/21	Chino Hills State Park Expansion	Would direct the California Department of Parks and Recreation (DPR) to assist Chino Hills State Park in acquiring and managing three land parcels surrounding the park.	Signed into law by Governor Newsom on 10/09/2021.
<b>SB 623 (Newman)</b>	Support 04/01/21	Electronic Toll and Transit Fare Collection Systems	Would do several things, but most importantly, it clarifies that toll operators may use personally identifiable information to perform core business functions like billing, collection, and enforcement.	Died in Senate Judiciary on 02/01/22.



**AGENDA ITEM 4**  
**REPORT**

Southern California Association of Governments  
Remote Participation Only  
**November 15, 2022**

**To:** Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Francisco Barajas, Legislative Analyst IV  
(213) 630-1400, barajasf@scag.ca.gov

**Subject:** 2022 Midterm Election Update

**RECOMMENDED**

**ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The mid-term elections took place on Tuesday, November 8, 2022. In California, voters faced an extensive ballot due to various local, state, and federal races, in addition to the statewide ballot measures. Cruz Strategies, LLC will provide a presentation on the results of the election, including statewide constitutional officers, assembly and senate races, ballot propositions, and key races impacting the SCAG region.*

**BACKGROUND:**

Election Day took place on Tuesday, November 8, 2022. When an election does not coincide with a presidential election, it is called a “midterm election.” In the State of California, voters went to the polls to decide on seven ballot initiatives, including one referred by the state legislature and six citizen-initiated measures, thirteen constitutional officers, twenty state senate offices and all 80 state assembly offices.

Cruz Strategies, LLC represents SCAG in Sacramento and will provide a presentation to the Legislative/Communications and Membership Committee (LCMC) on the status of the November 8, 2022 midterm election.

**FISCAL IMPACT:**

Work associated with the 2022 Midterm Election Update is contained in the Indirect Cost budget, Legislation 810-0120.10.



**ATTACHMENT(S):**

1. 04b - LCMC - 11152022 - Nov 8 General Elections Memo - Cruz Strategies
2. 2022 CS Election Target Book (SCAG COPY)



## November 8th General Election Update

As of: 11/9/22 at 8:05AM

As the election results continue to be tallied, the majority of the statewide races were predictable. All of the state's incumbent Democrats were on the path to being handily reelected: Gov. Gavin Newsom, Lt. Gov. Eleni Kounalakis, Attorney General Rob Bonta, Secretary of State Shirley Weber, Treasurer Fiona Ma, Insurance Commissioner Ricardo Lara, and Superintendent of Public Instruction Tony Thurmond. Three ballot measures were passed (Proposition 1, to enshrine the right to abortion and contraception in the state Constitution; Prop. 28, to require the state spend more money on arts and music education in public schools; and Prop. 31, to uphold a state law banning the sale of certain flavored tobacco products), while the remaining four were rejected (sports gambling, kidney dialysis regulations, and millionaires tax). There are a few Senate and Assembly races that are too close to call. We have provided a full list of the current vote count for all races below, and here is a snapshot of some of the closely watched competitive races:

- *Senate District 6*: Republican Roger Niello 56.7%. Democrat Paula Marie Villescaz 43.3%.
- *Senate District 8*: Democrat Angelique Ashby 52%. Democrat Dave Jones 48%.
- *Senate District 20*: Democrat Caroline Menjivar 54.3%. Democrat Daniel Hertzberg 45.7%.
- *Assembly District 6*: Democrat Kevin McCarty 62.8%. Republican Cathy Cook 37.2%.
- *Assembly District 7*: Democratic incumbent Ken Cooley 50.3%. Republican Joshua Hoover 49.7%.



- *Assembly District 10*: Democrat Stephanie Nguyen 58%. Democrat Eric Guerra 42%.
- *Assembly District 34*: Republican Tom Lackey 60%. Republican Thurston Smith 40%.
- *Assembly District 73*: Democrat Cottie Petrie-Norris 53.8%. Republican Steven Choi 46.2%.
- *Assembly District 75*: Republican Marie Waldron 66.8%. Republican Randy Voepel 33.2%

### **Ballot Propositions**

- *Proposition 1*: to enshrine the right to contraception and abortion in the state constitution: 65.2% yes and 34.8% no.
- *Proposition 26*: to legalize sports betting at tribal casinos: 29.9% yes and 70.1% no.
- *Proposition 27*: to legalize online sports betting: 16.6% yes and 83.4% no.
- *Proposition 28*: to provide additional funding to arts and music K-12 education: 61.6% yes and 38.4% no.
- *Proposition 29*: to regulate the dialysis industry: 30.1% yes and 69.9% no.
- *Proposition 30*: to tax for high income earners for electric vehicle infrastructure and firefighting: 41.1% yes and 58.9% no.
- *Proposition 31*: to ban sale of most flavored tobacco products: 62.4% yes and 37.6% no.

### **Statewide Races**

- *Governor*: Democratic incumbent Gavin Newsom 57.8%. Republican State Sen. Brian Dahle 42.2%.
- *Lieutenant Governor*: Democratic incumbent Eleni Kounalakis 58%. Republican Angela Underwood Jacobs 42%.
- *Secretary of State*: Democratic incumbent Shirley Weber 58.3%. Republican Rob Bernosky 41.7%.
- *Controller*: Democrat Malia Cohen 53.8%. Republican Lanhee Chen 46.2%.
- *Treasurer*: Democratic incumbent Fiona Ma 57.3%. Republican Jack Guerrero 42.7%.
- *Attorney General*: Democratic incumbent Rob Bonta 57.4%. Republican Nathan Hochman 42.6%.

- *Insurance Commissioner*: Democratic incumbent Ricardo Lara 58.1%. Republican Robert Howell 41.9%
- *Superintendent of Public Instruction (non-partisan)*: Incumbent Tony Thurmond 62.9%. Lance Christensen 37.1%
- *Board of Equalization District 1*: Republican incumbent Ted Gaines 56.2%. Democrat Jose Altamirano 43.8%.
- *Board of Equalization District 2*: Democrat Sally Lieber 67.5%. Republican Peter Verbica 32.5%.
- *Board of Equalization District 3*: Democratic incumbent Tony Vazquez 66.7%. Independent Y. Marie Manvel 33.3%.
- *Board of Equalization District 4*: Democratic incumbent Mike Schaefer 60.4%. Democrat David Dodson 39.6%.

### Senate Legislative Races

All Assembly seats (80) and the even numbered Senate (20) seats are up for election in 2022.

*\*incumbents marked with an (i) after name\**

*\*bolded candidates are in the lead\**

*\*highlighted districts are still very close\**

- **DISTRICT 2:**
  - **D - Mike McGuire(i) (72%)**
  - R- Gene Yoon (28%)
- **DISTRICT 4:**
  - D - Tim Robertson (48.6%)
  - **D - Marie Alvarado-Gil (51.4%)**
- **DISTRICT 6:**
  - D - Paula Villescaz (43.3%)
  - **R - Roger Niello (56.7%)**
- **DISTRICT 8:**
  - D - Dave Jones (48%)
  - **D - Angelique Ashby (52%)**
- **DISTRICT 10:**
  - **D - Lily Mei (50.7%)**
  - D - Aisha Wahab (49.3%)

- **DISTRICT 12:**
  - D - Susanne Gundy (31.3%)
  - R - Shannon Grove (*i*) (68.7%)
- **DISTRICT 14:**
  - D - Anna Caballero (*i*) (55.3%)
  - R - Amnon Shor (44.7%)
- **DISTRICT 16:**
  - D - Melissa Hurtado (*i*) (47.4%)
  - R - David Shepard (52.6%)
- **DISTRICT 18:**
  - D - Steve Padilla (58.7%)
  - R - Alejandro Galicia (41.3%)
- **DISTRICT 20:**
  - D - Daniel Hertzberg (45.7%)
  - R - Caroline Menjivar (54.3%)
- **DISTRICT 22:**
  - D - Susan Rubio (*i*) (55.5 %)
  - R - Vincent Tsai (44.5%)
- **DISTRICT 24:**
  - D - Ben Allen (*i*) (62.3%)
  - R - Kristina Irwin (37.7%)
- **DISTRICT 26:**
  - D - Maria Elena Durazo (*i*) (78.5%)
  - R - Claudia Agraz (21.5%)
- **DISTRICT 28:**
  - D - Lola Smallwood-Cuevas (55.7%)
  - D - Cheryl Turner (44.3%)
- **DISTRICT 30:**
  - D - Bob Archuleta (*i*) (56.6%)
  - R - Mitch Clemmons (43.4%)
- **DISTRICT 32:**
  - R - Kelly Seyarto (59.1%)
  - D - Brian Nash (40.9%)

- **DISTRICT 34:**
  - **D - Tom Umberg (*i*) (54.8%)**
  - R - Rhonda Shader (45.2%)
- **DISTRICT 36:**
  - D - Kim Carr (41.6%)
  - **R - Janet Nguyen (58.4%)**
- **DISTRICT 38:**
  - **D - Catherine Blakespear (50.3%)**
  - R - Matt Gunderson (49.7%)
- **DISTRICT 40:**
  - D - Joseph C. Rocha (44.8%)
  - **R - Brian W. Jones (55.2%)**

### *Assembly Legislative Races*

- **DISTRICT 1:**
  - D - Belle Starr Sandwith (39.4%)
  - **R - Megan Dahle (*i*) (60.6%)**
- **DISTRICT 2:**
  - **D - Jim Wood (*i*) (68%)**
  - R - Charlotte Svolos (32%)
- **DISTRICT 3:**
  - D - David Leon Zink (37.1%)
  - **R - James Gallagher (62.9%)**
- **DISTRICT 4:**
  - **D - Cecilia Aguiar-Curry (*i*) (65.5%)**
  - R - Bryan Pritchard (34.5%)
- **DISTRICT 5:**
  - D - Rebecca L Chenoweth (40.6%)
  - **R - Joe Patterson (59.4%)**
- **DISTRICT 6:**
  - **D - Kevin McCarty (*i*) (62.8%)**
  - R - Cathy Cook (37.2%)

- **DISTRICT 7:**
  - **D - Ken Cooley (i) (50.3%)**
  - R- Josh Hoover (49.7%)
  
- **DISTRICT 8:**
  - **R - Jim Patterson (74.3%)**
  - LIB - Thomas Nichols (25.7%)
  
- **DISTRICT 9:**
  - **R - Heath Flora (i) (68.3%)**
  - D - Mushtaq A Tahirkheli (31.7%)
  
- **DISTRICT 10:**
  - **D - Stephanie Nguyen (58%)**
  - D - Eric Guerra (42%)
  
- **DISTRICT 11:**
  - **D - Lori D Wilson (58.4%)**
  - I - Jenny Leilani Callison (41.6%)
  
- **DISTRICT 12:**
  - **D - Damon Connolly (54.6%)**
  - D - Sara Aminzadeh (45.4%)
  
- **DISTRICT 13:**
  - **D - Carlos Villapudua (i) (61.6%)**
  - D - Veronica Vargas (38.4%)
  
- **DISTRICT 14:**
  - **D - Buffy Wicks (i) (85.2%)**
  - R - Richard Kinney (14.8%)
  
- **DISTRICT 15:**
  - **D - Tim Grayson (i) (66.8%)**
  - R - Janell Elizabeth Proctor (33.2%)
  
- **DISTRICT 16:**
  - **D - Rebecca Bauer-Kahan (i) (64.3%)**
  - R - Joseph A. Rubay (35.7%)
  
- **DISTRICT 17:**
  - **D - Matt Haney (i) (68.3%)**
  - D - David Campos (31.7%)

- **DISTRICT 18:**
  - **D - Mia Bonta (*i*) (85.8%)**
  - R - Mindy Pechenuk (14.2%)
- **DISTRICT 19:**
  - **D - Phil Ting (*i*) (78.6%)**
  - R - Karsten Weide (21.4%)
- **DISTRICT 20:**
  - **D - Liz Ortega (58.6%)**
  - D - Shawn Kumagai (41.4%)
- **DISTRICT 21:**
  - **D - Diane Papan (72.6%)**
  - R - Mark Gilham (27.4%)
- **DISTRICT 22:**
  - **R - Juan Alanis (57.4%)**
  - D - Jessica Self (42.6)
- **DISTRICT 23:**
  - **D - Marc Berman (*i*) (71.8%)**
  - R - Tim Dec (28.2%)
- **DISTRICT 24:**
  - **D - Alex Lee (*i*) (66.8%)**
  - R - Bob Brunton (33.2%)
- **DISTRICT 25:**
  - **D - Ash Kalra (*i*) (68%)**
  - R - Ted Stroll (32%)
- **DISTRICT 26:**
  - **D - Evan Low (72.1%)**
  - R - Tim Gorsulowsky (27.9%)
- **DISTRICT 27:**
  - **D - Esmeralda Soria (50.3%)**
  - R - Mark Nicholas Pazin (49.7%)
- **DISTRICT 28:**
  - **D - Gail Pallerin (65%)**
  - D - Liz Lawler (35%)

- **DISTRICT 29:**
  - **D - Robert Rivas (*i*) (63.4%)**
  - R - Stephanie L. Castro (36.6%)
- **DISTRICT 30:**
  - **D - Dawn Addis (60.8%)**
  - R - Vicki Nohrden (39.2%)
- **DISTRICT 31:**
  - **D - Joaquin Arambula (*i*) (59.1%)**
  - R - Dolce Misol Calandra (40.9%)
- **DISTRICT 32:**
  - **D - Vince Fong (*i*) (100%)**
- **DISTRICT 33:**
  - **R - Devon J. Mathis (*i*) (63.1%)**
  - D - Jose Sigala (36.9%)
- **DISTRICT 34:**
  - **R - Tom Lackey (57.5%)**
  - R - Thurston “Smitty” Smith (42.5%)
- **DISTRICT 35:**
  - **D - Jasmeet Bains (58.9%)**
  - D - Leticia Perez (41.1%)
- **DISTRICT 36:**
  - **D - Eduardo Garcia (*i*) (56.4%)**
  - R - Ian M. Weeks (43.6%)
- **DISTRICT 37:**
  - **D - Gregg Hart (58%)**
  - R - Mike Soker (42%)
- **DISTRICT 38:**
  - **D - Steve Bennett (*i*) (60.4%)**
  - R - Cole Brocato (39.6%)
- **DISTRICT 39:**
  - R - Paul Andre Marsh (45.4%)
  - **D - Juan Carrillo (54.6%)**

- **DISTRICT 40:**
  - **R - Suzette Martinez Valladares (i) (54.3%)**
  - D - Pilar Schiavo (45.7%)
  
- **DISTRICT 41:**
  - **D- Chris Holden (i) (57.1%)**
  - R - Michael McMahon (42.9%)
  
- **DISTRICT 42:**
  - **D - Jacqui Iwrin (i) (54.2%)**
  - R - Lori Mills (45.8%)
  
- **DISTRICT 43:**
  - **D - Luz Rivas (i) (70.2%)**
  - R - Siaka Massaquoi (29.8%)
  
- **DISTRICT 44:**
  - **D - Laura Friedman (i) (66.3%)**
  - R - Barry Curtis Jacodsen (33.7%)
  
- **DISTRICT 45:**
  - **D - James C. Ramos (i) (59.5%)**
  - R - Joseph (Joe) Martinez (40.5%)
  
- **DISTRICT 46:**
  - **D - Jesse Gabriel (i) (60.3%)**
  - R - Dana Caruso (39.7%)
  
- **DISTRICT 47:**
  - **D - Christy Holstege (54.5%)**
  - R - Greg Wallis (45.5%)
  
- **DISTRICT 48:**
  - **D - Blanca Rubio (i) (55.9%)**
  - R - Ryan Maye (44.1%)
  
- **DISTRICT 49:**
  - **D - Mike Fong (i) (62.2%)**
  - R - Burton Brink (37.8%)
  
- **DISTRICT 50:**
  - **D - Eloise Gomez Reyes (i) (55.3%)**
  - R - Sheela Stark (44.7%)



- **DISTRICT 51:**
  - **D- Rick Chavez Zbur (54.9%)**
  - D - Louis Abramson (45.1%)
  
- **DISTRICT 52:**
  - **D - Wendy Carrillo (i) (60.3%)**
  - D - Mia Livas Porter (39.7%)
  
- **DISTRICT 53:**
  - **Freddie Rodriguez (i) ( 57.8%)**
  - Toni Holle (42.2%)
  
- **DISTRICT 54:**
  - **D - Miguel Santiago (i) (74.3%)**
  - R -Elaine Alaniz (25.7%)
  
- **DISTRICT 55:**
  - **D - Issac G. Bryan (i) (80.1%)**
  - R - Keith Girolamo (19.9%)
  
- **DISTRICT 56:**
  - **D - Lisa Calderon (i) ( 54.1%)**
  - R - Jessica Maryinez (45.9%)
  
- **DISTRICT 57:**
  - **D - Reggie Jones-Sawyer (i) (100%)**
  
- **DISTRICT 58:**
  - **D - Sabrina Cervantes (i) (56.5%)**
  - R - Bernard William Murphy (43.5%)
  
- **DISTRICT 59:**
  - **R - Phillip Chen (i) (72.3%)**
  - NPP - Leon Q Sit (27.7%)
  
- **DISTRICT 60:**
  - R - Hector Diaz-Nava (42.6%)
  - **D - Corey A. Jackson (57.4%)**
  
- **DISTRICT 61:**
  - D - Robert Pullen Miles (39.1%)
  - **D - Tina Simone McKinnor (60.9%)**
  
- **DISTRICT 62:**

- **D - Anthony Rendon (63.2%)**
  - D - Maria Estrada (36.8%)
- **DISTRICT 63:**
  - D - Fauzia Rizvi (46.5%)
  - **R - Bill Essayli (53.5%)**
- **DISTRICT 64:**
  - R - Raul Ortiz Jr. (44%)
  - **D - Blanca Pacheco (56%)**
- **DISTRICT 65:**
  - **D - Mike Anthony Gipson (i) (64.4%)**
  - D - Fatima Iqbal - Zubair (35.6%)
- **DISTRICT 66:**
  - **D - Al Muratsuchi (i) (55.5%)**
  - R - George Barks (44.5%)
- **DISTRICT 67:**
  - D - Sharon Quirk- Silva (i) (49.7%)
  - **R - Soo Yoo (50.3%)**
- **DISTRICT 68:**
  - **D - Avelino Valencia (57.9%)**
  - R - Mike Tardif (42.1%)
- **DISTRICT 69:**
  - **D - Josh Lowenthal (59.9%)**
  - D - Al Austin II (40.1%)
- **DISTRICT 70:**
  - D - Diedre Thu-Ha Nguyen (44.4%)
  - **R - Tri Ta (55.6%)**
- **DISTRICT 71:**
  - **R - Matt Rahn (50.2%)**
  - R - Kate Sanchez (49.8%)
- **DISTRICT 72:**
  - D - Judie Mancuso (43%)
  - **R - Diane Dixon (57%)**
- **DISTRICT 73:**

- **D - Cottie Petrie- Norris (*i*) (53.8%)**
- R - Steven “Steve” Choi (46.2%)
  
- **DISTRICT 74:**
  - **R - Laurie Davies (*i*) (54.2%)**
  - D - Chris Duncan (45.8%)
  
- **DISTRICT 75:**
  - **R - Marie Waldron (*i*) (66.8%)**
  - R - Randy Voepel (33.2%)
  
- **DISTRICT 76:**
  - D - Brian Maineschein (*i*) (49.6%)
  - **R - Kristie Bruce-Lane (50.4%)**
  
- **DISTRICT 77:**
  - **D - Tasha Boerner-Horvath (*i*) (58.2%)**
  - R - Dan Downey (41.8%)
  
- **DISTRICT 78:**
  - **D - Chris Ward (*i*) (65.2%)**
  - R - Eric Gonzales (34.8%)
  
- **DISTRICT 79:**
  - **D - Akilah Weber (*i*) (61.2%)**
  - R - Corbin Sabol (38.8%)
  
- **DISTRICT 80:**
  - **D - David Alvarez (31.9%)**
  - D - Georgette Gomez (Dropped Out)



# 2022 STATEWIDE



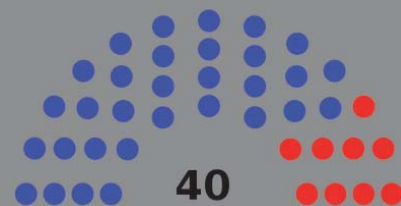
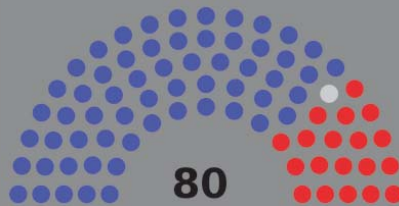
→ All 80 Assembly seats and 20 Senate seats are up for election or reelection in the newly established district boundaries. The bipartisan breakdown before the Nov 8th election is:

## Assembly

60 Democrats  
19 Republicans  
1 Independent

## Senate

31 Democrats  
9 Republicans

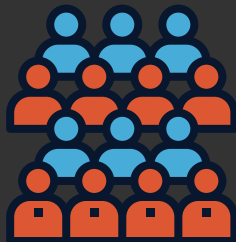


# 2022 STATEWIDE

*November General Election Results - Party Breakdown*

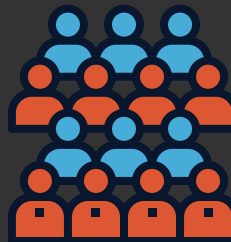
## Assembly

61 Democrats  
19 Republicans



## Senate

31 Democrats  
9 Republicans



# 2022 STATEWIDE RACES

## General Election Results

### Governor



D - Gavin Newsom  
*Governor of California*



Newsom 57.8%



R - Brian Dahle  
*Senator, Farmer*

Dahle 42.2%

### Lieutenant Governor



D - Eleni Kounalakis  
*Lieutenant Governor*



Kounalakis 58%



R - Angela Underwood Jacobs  
*Business Owner, Deputy r*

Underwood Jacobs 42%



# 2022 STATEWIDE RACES

## June Primary Results

### Attorney General



D - Rob Bonta  
*CA Attorney General*



Bonta 57.4%



R - Nathan Hochman  
*General Counsel*

Hochman 42.6%

### Controller



D - Malia Cohen  
*CA State Board of Equalization Member*



Cohen 53.8%



R - Lanhee Chen  
*Fiscal Advisor, Educator*

Chen 46.2%



# 2022 STATEWIDE RACES

November General Results

## Secretary of State



D - Shirley Weber  
CA Secretary of State



Weber 57.8%



R - Rob Bernosky  
Chief Financial Officer

Bernosky 41.7%

## Superintendent of Public Instruction



D - Toni Thurmond  
CA SPI of Public Instruction



Thurmond 62.9%



NP - Lance Christensen  
Education Policy Executive

Christensen 37.1%



# 2022 STATEWIDE RACES

June Primary Results

## Treasurer



D - Fiona Ma  
CA State Treasurer



Ma 57.3%



R - Jack Guerrero  
Council member, Economist

Guerrero 42.7%

## Insurance Commissioner



D - Ricardo Lara  
Insurance Commissioner



Lara 58.1%



R - Robert Howell  
Cybersecurity Equipment  
Manufacturer

Howell 41.9%



# 2022 STATEWIDE

## 2022 Demographics

### Race/Ethnicity



White: **55.1%** in Legislature, **40.5%** in California  
Black: **10.2%** in Legislature, **5.7%** in California  
Latino/a: **25.4%** in Legislature, **35.4%** in California  
Asian or Pacific Islander: **9.3%** in Legislature, **15.6%** in California  
Native American: **0.8%** in Legislature, **0.4%** in California  
Multi-Ethnic: **0.8%** in Legislature, **2.5%** in California

### Age



20's: **1.7%** in Legislature, **19.3%** in California  
30's: **8.5%** in Legislature, **18.4%** in California  
40's: **33.1%** in Legislature, **16.9%** in California  
50's: **28%** in Legislature, **16.6%** in California  
60's: **22%** in Legislature, **13.5%** in California  
70's or over: **8.5%** in Legislature, **12%** in California



# 2022 STATEWIDE



At the beginning of the 2022 legislative session, there were **63** standing committees in California's state government, including 8 joint legislative committees, **22** state Senate committees, and **33** state Assembly committees.

There are currently **3** open chair seats in the Senate standing committees, which include:



**Senate Energy, Utilities and Communications Committee**



**Senate Education Committee**



**Senate Health Committee**

There are currently **6** open chair seats in the Assembly standing committees, which include:



**Assembly Education Committee**



**Assembly Environmental Safety and Toxic Materials Committee**



**Assembly Higher Education Committee**



**Assembly Insurance Committee**



**Assembly Judiciary Committee**



**Public Employment and Retirement Committee**



# 2022 STATEWIDE

## California Propositions

- 1** This measure would enshrine the rights to abortions and birth control in the California Constitution.
- 26** This measure would allow in-person sports betting at the state's 66 tribal casinos and four qualified horse racetracks.
- 27** This measure would allow online sports gambling, with 85% of the money it generates through a 10% tax on gross online sports betting revenue going toward homeless services.
- 28** This measure would require the state to spend 1% of its general fund budget, the equivalent of \$2.13 billion in the current fiscal year, on arts and music education in K-12 public schools.
- 29** This measure would require kidney dialysis clinics to have a licensed physician, registered nurse or physician assistant on site during all treatment hours.
- 30** This measure would increase the personal income tax rate by 1.75% for people who earn more than \$2 million per year and use the money for programs to reduce greenhouse-gas emissions.
- 31** This measure would ban flavored tobacco products from California stores with exemptions for handmade cigars that cost at least \$12, loose-leaf tobacco and shisha tobacco sold by licensed hookah retailers.

[Click here for full memo](#)



# CALIFORNIA STATE ASSEMBLY





## Assembly District 33

R - Devon J. Mathis (i)  
*Assemblymember*

D - Jose Sigala  
*City Councilmember*



63.1%



36.9%



## Assembly District 34

R - Tom Lackey

*Assemblymember*

R- Thurston "Smitty" Smith

*Assemblymember*



57.5%



44.5%



## Assembly District 36

D - Eduardo Garcia (i)  
*Assemblymember*

R - Ian M. Weeks

*Certified Financial Planner*



56.4%



43.6%



## Assembly District 37

D - Gregg Hart

*County Supervisor*

R - Mike Soker

*Small Business*



58%



42%



# Assembly District 38

D - Steve Bennett (i)  
*Assemblymember*

R - Cole Brocato  
*Small Businessowner*



60.4%



39.6%



# Assembly District 39

D - Juan Carrillo  
*County Supervisor*

R - Paul Andre Marsh  
*Small Business*



45.4%



54.6%



# Assembly District 40

R - Suzette Martinez Valladares (i)  
*Assemblymember*

D - Pilar Schiavo  
*Nurse Advocate*



54.3%



45.7%



# Assembly District 41

D- Chris Holden (i)  
*Assemblymember*

R - Michael McMahon  
*Assemblymember*



57.1%



42.9%



## Assembly District 42

D - Jacqui Iwrin (i)  
*Assemblymember*

R - Lori Mills  
*Small Businessowner*



54.2%



45.8%



## Assembly District 43

D - Luz Rivas (i)  
*Assemblymember*

R - Siaka Massaquoi  
*Small Business Owner*



70.2%



29.8%



## Assembly District 40

R - Suzette Martinez Valladares (i)  
*Assemblymember*

D - Pilar Schiavo  
*Nurse Advocate*



54.3%



45.7%



## Assembly District 41

D- Chris Holden (i)  
*Assemblymember*

R - Michael McMahon  
*Assemblymember*



57.1%



42.9%



# Assembly District 42

D - Jacqui Iwrin (i)  
*Assemblymember*

R - Lori Mills  
*Small Businessowner*



54.2%



45.8%



# Assembly District 43

D - Luz Rivas (i)  
*Assemblymember*

R - Siaka Massaquoi  
*Small Business Owner*



70.2%



29.8%



# Assembly District 44

D - Laura Friedman (i)  
*Assemblymember*

R - Barry Curtis Jacobsen  
*Business Owner*



66.3%



33.7%



# Assembly District 45

D - James C. Ramos (i)  
*Assemblymember*

R - Joseph (Joe) Martinez  
*Governing Board Member*



59.5%



40.5%



## Assembly District 46

D - Laura Friedman (i)  
*Assemblymember*

R - Barry Curtis Jacobsen  
*Business Owner*



66.3%



33.7%



## Assembly District 47

D - James C. Ramos (i)  
*Assemblymember*

R - Joseph (Joe) Martinez  
*Governing Board Member*



59.5%



40.5%



## Assembly District 48

D - Blanca Rubio (i)  
*Assemblymember*

R - Ryan Maye  
*No Ballot Designation*



55.9%



44.1%



## Assembly District 49

R - Mike Fong (i)  
*Assemblymember*

R - Burton Brink  
*Commissioner*



62.2%



37.8%



## Assembly District 50

D - Eloise Gomez Reyes (i)  
*Assemblymember*

R - Sheila Stark  
*Attorney*



55.3%



44.7%



## Assembly District 51

D- Rick Chavez Zbur  
*Civil Rights Attorney*

D - Louis Abramson  
*Scientist*



54.9%



45.1%



## Assembly District 52

D - Wendy Carrillo (i)  
*Assemblymember*

D - Mia Livas Porter  
*Parent*



60.3%



(39.7%)



## Assembly District 53

D - Freddie Rodriguez (i)  
*Assemblymember*

R - Toni Holle  
*No Ballot Designation*



57.8%



42.2%



# Assembly District 54

D - Miguel Santiago (i)  
*Assemblymember*

R - Elaine Alaniz  
*Crisis Responder*



74.3%



25.7%



# Assembly District 55

D - Issac G. Bryan (i)  
*Assemblymember*

R - Keith Girolamo  
*Software Developer*



80.1%



19.9%



# Assembly District 56

D - Lisa Calderon (i)  
*Assemblymember*

R - Jessica Maryinez  
*Councilmember*



54.1%



45.9%



# Assembly District 57

D - Reggie Jones-Sawyer (i)  
*Assemblymember*



100%





## Assembly District 58

D - Sabrina Cervantes (i)  
*Assemblymember*

R - Bernard William Murphy  
*Civil Engineer*



56.5%



43.5%



## Assembly District 59

R - Phillip Chen  
*Assemblymember*

NPP - Leon Q Sit  
*Engineering Student*



72.3%



27.7%



## Assembly District 60

D - Corey A. Jackson  
*County Board of Edu Member*

R - Hector Diaz-Nava  
*Small Business Owner*



57.4%



42.6%



## Assembly District 61

D - Tina Simone McKinnor  
*Non-Profit Director*

D - Robert Pullen Miles  
*Mayor*



60.9%



39.1%



# Assembly District 62

D - Anthony Rendon

*Assemblymember*

D - Maria Estrada

*Accountant*



63.2%



36.8%



# Assembly District 63

R - Bill Essayli

*Attorney*

D - Fauzia Rizvi

*Small Business Owner*



53.5%



46.5%



# Assembly District 64

D - Blanca Pacheco

*Business Women*

R - Raul Ortiz Jr

*Pest Control Manager*



56%



44%



# Assembly District 65

D - Mike Anthony Gipson (i)

*Assemblymember*

D - Fatima Iqbal - Zubair

*Public School Teacher*



64.4%



35.6%



## Assembly District 66

D - Al Muratsuchi (i)  
*Assemblymember*

R - George Barks  
*Business Owner*



55.5%



44.5%



## Assembly District 67

R - Soo Yoo  
*Assemblymember*

D - Sharon Quirk- Silva (i)  
*Governing Board Member*



50.3%



49.7%



## Assembly District 68

D - Avelino Valencia  
*Councilmember*

R - Mike Tardif  
*Small Business Owner*



57.9%



42.1%



## Assembly District 69

D - Josh Lowenthal  
*Small Businessowner*

D - Al Austin II  
*City Councilmember*



59.9%



40.1%



## Assembly District 70

R - Tri Ta  
*Mayor*

D - Diedre Thu-Ha Nguyen  
*Councilmember*



55.6%



44.4%



## Assembly District 71

R - Matt Rahn  
*Mayor, Business Owner*

R - Kate Sanchez  
*Businesswomen*



50.3%



49.8%



## Assembly District 72

R - Diane Dixon  
*City Councilmember*

D - Judie Mancuso  
*Business Owner*



57%



43%



## Assembly District 73

D - Cottie Petrie- Norris (i)  
*Assemblymember*

R - Steven "Steve" Choi  
*Assemblymember*



53.8%



46.2%



# Assembly District 74

R - Laurie Davies (i)  
*Assemblymember*

D - Chris Duncan  
*Mayor Pro Tem*



54.2%



45.8%



# Assembly District 75

R - Marie Waldron (i)  
*Assemblymember*

R - Randy Voepel  
*Assemblymember*



66.8%



33.2%



# Assembly District 76

R - Kristie Bruce-Lane  
*Water Advocate*

D - Brian Maineschein (i)  
*Assemblymember*



50.4%



59.6%



# Assembly District 77

D - Tasha Boerner-Horvath (i)  
*Assemblymember*

R - Dan Downey  
*CEO*



58.2%



41.8%



# Assembly District 78

D - Chris Ward (i)  
Assemblymember

R - Eric Gonzales  
Retail Sales Associate



65.2%



34.8%



# Assembly District 79

D - Akilah Weber (i)  
Assemblymember

R - Corbin Sabol  
Project Manager



61.2%



38.8%



# Assembly District 80

D - David Alvarez  
Small Business Owner

D - Georgette Gomez  
Environmental Advocate



31.9%

(Dropped Out)



# CALIFORNIA STATE SENATE



## Senate District 16

R - David Shepard  
*Farmer*

D - Melissa Hurtado  
*State Senator*



52.6%



47.4%



## Senate District 18

D - Steve Padilla  
*City Councilmember*

D - Alejandro Garcia  
*CEO/Veteran's Advocate*



58.7%



41.3%



## Senate District 20

D - Caroline Menjivar  
Non-Profit Program Director



54.3%

D - Daniel Hertzberg  
Business Owner



4.7.4%



## Senate District 22

D - Susan Rubio (i)  
State Senator



55.5%

R - Vincent Tsai  
Deputy Sheriff



44.5%



## Senate District 24

D - Ben Allen (i)  
State Senator



62.3%

R - Kristina Irwin  
No Ballot Designation



37.7%



## Senate District 26

D - Maria Elena Durazo (i)  
State Senator



78.5%

R - Claudia Agraz  
Community Outreach Organizer



21.5%





## Senate District 28

D - Lola Smallwood-Cuevas  
*Educator, Community Advocate*



55.7%

D - Cheryl Turner  
*Civil Rights Lawyer*



44.3%



## Senate District 30

D - Bob Archuleta (i)  
*State Senator*



56.6%

R - Mitch Clemmons  
*Plumber, Business Owner*



43.4%



## Senate District 32

R - Kelly Seyarto  
*State Senator*



59.1%

D - Brian Nash  
*Analytics Consultant*



40.9%



## Senate District 34

D - Tom Umberg (i)  
*State Senator*



54.8%

R - Rhonda Shader  
*Mayor*



45.2%



## Senate District 38

D - Catherine Blakespear  
*Mayor of Encinitas*



50.3%

R - Matt Gunderson  
*Small Business Owner*



49.7%



## Senate District 40

R - Brian W. Jones  
*State Senator*



55.2%

D - Joseph C. Rocha  
*Marine Captain*



44.8%



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

Southern California Association of Governments  
Remote Participation Only  
**November 15, 2022**

**To:** Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** 2023 Legislative Platform Update

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The 2023-2024 California State Legislative Session and the 118<sup>th</sup> Congress will convene the week of January 2, 2023. Staff recommends a comprehensive update to SCAG’s adopted 2022 State and Federal Legislative Platform in preparation for the start of the legislative cycle. The suggested updates result from collaboration between SCAG’s legislation department and the various departments within the planning division. Legislation Department staff recommends updates that are mostly minor, with an emphasis on removing redundancies and outdated goals, updating language, and increasing conciseness. Staff in the various planning departments recommended significant changes 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.*

*Staff invites discussion and feedback from the Legislative/Communications & Membership Committee (LCMC) on the proposed legislative platform updates. Any changes directed by the LCMC will be incorporated into the update. Staff will gather additional feedback from member jurisdictions, stakeholders, and external partners, and then present a final draft update at the December 20, 2022 LCMC Meeting. Thereafter, the updated platform would be presented to the Regional Council for review and recommended approval.*

**BACKGROUND:**

As the midterm elections changed the makeup of SCAG’s state and federal legislative delegations, staff recommends a comprehensive update to the adopted 2022 State and Federal Legislative

Platform. As part of this update, staff from the Legislation Department led an outreach effort to all SCAG planning departments to identify opportunities to improve and update the platform to respond to new and emerging issues in preparation for 2023. Proposed changes include adding new sections, removing sections, adding new priorities, and improving the delivery and conciseness of existing priorities.

The recommended updates to the current sections of the legislative platform are highlighted in the following tables:

<u>State</u>	
Active Transportation	Affordable Housing & Housing Production
Broadband Access	Building Resilience
Cap & Trade	Congestion Reduction
<del>Economic Development</del> Expanding Economic Opportunity & Economic Development *MERGED*	<del>Expanding Opportunity</del>
Freight & Goods Movement	Government Efficiency
Project Streamlining	Public Health
Racial Justice	Technology & Data
Transit & Rail *NEW*	Transportation Development Act
Transportation Funding	Transportation Safety
Water *NEW*	

<u>Federal</u>	
Affordable Housing, Homelessness & Local Government	Aviation
Broadband Access *EXPANDED*	<del>Environment &amp; Air Quality</del> Air Quality, Environment, & Water
Freight & Goods Movement	Project Streamlining
Public Health	Public-Private Partnerships
<del>Public Transit &amp; Mobility</del> Transit & Rail	Racial Justice
Surface Transportation Policy & Funding	Technology & Data *NEW*

**STATE**

Starting with the State Legislative Platform, staff recommends significant changes, including adding new sections and merging other sections. Additionally, staff recommends updating various sections

by adding, removing, and editing various points. First, in the Active Transportation Section, staff recommends editing the first point for conciseness while maintaining support for the Active Transportation program. Staff also recommends the addition of a new point to support legislation for more local control over local streets that cross state right-of-ways.

Staff recommends significant changes to the Affordable Housing & Housing Production section. Recommendations include editing points six, seven, and nine for conciseness while improving the delivery of the existing priorities. Staff also recommends the addition of point eight to highlight SCAG's involvement in the Department of Housing and Community Development's regional housing need allocation (RHNA) stakeholder engagement process. Lastly, staff recommends that former point eleven be moved to a new section and that former point nine be removed, as we do not expect the State to offer additional COVID-19 rental assistance.

In the Broadband Access section, staff recommends edits to points one and three to improve conciseness and the written delivery of the priority. Staff also recommends the addition of point four to support the integration of broadband, land use, and transportation planning as a strategy to reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG).

In the Building Resilience section, staff recommends the addition of point one, which came from the Cap & Trade Section that has been removed. Staff also recommends removing former point two and merging that priority into the substantially similar new point two to affirm our support for advocating for resources for member jurisdictions to prepare for and deal with the consequences of natural disasters. Lastly, staff recommends the replacement of language in point four, which maintains support for the investment of General Fund and Greenhouse Gas Reduction Fund resources for specified purposes.

Next, staff recommends the removal of the Cap & Trade Section while keeping point one and moving it to the Building Resilience section. Many of these points are no longer relevant, and point one captures the most critical priority for Cap & Trade funds moving into 2023. Thus, this recommendation will help make the platform more concise.

Staff recommends minor edits to points in the Congestion Reduction Section for conciseness. Further, Staff recommends merging the former Economic Development and Expanding Opportunity Sections into the Expanding Economic Opportunity & Economic Development Section and merging the points in both sections while adding in point five from the Housing section.

Staff recommends significant changes to the wording of priorities in the Freight & Goods Movement Section, including improving the delivery and conciseness of point one by merging former points two and four into point one. Staff also recommends the addition of language into point two to improve its delivery. Staff recommends a minor edit to the wording of point two in the Government Efficiency section.

Next, Staff recommends wording improvements to point four in the Project Streamlining Section, points one and four in the Public Health Section, and point one in the Racial Justice Section.

Staff recommends major changes to the Technology and Data Section, including adding new priorities in points two, three, four, and five. Point two expresses support for Smart Cities Initiative funding, point three expresses support for energy resilience policies to minimize the impact of electric vehicles on the power grid, and point five reiterates SCAG's neutrality with respect to different alternative fuel and vehicle types. Staff also recommends minor wording improvements to other points in this Section.

One major staff recommendation includes the creation of the new Transit & Rail Section, which expresses support for funding for public transit and rail, Mobility as a Service (MaaS), and transit-oriented development. In the Transportation Funding Section, staff recommends removing point four, which is outdated, and minor wording improvements in other points.

Lastly, staff recommends the addition of a Water Section with four brand new points. Point one expresses support for taking an "all of the above" approach to addressing the State's drought and water crises, outlining five priority strategies. Point two expresses support for allocating more resources to water infrastructure, and point three expresses support for programs that assist low-income communities in making water more affordable. Lastly, point four expresses support for additional flexibility in using state water resources to allow for integrated planning efforts with associated infrastructure.

## **FEDERAL**

Staff made various changes to the Federal Legislative Platform as well, but many changes are included only for consistency with the State Platform. First, staff recommends updating the Federal Broadband Section to contain the same staff recommendations as the State Broadband Section. Next, Staff recommends renaming the Environment & Air Quality Section as the Air Quality, Environment, & Water Section. Staff recommends adding content to the existing point one in this new Section to improve delivery and adding points four, five, and six, which are a copy and paste of points two, three, and four from the State Platform Water Section.

Staff recommends minor changes in the Freight & Goods Movement and Public Health Sections. Staff also recommends renaming the Public Transit & Mobility Section to the Transit & Rail Section to ensure consistency with the State Platform. Within this Section, staff recommends adding point two, which is copied from point two in the State Section, and point five, which expresses support for funding and planning opportunities for EV infrastructure that focus benefits on the lowest income households.

Lastly, staff recommends minor changes to points in the Racial Justice and Surface Transportation Policy & Funding Sections, with the removal of former point eight in the latter, as the Transportation Infrastructure Finance and Innovation Act (TIFIA) program was already expanding in the Investment Infrastructure and Jobs Act (IIJA). The final staff recommendation in the Federal Platform includes the addition of a Technology & Data Section, which is a more concise version of the Technology & Data Section in the State Platform tailored for the federal context.

**FISCAL IMPACT:**

Work associated with the 2023 Legislative Platform Update staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.

**ATTACHMENT(S):**

1. 2023 Federal Leg Platform - Clean
2. 2023 Federal Leg Platform - Redline
3. 2023 State Leg Platform - Clean
4. 2023 State Leg Platform - Redline



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# 2023 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 2023 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

Attachment: 2023 Federal Leg Platform - Clean (2023 Legislative Platform Update)



## 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. 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. 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.

## AVIATION

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

## 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.

## 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. Support federal grant or pilot programs for comprehensive planning that encourages transit-oriented development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.
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.

## 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.

## 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).

## TECHNOLOGY & DATA

1. Support funding for Smart Cities plans and initiatives, which aim to reduce GHG impacts, deploy systems that allow for efficient water and energy usage, safer roadways, and highways.
2. Support a technology-neutral position when promoting alternative fuel and vehicle types.
3. Secure funding to support the coordination among state agencies, MPOs, and other governmental entities to collect and share data, which reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.
4. Building upon SCAG's work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-income neighborhoods.



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# **20222023 FEDERAL LEGISLATIVE PLATFORM**

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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 ~~such as schools, health clinics, public housing, and other community support organizations,~~ to bridge the digital divide ~~exacerbated~~ 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 ~~technical~~ studies that determine broadband opportunity zones that ~~would establish baseline conditions in unserved and underserved communities~~ 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.

## ~~ENVIRONMENT & AIR QUALITY~~ AIR QUALITY, ENVIRONMENT, & WATER

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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 ~~that~~ proper battery reuse, recycling, and disposal ~~are in place~~.

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-middle~~-income neighborhoods.
4. Support legislative efforts that provide increased resources for water infrastructure, including investments in repairs, modernization, storage, and enhancements to the region’s aging water infrastructure that can serve the Southern California region’s needs and ensure effectiveness, efficiency, and resiliency of the region’s water systems.
5. Support programs that increase the affordability of water for low-income customers. Support the distribution of federal funds at the state level through an equity lens, such that Southern California communities receive their fair share of funding based upon population, opportunity, and other quantifiable measures.
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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.

## 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 ~~well-being~~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.

## 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.

## PUBLIC TRANSIT & MOBILITY TRANSIT & RAIL

1. Support efforts that expand public transit and passenger rail projects and services, ~~both bus and rail~~, 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.
- 2.3. Support federal grant or pilot programs for comprehensive planning that encourages transit-oriented development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.
- 3.4. 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.

## 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 ~~as it relates to~~ to address the legacy and impact of past planning decisions in the region.

## SURFACE TRANSPORTATION POLICY & FUNDING

1. Support increased federal funding to provide stable ~~investments into the~~ 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 impacts associated with climate change, with the goal of making our infrastructure more resilient 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 innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.~~
- ~~8.7.~~ Support new dedicated funding for transportation demand management (TDM) programs and strategies.
- ~~9.8.~~ Support increased investment in the Transportation Alternatives Program (TAP), which is a key funding source for the state's Active Transportation Program (ATP).

## 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.
- ~~4.4.~~ Building upon SCAG's work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-income neighborhoods.



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# 2023 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 2023 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

Attachment: 2023 State Leg Platform - Clean (2023 Legislative Platform Update)

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## 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.

## 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, 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. 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.

## 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.

## 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.

## 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.

## 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. 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. 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. 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. 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. 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. 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.

## 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.

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## 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.

## WATER

1. Support legislative efforts that take an "all of the above" approach to the State's drought and water shortage emergency, including: (a) reducing water usage, (b) improving water conservation, reuse, and efficiency, (c) enhancing water systems' health and resilience, (d) pursuing and potentially implementing new water supply and storage opportunities, and (e) supporting investments in water infrastructure 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 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 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 groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater, and air quality.





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## **2022-2023 STATE LEGISLATIVE PLATFORM**

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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 2022-2023 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.



## ACTIVE TRANSPORTATION

1. Support increased funding to the State's Active Transportation Program (ATP) to provide the resources necessary ~~for First/Last Mile Improvements; separated, on-street bike facilities to increase safety; multi-use trails; Safe Routes to School Programs; cool streets and urban forestry initiatives to reduce extreme heat impacts; and other strategies to increase safe walking and biking 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.

## 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, and the Regional Housing Needs Assessment (RHNA).
6. Advocate for stronger coordination ~~with and flexibility between~~ the California Department of Housing & Community Development (HCD) ~~to support the efforts of and local~~ jurisdictions to realize shared housing production goals ~~by providing greater flexibility, particularly for local jurisdictions conducting housing element updates and for jurisdictions that have completed their the development and implementation of local~~ housing elements ~~and oppose punitive measures that detract from meeting state and regional housing goals, such as restricting grant funding.~~
7. In the spirit of collaboration and equity, advocate for the reinstatement of the practice that allows Advocate for specific opportunities that allow cities and counties to share or trade RHNA allocations as a tool ~~that equips local jurisdictions to to~~ facilitate ~~not only~~ effective planning for housing, ~~but its actual and~~ development of housing in an equitable and collaborative manner.
- 7.8. 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.
- 8.9. Advocate for funding programs and guidelines that support regional equity to accommodate the SCAG region's 6th Cycle RHNA allocation of 1.3 million units, ~~as provided by HCD, a number that is~~



nearly three times larger than the determination provided under the 5th cycle and support regional equity goals for the programming of competitive housing programs, 34 million units.

- 1. ~~As the population of unhoused individuals and families continues to grow in our region, and eviction and homelessness may be exacerbated by the ongoing COVID-19 pandemic, support pandemic rental assistance programs to assist renters and landlords by providing financial assistance for rent and utilities to prevent housing instability, potential eviction, and financial hardship due to the public health emergency.~~
- 9.10. ~~While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.~~
- 1. ~~Support efforts to expand access to homeownership, particularly for first-time homebuyers and communities of color.~~
- 10.11. ~~Support programs and legislation that expand the capacity to preserve both naturally occurring affordable housing as well as affordable housing with expiring covenants.~~

Commented [DA1]: Moved to Expanding Econ Opportunity & Economic Development

### 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 ~~such as schools, health clinics, public housing, and other community support organizations,~~ to bridge the digital divide ~~exacerbated~~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 ~~technical studies that determine broadband opportunity zones that would establish baseline conditions in unserved~~support shovel-ready last-mile projects or evaluate ~~broadband's potential to reduce vehicle miles traveled (VMT) and underserved communities~~greenhouse gas emissions (GHG).
- 3.4. ~~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. ~~Advocate that communities affected by natural disasters receive the resources they need to rebuild.~~
- 3.2. 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.
- 4.3. In collaboration with other MPOs and stakeholders, explore potential ~~updates~~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 expansion of General Fund and Greenhouse Gas Reduction Fund (GGRF) funded forest health and fire prevention activities, which are primarily focused on conifer tree forests, to include chaparral landscapes. Advocate for ongoing land management and the stewardship of lands that contain essential chaparral and associated habitats to be context-sensitive, focus on biodiversity maintenance, and restore native vegetation. 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-~~greenhouse gas (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.

### **CAP & TRADE**

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

### **CONGESTION REDUCTION**

- 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, ~~such as expanding access to free or reduced student transit passes, supporting school bussing programs, and funding ongoing Safe Routes to Schools programs.~~
- 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.

### **~~ECONOMIC DEVELOPMENT~~ 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.

### **EXPANDING OPPORTUNITY**

- 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), building upon the success of the Trade Corridors Improvement Fund (TCIF), to provide the resources necessary to preserve and maintain transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation for critical infrastructure enhancements along the State's high-volume freight corridors~~
2. ~~Support funding to preserve and maintain transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.~~
3. ~~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).~~
4. ~~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.~~

## 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 ~~via teleconference and other electronic means 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 ~~reform~~ improve the implementation of SB 743's vehicle miles traveled (VMT) ~~analysis~~ provisions, such as including: (a) more comprehensive CEQA guidance concerning "on quantifying VMT mitigation measures, (b) determining whether a specific mitigation action independently serves to decrease VMT (additionally), (c) assessing (and accounting for) any unintended consequences for on housing development, and regional solutions (d) implementing regionally-based VMT mitigation mechanisms, and (e) establishing project-specific design considerations for to reduce VMT within the context of the State's unique and diverse landscapes.



## 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 ~~well-being~~wellbeing, health equity, physical activity, and safety.
2. Support statewide and county efforts to collect public health-related data ~~that is~~-stratified by race and ethnicity to allow for improved health equity analyses.
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 ~~non-~~motorizedactive transportation options.

## 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 ~~affirmatively advance equity and social justice as it relates to~~impact of past planning decisions in the region.

## 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 ~~small electric~~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. Support a technology-neutral position when promoting different fuel and vehicle types while considering local conditions and engaging with stakeholders to determine technology needs.
- 2-6. Secure funding to support the coordination among state agencies, MPOs, and other ~~government~~governmental entities to collect and share data, which reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.
- 3-7. 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.



- 4.8. 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 and plans that ensure that consider life-cycle analysis and prioritize proper battery reuse, recycling, and disposal ~~are in place.~~
- 5.9. 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-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. 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.

## 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, ~~burden~~opportunity, and other quantifiable measures corresponding with the funding source.
4. ~~Support increased funding for transportation projects based on applied regional performance metrics.~~
- 5.4. 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.



6.5. 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.

## WATER

1. Support legislative efforts that take an "all of the above" approach to the State's drought and water shortage emergency, including: (a) reducing water usage, (b) improving water conservation, reuse, and efficiency, (c) enhancing water systems' health and resilience, (d) pursuing and potentially implementing new water supply and storage opportunities, and (e) supporting investments in water infrastructure 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 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 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.
- 1.4. Support additional flexibility in the use of state 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.





**AGENDA ITEM 6**  
**REPORT**

Southern California Association of Governments  
Remote Participation Only  
**November 15, 2022**

**To:** Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Policy Statement Discussion (Continued) – Discuss Potential Policy Statement that Expresses Concerns Relating to the State Legislature’s Encroachment on Local Land Use Authority

**RECOMMENDED ACTION:**

Staff recommends that Legislative/ Communications and Membership Committee (LCMC) members discuss, possibly draft, and give direction to staff on a policy statement that expresses concerns relating to the State Legislature’s encroachment on local land use authority. If the Committee finds consensus on a draft policy statement, it may wish to direct staff to include it in the draft 2023 State and Federal Legislative Platform or in other future advocacy materials, as appropriate.

**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 brief comments from Committee members at the Future Agenda Items section of the August 16, 2022, meeting of the LCMC, Chair Huang directed staff to place an item on a future agenda that would afford Committee members an opportunity to discuss the possibility of making a policy statement that expresses concerns relating to the State Legislature’s encroachment on local land use authority.*

**BACKGROUND:**

After brief comments from Committee members at the Future Agenda Items section of the August 16, 2022, LCMC meeting, Chair Huang directed staff to place an item on a future agenda that would afford Committee members an opportunity to discuss the possibility of making a policy statement that expresses concerns relating to the State Legislature’s encroachment on local land use authority. The topic was subsequently included as a discussion item at the LCMC’s September 20, 2022, meeting.

At the September 20, 2022, LCMC meeting, several Committee members shared their general thoughts on a potential policy statement. From that discussion, the following themes emerged: the statement should emphasize the need for partnership between the state and local levels of government, the statement should focus on the unique local knowledge that mayors, city councilmembers, and county supervisors have of the communities they represent, and the statement should focus on areas where SCAG has an expertise.

Staff received direction from the Committee to write a subsequent staff report that includes a legislative history of the state's encroachment on local land-use authority. Committee members expressed a desire to review this information to inform any potential policy statement on the matter. A list of bills that could be interpreted as state actions that encroach on local land use authority is included below. It is important to note that while included in the list below, SCAG did not take formal positions on many of these bills. Instances in which the agency took a formal position on a particular bill is indicated.

#### **Legislative History:**

##### **SB 35 (Weiner)**

##### **Chapter 366, Statutes of 2017**

This bill creates a streamlined, ministerial approval process for certain infill development projects in cities and counties that have not met housing production relative to their regional housing needs assessment (RHNA) numbers.

SCAG took an oppose unless amended position on this bill.

##### **SB 330 (Skinner)**

##### **Chapter 654, Statutes of 2019**

This bill established the Housing Crisis Act of 2019, which streamlines local permitting and approval processes for housing production in California and ensures no net loss in zoning capacity in a city or county's General Plan. SB 330 also limits, in most cases, public hearings on a housing development project to five and reduces the criteria against which a municipality may review a housing development application. The bill also restricts the timeline during which a denial can be issued. It also allows property owners, future potential residents, and "housing organizations" to appeal or bring a lawsuit if a local government does not follow the state mandated process. SB 330 also limits the ability of cities and counties to charge increased application and impact fees after a development's application is approved.

##### **AB 68 (Ting)**

##### **Chapter 655, Statutes of 2019**

This bill makes major changes to facilitate the development of Accessory Dwelling Units (ADUs), such as prohibiting cities and counties from imposing minimum lot size or lot coverage requirements, allowing ADUs to be attached to or located within an attached garage or accessory structure, and requiring cities and counties ministerially to approve or deny a permit application for an ADU or junior accessory dwelling within 60 days of having received the application.

**AB 881 (Bloom)**

**Chapter 881, Statutes of 2019**

This bill requires that ADUs must receive streamlined approval if constructed in existing garages and eliminates cities and counties' ability to require owner-occupancy for five years.

**SB 9 (Atkins)**

**Chapter 162, Statutes of 2021**

SB 9 allows homeowners to create a duplex or subdivide an existing lot in residential areas.

SCAG opposed this bill.

**AB 916 (Salas)**

**Chapter 635, Statutes of 2022**

This bill prohibits cities and counties from requiring a hearing as a condition for adding space for additional bedrooms within an existing house, condo, apartment, or dwelling. In addition, this bill increases the potential building height of an ADU that a local government must approve ministerially from 16 feet to 18 feet.

SCAG opposed this bill.

**AB 2097 (Friedman)**

**Chapter 459, Statutes of 2022**

This bill prohibits a public agency from establishing minimum automobile parking requirements on residential, commercial, or other development that is within ½-mile of public transit. Public transit is defined as both a high-quality transit corridor and as a major transit stop.

**AB 2011 (Wicks)**

**Chapter 647, Statutes of 2022**

This bill allows the development of any 100 percent affordable housing project in commercially zoned areas and mixed-income housing along commercial corridors to be deemed a "use by right" and subject to a streamlined, ministerial review process, regardless of any inconsistent provision of a local government's general or specific plans, housing element, ordinances, or regulations. For mixed-income housing, 15 percent of the units shall be set at an affordable rent to lower income households.

SCAG opposed this bill.

**AB 2295 (Bloom)**

**Chapter 652, Statutes of 2022**

This bill requires that certain housing developments on land owned by a local educational agency be an authorized use if the housing development complies with certain conditions, such as the development consists of at least 10 units, be subject to a recorded deed restriction for at least 55 years requiring that at least 30% of the units have an affordable rent for lower income households, at least 20% of the units be occupied by teachers and employees of a local educational agency at rents not to exceed 120% of the area median income, and that 100% of the units be rented by teachers and employees of the local educational agency.

SCAG opposed this bill.

**SB 6 (Caballero)**

**Chapter 659, Statutes of 2022**

This bill enacts the “Middle Class Housing Act of 2022,” which establishes a housing development project as an allowable use within a zone where office, retail, or parking are a principally permitted use, so long as the parcel is not adjacent to a parcel dedicated to industrial use.

**Relationship to the Legislative Platform:**

A separate item on today’s LCMC agenda asks Committee members to review and provide feedback on proposed updates to the draft 2023 State and Federal Legislative Platform. On an annual basis, the LCMC reviews and recommends a legislative platform to the Regional Council. A policy statement that expresses concerns relating to the State Legislature’s encroachment on local land use authority could be included as either a stand-alone bullet point or a preface, which sets the tone for the entire legislative platform.

Currently, the Affordable Housing and Housing Production plank of the Regional Council-adopted 2022 State and Federal Legislative Platform includes the following point related to this topic:

- While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.

**RECOMMENDATION:**

Staff recommends that Committee members discuss this topic and provide direction to staff. If the Committee finds consensus on a draft policy statement, it may wish to direct staff to include it in



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the draft 2023 State and Federal Legislative Platform or include it in other future advocacy materials, as appropriate.

**FISCAL IMPACT:**

Work associated with the Policy Statement Discussion staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.