

SOUTHERN CALIFORNIA



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GOVERNMENTS**

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Transportation Commission

MEETING OF THE

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE

Tuesday, January 21, 2014

8:30 a.m. - 10:00 a.m.

SCAG Offices

818 West 7th Street, 12th Floor

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Los Angeles, CA 90017

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Videoconference Available

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South Bay Environmental Services Center

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Torrance, CA 90501

Teleconference Is Available

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Ruby Moreno at (213) 236-1840 or via email moreno@scag.ca.gov.

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Legislative/Communications and Membership Committee

January 2014

Pam O'Connor, District 41
Kris Murray, District 19

Chair
Vice-Chair

Member

Barrows, Bruce
Becerra, Glen
Clark, Margaret
Daigle, Leslie
Daniels, Gene
Finlay, Margaret
Martinez, Michele
McCallon, Larry
Mitchell, Judy
Nelson, Shawn
Pettis, Greg
Rush, Adam
Viegas-Walker, Cheryl
Wapner, Alan

Representing

District 23
District 46
District 32
District 15
District 24
District 35
District 16
District 7
District 40
Orange County
District 2
RCTC
District 1
SANBAG

TELECONFERENCE LOCATIONS:

Hon. Pam O'Connor
Leimert Park Conference Room
Crenshaw/LAX Transit Project Office
3699 Crenshaw Blvd.
Los Angeles, CA 90008

Hon. Margaret Clark
Rosemead City Hall
8838 E Valley Blvd
Rosemead, CA 91770

Hon. Margaret Finlay
2221 Rim Road
Duarte, CA 91008

Hon. Michele Martinez
Santa Ana City Hall
20 Civic Center Plaza,
Santa Ana, CA 92701

Hon. Alan Wapner
Ontario City Hall
303 E B Street
Ontario, CA 91764

LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA JANUARY 21, 2014

The Legislative/Communications & 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 & ROLL CALL

(Hon. Pam O'Connor, Chair)

PUBLIC COMMENT PERIOD

Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker provided that the Chair has the discretion to reduce this time limit based upon the number of speakers. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

	Page
1. Minutes of November 19, 2013 Meeting	Attachment 1

ACTION ITEMS

2. 2014 State & Federal Legislative Priorities <i>(Darin Chidsey, Director of SP&PA)</i>	Attachment 5
3. SB 1 (Steinberg) – Sustainable Communities Investment Authority <i>(Darin Chidsey, Director of SP&PA)</i>	Attachment 12
4. SB 69 (Roth) – Local Government Finance: Vehicle License Fee Adjustment <i>(Darin Chidsey, Director of SP&PA)</i>	Attachment 21
5. T4America 21st Century Transportation Investment Plan <i>(Darin Chidsey, Director of SP&PA)</i>	Attachment 24
6. H.R. 3636 (Blumenauer) – “UPDATE” Act of 2013 <i>(Darin Chidsey, Director of SP&PA)</i>	Attachment 30
7. SCAG Annual Memberships <ul style="list-style-type: none">• Mobility 21 – (\$25,000)• Los Angeles County Business Federation – BizFed (\$5,000) <i>(Darin Chidsey, Director of SP&PA)</i>	Attachment 32
8. Release of 2014 Draft Public Participation Plan for Public Review and Comments <i>(Angela Rushen Ross, Manager of Media & Public Affairs)</i>	Attachment 34

LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA JANUARY 21, 2014

INFORMATION/DISCUSSION ITEMS

- | | | |
|---|-------------|-----|
| 9. Governor's Proposed 2014-2015 State Budget Summary
<i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 82 |
| 10. California Road Repairs Act of 2014
<i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 91 |
| 11. Public Meetings Requirements Update
<i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 93 |
| 12. Preliminary Draft Active Transportation Program Guidelines
<i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 96 |
| 13. Federal & State Legislative Update
<i>(Sharon Neely, Chief Deputy Executive Director)</i> | Oral Update | |
| 14. Strategy, Policy & Public Affairs Update
<i>(Darin Chidsey, Director of SP&PA)</i> | Oral Update | |
| 15. California Legislative Matrix
<i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 104 |

FUTURE AGENDA ITEMS

Any Committee member or staff desiring to place items on a future agenda may make such a request.

ANNOUNCEMENTS

ADJOURNMENT

The next meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 a.m., Tuesday, February 18, 2013 at the SCAG Los Angeles office.

**LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

AGENDA ITEM #1

**November 19, 2013
Minutes**

The Legislative/Communications & Membership Committee held its November 19, 2013 meeting at SCAG's downtown Los Angeles Office.

Members Present

- Hon. Bruce Barrows, District 23
- Hon. Margaret Clark, District 32
- Hon. Gene Daniels, District 24
- Hon. Margaret Finlay, District 35 **(Teleconference)**
- Hon. Michele Martinez, District 16 **(Teleconference)**
- Hon. Larry McCallon, District 7 **(Videoconference)**
- Hon. Judy Mitchell, District 40 **(Videoconference)**
- Hon. Jim Morton, District 26
- Hon. Kristine Murray, District 19 **(Teleconference)**
- Hon. Pam O'Connor, District 41
- Hon. Greg Pettis, District 2
- Hon. Cheryl Viegas-Walker, District 1 **(Videoconference)**
- Hon. Alan Wapner, SANBAG **(Teleconference)**

CALL TO ORDER

The meeting was called to order by Councilmember Pam O'Connor at 8:36 a.m. There was a quorum.

PUBLIC COMMENT PERIOD

There were no public comments.

CONSENT CALENDAR

1. Minutes of September 17, 2013 Meeting

A motion was made (Daniels) to approve the Consent Calendar. The motion was SECONDED (Finlay) and UNANIMOUSLY approved by roll call vote. (10 yes – Barrows, Clark, Daniels, Finlay, Martinez, McCallon, Mitchell, Pettis, Viegas-Walker, Wapner).

ACTION ITEMS

2. SCAG Sponsorships and Membership

Darin Chidsey, Acting Director, summarized the benefits of each Sponsorship and Membership item individually. At the request of the Committee, each item was discussed and voted on separately. The University of Southern California (USC) Sol Price School of Public Policy –

Legislative/Communications & Membership Committee Minutes

Executive Education (EXED) Program was praised by Councilmember Mitchell, who previously participated in the program. Councilmember Mitchell highlighted the EXED program's high level quality of instruction from USC faculty and Executive SCAG staff, its hands-on participatory format, and its in-depth analysis on public policies.

Mr. Chidsey also explained the benefits of continuing the Memberships of the following organizations; 1) California Association of Councils of Governments (CALCOG) 2) Coalition for America's Gateways and Trade Corridors (CAGTC); and 3) the Southern California Leadership Council and the Center of Economic Development. Discussion raised concern in renewing SCAG's CALCOG membership, Mr. Chidsey reassured the Committee CALCOG's new leadership has proven advantageous by demonstrating balancing the needs of the large MPO's with the smaller COGs from throughout the state in order to craft a unified position on statewide initiatives and key legislative bills.

A motion was made (Mitchell) to recommend approval of up to \$10,000 for the University of Southern California Sol Price School of Public Policy – Executive Education (EXED) Program to the Regional Council. Motion was SECONDED (Barrows) and UNANIMOUSLY approved by roll call vote (12 Yes - Barrows, Clark, Daniels, Finlay, Martinez, McCallon, Mitchell, Morton, O'Connor, Pettis, Viegas-Walker, and Wapner).

A motion was made (O'Connor) to recommend approval of up to \$26,647 for the membership of the California Association of Councils of Governments to the Regional Council. Motion was SECONDED (Pettis) and APPROVED by roll call vote (10 Yes - Barrows, Daniels, Finlay, Martinez, Mitchell, Morton, O'Connor, Pettis, Viegas-Walker, Wapner; 1 No – McCallon; 1 Abstention – Clark).

A motion was made (McCallon) to recommend approval of up to \$6,500 for the membership of the Coalition for America's Gateways and Trade Corridors to the Regional Council. Motion was SECONDED (Barrows) and UNANIMOUSLY approved by roll call vote (12 Yes - Barrows, Clark, Daniels, Finlay, Martinez, McCallon, Mitchell, Morton, O'Connor, Pettis, Viegas-Walker, and Wapner).

A motion was made (Barrows) to recommend approval of up to \$20,000 for the membership of the Southern California Leadership Council and the Center of Economic Development to the Regional Council. Motion was SECONDED (Pettis) and UNANIMOUSLY approved by roll call vote (12 Yes - Barrows, Clark, Daniels, Finlay, Martinez, McCallon, Mitchell, Morton, O'Connor, Pettis, Viegas-Walker, and Wapner).

3. 2014 State and Federal Legislative Priorities

Darin Chidsey, Acting Director, presented the first look of the State and Federal legislative priorities SCAG will be recommending to the Regional Council in 2014. Out of the seven state priorities, project streamlining and expediting, Financing Economic Development and Community Reinvestment, and Cap-and-Trade Funding were highlighted as legislation that is imperative to the economic health of the SCAG region and further reiterated the consequential impacts of delaying the implementation of the Regional Transportation Plan/Sustainable Communities Strategy Plan (RTP/SCS).

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After Mr. Chidsey's brief report on the Water Bond legislation, Councilmember Mitchell commented that a resolution passed at the California League of Cities annual conference that called for the League to work with the legislature to find funding for local agencies to meet the requirements of the Clean Water Act, and suggested to staff to consider that option as we work on the water bond. Councilmember Viegas-Walker also inquired about the Regional Housing Needs Assessment (RHNA) Allocation Plan and how the LCMC can actively participate on the reform plan. Mr. Chidsey addressed the question by informing the Committee that a work plan has been approved and a RHNA Reform Subcommittee has been created that will directly discuss and suggest administrative solutions for improvements to the RHNA reform and housing element process. Once all administrative options have been exhausted, a formal recommendation will be placed in front of the LCMC for review.

Additionally, Mr. Chidsey also reported on statewide legislative priorities that were not included in this month's report, specifically seeking options to increase transportation funding for maintenance needs, will be included in the next updated priorities report.

INFORMATION ITEMS

4. Federal & State Legislative Update

Sharon Neely, Chief Deputy Executive Director, reported that the U.S. Department of Transportation that day had published their notice for public comment on the designation of the Primary Freight Network (PFN) in the Federal register. The PFN was established by the Secretary of Transportation and provides information about designation of critical freight corridors, highways, and the establishment of the National Freight Network (NFN). SCAG's preliminary review of the draft is positive, and anticipated the draft to include California highways in Southern California. Ms. Neely specifically thanked Annie Nam, Manager of Goods Movement and Transportation Finance, as well as her staff for their efforts. SCAG staff will be attending the National Freight Advisory Committee meetings in support of California members. Ms. Neely reported SCAG has 30 days to comment on the proposed rule-making, and will be meeting with legislative and freight staff next week to prepare a draft comment letter.

Ms. Neely also announced Executive Director, Hasan Ikhtrata received an invitation from Chairwoman Bonnie Lowenthal, to attend an Assembly Wednesday December 4th 2013 at the Long Beach City Council Chambers. The LCMC will be notified and sent information once details are confirmed.

5. Strategy, Policy & Public Affairs Update

Darin Chidsey, Acting Director, reported on SCAG's upcoming event, the December Economic Summit, and confirmed Senator Darrell Steinberg as the keynote speaker. The morning program also includes discussion by five economists that will provide an economic update focused on two key points; 1) The increasing poverty rate in southern California; and 2) Unemployment issues in each SCAG county. The second portion of the agenda will focus on education and workforce, topics SCAG partners, business leaders, and the GLUE Council have asked SCAG to take a greater role in by raising awareness.

Legislative/Communications & Membership Committee Minutes

FUTURE AGENDA ITEMS

Councilmember Mitchell requested an update on the Water Bond legislation as well as more information about a proposed ballot initiative that would amend the California State constitution to provide funding for transportation projects.

ANNOUNCEMENTS

None.

ADJOURNMENT

The meeting was adjourned in memory of Hon. Harold Hoffman, longtime Mayor of the City of Lawndale who had recently passed away.

The next regular meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 am – 10:00 am, Tuesday, December 17, 2013 at the SCAG Los Angeles office.

Reviewed by:



Darin Chidsey
Director, Strategy, Policy & Public Affairs

REPORT

DATE: January 21, 2014

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836; chidsey@scag.ca.gov

SUBJECT: 2014 State & Federal Legislative Priorities

RECOMMENDED ACTION:
Support.

EXECUTIVE SUMMARY:

This report contains updated recommendations of SCAG’s State & Federal Legislative Priorities for 2014. With prior input from the Legislative/Communications & Membership Committee (LCMC), as well as from the business community at SCAG’s 4th Annual Economic Recovery and Job Creation Summit on December 5, 2013, the priorities are submitted to the LCMC for final recommendation of legislative priorities to the Regional Council for consideration at its February 6, 2014 meeting.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

BACKGROUND:

Staff makes the following recommendations for LCMC consideration for adoption in 2014.

STATE LEGISLATIVE PRIORITIES

- 1. Project Streamlining & Expediting:** Support legislation directed at California Environmental Quality Act (CEQA) modernization and process reform that expedite project delivery and promote the creation of jobs. Examples include legislation promoting concurrent rather than consecutive environmental review, expedited judicial review of challenges to environmental rulings, and other such acceleration measures. A top legislative priority for 2013, there was much activity through the year for significant CEQA reform, with numerous proposed CEQA reform bills introduced but, the only significant bill passing was SB 743 (Steinberg) dealing principally with expedited development of the new Sacramento Kings arena and entertainment complex, with some statewide provisions to make easier development around Transit Priority Areas consistent with provisions of SB 375.

Continued efforts to enact CEQA modernization legislation to enhance project acceleration are expected in 2014, and these outcomes consistently have been policy objectives approved by the Regional Council through the years and have been part of SCAG’s legislative program for several years. SCAG has worked successfully with its partner organizations at the local and national level to include similar, consistent provisions regarding federal environmental review processes contained within the “Breaking Down Barriers” provisions developed by the Orange County Transportation

Authority (OCTA) within the surface transportation authorization law, MAP-21 (Moving Ahead for Progress in the 21st Century), passed by Congress in 2012. At SCAG's December 2012 Economic Summit, prominent economists from throughout the SCAG region analyzed the impacts of accelerating project delivery, moving a 5-year tranche of the 2012–2035 RTP/SCS forward 5 years. This analysis concluded that approximately 300,000 jobs per year would be created or brought forward. Advancing five years of projects would result in a decrease in construction cost by \$1.25–1.95B (or 5–9% of construction cost). Staff recommends pursuing this legislative priority in 2014 through partnership with affected local and statewide transportation, business, labor, and environmental stakeholders to more quickly develop projects that will reduce harmful emissions and promote creation of jobs to effectuate continued economic turnaround throughout the region.

- 2. Financing, Economic Development & Community Reinvestment:** Support legislation to expand use of innovative finance structures to create new opportunities for economic development, community reinvestment, and the development of transportation projects and infrastructure investment, including Public-Private Partnerships (P3s), Private Equity finance, and flexibility of local government to adopt alternate financing structures such as Infrastructure Financing Districts and local, targeted finance authorities.

In the wake of the elimination of Redevelopment Agencies (RDA's) in the 2011-12 session, a large number of post-RDA succession, alternative and clean-up bills were introduced in 2013 to assist the process of winding down former RDAs and to provide alternate structures and tools for local government to continue with some form of community economic investment. Senate President pro tempore Darrell Steinberg introduced SB 1 in 2013, which is substantially the same as his SB 1156 from the prior year (vetoed by the Governor), which provides an alternate mechanism to use tax increment finance by local government to fund development according to a plan incorporating land-use strategies that help implement sustainable communities strategies. Speaker Perez, too, introduced AB 32, a bill that would increase the amount of a tax credit allowed under existing law of a qualified investment made into a community development financial institution for local economic development.

The Governor at the end of the 2013 legislative year requested that the legislative leadership not send 'son-of-RDA' bills to him for signature this year and, with very few exceptions, no such bills passed in 2013. However these bills and others are now two-year bills and it is likely that post-RDA economic development legislation will continue to occupy the attention of the legislature in 2014. Examples of such bills introduced in 2013 that are carried over into 2014 include AB 1080 (Alejo), which would authorize certain public entities of a community revitalization and investment area to form a community revitalization plan within a community revitalization and investment authority to carry out the Community Redevelopment Law; and SB 33 (Wolk), which would eliminate the requirement of voter approval for creation of infrastructure finance districts and for bond issuance, and would authorize the local legislative body to form a newly created public financing authority, consisting of 5 members, 3 of whom are members of the city council or board of supervisors that established the district, and 2 of whom are members of the public, to adopt the infrastructure financing plan and issue bonds by majority vote of the authority.

Additionally, there continues to be significant support expressed by local elected officials and business leaders for legislation promoting enhanced local, community economic development and flexible finance structures to aid economic recovery at the local and regional level. Senator Steinberg, in his keynote address at SCAG's 4th Annual Economic Growth and Job Creation Summit

emphasized the importance of providing local government with tools to grow in a sustainable manner in the post redevelopment agency (RDA) environment and indicated passage of his SB 1 allowing local government to do that through their creation of Sustainable Communities Investment Authorities as a viable alternative to RDAs.

- 3. Cap-and-Trade Funding:** Support legislation that ensures an equitable portion of revenues generated from the implementation of the Cap-and-Trade program are allocated to transportation improvements that result in the reduction of pollution and GHG emissions commensurate with the transportation sector's impact in causing these emissions.

The Regional Council, following the recommendations of the LCMC, at its October 2012 meeting adopted support of principles developed by a statewide transportation coalition of which SCAG is an active, participating member, for the use of cap-and-trade auction revenues. The coalition principles are consistent with long-standing SCAG objectives to seek enhanced financing sources for transportation purposes throughout the region, and to seek and support funding to implement sustainable communities strategies mandated by SB 375. The principles also provide for flexibility at the regional and local level to develop the most cost effective ways to meet GHG reduction goals through transportation and land use investments; and specify that project-funding determinations be made at the regional level under established statewide criteria to encourage local innovation and flexibility.

SCAG, working with the statewide Transportation Coalition of Livable Communities, authored SB 574 (Lowenthal), a bill that would achieve the principles set forth by the Coalition and would, among numerous other provisions, direct cap-and-trade revenues from the Greenhouse Gas (GHG) Reduction Fund to projects that:

- Provide cost effective and feasible reductions in GHG emissions;
- Combine transportation investments with local land use modifications and other local policy changes to provide GHG emissions reductions and, where feasible, to achieve other public benefits;
- Implement an approved SCS within existing urbanized or developed areas in regions with an MPO, or for regions that do not have an MPO, projects that reduce GHG emissions consistent with the regional transportation or other regional plan;
- Comply with existing requirements to benefit economically disadvantaged communities.

SB 574 along with all other bills impacting the allocation of cap-and-trade revenues was made into a two-year bill by legislative leadership. The Governor, as part of the fiscal year 2013-14 budget process, borrowed \$500M of revenues from cap-and-trade emissions revenues from auctions held in 2012-13 for general fund purposes, to be repaid to the GHG Reduction Fund and used for purposes set forth in existing law for cap-and-trade revenues. The Administration cited as justification for borrowing these funds the fact that the scoping plan under preparation by the California Air Resources Board is not yet completed and, thus, the full range of potential uses for cap-and-trade monies will not be known until the plan is finalized. It is anticipated that the Department of Finance will commence development of the expenditure plan for cap-and-trade monies, with affected agencies and stakeholder input, in early 2014 for passage by the legislature and adoption in conjunction with passage of the 2014-15 state budget. SCAG, working with and through the Coalition, will continue to advocate for policies and expenditure priorities adopted by the Regional

Council and embodied within the principles of the Coalition. Cap-and-trade revenue remains the only significant new source of funding during this time of severe budgetary and fiscal constraint at the state level to finance these important projects.

4. **Maintenance Funding for Streets and Roads and Transit Systems:** Support state legislation to provide dedicated, secure funding to state highways, streets and roads to support the maintenance and rehabilitation of the state and local road and transit system.
5. **‘MAP-21’ Implementing Legislation:** Support state legislation that ensures funding under the new federal surface transportation reauthorization law, MAP-21 (Moving Ahead for Progress in the 21st Century), is invested in transportation projects that improve air quality and expand the capacity of the entire transportation system from state highways to intercity rail. In 2013, two state legislative bills that were supported by SCAG were signed into law implementing portions of the MAP-21 surface transportation implementation bill. AB 14 (Lowenthal), requires the state transportation agency to establish the state freight plan containing specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight, consistent with the goals and objectives of MAP-21.

Additionally, AB 99 was enacted, and consolidates various active transportation programs into one, called the Active Transportation Program (ATP), a \$124M program which, among many provisions consolidates various federal funds into the ATP including: Federal Transportation Alternatives Program (except that allocated to MPOs); Recreational Trails Program (except that allocated to Parks and Recreation); Highway Safety Improvement Funds (HSIP). It also requires that no less than 25% of overall funds benefit disadvantaged communities during each program cycle. Subsequently, the California Transportation Commission (CTC) has held numerous ATP Workgroup meetings, of which SCAG is a participant, to provide expertise and recommendations to the CTC to develop program guidelines and subsequent revisions, project selection criteria, performance measures, and other guidance.

Staff recommends continuing to supporting any 2014 state legislation that promotes implementation of the MAP-21 surface transportation law.

6. **International Trade and Ports:** Support legislation that will increase exports congruent with President Barack Obama’s National Export Initiative (NEI) to double exports and creates two million jobs over five years. In addition, prevent the loss of international trade-related jobs in the Southern California region that are at jeopardy from the expanded investments by East and Gulf Coast Ports and the Panama Canal. Suggested/recommended ideas include providing tax credit certificates to exporters and importers and establishing a successor agency to the former California Export Finance Office (CEFO) to assist businesses throughout the state expand their business, revenues, and employment.

SB 592 (Price) introduced in 2013 calls for promotion of trade at California ports by requiring the Governor’s Office of Business and Economic Development to provide to the Legislature, a strategy for promoting trade for California airports, land ports and seaports, and to require that the strategy be submitted to various legislative offices, and would also require the Governor’s Office of Business and Economic Development to convene a statewide business partnership for promotion of trade for California ports and to explore greater utilization of California ports. Staff recommends continued

support of legislation such as SB 592, and SB 810 (Price), supported by SCAG, that would authorize tax credit certificates to any qualifying exporters and importers that demonstrate that they have increased their cargo tonnage or value through California ports and airports by specified amounts, had a net increase in qualified full-time employees hired in the state, or have incurred capital costs for a cargo facility in the state; and any other legislative bills that promote trade at California ports.

- 7. Entertainment Tax Credit:** Support legislation that will extend the entertainment tax credit long-term (i.e., five years or more) in order to stop the loss of entertainment jobs, investment and support industries unique to one of Southern California's touchstone industries. California's \$100 million annual Film/TV Tax Credit program, in place since 2009, was extended to 2017 pursuant to legislation signed by Governor Brown in 2012. The program provides for a 20% tax credit for a qualified motion picture which includes feature films, movie of the weeks, mini-series, as well as new television series licensed for original distribution on basic cable with specified exclusions. It also includes a 25% tax credit for qualified TV series that filmed all of its prior season or seasons outside of California, and for qualified independent films. This successful program is deemed by the industry to be insufficient compared to the demonstrated need to keep more of California's large, vibrant film and entertainment industry from going to other jurisdictions with very favorable tax incentives to produce projects that might otherwise be produced in California: jurisdictions such as New York, which recently tripled its post-production tax credit, Louisiana, Michigan, Georgia, and locations throughout Canada such as Vancouver. Currently, California projects are selected by 'lottery' with many more qualifying projects competing than are selected for available credits. L.A. Mayor Eric Garcetti has signaled as a priority this year his intent to vigorously advocate for a more robust film/entertainment tax credit program, citing its importance in particular to the Southern California economy and to the state as a whole.
- 8. Water Bond:** Support legislation that invests in water infrastructure that establishes a sufficient and reliable source of water to the Southern California region, which comprises approximately half of the state's population. The 2014 water bond is the product of a comprehensive legislative package crafted in 2009 by Governor Schwarzenegger and state lawmakers to meet California's growing water challenges, and was composed of four policy bills and an \$11.14 billion bond. The water bond measure was originally set to be on the state's 2010 ballot, was later moved to the 2012 ballot and, on July 5, 2012, the legislature took the measure off the 2012 ballot and put it on the 2014 ballot to provide a public cost share for elements of the package that benefit the public. Since then, there have been a number of bills introduced, none of which have passed, that would in various ways reduce the overall size of the bond, generally reduce 'earmarked' projects of the bond, and protect various priority areas. A number of state legislators, including leadership, have opined that passage of such a large water bond in a general election would be tenuous, given the state's overall severe budget constraints and the program cuts that have occurred in recent state budgets. Staff recognizes the extreme need for California to invest in its water infrastructure, and to support equitable distribution of state funded water resources to the Southern California region, including as allocated by legislation that may pass in 2014 amending the current water bond.

FEDERAL LEGISLATIVE PRIORITIES

9. Surface Transportation Authorization Legislation: The federal surface transportation authorization, MAP-21, is set to expire on September 30, 2014. The authorizing Committees of the Senate and House have expressed intent to write and move the successor authorizing bill to MAP-21. The House Transportation and Infrastructure Committee convened a Special Panel on 21st Century Freight Transportation, comprised of nationwide transportation stakeholders from the public and private sectors, to make recommendations to the Committee for inclusion into the next authorization bill. SCAG, through its membership in the Coalition for America's Gateways and Trade Corridors and working with California members on the Panel supported its efforts, and staff recommends among its legislative principles the support of Panel recommendations to Congress that it:

- **Authorize dedicated, sustainable funding for multimodal freight Projects of National and Regional Significance (PNRS):** Authorize dedicated, sustainable funding for multimodal freight PNRS through a competitive grant process and establish clear benchmarks for project selection;
- **Establish a national, multimodal freight policy and network:** As called for in Panel Member Rep. Sires' (D-NJ) MOVE Freight Act of 2013 (H.R. 974), freight policy and planning should incorporate the many modes of transportation that move goods;
- **Ensure robust public investment in all modes:** Freight does not move on highways alone – where public benefit is derived, public investment must be made. Further, private investment should be encouraged when possible and appropriate; and
- **Explore additional funding mechanisms:** Sustainable freight revenue sources should be identified and evaluated by the U.S. Department of Transportation and Congress prior to the next surface transportation authorization.

SCAG concurs with the panel's conclusion that a broad, multimodal perspective is required for the freight transportation system. As such, the National Freight Network should be expanded to comprise roadways, freight rail, navigable waterways, inland ports, seaports, land ports of entry, freight intermodal connectors, and airports. Further, it is in the nation's economic interest that the Primary Freight Network (PFN) should be increased beyond the maximum of 27,000 centerline miles to accommodate a multimodal network. MAP-21 provides that the PFN be updated and submitted to Congress every 10 years. However SCAG supports renewal of the network every 5 years to appropriately support an expanded multimodal freight network.

In addition to the recommendations of the Panel, we recommend to support full restoration into the successor surface transportation authorization bill, the \$2B per year funding of the National Freight Program, which was established by MAP-21 to distribute these funds to states for the purpose of improving the flow of goods throughout the nation. This vital funding authorization was removed from MAP-21 in conference committee; restoring it into the next authorization bill should remain a top priority for the next authorization bill.

In addition to freight related issues, the federal Highway Trust Fund is not sustainable under the present financing mechanism. SCAG supports all reasonable and fiscally prudent financing options to address the pending insolvency of the federal Highway Trust Fund (HTF), which the Congressional Budget Office (CBO) has concluded that, beginning in fiscal year 2015, will have insufficient resources to meet all of its obligations which will result in steadily accumulating

shortfalls. According to CBO, since 2008 the Congress has transferred over \$41B from the general fund to the HTF to keep it solvent.

Staff recommends SCAG support all reasonable solutions to provide stable, sufficient funding to address HTF solvency. SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy assumes that additional 15 cents-per-gallon gasoline tax imposed by the state and federal government starting in 2017 through 2024 and an estimated \$0.05 per mile (in 2011 dollars) is assumed starting in 2025 to replace existing gas tax revenues.

10. Project Streamlining & Expediting: Support legislation to build upon the provisions of MAP-21 to continue to improve efficiency of environmental reviews, advance pre-construction activities, promote integrated planning and programming, and clarify environmental roles to eliminate duplication to further accelerate project delivery without compromising environmental review. Support America Fast Forward and policies allowing for the use of “design-build” where appropriate, combining projects to accelerate construction, expanded use of private funding partners, and allowing greater flexibility to purchase right of way ahead of the final NEPA decision, and to design at risk ahead of the NEPA decision.

Additionally, SCAG continues to support enhancement of existing programs to expedite the funding and delivery of projects throughout the region. This includes but is not limited to the America Fast Forward program championed by MTA, which allows communities to issue America Fast Forward bonds for local initiatives with a tax credit in order to secure favorable financing terms so that a large percentage of public resources are supporting immediate private sector job creation at the local level to deliver needed projects in an accelerated manner. Another example is support of an expanded Transportation Infrastructure Finance and Innovation Act (TIFIA) program, administered by FHWA, which provides credit assistance for qualified projects of regional and national significance. Eligible projects come from state and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities. The TIFIA credit program offers secured (direct) loans, loan guarantees, and/or standby lines of credit for qualifying projects, providing supplemental and subordinate capital throughout their life-cycle. Innovative leveraging of funds such as those provided by AFF and the TIFIA program are an important component of the overall strategy to accelerate project delivery, relieve congestion, move people and goods, and create jobs.

REPORT

DATE: January 21, 2014

TO: Legislative/Communications & Membership Committee (LCMC) 

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836; chidsey@scag.ca.gov

SUBJECT: SB 1 (Steinberg) – Sustainable Communities Investment Authority

RECOMMENDED ACTION:
Support.

EXECUTIVE SUMMARY:
On December 3, 2012 President Pro Tempore Darrell Steinberg (D-Sacramento) introduced SB 1, which as introduced was identical to SB 1156 (Steinberg) from the 2011-12 session that SCAG supported, and is consistent with SCAG’s previously adopted legislative priorities. The bill would allow a local government to establish a Sustainable Communities Investment Authority and direct tax increment revenues to that Authority in order to address blight by supporting development in transit priority project areas, small walkable communities, and clean energy manufacturing sites. The bill is currently one of the few remaining bills in the legislature likely to pass that would viably replace former redevelopment agencies dissolved by statute. SCAG staff is recommending a support position of SB 1.

STRATEGIC PLAN:
This item supports SCAG’s Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

BACKGROUND:
Until 2011, the Community Redevelopment Law allowed local officials to set up redevelopment agencies (RDAs), prepare and adopt redevelopment plans, and finance redevelopment activities. AB 26x1 (Blumenfield, 2012) dissolved redevelopment agencies and community development agencies and provided for the designation of successor agencies, typically the city that established the agency, to take control of all redevelopment agency assets, properties, and other items of value. Successor agencies are to dispose of an agency's assets as directed by an oversight board, made up of representatives of local taxing entities, with the proceeds transferred to the county auditor-controller for distribution to taxing agencies within each county.

AB 26x1 also included provisions allowing the host city or county of a dissolving redevelopment agency to retain the housing assets and functions previously performed by the agency, except for funds on deposit in the agency's Low and Moderate Income Housing Fund (L&M fund), and thus become a successor housing agency. If the host city or county chooses not to become the housing successor agency, a local housing authority or the Department of Housing and Community Development (HCD) takes on that responsibility.

SB 1 would allow a local government to establish a Sustainable Communities Investment Authority (Authority) and direct tax increment revenues to that Authority in order to address blight by supporting development in transit priority project areas, small walkable communities, and clean energy manufacturing sites.

SB 1 provides a voluntary alternative to loss of RDA to cities and counties. SB 1 would authorize cities and/or counties representing a Sustainable Communities Investment Area (Area), as described, to form a Sustainable Communities Investment Authority (Authority) to carry out the Community Redevelopment Law. The bill would require the Authority to adopt a Sustainable Communities Investment Plan (Plan) for an Area, and would authorize the Authority to direct tax increment revenues to that Authority in order to address blight by supporting development in transit priority project areas, small walkable communities, and clean energy manufacturing sites.

The bill requires that the communities' investment plan terminate on a specified date not to exceed 30 years from the date of the first issuance of bond indebtedness by the Authority. The bill provides that an Authority is not required to make a finding of blight or conduct a survey of blight in a project area, but can rely upon the legislative findings in this bill to establish blight. SB 1 prohibits a city or county that created a redevelopment agency from forming an Authority unless the designated local authority or the successor agency has received a finding of completion from Department of Finance (DOF) that it has complied with the provisions of AB 26X1. The most recent copy of SB 1 (as of the date of this report) is available online at: <http://goo.gl/phv9PZ>.

Formation of an Authority

SB 1 provisions provide that an Authority may be formed in the following ways:

- A city and county representing the geographic territory of an sustainable communities investment area may form an Authority by entering into a joint powers agreement that establishes the governing board and the sustainable communities investment area;
- A city may form the governing board and establish the parameters of the proposed economic development within the sustainable communities investment area in an incorporated area of the city provided the economic development parameters and the sustainable communities investment plan are approved by the county;
- A city and county may appoint a governing board for a sustainable communities investment area comprised of two members appointed by the city with geographic jurisdiction and two appointed by the county with geographic jurisdiction and a fifth member appointed by those members. The governing board will designate the sustainable communities' investment area in an incorporated area, an unincorporated area or both. The city and the county must approve the sustainable communities' investment plan and any amendments to it;
- if the sustainable communities' investment area is within an unincorporated area, the county may form an Authority and appoint the governing body;
- A city may form an Authority and appoint a governing board that designates the sustainable communities' investment area without county approval if the area is within the incorporated limits of the city.

SB 1 requires an Authority's governing board to consist of five members appointed for four-year terms. The governing body of an Authority created by a city and county must be composed of five members

appointed by the mayor of that city, if the appointment is subject to confirmation by the county board of supervisors. SB 1 excludes school districts from participating in an Authority.

Sustainable Communities Investment Area

Bill provisions specify that a sustainable communities' investment area shall include only the following:

- Transit priority areas that meet the following parameters:
 - A transit priority project including a high-speed rail station. The transit stop or corridor must be completed within the planning horizon established by specified federal regulations. The transit priority area may include a military base reuse plan that meets the definition of a transit priority area and it may include a contaminated site within a transit priority area;
 - It is within the geographic boundaries of a MPO with an approved SCS.
- Areas that are small walkable communities, as defined, except that small walkable communities may also be designated in a city that is within the area of an MPO. Specifies that no more than one small walkable community project area shall be designated within a city; and
- Sites that have land use approvals, covenants, conditions and restrictions, or other effective controls restricting the sites to clean energy manufacturing, and that are consistent with the use, designation, density, building intensity, and applicable policies specified for the sustainable communities investment area in the SCS, if those sites are within the geographic boundaries of an MPO.

Additionally, the bill specifies that clean energy manufacturing shall consist of the manufacturing of any of the following:

- Components, parts, or materials for the generation of renewable energy resources;
- Equipment designed to make buildings more energy efficient or the component parts thereof;
- Public transit vehicles or the component parts thereof; or,
- Alternative fuel vehicles or the component parts thereof.

Tax Increment Provisions

The bill would allow a sustainable communities investment plan for a sustainable communities investment area to include a provision for the receipt of tax increment funds providing that the local government with land use jurisdiction has adopted all of the following:

- 1) A sustainable parking standards ordinance that restricts parking in transit priority project areas to encourage transit use to the greatest extent feasible;
- 2) An ordinance creating a jobs plan. The bill specifies that all entities receiving financial support from the Authority shall, at a minimum, require that any and all agreements approved by the Authority include a jobs plan, which shall describe how the project will further create construction careers that pay prevailing wages, living wage permanent jobs, and create a program for community outreach, local hire, and job training. Specifies that the plan shall also describe the project developer's commitment to offer jobs to disadvantaged California residents, including veterans of the Iraq and Afghanistan wars, people with a history in the criminal justice system, and single-parent families;

- 3) For transit priority areas and small walkable communities within an MPO, a plan consistent with the use designation, density, building intensity, and applicable policies specified for the sustainable communities investment area density of at least 20 dwelling units per net acre and for nonresidential uses, provides a minimum floor area ratio of 0.75;
- 4) Within small walkable communities outside of an MPO, a plan for new residential construction that provides a density of at least 20 dwelling units per net acre and, for nonresidential uses, provides a minimum floor area ratio of 0.75; and
- 5) An ordinance that prohibits the number of housing units for extremely low-, very low- and low-income households in the sustainable communities investment area from being reduced during the effective period of the sustainable communities investment plan. And requires the replacement of these housing units within two years of their displacement.

Other tax increment provisions require that the county auditor controller allocate to an Authority the tax increment as specified in a sustainable communities investment plan in proportion to the levied taxes for the city and or county in excess of the amount specified in Health and Safety Code Section 33670 (a). The auditor-controller may only allocate tax increment revenues to an Authority if the taxing agency whose tax increment would be allocated adopts a resolution authorizing the allocation.

SB 1 provides that if a sustainable communities investment area includes in whole or in part a former redevelopment area and the sustainable communities investment plan includes a provision for receipt of tax increment revenues, then it shall include a provision that tax increment amounts collected and received by the Authority are subordinate to existing enforceable obligations. The bill further provides that an Authority that collects tax increment revenues must dedicate no less than 25% of the allocated tax increment for affordable housing purposes.

Sustainable Communities Investment Plan Provisions

The Community Redevelopment Law (CRL) specifies numerous elements that must be included in a redevelopment plan for a project area. In addition, SB 1 requires a Sustainable Communities Investment Plan to include:

- A fiscal analysis of projected tax increment revenue and other revenue and projected expenses over five-year planning horizons for the life of the Authority.
- A statement of the principal goals and objectives of the plan together with findings of the public purposes and uses that will be achieved.
- A statement of how the plan will relieve blight as follows:
 - How it will implement the goals of a sustainable communities strategy, if the Sustainable Communities Investment Area is within a metropolitan planning organization.
 - How it will contribute to more efficient transportation infrastructure.
 - How it will contribute to a reduced cost for the combined costs of housing and transportation for California residents.
 - How it will contribute to improved public health.
 - How it will promote more efficient water consumption.
 - How it will avoid loss of prime farmland.
 - How it will reduce air pollution, energy consumption and greenhouse gas emissions by reducing vehicle miles traveled.

- A statement of how the plan will implement the Authority's sustainable parking standards.
- A statement of how the plan will implement the Authority's jobs plan.

SB 1 provides that a sustainable communities investment plan, in addition to meeting the housing provisions of the CRL, may include, to the extent applicable to the sustainable communities investment area, the following:

- Farmworker housing;
- Transitional and supportive housing including former foster youth, persons with mental health treatment needs persons with substance use disorder treatment needs, and various offender populations;
- Health and safety related infrastructure investments for disadvantaged and rural communities. Infrastructure investments to support countywide services including health clinics, hospitals, medical provider offices, child care facilities, day reporting centers, and grocery stores in food desert areas.

Other Bill Provisions

A number of other important provisions pertaining to requirements and responsibilities of the Authority and the Plan include:

- Requires an Authority to contract for an independent and financial audit every five years, conducted by guidelines established by the Controller, and submit it to the Controller, Director of DOF, and the Joint Legislative Budget Committee;
- Requires the audit to determine compliance with the affordable housing maintenance and replacement requirement including provisions to ensure that the replacement requirements are met within the five year period covered by the audit;
- Provides that if the Authority fails to meet the maintenance and replacement requirement for affordable housing it must adopt and submit to a plan with the audit to show how it will comply with those provisions within two years;
- Require the Controller to review and approve an Authority's plan to meet the replacement housing requirements and ensure that the plan includes one or more of the following means of achieving compliance:
 - Expenditure of an additional 10% of gross tax increment revenue on increasing, preserving, or improving the supply of low-income housing;
 - An increase in the production by an additional 10% of housing for very low-income households as required under the CRL housing production requirements; and/or
 - The targeting of expenditures from the Low- and Moderate -Income Housing Fund toward rental housing affordable to and occupied by person of very low and extremely low income.
- Requires the Authority to approve any bond financing;
- Specifies that school district property taxes cannot be pledged for the repayment of bonds issued by an Authority;
- Specifies, in the event a tax increment financing provision is included as part of an sustainable communities investment area, and for the purposes of collecting tax increment under Section 16 of Article XVI of the California Constitution, that the terms "district" and "affected taxing entity" shall exclude a school district and special districts;

- Permits a state or local pension fund system to invest capital in the public infrastructure projects and private commercial residential developments undertaken by an Authority;
- Allows an Authority to exercise the powers granted under the Mello-Roos Act;
- Allows an Authority to implement local transaction and use tax, except that the resolution authorizing the tax may designate the use of the tax;
- Establishes a process to prequalify developers for construction contracts in excess of \$1 million;
- Requires the Department of Industrial Relations to monitor and enforce compliance with prevailing wage requirements for projects that include funds from an Authority and shall charge each awarding body or developer for the reasonable and directly related costs of monitoring and enforcing compliance with the prevailing wage requirements of each project.

Summary of Amendments and Clarifications

SB 1 was reviewed by the LCMC and the Regional Council in February and March of 2013 and, at those meetings there were a number of clarifications sought by members of both bodies concerning provisions of this bill. Additionally, since then the bill has been amended several times throughout 2013. These amendments include:

- If a city, county, or city and county that is part of an Authority declares a fiscal emergency that city, county or city and county must develop a plan for how the county auditor-controller shall reduce the amount of the tax increment revenue allocated to the authority during the period of time of the fiscal emergency;
- Prohibit an Authority from including land that is subject to a contract pursuant to the Williamson Act or more than two acres of prime farmland, farmland of statewide importance, unique farmland, or farmland of local importance as defined by the United States Department of Agriculture (USDA) land inventory and monitoring criteria as modified for California;
- Prohibit an Authority from being formed, as specified, by a city, county, city and county, or special district that has declared a fiscal emergency, unless the city, county, city and county, or special district subsequently declares that the fiscal emergency has been resolved; and
- Other technical, clarifying changes.

Among the issues requested for clarification by LCMC and RC members, these included clarification of how the Authority could authorize use of tax increment funding and additionally could impose a transactions and use tax; whether a fiscal analysis was required of proposed plan projects and uses; whether the Authority would enjoy the same eminent domain rights as RDAs and/or local government entities as needed to engage in redevelopment activities; and whether projects within the plan would be required to pay a living wage.

Health & Safety (H&S) Code § 34191.20(h) added by the bill (page 7 of bill) specifies that “A taxing agency participating in or approving the formation of a Sustainable Communities Investment Authority or appointing governing board members may authorize an allocation to the authority of all or part of the tax increment revenue that otherwise would be paid to that taxing agency.” Section 16 of Article XVI of the California Constitution defines taxing agencies as “any city, county, city and county, district, other public corporation.” Additionally, H&S § 34191.30(b), page 15 of bill, authorizes, though does not require that “An authority may implement a local transactions and use tax under Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, except that the resolution authorizing the tax may designate the use of the proceeds of the tax.” Committee staff confirmed that

imposition of the transactions and use tax is discretionary by the Authority, and subject to vote of the people within the jurisdiction of the Authority only, similar to a ‘Mello-Roos’ district.

Fiscal analysis of projects and uses of tax increment funds are required as part of the Sustainable Communities Investment Plan. H&S § 34191.28(a), page 13 of bill, specifies that “A fiscal analysis setting forth the projected receipt of tax increment and other revenue and projected expenses over five-year planning horizons for the life of the authority.”

With respect to issues concerning Eminent Domain, Chapter 2 of the bill proposes to add H&S § 34191.20 et seq. (page 5) establishing a “Sustainable Communities Investment Authority” (Authority). The Authority is deemed to be an “agency” within the same meaning of Health and Safety Code § 33033 which defined a redevelopment agency under the Community Redevelopment Law. The Authority would also have all the rights, responsibilities, and obligations of an agency for the purposes of that section, which is the same as applied to all former RDAs. Therefore, the intent of SB 1 is to provide the Authority with the same rights and powers that former redevelopment agencies had, including the power of eminent domain but use of funds would be for projects or purposes that are part of a Sustainable Communities Investment Area pursuant to a Sustainable Communities Investment Plan.

Bill provisions specifying requirements of the Sustainable Communities Investment Plan in order to receive tax increment funds do include a requirement that, pursuant to H&S § 34191.26(b)(1), page 10 of bill, require that ‘(A) Further construction careers that pay prevailing wages and create living wage permanent jobs.’

Support/Opposition

Supporters of the bill note that eliminating redevelopment agencies did not eliminate the need for California communities to build more affordable housing, eliminate blight, foster business activity, clean up contaminated brownfields, and create jobs. SB 1 seeks to establish a new approach to local economic development and housing policy that is focuses on building sustainable communities and creating high skill, high wage jobs. The bill fosters collaboration between cities and counties on local economic development efforts and mitigates the zero-sum competition for scarce property tax revenues among cities, counties, and school districts. This bill offers local governments flexibility by allowing an authority to use a variety of tools, including tax increment financing, CRL powers, local sales taxes, infrastructure financing districts, and the ability to leverage public pension fund investments.

Opponents of the bill object to the taxation, bonding, and eminent domain powers that this bill confers to the Authorities. Opponents are concerned about how high sales tax rates could go up in the project areas and about how Authorities would structure the public votes for such sales tax increases as well as for bonds. Opponents are also concerned that the imposition of sales taxes of varying levels in many small areas throughout the state could result in significant administrative challenges and compliance problems for small businesses and, opponents are opposed to assigning eminent domain power to the Authorities on principal.

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The list of on-record support and opposition to SB 1 includes:

Support

Alameda-Contra Costa Transit District
Alliance for Community Transit-Los Angeles
California Association of REALTORS
California Infill Builders Federation
California Labor Federation
California Special Districts Association
California State Association of Counties
California State Council on Developmental Disabilities
California Transit Association
Capacity Builders, Inc.
City of West Sacramento
Counties of Alameda, Lassen
East Los Angeles Community Corporation
Emeryville Chamber of Commerce
Green Technical Education and Employment
Housing California
Los Angeles County Federation of Labor
Los Angeles/Orange Counties Building and Construction Trades Council
Metropolitan Transportation Commission
Mission Bay Development Group
Natural Resources Defense Council
Sacramento Area Council of Governments
Sacramento Housing Alliance
Southeast Asian Community Alliance
State Building and Construction Trades Council
Strada Investment Group
Western Center on Law and Poverty

Opposition

Air Conditioning Trade Association
California Farm Bureau Federation
California Right to Life Committee, Inc.
California Taxpayers Association
Contra Costa Taxpayers Association
Plumbing-Heating-Cooling Contractors Association of California
State Board of Equalization, Third District, Vice-Chair,
Michelle Steel
Western Electrical Contractors Association

RECOMMENDATION:

SB 1 is similar to SB 1156 introduced in the previous legislative session by Senate President Pro Tempore Darrell Steinberg, which the LCMC voted to support at its May 2012 meeting. The Regional Council voted to support SB 1156 bill at its June 2012 meeting. In addition, Senator Steinberg, speaking at SCAG's 4th Annual Economic Recovery and Job Creation Summit in December 2013, singled out SB 1 as instrumental in helping to achieve local economic development that supports sustainability goals, and indicated passage of this bill will remain a priority for the remainder of his term. SB 1 is fully consistent with the adopted 2013 legislative priority supporting financing, economic development and community reinvestment, which is recommended by staff to be a carryover priority for 2014.

After passing the Senate and the Assembly in 2013, the bill was placed on the Senate Inactive File at request of Senator Steinberg, pending concurrence of the Senate with the Assembly amendments. It is likely that Senator Steinberg will move the bill from inactive file during session and that the Senate will pass the bill.

Staff recommends that the LCMC refer to the Regional Council recommendation of a "Support" position on SB 1, consistent with its prior position with SB 1156 from the 2011-12 legislative session, as well as with the adopted 2013 and proposed 2014 state legislative priorities.

REPORT

DATE: January 21, 2014

TO: Legislative/Communications & Membership Committee (LCMC) 

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: SB 69 (Roth) – Local Government Finance: Vehicle License Fee Adjustment

RECOMMENDED ACTION:
Support.

EXECUTIVE SUMMARY:
Existing property tax law requires that each city and county receive property tax revenues in the form of a vehicle license fee adjustment amount from a vehicle license fee property tax compensation fund that exists in each county treasury, and requires that these additional allocations be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities. This bill would modify these reduction and transfer provisions for the 2013-14 fiscal year and thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation. The bill would also modify these reduction and transfer provisions thereby establishing vehicle license fee adjustment amounts for newly incorporated cities and city annexations.

STRATEGIC PLAN:
This item supports SCAG’s Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

BACKGROUND:
In lieu of a property tax on motor vehicles, the state collects an annual Vehicle License Fee (VLF) and allocates the revenues after administrative costs to cities and counties. In 1998, the Legislature began cutting the VLF rate from 2% to 0.65% of a vehicle's value. The State General Fund backfilled the lost VLF revenues to cities and counties. As part of the 2004-05 budget agreement, the Legislature enacted the "VLF-property tax swap," which replaced the VLF backfill from the State General Fund with property tax revenues that otherwise would have gone to schools through the Educational Revenue Augmentation Fund (ERAF). This replacement funding is known as the "VLF adjustment amount." The State General Fund backfills schools for their lost ERAF money.

The VLF-property tax swap did not reallocate extra property tax revenues to cities that were not in existence when the state was compensating cities for the difference between the 2% and 0.65% VLF rates. As a result, new cities received less VLF funding than they would have if they had incorporated before the VLF-property tax swap. Similarly, a city that annexed an inhabited area received less VLF revenue than it would have before the VLF-property tax swap. Because the amount of the per capita VLF allocations went down when the Legislature cut the VLF rate, the amount of additional VLF revenue coming to a city as the result annexing an inhabited area was also sharply reduced. The VLF-

property tax swap did not compensate cities for this reduction. Cities only receive additional property tax revenues in lieu of lost VLF based on the future growth of assessed valuation in the annexed area.

Advocates for cities asked the Legislature to reallocate a portion of existing cities' remaining VLF funds to new cities and to cities that annex inhabited areas to help make new city incorporations and city annexations financially feasible. In response, the Legislature passed AB 1602 (Laird, 2006), which changed the allocation of Vehicle License Fee (VLF) funds to restore the VLF revenues for city incorporations and annexations that were lost under the VLF-property tax "swap." AB 1602's formula allocated \$50 per capita adjusted annually for growth. Since the passage of AB 1602, the residents of Eastvale, Jurupa Valley, Menifee and Wildomar voted to become cities, likewise cities such as Fontana, San Jose, San Ramon and Santa Clarita annexed inhabited areas.

Governor Brown's 2011 Realignment Proposal shifted several state programs and commensurate revenues to local governments. The Legislature passed Senate Bill 89 which recalculated the Department of Motor Vehicle's administration fund to \$25 million and increased vehicle license registration by \$12 per vehicle to offset DMV's cut budget. SB 89 also eliminated VLF revenues allocated to cities and shifted those revenues to fund public safety realignment. Specifically, it shifted \$137 million from local government's VLF revenues to public safety, \$14 million of which disproportionately impacted the 4 newly incorporated cities Eastvale, Jurupa Valley, Menifee and Wildomar in Riverside County, and \$4 million disproportionately impacted cities that annexed inhabited areas.

Any incorporation must be "revenue neutral" (SB 1559, Maddy, 1992). A local agency formation commission must find that the amount of revenues the new city takes from the county after incorporating would be equal to the amount of savings a county would attain from no longer providing services transferred to the new city. Thus, advocates for cities argue that SB 89's elimination of VLF allocations jeopardizes the financial viability of newly incorporated cities and cities that annexed inhabited areas, making it less likely that cities will incorporate or annex new territory. The most recent copy of SB 69 (as of the date of this report) is available online at: <http://goo.gl/kHM3uV>.

Bill Provisions

Senate Bill 69 requires county auditors, to calculate cities' vehicle license fee adjustment amounts (VLFAA) using the following methodology:

- For the 2013-14 fiscal year, the VLFAA is calculated to reflect the percentage change from 2004-05 fiscal year to the 2013-14 fiscal year in assessed property values within the city;
- For the 2014-15 fiscal year, and for each fiscal year thereafter, the prior year's VLF amount is adjusted to reflect the year-to-year change in assessed property values within the city.

The VLFAA for any city that incorporates after January 2004 is calculated according to the following formula:

- For the 2013-14 fiscal year, or the first year of the city's incorporation, whichever is later, the city's base VLFAA is calculated by multiplying the city's population by the per capita amount of countywide VLFAA funding received by cities in the county;

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- For each fiscal year thereafter, the prior year's VLF amount is adjusted to reflect the year-to-year change in assessed property values within the city.

The purpose of the bill is to establish ongoing funding for incorporations and inhabited annexations that were not accounted for in the VLF-swap of 2004. The new VLFAA is not just a targeted relief to communities, specifically the four recently incorporated cities of Wildomar, Menifee, Eastvale, and Jurupa Valley -- that were disadvantaged by a sudden change in VLF funding rules. In addition, the funding formulas would roughly replicate the broad fiscal incentive for city incorporations that existed before the VLF-property tax swap. SB 69 has no sunset date on the VLF funding formula, which establishes a permanent financial incentive for city annexations of inhabited areas.

SB 69 is identical to SB 56 originally introduced in 2013 by Senator Roth which did not clear the first house. SB 69 is in the Assembly Rules Committee awaiting assignment, which means the bill must pass the Assembly and return to and pass the Senate as amended prior to going to the Governor. The bill was supported in 2013 by the California Association of Local Agency Formation Commissions; California Police Chiefs Association; California Professional Firefighters; California State Association of Counties; Cities of Corona, Eastvale, Fontana, Jurupa Valley, Menifee, Rancho Cordova, San Jose, and Wildomar; Corona Regional Medical Center; County of Riverside; Cremation Society of Southern California; Eastvale Chamber of Commerce; Greater Corona Valley Chamber of Commerce; Jurupa Community Services District; League of California Cities; League of California Cities - Riverside County Division; Orange County Local Agency Formation Commission; Riverside County Fire Department; Riverside County Sheriff Stan Sniff; Riverside Local Agency Formation Commission; Riverside Sheriff's Association; Southwest Riverside County Association of Realtors; Thomas Miller Mortuary; Urban Counties Caucus; and 64 Eastvale Residents. No on-record opposition is recorded.

Staff recommends support of SB 69 to help the newly incorporated cities within the region remain financially viable. Should the bill fail to pass, these cities may be forced to make additional cuts to public safety services within their communities in addition to the cuts already made and, possibly, some may have to ultimately disincorporate. Additionally, Assembly Member Steven Fox (D-Palmdale) purportedly will offer a companion bill in the Assembly identical to SB 69, though to date there is not a legislative vehicle. SCAG will also support the companion bill should the LCMC and RC approve support of SB 69.

REPORT

DATE: January 21, 2014

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: T4America 21st Century Transportation Investment Plan



RECOMMENDED ACTION:

Support.

EXECUTIVE SUMMARY:

Transportation for America, or “T4America”, a national alliance of elected, business and civic leaders has recently adopted its 21st Century Transportation Investment Plan which identifies the national need to adequately fund the nation’s transportation system and proposes a number of revenue options to acquire the needed level of funding. The plan also specifies how these enhanced revenues should be spent. Both the revenue options and the recommended funding investments are consistent with SCAG principles embodied in the 2012-35 RTP/SCS and prior actions of the Regional Council. Staff recommends support.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

BACKGROUND:

Transportation for America, also known as ‘T4America’ or ‘T4’ is a national alliance of elected, business and civic leaders from communities across the country united to ensure that states and the federal government invest in smart, homegrown, locally-driven transportation solutions sufficient to meet the country’s transportation needs.

Recognizing that the transportation system of the United States is in significant need of investment to maintain a state of good repair, as well as to expand sufficiently to meet the growing demand for movement of people and goods, T4America has recently adopted a 21st Century Investment Plan to address the systemic insolvency of the Highway Trust Fund, and to promote a robust partnership between the federal government and state and local transportation agencies to maintain existing infrastructure and prepare for needed future growth. Attached to this report is a copy of the T4America Plan.

T4America’s plan identifies an additional needed \$30 billion annually to make the Highway Trust Fund solvent, fix what needs to be fixed in order to maintain the existing infrastructure, spur local innovation and investment as well as fund competitive grants, such as a freight grant program and the popular TIGER grant program, for needed additional infrastructure projects with increased local accountability and control. The plan proposes to raise these funds by any combination of the following proposals:

- Add 17 cents per gallon to the federal gas tax (which has not been raised in over 20 years);
- Replace the existing per-gallon tax with a sales tax of 11%;
- Introduce a fee of \$4 on each barrel of oil;
- Add a sales tax of 5.5% to fuel purchases;
- Index the gas tax to construction costs and raise on of the above taxes/fees a lesser amount.

T4America is soliciting support from transportation and business groups across California to endorse its revenue proposal. Thus far the following groups have endorsed the plan:

- Silicon Valley Leadership Group
- San Francisco Chamber of Commerce
- Seattle Metropolitan Chamber of Commerce

Many other organizations are reviewing this proposal and SCAG anticipates broad support from transportation and business organization.

The plan identifies the urgent need to address the High Trust Fund insolvency which, if left without remedy may require halting of the federal program for fiscal year 2015. The plan provides an array of possible revenue solutions which are consistent with funding options contained within SCAG's 2012-35 RTP/SCS, and proposes investment of monies consistent with SCAG's supported funding principles competitive grants, a national freight program, regional investments, and increased local accountability and control.

Staff recommends that the LCMC forward a support recommendation for adoption by the Regional Council at its February 6, 2014 meeting.

ATTACHMENTS:

1. T4America Revenue Proposal

SAVING THE NATION'S TRANSPORTATION FUND



An investment plan for the 21st century

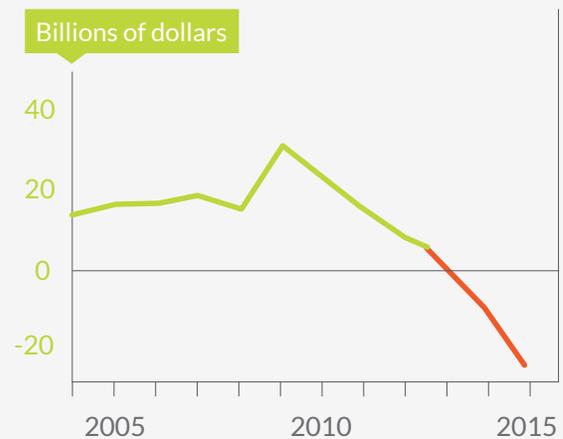
We must act—now—to fix the transportation trust fund, so that we can **maintain** our existing infrastructure, **reward** local innovation and **prepare** for the future.

Trust Fund headed for insolvency

Our nation's ability to build and maintain our transportation network is nearing a crisis. Without action from Congress in 2014, our Highway Trust Fund will be in a deep deficit that could require **halting the federal program for fiscal year 2015**.

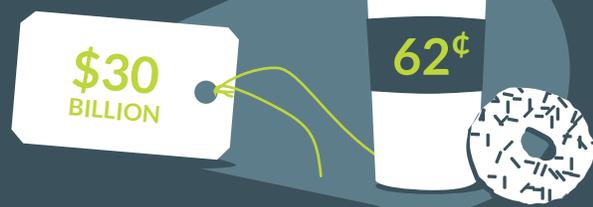
— Highway Trust Fund balance

*2012-2020 numbers are based on CBO projections from August 27th, 2012
 **DOT requires a minimum \$6 billion cushion, hence the HTF hits the red before crossing zero. fhwa.dot.gov/policyinformation/statistics/2010/fe210.cfm



PAYING FOR PROGRESS

What we need



Annual investment needed to make the transportation fund solvent and effective

Daily cost per commuter. About as much as a cup of coffee and a doughnut per week.

How to raise it

The simplest way: Add 17 cents per gallon to the federal gas tax. Other possibilities (choose one):

- Replace the existing per-gallon tax with a sales tax of 11%; or
- Introduce a fee of \$4 on each barrel of oil; or
- Add a sales tax of 5.5% to fuel purchases; or
- Index the gas tax to construction costs and raise one of the above taxes/fees a lesser amount.

Can we count on your support?

- ✓ Stabilize funding for the MAP-21 program Congress adopted in 2012 and protect all modes of transportation from draconian budget cuts;
- ✓ Raise additional revenue for locally-driven projects that spur economic growth and innovation.

OUR ECONOMY & COMMUNITIES DEPEND ON TRANSPORTATION INVESTMENT

Across the country, our cities, towns and suburbs—the local centers of commerce that form the backbone of America’s economy—are in a serious bind: They know they must have top-notch networks of roads and transit to compete on a global scale and preserve their quality of life. They know they need to get workers of all wage levels to their jobs. They also know they need to eliminate crippling bottlenecks in freight delivery. These local communities are stretching themselves to raise their own funds and to innovate, but without a strong federal partner the twin demands of maintaining their

existing infrastructure and preparing for the future are beyond their means. Even as the transportation trust fund faces insolvency, existing federal programs too often put a damper on innovation rather than stoking it.

This cannot stand. The federal government must become a strong partner in a 21st century investment plan for transportation that invests in strong local economies and rewards smart, homegrown, locally-driven transportation innovations.

Just as our national economy depends on strong local economies, our national transportation program should invest in and reward smart, home grown, locally driven transportation solutions.

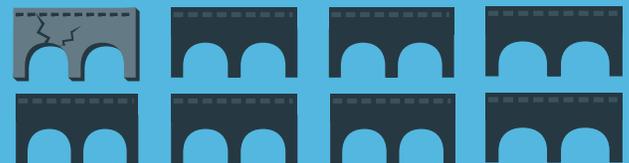
THE COSTS OF INACTION

Bottlenecks.



Freight takes almost as long to get across Chicago on the rails as it does to get there from Los Angeles.

Hazardous conditions.



1 in 9 bridges in the U.S. is structurally deficient, requiring significant repairs, maintenance or replacement.

Unmet demand.



Even as transit ridership is surging and people are returning to work, ambitious local plans to invest in transportation to grow their local economies would stall if the federal support disappears.

A 21st century transportation plan

Investors know you must put money in today to get returns in the future. Raising an additional \$30 billion per year would allow us to invest to accomplish critical goals at only a small cost per commuter:

Reverse the decline of the transportation trust fund. Fully fund the existing highway and transit programs that preserve our aging infrastructure, without taking money from other important programs or adding to the deficit;

Spur the innovation our economy needs to meet population growth and rising demand by funding competitive grants to local communities that come up with smart solutions.



Fixing what we need to fix.

- Repair **46,508** bridges
- Replace **16,000** aging buses and **5,000** rail cars
- Meet our ongoing commitments.



Improving communities & expanding opportunity.

- Based on the average cost of construction, the investment fund would support **70 new transit projects**, providing new **access to jobs** and potential workers in dozens of cities, towns and suburbs.



Spurring local innovation.

The federal government plays a key role in promoting innovation, by providing capital for locally driven **path-breaking initiatives**, whose success can be shared nationwide.

- Fund competitive grants, such as a freight grant program and the popular **TIGER** grant program, for groundbreaking projects with **significant economic pay-off**.



Increasing accountability and local control.

By providing more funding and control to the local level, Americans will more easily **see the impact** and be better able to hold officials accountable.

SPURRING LOCAL INNOVATION: FEDERAL DOLLARS AT WORK



Regional investments, national benefits

The rail improvements in Chicago's **CREATE** project will provide **\$3.6 billion** annually in national economic benefits.



High rate of return in Utah

For every \$1.00 spent on the state's unified transportation plan, an estimated **\$1.94** is returned to the state in value.



Access to jobs in Minnesota

Building the planned transit network will allow Twin Cities employers to recruit from an additional **500,000 potential workers**.



Learn more and voice your support at
www.T4America.org

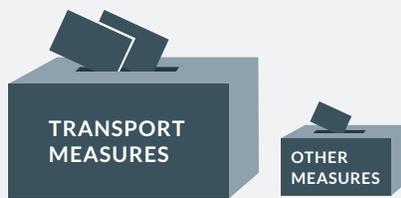
Local accountability: the best way to ensure a return on investment

While this level of investment is a modest request from taxpayers, they have a right to expect a guaranteed return on it. Opinion polls and ballot results show what American voters want—a system that is:

- *In good repair;*
- *Rewards locally driven innovation;*
- *Keeps the nation in the economic forefront; and*
- *Connects all Americans to economic opportunity.*

They want to know the money will flow to their communities for improvements in their daily life—making travel easier, more affordable and safer. And they trust the levels of government closest to them because they can hold them accountable.

American workers and businesses will willingly pay a little more to achieve these goals, if the expected results—and accountability for them—are clearly articulated.



Transportation ballot measures pass at **twice** the rate of all other ballot measures.

Raleigh, NC: **70%** approve
Mesa, AZ: **56%** approve
Kansas City, MO: **64%** approve
Salt Lake City, UT: **64%** approve
Seattle, WA: **58%** approve
St. Louis, MO: **63%** approve
Alameda & Contra Costa County, CA: **72%** approve



© Alex Decarvalho

PLEASE JOIN US!

We are business, civic and elected leaders from across the country, united to ensure our nation invests to keep our cities, towns and suburbs strong and economically competitive. Because our future prosperity depends on it.

Americans are eager to return to world leadership in the quality of our transportation networks. And we want to leave our children with a legacy of lower deficits and an infrastructure suited to our future economy and quality of life. This investment plan is a significant down-payment toward fulfilling those desires.



t4america.org  [@t4america](https://twitter.com/t4america)

REPORT

DATE: January 21, 2014

TO: Legislative/Communications & Membership Committee (LCMC) 

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: H.R. 3636 (Blumenauer) – “UPDATE” Act of 2013

RECOMMENDED ACTION:
Support.

EXECUTIVE SUMMARY:
H.R. 3636, the Update, Promote, and Develop America’s Transportation Essentials (UPDATE) Act of 2013, introduced by Congressman Earl Blumenauer would impose a 15 cent increase in motor fuel taxes over time to help cure the structural deficit within the federal transportation funding system. Staff recommends support of the bill, provisions of which are consistent with the adopted 2012-35 Regional Transportation Plan/Sustainable Communities’ Strategy (RTP/SCS) and prior state legislative priorities.

STRATEGIC PLAN:
This item supports SCAG’s Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

BACKGROUND:
On December 3, 2013, Congressman Earl Blumenauer (D-OR) introduced the Update, Promote, and Develop America’s Transportation Essentials (UPDATE) Act of 2013, which would gradually impose a 15 cent increase in the motor fuel taxes. The proposed 15 cent increase aligns with the recommendation put forth in the Simpson-Bowles 2010 deficit reduction plan. H.R. 3636 would incrementally increase the gas tax over a three year span and after 2015 the federal gas tax would be 33.3 cents per gallon and the federal diesel tax would be 39.3 cents per gallon through the end of 2024, at which point the gas and diesel fuel taxes will revert to their current levels. There is also a “sense of Congress” clause in the bill calling for a long-term solution replacing the gas tax by 2025. A sense of Congress is non-binding and would not automatically repeal the gas tax, it merely puts in writing that it is Congress’ intention to develop a solution. The most recent copy of H.R. 3636 (as of the date of this report) is available online at: <http://goo.gl/bivC1a>.

Bill provisions are consistent with SCAG’s 2012-35 Regional Transportation Plan, which advocated a 15 cent gas tax increase which through independent research projected many benefits, including a 24 percent decrease in per day/per capita regional congestion delay by 2035. SCAG President Greg Pettis provided strong support of the bill, stating “SCAG applauds Congressman Blumenauer’s proposal as a prudent step toward fortifying the Highway Trust Fund while we look for a longer-term solution to our national transportation funding dilemma. We recognize that the economy and job creation are at the top of our voters’ minds. Remaining globally competitive and ensuring our goods to market and workers to

REPORT

jobs have to be a national investment. The gas tax has not been adjusted in more than 22 years and highway maintenance is not in a state of good repair.”

The Board of Directors of the Coalition for America’s Gateways and Trade Corridors, of which SCAG is a member organization, voted on Dec. 2, 2013 to support the bill. In addition, at Rep. Blumenauer’s press conference announcing introduction the bill, a number of other industry groups and companies shared their support for a gas tax increase, including the U.S. Chamber of Commerce, American Trucking Associations (ATA), UPS, AAA, Laborers International Union of North America (LIUNA), American Federation of Labor and Congress of Industrial Organizations (AFL-CIO), American Road and Transportation Builders Association (ARTBA), the Association of Equipment Manufacturers, and the American Society of Civil Engineers.

Staff recommends support of the UPDATE Act, consistent with provisions of the adopted 2012-35 RTP/SCS, and adopted 2013 and proposed 2014 state legislative priorities.

DATE: January 21, 2014

TO: Legislative/Communications & Membership Committee (LCMC) 

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: SCAG Annual Memberships

RECOMMENDED ACTION:
Approve.

EXECUTIVE SUMMARY:
The Legislative/Communications & Membership Committee (LCMC) is asked to approve up to \$30,000 in annual memberships for: 1) Mobility 21 (\$25,000); and 2) Los Angeles County Business Federation – BizFed (\$5,000).

STRATEGIC PLAN:
This item supports SCAG’s Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

1) Mobility 21 (\$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 the transportation challenges of all Southern California; mobilize regional support for transportation funding and legislative priorities at the Federal and State levels; unite political leaders around common transportation priorities; and bring together residents, civic leaders, business groups and industry experts to effectively speak out in support of transportation. The annual dues are \$25,000.

2) Los Angeles County Business Federation – BizFed (\$5,000)

BizFed is made up of 94 business associations representing over 160,000 companies throughout the Los Angeles region, along with Southern California’s leading civic-minded corporations and public agencies. This membership will allow SCAG access to utilize BizFed’s massive business networks to actively promote SCAG’s initiatives as part of the agency’s ongoing work on the Southern California Economic Recovery & Job Creation Strategy. A \$5,000 Bronze Level Membership of the Los Angeles County Business Federation (BizFed) will give SCAG a seat on the BizFed Board of Directors as well as a seat on the BizFed Advocacy Committee.

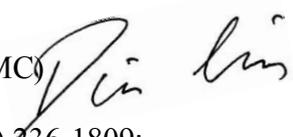
REPORT

FISCAL IMPACT:

\$30,000 for memberships are included in the approved FY 13-14 General Fund budget.

REPORT

DATE: January 21, 2013

TO: Legislative/Communications & Membership Committee (LCMC) 

FROM: Angela Rushen Ross; Manager, Media & Public Affairs; (213) 236-1809;
ross@scag.ca.gov

SUBJECT: Release of 2014 Draft Public Participation Plan for Public Review and Comments

RECOMMENDED ACTION:

Staff recommends that the Legislative/Communications and Membership Committee (LCMC) release the proposed 2014 Draft Public Participation Plan for a 45-day public review and comment period.

EXECUTIVE SUMMARY:

SCAG’s current Public Participation Plan was adopted by the Regional Council in March 2007. The most recent amendment to the plan was adopted in January 2012. In preparation of the development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy and to ensure compliance with new regulations, SCAG is updating its Public Participation Plan. SCAG regularly reviews and evaluates its public participation and outreach activities to ensure that individuals and groups throughout the region who are affected by SCAG’s planning activities are given meaningful and substantive opportunities to be involved in SCAG’s decision making. To that end, the proposed 2014 Draft Public Participation Plan explains how SCAG operates, establishes core values for public participation, and sets forth goals and strategies for increasing public information and engagement. Consistent with federal guidelines, SCAG must release the 2014 Draft Public Participation Plan for a mandatory 45-day public review and comment period. At the end of the comment period, staff will review, address and incorporate as appropriate all comments received and seek the LCMC’s recommendation for the Regional Council to adopt the Final 2014 Public Participation Plan in April 2014.

STRATEGIC PLAN:

This item supports Goal 1 of the agency’s Strategic Plan – Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

Since its inception, SCAG has engaged in a public involvement process in developing its regional transportation plans and programs. SCAG’s Public Participation Plan serves as a guide for SCAG’s public involvement process as well as the continuing, comprehensive and coordinated planning process among stakeholders to ensure the ongoing opportunity for broad-based participation by as many affected and interested parties as possible in the development and review of regional plans and programs.

SCAG’s current Public Participation Plan was adopted by the Regional Council in March 2007. The most recent amendment to the plan was adopted in January 2012. In preparation of the development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy and to ensure compliance with new regulations, SCAG is updating its Public Participation Plan. As part of SCAG’s regular review and evaluation of its public participation and outreach activities, the plan is being updated

REPORT

to ensure that SCAG continues to provide meaningful and substantive opportunities for broad-based involvement in its planning activities. The proposed 2014 Draft Public Participation Plan explains how SCAG operates, establishes core values for public participation, and sets forth goals and strategies for increasing public information and engagement.

Staff seeks to release the 2014 Draft Public Participation Plan for the mandatory 45-day public review and comment period to obtain input from agency stakeholders, partners, and all interested parties. Following the public review and comment period, staff will review, address and incorporate as appropriate, all comments received into a final draft.

The final draft will also incorporate feedback from the 2014 Public Participation survey that staff issued, consistent with public participation guidelines, on January 8, 2014 to solicit input from individuals and groups that attended public outreach workshops regarding the 2012-2035 RTP/SCS. Responses to this survey will be used to help SCAG enhance and improve its public outreach efforts for future plans, programs, services, initiatives and activities.

Upon completion of the final draft, staff will seek the LCMC's recommendation for the Regional Council to adopt the Final 2014 Public Participation Plan in April 2014.

FISCAL IMPACT:

Funding to support the development of the Public Participation Plan is identified in the agency's Overall Work Program (OWP) in 090-0148.01, Public Education and Participation.

ATTACHMENT:

1. SCAG 2014 Draft Public Participation Plan
2. SCAG 2014 Public Participation Plan Survey Document

2014 Draft Public Participation Plan

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PUBLIC PARTICIPATION PLAN

SECTION I. Message from the President

TO BE DETERMINED

Greg Pettis
President
Southern California Association of Governments



SECTION II. INTRODUCTION

The Southern California Association of Governments (SCAG) recognizes that the public, stakeholder agencies and other interested parties play a key role in regional planning efforts. SCAG's Public Participation Plan is intended to guide its public outreach process. This plan explains how SCAG operates, establishes core values for public participation, and sets forth goals and strategies for increasing public information and engagement in the planning process.

ABOUT SCAG

Founded in 1965, SCAG is the nation's largest Metropolitan Planning Organization (MPO). SCAG develops the long-range regional transportation plans and programs for the six-county planning area comprised of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. SCAG's regional transportation plans include sustainable communities strategies to address greenhouse gas emissions reduction requirements as well as population, household and employment growth forecast components. SCAG further oversees the federal transportation improvement program, regional housing needs assessment allocations and a portion of the South Coast Air Quality Management plans. SCAG is also the nation's largest Council of Governments which convenes regularly as a forum to address regional issues.

Decision-making occurs through SCAG's Regional Council, a governing body comprised of elected officials representing the six counties and 191 cities in the region. Also serving on the Regional Council are representatives from the region's six County Transportation Commissions, federally recognized tribal governments, air quality districts and the Transportation Corridor Agencies. Currently the Regional Council consists of 86 members.

SCAG's policy-making process is guided by the work of three Policy Committees: Transportation Committee (TC); Community, Economic and Human Development (CEHD) Committee; and Energy and Environment Committee (EEC). Legislative and communication matters are reviewed by the Legislative/Communications and Membership Committee (LCMC) and the agency's operations are managed by the Executive/Administration Committee (EAC). Each committee reports to and may propose recommended actions to the Regional Council for adoption. Various other committees, subcommittees, task forces and working groups exist to work on specific topic areas. For example, the Technical Work Group (TWG) is an advisory group formed to provide SCAG staff with a venue to vet technical matters as they relate to SCAG's development of its regional plans, including the RTP/SCS. More information about each of SCAG's current committees, subcommittees, technical advisory committees and working groups may be found at on SCAG's website at:

www.scag.ca.gov/committees/Pages/CommitteeL2/WorkingGroups

PURPOSE OF THE PLAN

The purpose of this Public Participation Plan is for SCAG to describe its responsibilities as well as its goals and strategies for engaging the broadest and most diverse audience possible in the planning and programming processes. The document will also outline opportunities for SCAG to increase public awareness and diverse participation, while expanding the range of voices and views in developing regional plans.

SECTION III. PUBLIC PARTICIPATION PLAN GOALS

To demonstrate its commitment to a bottom-up planning approach, SCAG has established a set of activities to achieve key goals centered around three major areas of the agency's Public Participation Plan – Outreach, Engagement and Evaluation.

Outreach

Activity: Using internal and external resources, identify affected stakeholders and other interested parties. Identify, allocate resources and utilize appropriate communication tools (i.e., phone, electronic, print or media) to best reach stakeholders and communities.

Goal: Ensure that a wide range of perspectives will be heard so that planning outcomes reflect the needs of the region's diverse communities; increase early and meaningful participation through targeted outreach strategies.

Engagement

Activity: Develop support materials that are easily understood and visually engaging in both print and electronic format and make them accessible at meetings and on SCAG's website. Plan workshops and/or public hearings at convenient venues and times across the region and/or provide virtual participation if feasible; and insure such events are fully accessible to the general public, including low-income, minority, disabled and Limited English Proficiency populations.

Goal: Provide access to accurate, understandable, pertinent and timely policy, program and technical information to facilitate effective public participation in SCAG's decision-making process. Provide opportunities for stakeholders across the region to engage in meaningful dialogue during the decision-making process.

Activity: Translate appropriate materials, provide translation resources and make presentations to special focus groups. Provide a variety of methods for the public to submit comments or provide input, including via email to contactus@scag.ca.gov, online form or survey, soliciting public comment during public meetings and workshops held in convenient and easily accessible locations at various times (day and evening) and utilizing SCAG staff and training representatives of organizations that advocate for and represent the interests of traditionally underrepresented and/or underserved populations to conduct public outreach sessions.

Goal: To seek out, engage and consider the needs of traditionally underrepresented and/or underserved populations, such as low-income, minority, disabled and Limited English Proficiency populations. Make commenting on plans convenient and accessible to all citizens.

Activity: Record/document public comments and incorporate feedback into the final plan, to the extent possible. Public comments and staff responses (when applicable) will be included as an appendix to a plan's final report.

Goal: Evaluate and assimilate public viewpoints and preferences into final decisions, where appropriate and possible and communicate to the public the decisions made and how the public input affected those decisions.

Evaluation

Activity: Provide opportunities for any interested party to join SCAG's electronic mailing lists or follow SCAG on our social media platforms. Provide regular updates on plans and introduce associated programs that they may be interested in participating in. Evaluate public participation activities. Periodically (within a year of adoption of each RTP/SCS) assess the effectiveness of the procedures and strategies contained in this Public Participation Plan to ensure a full and open participation process.

Goal: Allow any interested party to remain engaged through the decision-making process, the implementation phase and beyond.

SECTION IV. PUBLIC PARTICIPATION PLAN PROCESS FOR ACHIEVING GOALS

To achieve the aforementioned goals, SCAG has established the following strategies and initiatives to engage the public in the region's transportation planning process.

Outreach

Outreach activities allow SCAG to inform the public of SCAG's regional planning efforts through elected officials, business and community leaders, civic and faith-based groups, environmental justice advocates, planning professionals and practitioners and a host of other interested and affected organizations. SCAG's process includes the following:

SCAG Board and Committees

Conduct Regional Council and Policy Committees to ensure public input is considered at the policy/advisory and staff levels.

SCAG Members

Include representatives of municipal governments, air districts, transportation agencies, county transportation commissions, councils of government, tribal governments, municipal associations and county boards in the planning, programming and decision-making processes.

Agency Partners

Work with the six County Transportation Commissions in the SCAG region, the Southern California Regional Rail Authority (Metrolink Trains) and local transit operators to develop outreach and relevant display advertising to engage transit riders. Riders will be referred to mobile websites where they can participate in a quick survey that can inform SCAG and the CTC planning process. Additionally, SCAG will reach out to the state Department of Motor Vehicles for similar outreach assistance. The surveys do not have to be tied to a particular program at first, and users will be asked for their contact information to participate in future surveys. By using these existing networks and relationships with our state and county partners, we hope to engage transportation users and leverage their participation to a larger planning project like the RTP/SCS.

Engagement with Private Sector Partners

Build on existing collaboration with planning professionals and practitioners from all disciplines (housing, transportation, economic development, etc. and engage business, labor and community leaders, associations and organizations in SCAG's planning processes.

Advocacy Initiative

Maintain ongoing contact with community leaders, environmental justice organizations and residents who have been participating in meetings across the six-county region.

Collaborate with organizations to invite participation from advocacy groups and communities of interest and identify those who are traditionally uninvolved or under-involved in the planning process.

University Partnership Initiative

Collaborate with high schools and universities to increase ongoing participation and develop networks involving high schools involving young people in municipal government and planning and policy work.

Develop and maintain an interactive technological environment to reach residents of the SCAG region and engage them in the SCAG planning process via web and other platforms to allow and encourage participation in online surveys and other forms of interactive dialogues and responses.

When developing SCAG initiatives where outreach is appropriate, agency officials will provide resources and staff time dedicated to public participation activities; time for conducting and evaluating those activities; and staff and resources to provide technical assistance to the involved public where appropriate.

For each new initiative where outreach is appropriate, SCAG will develop a regional stakeholder contact list and add additional members to the list that the public requests to add. SCAG will update each list frequently and strive to ensure stakeholder contact lists include the full range of interested and affected parties.

Staff can construct these lists of contacts using various methods, including but not limited to the following:

- Providing mailing list sign-up sheets and comment cards at workshops, community meetings, hearings and other public events.
- Asking event attendees whether any additional interest groups should have been invited.

Using other comprehensive or creative means that understand the community structure, languages spoken, local communications preferences and locations (such as libraries, churches, schools and other centers) as to where the community regularly congregates.

Engagement

Public information programs require the use of appropriate communication tools and will be tailored to accommodate the public's familiarity with the subject and means of access. These can include publications, fact sheets, technical summaries, bibliographies, resource guides and other explanatory materials.

SCAG provides information, timely public notice and access to key decisions to support early and continuing public involvement in developing its regional plans. There are a variety of ways to participate and comment, including:

Citizen Review and Feedback – SCAG develops regional plans and programs in collaboration with local governments and stakeholders; circulates the draft versions of the Regional Transportation Plan/Sustainable Communities Strategy, Federal Transportation Improvement Program, Overall Work Program and other regional initiatives; and provides time for public review and comment prior to finalizing them.

Regular Public Meetings – SCAG encourages the public to address the Regional Council and Policy Committees at every monthly meeting. Meetings for special subcommittees also include time for public comments.

Local Representation – SCAG’s policy-making process is based on a structure that reflects Southern California’s diverse population. Local elected officials throughout Southern California serve on SCAG’s Regional Council and represent one or more communities within the region. The public may choose to speak to their Regional Council representative regarding SCAG plans and policy initiatives. A roster of Regional Council members is available on the SCAG website at www.scag.ca.gov.

Regional Services, Videoconferencing and Virtual Participation – To address the challenges of coordinating participation activities and events across 38,000 square miles of the region, SCAG has established regional offices in the counties of Imperial, Orange, Riverside, San Bernardino and Ventura. Each office is staffed by a Regional Affairs Officer who coordinates SCAG activities for each county. Additionally, SCAG’s main office in Los Angeles and each regional office are equipped with state-of-the-art videoconferencing systems and SCAG provides additional videoconferencing sites in Coachella Valley, Palmdale and South Bay to provide opportunities for participation in SCAG meetings and workshops. SCAG also utilizes web and audio conferencing and often connects to videoconferencing locations throughout the state. Advances in technology have also made it easier for the public to participate in the planning process on their own free time using a computer or mobile device. An increase in ownership of smart phones is narrowing the digital divide and presents additional opportunities to engage users. Public input via electronic surveys another technology tools is valuable in helping inform SCAG’s planning process, especially from young adults who are the most actively engaged in technology.

Information Resources & Visualization Tools – SCAG utilizes a variety of printed and electronic tools to inform the public about its mission and programs. Printed materials include pamphlets, brochures, reports, fact sheets, press releases and media advisories, plans, working papers, mailers and newsletters can all be accessed on SCAG’s website. Electronic tools include use of social media, the website, list serves, compact discs, videos, PowerPoint presentations and SCAG’s suite of online data visualization tools, techniques and interactive programs that allow participants to create various growth scenarios and compare them to their vision and goals.

Education - SCAG hosts forums, holds news media briefings, public meetings, seminars, summits and workshops to inform the public at places easily accessible to interested and affected persons and organizations. For each meeting or event, a customized set of tools are tailored to localize the planning process and place government policy into context within broader regional planning efforts.

Advances in technology have also made it easier for the public to participate in the planning and programming processes in their own free time and using a computer or mobile device. An increase in ownership of smart phones is narrowing the digital divide

and presents additional opportunities to engage users. To take advantage of this, SCAG will develop additional pathways – via mobile website, electronic surveys – and encourage input on a variety of planning subjects or can help the agency set planning priorities. This information is valuable in helping inform SCAG’s planning process, especially from young adults who are the most actively engaged in technology.

Involvement - Feedback from the public is essential to creating plans the public will support. Feedback is obtained through surveys available online or distributed via email or the US Postal Service, at public meetings, workshops, summits and other events; from focus groups; and from other organizations that partner with SCAG in the planning process.

Continuity - SCAG strives to continually inform, educate and involve the public in the planning process. In measuring its work, SCAG continues to evaluate its public participation efforts and share those evaluation results with the public.

Why does SCAG measure/evaluate public participation activities?

SCAG measures and engages the public in evaluating its public participation and planning activities to be in compliance with federal requirements and to ensure the general public’s concerns and issues are directly considered in the alternatives and solutions developed and to provide feedback on how the public influenced SCAG’s mission.

What does SCAG measure?

SCAG measures the number of meetings conducted, demographics of attendees, media coverage, the type and quantity of materials presented, translation of materials, website visits, the number of public comments, how those comments influenced the regional transportation plans, how public concerns and were addressed and whether the public understood the information provided to them.

When does SCAG measure?

SCAG has typically measured major public outreach event outcomes at least annually and following planning cycles and during and/or at the end of planning cycles.

What feedback does SCAG provide?

Meeting reports, public comment and response reports, analyses on the impact of public response and a web-based public comment database.

SECTION V. Interested Parties

To encourage involvement of a broad range of interested parties in the RTP/SCS planning process, SCAG intends to target the following participants in the region:

- affected public agencies
- affordable housing advocates
- business organizations
- City Managers
- commercial property interests
- educational institutions
- elderly and retired persons
- elected officials
- environmental advocates
- freight shippers
- general public
- governmental agencies and non-profit organizations that receive Federal assistance from a source other than the Department of Transportation (DOT) to provide non-emergency transportation services and recipients of assistance under section 204 of Title 23 U.S.C.
- home builder representatives
- homeowner associations
- landowners
- limited English proficiency populations
- minority and low-income populations
- neighborhood and community groups
- organizations serving rural area residents
- other interested parties
- private providers of transportation
- private sector
- providers of freight transportation services
- representatives of the disabled
- representatives of transportation agency employees
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of users of public transit
- special interest non-profit agencies
- subregional organizations
- transit operators
- transportation advocates
- Tribal Governments
- women's organizations

The goals and procedures described in this Plan are designed to encourage participation and provide opportunities to comment on the development and approval of plans and programs prepared by SCAG that statutorily require public participation or for which the Regional Council determines is necessary.

SECTION VI. PUBLIC PARTICIPATION REQUIREMENTS

As the MPO designated for the six-county metropolitan planning area (MPA), SCAG is responsible under federal and state transportation planning law, to develop a metropolitan transportation plan, referred to by SCAG as the Regional Transportation Plan (RTP) and a transportation improvement program (TIP), referred to as the Federal Transportation Improvement Program (FTIP).

The 2005 “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU) set forth public participation requirements for MPOs in developing these transportation plans. Specifically, SAFETEA-LU required MPOs to develop, in collaboration with interested parties, a Public Participation Plan that would provide reasonable opportunities for all parties to participate and comment on regional transportation plans. The transportation reauthorization bill “Moving Ahead for Progress in the 21st Century” (MAP-21) continues an emphasis on providing early and continuous opportunities for public involvement.

While transportation planning is a core component of SCAG’s activities, SCAG integrates transportation planning into a broader comprehensive effort including the reduction of greenhouse gas emissions. Associated planning activities include land use planning, regional housing needs assessments, growth forecasts and more.

In carrying out its planning work, SCAG must comply with federal metropolitan planning law and regulations (23 U.S.C. Section 134 et seq. and 23 CFR Part 450 et seq.), state transportation planning law (Cal Gov. Code Section 65080 et seq.) which incorporates the requirements of California Senate Bill 375 (Steinberg 2008). SCAG is further committed to developing and updating its regional transportation plans in accordance with the following requirements, including but not limited to: California Environmental Quality Act (CEQA) and Guidelines; Federal Clean Air; American with Disabilities Act of 1990 (ADA); Title VI of the Civil Rights Act; Executive Order 12898 regarding Environmental Justice; Executive Order 13166 regarding Improving Access to Services for Persons with Limited English Proficiency; Executive Order 13175 regarding Consultation and Coordination with Indian Tribes.

In order to best meet the needs of our constituents, SCAG will use the Public Participation Plan as a guiding document for the agency.

Federal Planning Requirements

SCAG’s Public Participation Plan must comply with the following federal planning regulations set forth under 23 C.F.R. Section 450.316:

- (a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, business and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by SCAG and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part [regarding Consultation]; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

- (3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by SCAG. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

State Planning Requirements

The public participation plan further addresses state public participation requirements under California Government Code Section 65080(b)(2)(F), relating to the development of the Sustainable Communities Strategy (SCS) and an Alternative Planning Strategy (APS), if one is prepared, that includes the following components, in summary:

1. Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with SCAG's adopted Public Participation Plan;
2. Consultation with congestion management agencies, transportation agencies, and transportation commissions;
3. Workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices;
4. Preparation and circulation of a draft SCS and APS, if one is prepared, not less than 55 days before adoption of a final RTP;
5. At least three public hearings on the draft SCS in the RTP and APS, if one is prepared, held in different parts of the region, if feasible;
6. A minimum of three public workshops in each county with a population of 500,000 or more; and
7. A process for enabling members of the public to provide a single request to receive notices, information and updates.

Further, SB 375 requires that SCAG conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the SCS and APS, if any. The purpose of the meeting shall be to present a draft of the SCS to the members of the board of supervisors and city council members in that county and to solicit and consider their input and recommendations.

SCAG has addressed the requirement concerning an expanded list of stakeholder groups under the Interested Parties section of this plan, and integrated the above requirements with its participation procedures for the regional transportation planning process. See attached Appendix "A."

Consultation Requirements & Activities

SCAG must consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the RTP. The consultation shall involve, as appropriate:

1. Comparison of transportation plans with State conservation plans or maps, if available; or

2. Comparison of transportation plans to inventories of natural or historic resources, if available.

See 23 U.S.C Section 134(i)(5).

SCAG's consultation requirements under federal planning regulations are set forth under 23 C.F.R. Section 450.316(b)-(e) as follows:

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the areas that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under Section 450.314 [metropolitan planning agreements].

Consultation activities are accomplished primarily through our policy committees, other committees, subcommittees, task forces, and working groups. Policy committees are primarily made up of local elected officials. There are several issue-specific as well as mode-specific committees, subcommittees, task forces and working groups that are on-going as well as some that are created for a specific purpose and specific timeframe. All of these groups provide input to SCAG who thereafter forward their recommendations to the policy committees. Examples include the Aviation Technical Advisory Committee, Technical Working Group, Transit Technical Advisory Committee, Modeling Task Force, and Transportation Conformity Working Group. (TCWG). Subsequent to the adoption of the 2012-2035 RTP/SCS SCAG convened six subcommittees: Active Transportation, Goods Movement, High-Speed Rail and Transit, Public Health, Sustainability, and Transportation Finance. These subcommittees were formed to follow up on implementing the 2012-2035 RTP/SCS and to help guide development of the 2016-2040 RTP/SCS. These subcommittees completed their work and reported to the SCAG Policy Committees in 2013. Membership on these groups includes elected officials as well as stakeholder agency representatives. The stakeholders have a direct pipeline to SCAG's planning processes through these groups.

In addition, SCAG conducts meetings with all 191 member city managers and provides individual city council briefings when requested. Also, SCAG conducts several workshops prior to releasing the Draft RTP/SCS involving stakeholders to ensure that their input on major issues is addressed in the plan.

SCAG also utilizes the subregional council of governments (COG) structure to get the word out and solicit input on the content as well as the planning and programming process from local stakeholders.

SCAG mails out a notice of the Draft RTP and FTIP availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final RTP and FTIP. Comments as well as responses are fully documented and reflected in the final RTP.

SCAG engages Tribal Governments in the RTP and FTIP processes through Tribal Government representation on SCAG's governing board and policy committees.

Bottom-Up Planning and Interagency Consultation

SCAG's 86-member Regional Council coordinates regularly with the 15 subregions in conducting its regional planning work. These forums, coupled with three policy committees, numerous standing committees and technical advisory committees, and the "AB 1246 process" (required under Public Utilities Code Section 130000 et seq.) facilitate SCAG's ability to provide a framework for bottom-up planning and more frequent and ongoing participation by interested parties at all stages of the process.

Within the AB 1246 process, the multi-county designated transportation planning agency shall convene at least two meetings annually of representatives from each of the four commissions, the agency, and the Department of Transportation for the purposes below. The region wide Transportation Agencies CEOs Group is currently fulfilling the function of the AB 1246 process.

1. To review and discuss the near-term transportation improvement programs prior to adoption by the commissions.
2. To review and discuss the Regional Transportation Plan prior to adoption by the agency pursuant to Chapter 2.5 (commencing with Section 65080) of Title 7 of the Government Code.
3. To consider progress in the development of a region wide and unified public transit system.
4. To review and discuss any other matter of mutual concern.

SCAG has a memorandum of understanding (MOU) with the South Coast Air Quality Management District (SCAQMD) on transportation and air quality conformity consultation procedures for the South Coast Air Basin and for the Riverside County portions of the Salton Sea Air Basin and the Mojave Desert Air Basin. Parties to the MOU include: SCAQMD, Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, California Department of Transportation (Caltrans), California Air Resource Board, and the Federal Highway Administration., and the Federal Transit Administration.

Likewise, SCAG has an MOU for transportation and air quality conformity consultation procedures with the Ventura County Air Pollution Control District (VCAPCD) for the Ventura County portion of the South Central Coast Air Basin (SCCAB). Parties to the MOU include:

VCAPCD, Ventura County Transportation Commission, Caltrans, California Air Resources Board, Federal Highway Administration and the Federal Transit Administration.

To support interagency coordination and fulfill the interagency consultation requirements of the Federal Transportation Conformity Rule, SCAG hosts and participates in the Transportation Conformity Working Group (TCWG). The group meets on a monthly basis to address and resolve regional issues pertaining to transportation conformity for the RTP and FTIP; RTP and TIP amendments; and the region's air quality management plans. TCWG also is the forum for interagency consultation on project-level PM hot-spot analysis. SCAG serves as the regional PM hot spot analysis clearinghouse and maintains records on all projects on the TCWG website.

Participants in the Southern California TCWG include representatives from federal, state, regional and sub-regional agencies such as the United States Environmental Protection Agency (both national and regional representatives), Federal Highway Administration, Federal Transit Administration, California Air Resources Board, California Department of Transportation, Air Quality Management Districts, County Transportation Commissions, Transportation Corridor Agencies, and SCAG.

Title VI and Environmental Justice

Consideration of Environmental Justice in the transportation planning process stems from Title VI of the Civil Rights Act of 1964 (Title VI). Title VI establishes the need for transportation agencies to disclose to the public the benefits and burdens of proposed projects on minority populations. Title VI states that “No person in the United States shall, on the ground of race, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Additionally, Title VI not only bars intentional discrimination, but also unjustified disparate impact discrimination. Disparate impacts result from policies and practices that are neutral on their face (i.e., there is no evidence of intentional discrimination), but have the effect of discrimination on protected groups. The understanding of civil rights has expanded to include low-income communities, as further described below.

In the 1990's, the federal executive branch issued orders on Environmental Justice that amplified Title VI, in part by providing protections on the basis of income as well as race. These directives, which included President Clinton's Executive Order 12898 (1994) and subsequent U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA) orders (1997 and 1998, respectively), along with a 1999 DOT guidance memorandum, ordered every federal agency to make Environmental Justice part of its mission by identifying and addressing the effects of all programs, policies and activities on underrepresented groups and low-income populations. Reinforcing Title VI, these measures ensure that every federally funded project nationwide consider the human environment when undertaking the planning and decision-making process.

On August 4, 2011, seventeen federal agencies signed the “Memorandum of Understanding on Environmental Justice and Executive Order 12898.” The signatories, including the U.S.

Department of Transportation (DOT), agreed to develop Environmental Justice strategies to protect the health of people living in communities overburdened by pollution and to provide the public with annual progress reports on their efforts. The MOU advances agency responsibilities outlined in the 1994 Executive Order 12898 and directs each of the Federal agencies to make Environmental Justice part of its mission and to work with other agencies on Environmental Justice issues as members of the Interagency Working Group on Environmental Justice.

In response to this MOU, DOT revised its Environmental Justice Strategy. The revisions reinforce the DOT's programs and policies related to Environmental Justice and strengthen its efforts to outreach to minority and low-income populations. In addition, in July 2012 the Federal Transit Authority (FTA) issued two Circulars on Title VI and Environmental Justice to clarify the requirements and offer guidance. FTA Circular 4702.1A, Title VI Requirements and Guidelines for Federal Transit Administration Recipients provides information required in the Title VI Program, changes the reporting requirement from every four years to every three years, and adds a requirement for mapping and charts to analyze the impacts of the distribution of State and Federal public transportation funds. The FTA Circular 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients (Docket number FTA-2011-0055) provides recommendations to MPOs (and other recipients of FTA funds) on how to fully engage Environmental Justice populations in the public transportation decision-making process; how to determine whether Environmental Justice populations would be subjected to disproportionately high and adverse human health or environmental effects as a result of a transportation plan, project, or activity; and how to avoid, minimize, or mitigate these effects. The Circular does not contain any new requirements, policies or directives. Nonetheless, SCAG complies with the framework provided to integrate the principles of Environmental Justice into its decision-making processes.

Under federal policy, all federally funded agencies must make Environmental Justice part of their mission and adhere to three fundamental Title VI/Environmental Justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

In addition to Federal requirements, SCAG must comply with California Government Code Section 11135, which states that, "no person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency that is funded directly by the state, or receives any financial assistance from the state."

The State of California also provides guidance for those involved in transportation decision-making to address Environmental Justice. In 2003, the California Department of Transportation (Caltrans) published the Desk Guide on Environmental Justice in Transportation Planning and Investments to provide information and examples of ways to promote Environmental Justice. The Desk Guide identified requirements for public agencies, guidance on impact analyses, recommendations for public involvement, and mitigation.

Finally, SCAG has in place a Title VI Program which was approved by FTA on February 22, 2012. The Title VI Program includes a process for investigating Title VI complaints as well as a copy of the agency's Limited English Proficiency (LEP) Outreach Plan. The key elements of the LEP Plan include: (1) Spanish speaking translators available upon request for meeting and workshops; (2) selected RTP materials available in English, Spanish, Chinese and Korean languages; and (3) utilization of a specialty outreach consultant to engage with the LEP and minority communities. SCAG will continue these efforts for the 2016 RTP/SCS cycle. SCAG will also be updating the Title VI Program and LEP Plan in the fall of 2014 as required by federal regulation. More information about the agency's Title VI Program and LEP Plan is available on the SCAG website at:

<http://www.scag.ca.gov/participate/Pages/CivilRights.aspx>.

SECTION VII. ACCOUNTABILITY

SCAG's plans and policies are adopted by the Regional Council, an 86-member governing board of elected officials and representatives from Tribal governments, County Transportation Commissions and air quality districts. Therefore, SCAG's Public Participation Plan and its associated public outreach efforts are accountable to local representatives.

The participation procedures, strategies and goals incorporated into this Plan are intended to provide interested parties with reasonable opportunities to be involved in the metropolitan transportation planning and programming processes. The Plan contains an expanded list of Interested Parties to encourage participation of a broad range of stakeholders. Additionally, SCAG is required to consult with state, local, and Tribal governments in the development of its RTPs and FTIPs. SCAG is specifically required to consult with agencies and officials responsible for other planning activities within the region that are affected by SCAG's RTP and FTIP (including, as appropriate, state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation).

This Plan is intended to guide the participation process and to coordinate the process with SCAG's consultation activities and other responsibilities. Detailed strategies, procedures and techniques for carrying out the participation process for the RTP, FTIP and Overall Work Program (OWP), are described in "Appendix A" of this Plan, and incorporated herein by this reference.

SECTION VIII. CONCLUSION

With 38,000 square miles, six counties, 191 cities and a population of 18 million residents, the SCAG region is among the largest and most diverse in the world, with wide-ranging socio-economic factors, languages, ethnicities and cultures. Residents in different parts of the region have very diverse interests and concerns. SCAG helps engage those diverse needs through a constructive dialog, resulting in comprehensive plans that enhance the overall quality of life in the region.

SCAG is committed to a public participation process that involves participation from conception to implementation. SCAG provides information to stakeholders, partners and the general public in order to make informed decisions regarding Southern California's physical capital. SCAG provides opportunities for the public to evaluate and respond to that information and considers all input before finalizing any transportation planning policies that will impact the SCAG region.

SECTION IX. Appendix A

Strategies, Procedures and Techniques for Public Participation Related to the Regional Transportation Plan (RTP), Federal Transportation Improvement Program (FTIP) and Overall Work Program (OWP)

SCAG's adopted Public Participation Plan ("Plan") serves as a guide for SCAG's public involvement process as well as the continuing, comprehensive and coordinated planning process among the stakeholders to ensure the ongoing opportunity for broad-based participation in the development and review of regional plans and programs. For purposes of the Plan, "public" is intended to mean "Interested Parties" including general public, affected public agencies, and other interested parties as identified in the Plan.

This Appendix "A" to the adopted Public Participation Plan provides more explicit details as to SCAG's strategies, procedures and techniques for public participation on the RTP, RTIP and OWP. The interrelated goals identified in the Plan suggest that a coordinated approach to public outreach is best in seeking to spread a consistent message and increase public awareness of SCAG's planning efforts. SCAG seeks the public's feedback, active participation and input in developing its plans and programs.

DEVELOPMENT OF STRATEGIES, PROCEDURES AND TECHNIQUES

SCAG staff consults a wide range of interested parties to fulfill federal and state requirements in developing public participation strategies, procedures and techniques. SCAG makes significant efforts to reach out to interested parties, encourage feedback, and involve interested parties in the development of the Plan's strategies and procedures and will continue these efforts in future updates to the Plan. Specifically, SCAG solicited comments and feedback from the county transportation commissions, the subregions, transit operators, federal and state resource agencies, Tribal Governments, representatives of the disabled, the business community, active transportation advocates, environmental groups, and other interested parties through mailings, email correspondence, workshops, presentations, meetings, telephone communications and website postings encouraging individuals to get involved with developing the Public Participation Plan. In developing the 2014 Public Participation Plan, SCAG conducted a survey of individuals who attended SCAG's public outreach workshops for the 2012-2035 RTP/SCS. The survey asked several questions to help SCAG determine how to improve public participation. SCAG solicits feedback year round through the availability of an online form on the SCAG website on the Contact Us page at: <http://www.scag.ca.gov/about/Pages/ContactUs.aspx> and the Public Participation page at: <http://www.scag.ca.gov/participate/Pages/PublicComment.aspx>. SCAG also solicits feedback through a SCAG Contact Form available on page XX of this document.

REGIONAL TRANSPORTATION PLAN (RTP)

Federal and state laws require SCAG to prepare a long-range Regional Transportation Plan, or RTP. The purpose of the RTP is to combine transportation policies and projects to lay out the blueprint for Southern California's transportation network and how it can best handle the needs of the future. The RTP coordinates a balanced regional transportation system, identifies adequate funding for transportation projects, and meet federal air quality requirements.

An update of an existing RTP is required every four years, and SCAG is currently undertaking the development of the 2016 RTP/SCS to provide Southern California with a comprehensive vision for its transportation future to the year 2040.

State law SB 375 requires SCAG and other MPOs to engage the region in the development process of the Sustainable Communities Strategy (SCS) and/or an Alternative Planning Strategy (APS) through outreach efforts and a series of workshops and public hearings. For the SCAG region these workshops and public hearings include workshops for local elected officials and workshops in each county in the region (at least 16 public workshops.) SCAG will also conduct public hearings on the Draft RTP/SCS in different parts of the region.

1. Phase 1: Pre-Draft 2016 RTP/SCS (January 2013 – November 2015)
 - A. Hold Regular Outreach and RTP/SCS Coordination Team Meetings: (January 2013 – November 2015).
While outreach activities have been ongoing since the adopted 2012 RTP, the single most important element to fostering and maintaining a fully-integrated agency outreach effort is to schedule and hold regular coordination meetings with the principal staff in all planning areas and consultants associated with each of the various outreach efforts.
 - I. Outreach and SB 375 coordination meetings will provide important opportunities (1) to brief all members of the coordination team on overall goals and strategies; (2) to inform the team of upcoming outreach forums and other key milestones; (3) to identify strategies and specific work tasks that can either be shared or can accommodate multiple outreach objectives; and (4) Ensure all outreach events are being entered on SCAG's outreach calendar in a timely manner for public notice as well as documentation of SCAG's outreach history.
 - II. SB 375 allows sub-regional agencies to prepare a Sustainable Communities Strategy or Alternative Planning Strategy for their subregional area for incorporation into the regional strategy. SCAG's responsibility, as described in this Plan, is to conduct outreach in accordance with statutory requirements for the regional SCS and/or APS.
 - B. Initiate a Bottom-Up Local Input Process for the 2016 RTP/SCS: (March 2013 – September 2014) A critical component to the success of the RTP/SCS will be the participation and cooperation of all 197 local government partners within the Southern California Association of Governments (SCAG). To this end, SCAG staff is working to ensure that all local governments are fully informed of the planning process and have clear and adequate opportunities to provide input.

- I. Early in the planning process, SCAG staff sought input from local jurisdictions on baseline conditions throughout the region, including existing and planned land use, along with current demographic estimates and projections. SCAG's geographic datasets were published in individual Map Books, which were created for each local jurisdiction and distributed initially in August of 2013. For the second version of the booklets, initial revisions from jurisdictions were integrated, as were SCAG's demographic datasets showing population, household, and employment estimates for 2012 and projections for years 2020, 2035, and 2040. These new Data/Map Books were distributed to Local Jurisdictions in November and December of 2013, and are open for comments at this time.
 - II. To further solicit local input and actively engage participation in the formation of these datasets, SCAG staff have reached out to each jurisdiction's city/county manager, planning director, and elected officials to outline the process and schedule for providing input, have presented at meetings of SCAG's policy committees and at the standing meetings of several of our subregional partners, and plan to meet individually with 197 local jurisdictions during the months of January to May of 2014.
 - III. After this initial period of engagement is completed in May 2014, SCAG staff will be initiating scenario planning exercises with cities and counties for use in the 2016 RTP/SCS through September 2014
- C. Public Workshops: (June 2014 – November 2015).
SCAG will conduct at least two public workshops in each county of the region, except for Imperial County, where one workshop will be conducted. These workshops will provide the public with a clear understanding of the issues and policy choices and will employ various visualization techniques. SCAG will also allow for members of the public to receive all notices, information, and updates through a single request. Additional public workshops will be held, as needed, in accordance with applicable requirements.
- D. Environmental Justice Outreach: (March 2014 – March 2015)

SCAG will engage the Environmental Justice community by the following outreach efforts:

- March 2014 - 1st Environmental Justice (EJ) workshop to discuss SCAG's EJ program and major planning areas in the 2016 RTP/SCS cycle, and summarize and build on previous efforts for the 2012 RTP/SCS.
 - September 2014 – Report on SCAG's plan for addressing EJ concerns that may arise from the 2016 RTP/SCS.
 - September 2015 – Release SCAG's draft EJ Appendix for the 2016 RTP/SCS and go over analysis and process for providing comments on the Plan
- E. Update Contact Databases and Advisory Groups: (May 2013 – November 2015).
- I. Review and update mailing lists for outreach efforts.

- II. Expand contact databases to include representatives of all Interested Parties identified in the Plan.
 - III. Work with stakeholders to expand current list categories to include all Interested Parties.
 - IV. Convene an Environmental Justice Advisory Group. This group would include representatives of community-based organizations, non-profits, and Tribal Governments from all parts of the SCAG region.
 - V. Update media mailing lists that include metropolitan and local community newspapers, radio, television and cable outlets, trade journals, wire services, ethnic and foreign-language media, government and legal publications and special interest press directed at older audiences, the disabled, Native Americans and students.
- F. Update Existing Presentation Materials: (January 2014 – October 2015). Communications staff will continue to work closely with Planning staff to ensure a consistent look and message for all of SCAG’s communications.
- I. Provide clear, consistent and concise primary messages for media and public involvement and interaction.
 - II. Update technical and non-technical PowerPoint presentations as new information becomes available.
 - III. Tailor specific presentations to meet the needs and interests of the target audiences.
 - IV. Maintain a library of all PowerPoint presentations developed.
 - V. Review and update Fact Sheets.
 - VI. Review and update brochures, fliers and other publications relating to SCAG and SCAG’s initiatives for general population distribution in concise, understandable, non-technical language.
 - VII. Review and update public feedback forms, both paper and web-based.
 - VIII. Review and enhance web interface to encourage public education and feedback on the related planning efforts.
 - IX. Include articles on plans and programs in SCAG’s e-newsletters, produced monthly.
- G. Create New Presentation Materials: January 2014 – October 2015
- I. Develop new materials to simplify the RTP and cater to subregional audiences. Traditionally, interested parties raise questions about proposed projects in their specific community. Materials that visually highlight the most prominent features of the Plan and are most relevant to audiences will most likely be read and recalled.
 - II. Produce the RTP on a CD to ease handling and ensure more efficient use of resources.
 - III. Prepare press releases, calendar advisories, notices of public hearings (in one major newspaper in each of the six counties), and reach out to the ethnic press by providing notices in English, Spanish and Chinese.
 - IV. Utilize visualization techniques whenever possible such as maps, videos, PowerPoint presentations with graphics and animation, flowcharts, computer simulation, interactive GIS systems, and

- illustrative drawings to better and more easily communicate technical planning issues and strategies.
- V. Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences i.e. SCAG's Regional Offices, video conference, web meetings twitter, wiki, and surveys.
- H. Continually Enhance Website Capabilities: (January 2013 – October 2015).
- I. Update recently-created web pages dedicated to the RTP, enhance navigation, and ensure information is up-to-date. Link to stakeholder web pages.
 - II. Translate key RTP communications in English, Spanish, and Chinese on the web pages.
 - III. Utilize SCAG's web site to provide information, announce draft and final plan releases, encourage feedback and comments from the public, make draft and final plans and corresponding documents available, provide contact information, educate about SCAG and SCAG initiatives, inform of upcoming events and meetings, post meeting agendas and minutes and provide access to major SCAG publications including Your Guide to SCAG, key PowerPoint presentations, data and other planning-related information.
 - IV. Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.
- I. Coordinate Outreach Efforts with other Stakeholder Organizations: (January 2014 – October 2015).
- I. Support interagency coordination by continuing to host and participate in the monthly TCWG meetings.
 - II. Mail Notice of Draft RTP availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final RTP. Ensure that the public comment period is at least 55 days for the plan.
 - III. Participate in regular monthly meetings with the CEOs of the county transportation commissions.
 - IV. Coordinate outreach efforts with the subregional organizations and transportation and air quality agencies.
 - V. Together with subregional partners and other stakeholder organizations, notify interested parties through traditional meeting announcements, newspapers, public service announcements, press releases, special mailers, publications and agendas of committees, meetings, workshops, briefings, web site postings, email communications and other opportunities to participate, as appropriate.
 - VI. Expand the membership of some of SCAG's various committees, task forces and working groups to ensure inclusion of the broader stakeholders and interest groups identified in the Plan.
 - VII. Keep interested parties informed with monthly progress reports during the plan development phase.
- J. Maintain and create an Outreach Schedule: (January 2014 – October 2015).

- I. Continue the practice of attempting to get on other groups' agendas.
- II. Conduct presentations, hold briefings, workshops, hearings to diverse groups and organizations throughout the region.
- III. Hold public meetings at convenient and accessible locations and times.
- K. Maintain a Log of Outreach Efforts: (January 2013 – October 2015).
 - I. Maintain a log of all agency-wide outreach presentations.
- L. Reach Out to Traditionally Underrepresented and/or Underserved Communities (January 2014 – October 2015).
 - I. Work with Regional Services staff and Subregional Coordinators to identify underrepresented segments of the region.
 - II. Coordinate with individuals, institutions or organizations to reach out to members in minority and/or low income communities.
 - III. Provide assistance, if requested 72 hours prior to the event, to people with disabilities.
 - IV. Provide language assistance, if requested 72 hours prior to the event, to Limited English Proficient Persons.
 - V. Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.
- M. Evaluate Public Participation Activities: (November 2015).
 - I. Evaluate public participation efforts at the end of phase 1 so that necessary modifications can be made for subsequent phases.
 - II. Provide recommendations to enhance the outreach program and better serve the underrepresented segments of the region.
- 2. Phase 2: Post- Draft 2016 RTP/SCS (October 2015 – March 2016)
 - A. Notify public of the Draft Release (October 2015)
 - I. Draft RTP/SCS is released for a minimum 55-day public review and comment period.
 - II. Draft RTP/SCS is reviewed by SCAG's Transportation Committee and Community, Economic and Human Development Committee as part of a public meeting.
 - III. Develop procedures for public hearings. Include the time to be allotted to each speaker and how the order of appearance is determined. A written explanation of adopted procedures should be distributed to participants both prior to and at the hearing. Make arrangements for the submission of written statements in addition to verbal comments.
 - IV. Provide translation services at these public hearings, if needed.
 - B. Consider and Incorporate Comments Received into the Deliberations Regarding the Draft Plans and Programs: (October 2015 – March 2016).
 - I. Review and consider all public comments in the regional transportation planning process.
 - II. Record, track and maintain a log of comments and SCAG's response to the comments.
 - III. Acknowledge all significant comments received in a timely manner.
 - IV. Evaluate public comments received throughout the planning process and assess whether, and to what extent, modifications were made in the draft documents as a result of the comments received.

- V. Provide additional opportunity for public comment on the revised plan if the final plan differs significantly from the draft plan that was previously made public.
 - VI. Provide a summary, analysis and report on the disposition of comments as part of the final plan.
 - VII. Prepare Final RTP for adoption by Regional Council at a public meeting.
- C. Elected Official Meetings: (January 2016 – February 2016).
SCAG will conduct informational meetings in each county for members of the Board of Supervisors and City Councils in the respective county to consider and provide input on the Draft 2012 RTP/SCS. The purpose of the meetings is to present the Draft RTP/SCS to the members of the board of supervisors and the city council members in each county and to solicit and consider their input and recommendations.
Notice of the meetings shall be sent to the clerk of the board of supervisors and to each city clerk.
- D. Public Hearings: (January 2016 –February 2016).
SCAG will conduct at least three public hearings in different parts of the region on the Draft RTP/SCS to maximize the opportunity for participation. The public hearings will be announced in printed materials, on SCAG's website, and in local newspapers.
- E. Continually Enhance Website Capabilities: (October 2015 – March 2016).
- I. Continue to utilize SCAG's web site to provide information, announce draft and final plan releases, encourage feedback and comments from the public, make draft and final plans and corresponding documents available, provide contact information, educate about SCAG and SCAG initiatives, inform of upcoming events and meetings, post meeting agendas and minutes and provide access to major SCAG publications including Your Guide to SCAG, the Benefits of Membership, Member Handbook, the Legislative Reference Guide, the e- newsletter, key PowerPoint presentations, data and other planning-related information.
 - II. Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.
- F. Update Contact Databases and Advisory Groups: (October 2015 – March 2016).
- I. Review and update mailing lists for outreach efforts.
 - II. Expand contact databases to include all Interested Parties identified in the Plan.
 - III. Work with subregional coordinators and SCAG task force and committee members to expand current list categories to include all Interested Parties.
 - IV. Update media mailing lists that include metropolitan and local community newspapers, radio, television and cable outlets, trade journals, wire services, ethnic and foreign-language media, government and legal publications and special interest press directed at older audiences, the disabled, Native Americans and students.

- G. Coordinate Outreach Efforts with other Stakeholder Organizations: (October 2015 – March 2016).
 - I. Support interagency coordination by continuing to host and participate in the monthly TCWG meetings.
 - II. Participate in regular monthly meetings with the CEOs of the county transportation commissions.
 - III. Participate in and conduct two City Manager meetings
 - IV. Coordinate outreach efforts with the subregional organizations and transportation and air quality agencies.
 - V. Together with subregional partners and other stakeholder organizations, notify interested parties through traditional meeting announcements, newspapers, public service announcements, press releases, special mailers, publications and agendas of committees, meetings, workshops, briefings, website postings, email communications and other opportunities to participate, as appropriate.
 - VI. Hold monthly meetings with the Technical Working Group to review upcoming Regional Council and Policy Committee agendas and conduct other coordinating activities.
 - VII. Keep interested parties informed with monthly progress reports during the post-draft plan development phase.
- H. Maintain an Outreach Schedule: (October 2015 – March 2016).
 - I. Proactively contact groups to schedule speakers from the pool of available speakers, as appropriate, to meet the interests of the particular group.
 - II. Continue the practice of attempting to get on other groups' agendas.
 - III. Conduct presentations, hold briefings, workshops, hearings to diverse groups and organizations throughout the region.
 - IV. Hold public meetings at convenient and accessible locations and times.
- I. Maintain a Log of Outreach Efforts: (October 2015 – March 2016).
 - I. Continue to maintain a log of all agency-wide outreach presentations.
- J. Reach Out to Traditionally Underrepresented and/or Underserved Audiences: (October 2015 – February 2016).
 - I. Work with Regional Services staff and stakeholders to identify underrepresented segments of the region.
 - II. Coordinate with individuals, institutions or organizations to reach out to members in minority and/or low income communities.
 - III. Engage Tribal Government in the RTP processes through Tribal Government representation on SCAG's governing board and policy committees.
 - IV. Provide assistance, if requested 72 hours prior to the event, to people with disabilities.
 - V. Prepare press releases and reach out to the ethnic press by providing notices in English, Spanish and Chinese.
 - VI. Provide language assistance, if requested 72 hours prior to the event, to Limited English Proficient Persons.

- VII. Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.
- 3. Phase 3: Post- Final 2016 RTP/SCS (April 2016 – September 2016)
 - A. Create New Presentation Materials: (April 2016 – September 2016).
 - I. Create a final factsheet or brochure which visually showcases regional projects of significance, economic impacts, mobility improvements and health impacts. Highlights of the plan will be summarized to peak interest and enhance readability.
 - II. Produce the RTP on a CD to ease handling and ensure more efficient use of resources.
 - III. Utilize visualization techniques whenever possible such as maps, videos, PowerPoint presentations with graphics and animation, flowcharts, computer simulation, interactive GIS systems, and illustrative drawings to better and more easily communicate technical planning issues and strategies.
 - IV. Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.
 - B. Continually Enhance Website Capabilities: (April 2016 – September 2016).
 - I. Maintain web pages dedicated to the RTP and ensure information is up-to-date.
 - II. Translate key RTP communications in English, Spanish and Chinese on the web pages.
 - III. Utilize SCAG’s website to provide information, announce final plan releases, encourage feedback and comments from the public, make draft and final plans and corresponding documents available, provide contact information, educate about SCAG and SCAG initiatives, inform of upcoming events and meetings,
 - IV. Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.
 - C. Update Contact Databases and Advisory Groups: (April 2016 – September 2016).
 - I. Review and update mailing lists for outreach efforts.
 - II. Expand contact databases to include all Interested Parties identified in the Plan.
 - III. Work with subregional coordinators and SCAG task force and committee members to expand current list categories to include all Interested Parties.
 - D. Evaluate Public Participation Activities: (April 2016 – September 2016).
 - I. Continue to monitor outreach presentations and assess whether outreach efforts are being conducted throughout the region, including the outlying areas of the region.
 - E. RTP Amendments
 - I. An amendment is a major revision to a long-range RTP, including adding or deleting a project, major changes in project/project phase costs, initiation dates, and/or design concepts and scope. An RTP Amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and a

determination that the change conforms to air quality requirements.

- II. SCAG's strategies, procedures and techniques for public participation regarding RTP Amendments include, but are not limited to, the release of the proposed RTP amendment for a minimum 30-day public review, posting of the proposed RTP amendment on SCAG's website, presentation of the proposed RTP amendment before certain SCAG committees, review of the proposed RTP amendment by SCAG's Transportation and Communications Committee at a public meeting, and adoption of the proposed RTP amendment by SCAG's Regional Council as part of the public meeting.

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

SCAG's Federal Transportation Improvement Program, or FTIP, is a capital listing of all transportation projects proposed over a six-year period. The listing identifies specific funding sources and funding amounts for each project. The proposed transportation projects are funded through a variety of federal, state and local sources. Projects consist of improvements such as, highway improvements, transit, rail, bus, high occupancy vehicle lanes, signal synchronization, intersection improvements, and freeway ramps to name a few. The FTIP must include all transportation projects that are federally funded, and/or regionally significant regardless of funding source or whether subject to any federal action. The projects are submitted to SCAG by the six County Transportation Commissions. SCAG analyzes the projects to ensure that they are consistent with state and federal requirements. Federal law requires the FTIP be consistent with the RTP.

The following outlines SCAG's strategies, procedures and techniques for public participation on the FTIP. SCAG intends to update this section of the Appendix as needed prior to commencing each FTIP cycle to reflect appropriate changes.

1. FTIP Public Participation Process in the SCAG Region

SCAG has a Memorandum of Understanding (MOU) with transit operators and each of the County Transportation Commissions (CTCs) within the SCAG Region. These MOUs specify the role of the CTCs with respect to approval of transportation projects utilizing federal, state highway, and transit funds within their respective jurisdiction. The County Transportation Commissions are also responsible for transportation programming and short range planning in their respective counties. The County Transportation Commissions transmit their approved County TIP to SCAG. The public participation process and coordination is a tiered process within the SCAG region. This tiered process initiates the public participation process at the CTC's county TIP development stage, which occurs long before the development of the SCAG FTIP.

There are several opportunities for the public to review and comment on projects and programs during the development of each county TIP and approval of the SCAG FTIP. These public participation opportunities are described below.

 - A. Project Identification

Public participation begins at the local agency level by identifying projects and associated work scopes based on local and regional transportation needs. Newly identified projects are commonly placed on funding needs lists, funding plans or capital improvement program plans and programs that identify projects to be funded. These lists, plans and programs are adopted by local agency boards (mostly elected officials) in meetings open to the general public. Stakeholders, interest groups and the general public have the opportunity to review and comment on these projects and local plans prior to local agency board approvals.
 - B. Project Funding

The general public, interested parties and stakeholders have an opportunity to review and comment on projects and programs during the allocation of funds by local agencies including cities, counties, special districts, and county transportation commissions (CTCs).

The process of assigning specific funding sources to projects normally occurs in meetings open to the general public by public policy boards. For example, the CTCs in the SCAG region conducts a “call for projects” when funding under their control (federal, state and/or local) is available for programming. Local agencies apply and compete for available funding based on adopted eligibility guidelines consistent with federal, state and local county requirements. Candidate projects usually have gone through an initial public review process and are included in a local agency capital improvement needs programs or plans. The CTCs work through their respective committee review process to develop a list of projects recommended for funding and adoption by each respective policy board. CTCs review committees are comprised of local agency staff (stakeholders and interested parties), and in some cases include public elected officials. Review committee meetings are publicly noticed. The recommended project lists approved by the committees are forwarded to the respective policy boards for approval. Projects proposed for funding are made available for review by the general public, stakeholders and interested parties in advance of adoption by the CTCs policy boards. All allocation of funds by the policy boards occur in publicly noticed meetings open to the general public. The allocation of public funds to projects by other entities meet the public review requirements that are consistent with the federal, state and/or local laws that govern the allocation of the funds.

C. County TIP Development

The CTCs develop their respective TIPs based on FTIP Guidelines written by SCAG in consultation with the CTCs, SCAG’s TCWG, federal and state agencies staff, with approval by SCAG’s Regional Council. All projects programmed in County TIPs have been previously approved for funding by the entity responsible for allocating the project funds. When submitting County TIPs to SCAG, each CTC is required to adopt a financial resolution which certifies that it has the resources to fund the projects in the TIP and affirms its commitment to implement all projects. The financial resolution is approved by each policy board in publicly noticed meetings open to the general public.

D. SCAG FTIP Development

SCAG develops the FTIP for the six-county region based on the County TIPs prepared and submitted by the CTCs described above in Section iii. The Draft SCAG FTIP is noted for a minimum 30-day public review, and a public hearing is held at the SCAG office and where possible these public hearings will be available via video or teleconference. Notices of the public hearings are placed in newspapers throughout the SCAG region. SCAG also conducts public outreach efforts through social media outlets. The Draft SCAG FTIP documents are made available for review and comment by stakeholders, interested parties and the general public through the SCAG internet website at <http://ftip.scag.ca.gov/Pages/default.aspx> and at public libraries throughout the six-county region prior to the public hearing. In addition to the public hearings, SCAG committees and working groups also review and discuss draft FTIPs. These SCAG groups include the AB 1246 Chief Executive Officers Committee, the Transportation Committee (TC), the

TCWG, and the Energy and Environment Committee (EEC) The SCAG Regional Council takes final action when they review and adopt the FTIP.

E. FTA Program of Projects

As required by federal law and guidance, a Program of Projects (POP) for FTA projects must be developed by the Designated Recipient of FTA funds. The POP is a list of proposed FTA funded projects that must undergo a public review process. Guidance provided by FTA allows the FTIP to function as the POP as long as the public is notified through SCAG's public notice that the FTIP public review process satisfies the public participation requirements of the POP. Once the FTIP is approved, the document will function as the POP for recipients of FTA funds in the SCAG region. SCAG's public participation process for the FTIP is intended to satisfy FTA Section 5307 funding recipients' public participation process for their POP.

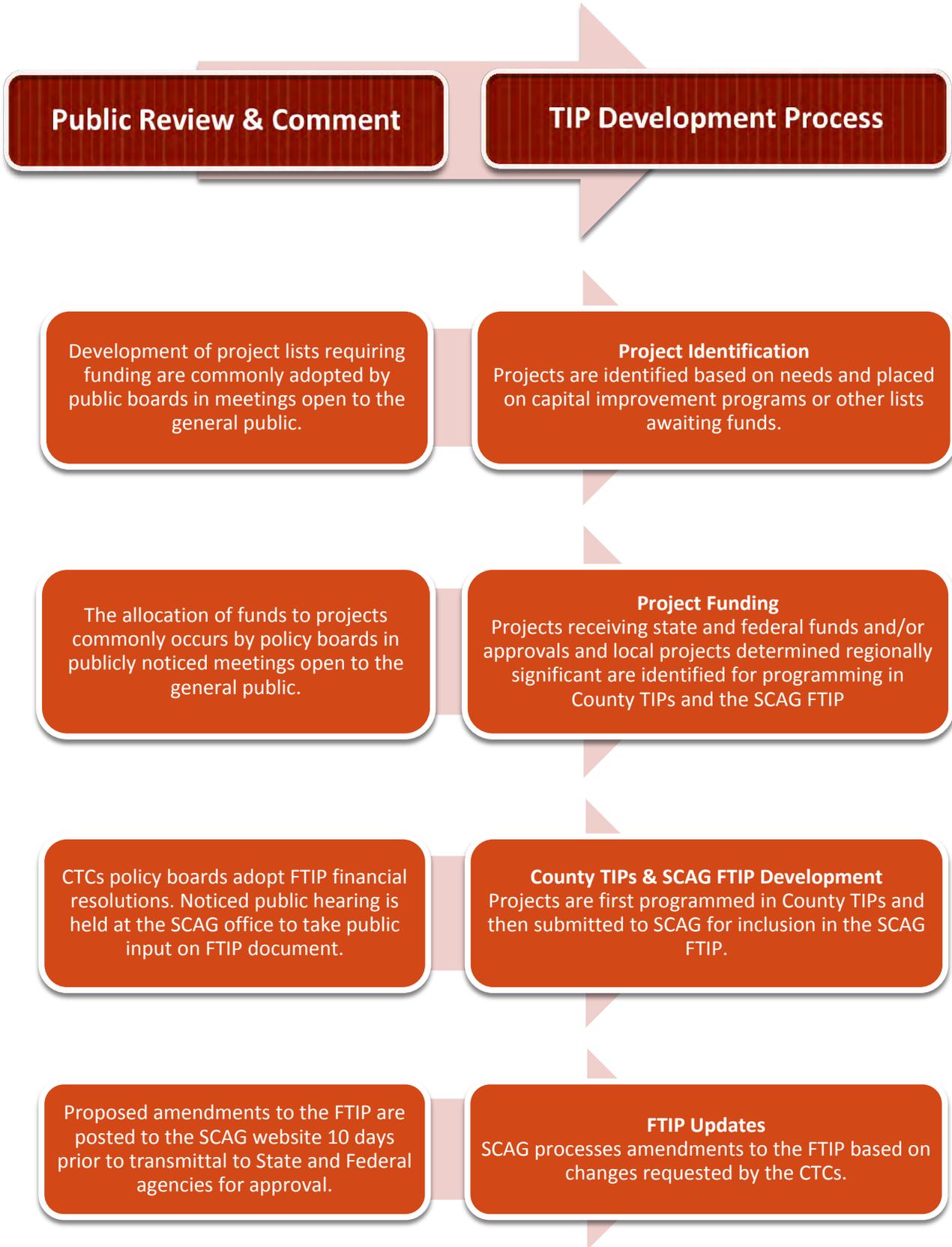
F. SCAG FTIP Updates

The FTIP is amended several times a year. This process is similar to developing the formal FTIP. Proposed amendments to the adopted FTIP are submitted by the CTCs to SCAG. After SCAG has completed its analysis of the proposed change(s) to the FTIP ensuring consistency with the various programming rules and regulations, SCAG electronically posts the proposed change(s) for public review and comment on the SCAG website at <http://ftip.scag.ca.gov/Pages/default.aspx>. In addition to posting the amendment information on the web, a notice is sent to the TCWG as part of the FTIP amendment public review process.

2. Schematic of the Public Participation Process

The following schematic helps to illustrate when stakeholders, interested parties and the general public have the opportunity to review and comment during the FTIP programming development process described above in Section 3A.

SCAG FTIP Public Participation Process



1. Other FTIP Public Participation strategies, procedures and techniques
 - A. Enhance Website Capabilities:
 - I. Utilize SCAG's web site to provide information, announce draft and final program releases, encourage feedback and comments from the public, make draft and final programs and corresponding documents available, provide contact information, inform of upcoming events and meetings, post meeting agendas and minutes
 - II. Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.
 - B. Update Contact Databases and Advisory Groups:
 - I. Review and update mailing lists for outreach efforts.
 - II. Expand contact databases to include all Interested Parties identified in the Plan.
 - C. Coordinate Outreach Efforts with other Stakeholder Organizations:
 - I. Support interagency coordination by continuing to host and participate in the monthly TCWG meetings.
 - II. Mail Notice of Draft FTIP availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final FTIP. Ensure that the public comment period for the program is at least 30 days.
 - III. Participate in regular meetings with the county transportation commissions in the coordination of the draft and final FTIP.
 - D. Conduct Public Hearing:
 - I. Announce public hearings in printed materials, on SCAG's website, and in newspapers throughout the SCAG Region.
 - II. Hold public meetings at convenient and accessible locations and times.
 - III. Conduct at least two public hearings on the draft FTIP.
 - IV. Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.
 - E. Maintain a Log of Outreach Efforts:
 - I. Maintain a log of all agency-wide outreach presentations.
 - II. Review and consider all public comments in the regional transportation planning process.
 - III. Record, track and maintain a log of comments and SCAG's response to the comments
 - IV. Respond to all comments received in a timely manner.

2. Annual Listing of Projects

Federal regulations requires the production of the annual listing of projects with the cooperation of Caltrans and the public transportation operators throughout the SCAG region including bicycle and pedestrian projects for which Federal funds were obligated in the preceding year. The listing is available on SCAG's website.

The county commissions, working with the project sponsors within their respective county, update project obligations for projects in their county through use of the SCAG FTIP database. SCAG then produces an annual listing of projects utilizing the SCAG FTIP database. In addition, Caltrans produces obligation reports for the MPO's, which SCAG also makes available on its website as supplemental

3. FTIP Amendments

For the FTIP, the Federal Highway Administration (FHWA) California Division has provided definitions of amendments and corresponding conformity requirements. The following summarizes the categories of amendments identified by FHWA for the FTIP and the public participation requirements for each amendment type.

- A. Category 1. Administrative Modification
An administrative modification includes minor changes to project cost, schedule, scope, or funding sources. Please see the Federal Statewide Transportation Improvement Program (FSTIP) and Federal Transportation Improvement program (FTIP) Amendment and Administrative Modification Procedures for a complete definition of an administrative modification and eligibility.
- B. Category 2. Amendment – Changes that do not impact the existing conformity determination.
The Amendment category may include changes that are not eligible under an administrative modification.
- C. Category 3. Amendment – Relying on the existing Conformity Determination.
This amendment may include adding a project or a project phase to the program. This amendment category consists of projects that are modeled and are included in the regional emissions analysis.
- D. Category 4. Formal Amendment – New Conformity Determination.
This amendment may include adding or deleting projects that are not currently included in the regional emissions analysis or part of the existing conformity determination. This amendment may involve adding or deleting projects that must be modeled for their air quality impacts: significantly changing the design concept, scope; or schedule of an existing project.
- E. Category 5. Technical Amendment – Changes to project information not required to be included in the FTIP per federal requirements.
Changes are not subject to an administrative modification or an amendment such as changes to project codes, and changes to correct typographical errors. These technical corrections do not impact project scope or cost.

Public Hearing - Public Review & Comment Period Requirement

Amendment Category	Public Hearing Requirements	Public Review Period (# of days)
Category 1 - Administrative	n/a	n/a
Category 2 - Amendment Changes that do not impact the existing conformity determination	No	10
Category 3 Amendment Relying on existing conformity determination	No	10
Category 4 – Formal Requires a new conformity determination	Yes	30
Category 5 - Technical Correction Not subject to funding agency approval for public review	No	n/a

FTIP Amendment and Administrative Modification Approval Procedures – SCAG Executive Director Authority

FTIP Amendment Procedures

As part of the TIP approval process, the SCAG Regional Council approved Resolution # 11-532-1 granting authority to SCAG's Executive Director or designee to approve Federal Transportation Improvement Program (FTIP) amendments and associated conformity determination and to transmit to the state and federal agencies amendments to the most currently approved FTIP. These amendments must meet the following criteria:

- Changes that do not affect the regional emissions analysis.
- Changes that do not affect the timely implementation of the Transportation Control Measures.
- Changes that do not adversely impact financial constraint.
- Changes consistent with the adopted Regional Transportation Plan.

Amendments triggered by an RTP amendment must be approved by the Regional Council

FTIP Administrative Modification Procedure

Consistent with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) letter dated June 3, 2011 the SCAG Regional Council has the discretion to delegate

authority to SCAG's Executive Director to approve FTIP Administrative Modifications to the Federal State Transportation Improvement Program (FSTIP) consistent with approved FSTIP/FTIP Administrative Modification and Amendment Procedures and as may be amended.

Administrative Modifications are minor project changes that qualify under the FSTIP/FTIP Administrative Modification and Amendment Procedures. Because FTIP Administrative Modifications are considered minor changes, public review is not required. Such delegation of authority was granted as part of the same SCAG Regional Council Resolution (# 11-532-1). The following procedures apply to this delegation of authority:

- SCAG will send copies of the approved administrative modification to Caltrans, FHWA, and FTA.
- Once the administrative modification is approved by SCAG, the administrative modification will be deemed part of the Federal State Transportation Improvement Program (FSTIP).
- SCAG will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for.
- Caltrans will conduct periodic reviews of SCAG's administrative modification process to confirm adherence to the procedures. Noncompliance with the procedures will result in revocation of the MPO's delegation.

OVERALL WORK PROGRAM

Funding for SCAG's metropolitan planning activities are documented in an annual Overall Work Program (OWP) (also known as a Unified Planning Work Program), pursuant to federal requirements, 23 CFR 450.308(b)-(c), and Caltrans guidance.

The OWP is developed each fiscal year, and details the agency's planning and budgetary priorities for the following fiscal year. SCAG's federal and state funding partners (FHWA, FTA and Caltrans) must approve SCAG's OWP each year before it takes effect.

The following describes SCAG's strategies, procedures and techniques with respect to public participation on the OWP.

1. Adopt OWP Preparation Schedule and Work Programs Outcomes: (September-October).
 - A. Regional Council adopts the OWP preparation schedule and work program outcomes for the coming fiscal year.
2. Conduct a Budget Workshop: (February).
 - A. SCAG staff conducts a Budget Workshop for the Regional Council and members of the public.
3. Distribute Draft OWP: (March).
 - A. The Regional Council approves the Comprehensive Budget which includes the draft OWP. The draft OWP is distributed to all Regional Council members and the Regional Council approves the release of the document for a minimum 45-day public comment and review period. The draft OWP is also placed on SCAG's website.
4. Distribute the Draft OWP for Public Comments: (March).
 - A. Staff mails letters to over 300 City Planners, Planning Directors and other Planning representatives within the SCAG region, including subregional coordinators, CTCs and transit operators, encourages their feedback on the draft OWP, and notifies them of the availability of the draft document on SCAG's website.
5. Review and Consider Comments Received in the Final OWP Deliberations: (April).
 - A. Staff reviews and considers all public comments in the OWP planning process.
 - B. Staff records, tracks and maintains a log of comments and SCAG's response to the comments.
6. Adopt the Final Comprehensive Budget and Resolution Authorizing the Submittal to Funding Partners: (April).
 - A. The Regional Council adopts the Final Comprehensive Budget and Resolution authorizing the submittal of the Final OWP to Caltrans and other funding agencies as necessary for approval. Caltrans must submit the recommended Final OWP to FHWA/FTA by June 1 of each year.

SECTION X. CONTACTING & PROVIDING INPUT TO SCAG

SCAG strives to make it easy to stay connected and provide input regarding the agency's policies, plans, programs, services, initiatives and events.

E-Communication – SCAG Spotlight is the official newsletter of the Regional Council. It includes information on recent Regional Council actions, an update from SCAG's Executive Director and news on upcoming events. To view or subscribe to SCAG's e-newsletters, visit www.scag.ca.gov.

Social Media – To help expand awareness of SCAG and broaden interest in its regional planning work, SCAG is active on several social networking sites. Stay current with SCAG news and events by 'liking' Southern California Association of Governments on Facebook or following the agency on Twitter at @SCAGnews.

Diverse Outreach – SCAG seeks to ensure that diverse populations are involved in the regional planning process. With a minimum advance notice of 72 hours, SCAG makes available translation assistance at its workshops and public meetings. SCAG translates key outreach materials into several languages and makes them available on the SCAG website at www.scag.ca.gov.

If you would like to receive information about SCAG policies, plans, programs, services, initiatives or events, please complete the SCAG contact form below and return to SCAG by either:

Mailing or dropping off at any SCAG office

- Main Office: 818 W. 7th Street, Los Angeles, CA 90017
- Imperial County Office: 1405 No. Imperial Avenue, Suite 1, El Centro, CA 92243
- Orange County Office: 600 S. Main Street, Suite 906, Orange, CA 92863
- Riverside Office: 3403 10th Street, Suite 805, Riverside, CA 92501
- San Bernardino Office: 1170 W. 3rd Street, Suite 140, San Bernardino, CA 92410
- Ventura County Office: 950 County Square Drive, Suite 101, Ventura, CA 93003

Emailing to: contactus@scag.ca.gov or Faxing to: 213-236-1961

Name

Email

If no email, **Street Address or PO Box**

City

State

Zip

The Southern California Association of Governments (SCAG) regularly updates its Public Participation Plan to ensure that it continues to engage and seek valuable input from member cities, stakeholders, partners and the general public on issues related to regional transportation and land use planning.

As a regional stakeholder, SCAG is seeking your feedback on the agency's outreach and public participation efforts during the draft development and public comment periods of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Specifically, we are asking that you help us review our public participation processes. Your responses will help SCAG in revising its strategies and goals in an upcoming Public Participation Plan update, and in continuing to be responsive to the communities in the region.

Outreach

To solicit broader participation at workshops and comments on the Draft 2012-2035 RTP/SCS, SCAG posted public notices in major mainstream and ethnic newspapers within the region, sending press releases to over 300 media outlets, e-mail alerts to our listserv and member cities, and posts on our website and social media accounts. SCAG also produced high-quality fact sheets and handouts to educate stakeholders and elected officials.

1. Which of our communication methods do you feel was the most effective in reaching out to you and/or your stakeholders during the RTP/SCS planning? (Please rank them in order of importance, with "1" being the least effective and "5" being the most effective)

<input type="text"/>	Email
<input type="text"/>	Social media
<input type="text"/>	Online video
<input type="text"/>	Public notices in newspapers
<input type="text"/>	Radio public announcements

2. Which of our education efforts do you feel were the most effective in communicating to stakeholders about the RTP/SCS planning? (Please check all that apply)

- Fact sheets
- In-person presentation / workshops
- Website
- Online video

3. Please let us know how SCAG can improve its public outreach and the quality of its presentation materials:

Public Workshops

SCAG held multiple workshops in each county before and during the Draft RTP/SCS public comment period.

4. If you attended a workshop, please rate your experience using these attributes on a scale of 1 to 10, with 10 being most satisfactory to 1 being the least satisfactory:

	1	2	3	4	5	6	7	8	9	10
Presentation	<input type="radio"/>									
Workshop length	<input type="radio"/>									
Time and day of the week	<input type="radio"/>									
Workshop materials	<input type="radio"/>									
Staff receptive to public comments	<input type="radio"/>									
Language assistance	<input type="radio"/>									

5. Please let us know how we can improve the public workshop experience:

Public Comments

SCAG provided multiple opportunities to comment on the Draft 2012-2035 RTP/SCS, including in person at meetings/workshops, via mail and for the first time, online via the iRTP website.

6. Do you feel these methods provided adequate access and/or opportunities to comment?

- Yes
- No

If not, what could be improved?

Updates

7. What are the most effective ways that SCAG can keep you and/or other stakeholders engaged? (Please check all that apply)

- Infrequent direct email on a singular issue
- Regular, monthly e-mail newsletters with brief snippets of information
- Social media
- Not interested in receiving notifications, you can find information on your own

Other

Additional Comments

8. Overall, how satisfied were you with SCAG's outreach and public participation efforts on the 2012-2035 RTP/SCS?

Very Dissatisfied

Dissatisfied

Neutral

Satisfied

Very satisfied



9. Please share your thoughts on your experience(s):

10. Please list any additional comments you may have about how to improve SCAG's external communications and/or public participation efforts here:

Thank You

Thank you for taking the time to complete this survey.

DATE: January 21, 2014

TO: Legislative/Communications & Membership Committee (LCMC) 

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: Governor’s Proposed 2014-2015 State Budget Summary

RECOMMENDED ACTION:
Information only; no action required.

EXECUTIVE SUMMARY:
On January 10, 2014, the Governor released the Administration’s proposed 2014-15 state budget, which outlines the State’s anticipated revenues and proposed expenditure priorities for the 2014-15 fiscal year. The budget is subject to change by the May revision, due on or before May 15, as well as passage by the Legislature on or before the Constitutional deadline of June 15, 2014. The state’s non-partisan Legislative Analyst Office, in its overview of the budget has underscored the prudence of this budget in proposing to pay down considerably the state’s short term debt, as well as to enhance the state’s budget reserve to protect against future uncertainties. This summary addresses the overall policy and fiscal priorities embodied within the proposed budget, with special emphasis on provisions that relate to transportation, Cap and Trade, and local government issues.

STRATEGIC PLAN:
This item supports SCAG’s Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

BACKGROUND:

General Fund Revenue and Expenditures
The 2014-15 Governor’s Budget projects total General Fund resources, including revenues and transfers and prior year balance of funds of \$108.715 billion - an increase from the FY 2013-14 General Fund total resources balance of \$102.675 billion. Proposed expenditures of the 2014-15 Governor’s Budget are \$106.793 billion, with \$1.591 billion set aside for the Budget Stabilization Account, also known as the “Rainy Day Fund.”

General Fund revenues are derived from various taxes, fees and other sources estimated for the 2014-15 fiscal year at \$106,094 billion, as follows:

- Personal Income Tax \$69.794 billion (65.8%)
- Sales and Use Tax \$24.071 billion (22.7%)
- Corporation Tax \$ 8.682 billion (8.2%)
- Insurance Tax \$ 2.297 billion (2.1%)
- ‘Other’ \$ 1.280 billion (2%)
 - Includes: (Alcohol Tax & fees) \$ (357 million)

REPORT

➤	(Cigarette Tax)	\$ (86 million)
➤	(Motor Vehicle fees)	\$ (20 million)
➤	(Other Misc. fees)	\$ (817 million)

The 2014-15 Governor’s Budget proposes the following General Fund expenditures by agency:

• Legislative, Judicial, Executive	\$ 2.844 billion
• Business, Consumer Services & Housing	\$ 745 million
• Transportation	\$ 212 million
• Natural Resources	\$ 2.175 billion
• Environmental Protection	\$ 54 million
• Health and Human Services	\$28.793 billion
• Corrections and Rehabilitation	\$ 9.560 billion
• K-12 Education	\$45.251 billion
• Higher Education	\$12.377 billion
• Labor Workforce Development	\$ 268 million
• Government Operations	\$ 685 million
• Non-Agency Departments	\$ 610 million
• Tax Relief/Local Government	\$ 437 million
• Statewide Expenditures	\$ 1.191 billion
• Supplemental Payment to Economic Recovery Bonds	<u>\$ 1.591 billion</u>
• TOTAL:	\$106,793 billion

Budget Expenditure Priorities and Provisions

In education, the 2014-15 Governor’s budget proposes to invest \$10 billion in new Proposition 98 funding, bringing the total funding to education to \$64.5 billion, up from \$56.8 billion in FY 2013-14. For health and human services, the budget commits \$670 million in new General Fund spending to fund expansion of Medi-Cal benefits. For the state’s infrastructure, the budget includes release of the state’s five-year infrastructure plan for the first time since 2008. This plan identifies costs of maintaining the state’s existing assets, an estimated \$64.6 billion in deferred maintenance costs; the budget also includes an \$815 million package of funding for critical deferred maintenance in highways, local streets and roads, state parks, schools, community colleges, and other state facilities.

With respect to climate change and water sustainability, the proposed budget would invest \$850 million of Cap and Trade auction proceeds to support existing and pilot programs to reduce greenhouse gases (GHG), including the statutorily required assistance to disadvantaged communities. The budget includes repayment of \$100 million (of the \$500 million) of Cap and Trade funds loaned to the General Fund in 2013-14, with the remaining balance to be repaid in future years. These funds will help develop projects that will modernize the rail system, including high-speed rail, and encourage local communities to develop in a sustainable manner. Likewise the budget proposes \$619 million to support the state’s Water Action Plan to expand water storage capacity, improve drinking water quality, increase flood protection, and increase regional self-reliance. A portion of the Cap and Trade proceeds are proposed to be used for water efficiency and to restore wetlands and watersheds.

Paying Down Debt and Liabilities

The state's overall modest economic recovery, coupled with a windfall from volatile capital gains revenues and temporary Proposition 30 tax revenues, provide an opportunity for the state to continue paying down the state's "Wall of Debt" comprised of various state borrowing and deferral of payments occurring since 2000 during recessions and years when the state faced excessive fiscal budget deficits. In 2011, the state's level of outstanding budgetary borrowing totaled \$34.7 billion. The state began paying down that debt in FY 2013-14 and it will have been reduced to \$24.9 billion by the end of FY 2013-14. This budget proposes to reduce this debt by \$11 billion this year and to fully eliminate it by 2017-18 so that billions each year will no longer be needed to pay past borrowing and deferral of payments. The budget proposes to do this with three principal provisions:

1. Eliminate School Deferrals – the state deferred some of its annual payments to schools during the recession, forcing many schools to borrow money to manage the deferral of state payments. The budget would repay \$6 billion of these deferred payments;
2. Pay off Economic Recovery Bonds – the state currently pays \$1.6 billion in annual sales tax revenues to service debt on prior voter approved Economic Recovery Bonds. The budget would make a supplemental payment of \$1.6 billion this year to retire the last of these bonds.
3. Make Early Loan Payments – the budget proposes to make early payments on two loans – transportation loans totaling \$340 million and \$100 million of the \$500 million Cap and Trade loan.

Other long term debts and liabilities of the state – to schools, public employees' pensions and retirement health benefits, infrastructure debt, and unemployment insurance – total \$355 billion. While these liabilities and debts will take decades to pay off or fully fund, the budget proposes to begin the process of paying these by making a \$3.4 billion Proposition 98 maintenance factor payment and the \$815 million deferred maintenance package for the state's infrastructure.

Finally, the budget proposes strengthening the state's Rainy Day Fund to help address the inevitable next state budgetary shortfall by proposing a constitutional amendment, key provisions of which are:

- Doubling the size of the Rainy Day Fund from 5 percent to 10 percent;
- Creating a Proposition 98 reserve, whereby spikes in funding would instead be saved for future years of decline. This would smooth school spending to prevent the damage caused by cuts. The reserve would make no changes to the guaranteed level of funding dedicated to schools under Proposition 98;
- Basing deposits to the fund on when capital gains revenues rise to more than 6.5 percent of General Fund tax revenues;
- Allowing supplemental payments to the Wall of Debt or other long-term liabilities in lieu of a year's deposit;
- Limiting the maximum amount that could be withdrawn in the first year of a recession to half of the fund's balance, to ensure the state does not overly rely on the fund at the start of a downturn.

In summary, the proposed budget would pay down one-time debt and augment the state's rainy day fund as follows:

- Accelerate pay down of economic recovery bonds by about one year (\$1.6 billion General Fund).
- Pay off remaining school and community college deferrals (\$6.2 billion Proposition 98 funds).

- Repay \$1.6 billion in special fund loans in 2013–14 and 2014–15 combined.
- Provide \$188 million for school repairs.
- End 2014–15 with \$2.3 billion reserve (including \$1.6 billion in Proposition 58 reserve).
- Create new rainy-day fund mechanism to replace existing Proposition 58 reserve with new Proposition 98 reserve.

Transportation

The proposed budget includes total funding of \$15.3 billion (\$83 million General Fund and \$15.2 billion other funds) for all programs administered within the Transportation Agency, consisting of the following state entities: Department of Transportation (Caltrans); California Transportation Commission (CTC); High-Speed Rail Authority; Department of Motor Vehicles (DMV); California Highway Patrol (CHP); and Board of Pilot Commissioners.

Department of Transportation

Caltrans receives funding of \$10.9 billion in the proposed budget. The largest sources of funding for transportation projects are excise taxes paid on fuel consumption, federal funds also derived from fuel taxes, and weight fees on trucks. Significant features of the budget pertaining to Caltrans include:

- Cap and Trade Funding for Transportation — The Budget includes Cap and Trade funds for programs that will be administered in full, or in part, by Caltrans;
- Rail Modernization — The Budget proposes \$300 million in new funding for rail modernization; including \$50 million for Caltrans and \$250 million for the High-Speed Rail Authority. The \$50 million in the Caltrans budget will fund competitive grants for existing rail operators to integrate rail systems and to provide connectivity to high-speed rail. The program will be managed by the Transportation Agency, and the work of southern and northern California rail partner groups will be considered in making project selections;
- Sustainable Communities Strategies — The Budget proposes \$100 million for the Strategic Growth Council for a broad set of investments to support implementation of SB 375 sustainable communities' strategies. This program will include transit and transit-oriented development that includes low-income housing; active transportation; agricultural-land preservation; and related planning;
- Repayment of General Fund Loans — The Budget includes \$351 million in early General Fund loan repayments. Of the total to be repaid, \$337 million will be used to accelerate preservation and maintenance projects on both state highways and local roads that would otherwise be funded in 2015–16 or thereafter. Accelerating existing projects will allow for new projects to be added to the State Highway Operations and Protection Program (SHOPP) in future years to make further investments in the state highway system. Preservation projects include pavement, traffic management mobility projects, bridge projects, and drainage system rehabilitation projects. Additionally, the proposed repayment includes support for sustainable communities through funding of active transportation and environmental mitigation. Funds from the repayment of General Fund loans will be allocated as follows:
 - \$110 million to fund pavement rehabilitation projects on state highways;
 - \$100 million to cities and counties for preservation of local streets and roads;
 - \$100 million for traffic management mobility projects;
 - \$27 million for highway pavement maintenance;
 - \$9 million for active transportation projects;

- \$5 million for environmental mitigation.
- Appropriation of Proposition 1B Bond Funds — The Budget proposes \$1.1 billion in bond funds and administrative cost savings that Caltrans has generated in its management of the bond program. The funding includes \$793 million to support local transit operators, \$160 million for intercity rail, and \$113 million for additional state highway projects. Expenditures in these areas support the regional implementation of SB 375 sustainable communities plans.

High Speed Rail

The High-Speed Rail Authority is responsible for the development and construction of a high-speed passenger train service between San Francisco and Los Angeles/Anaheim (Phase I), with extensions to San Diego and Sacramento and points in-between (Phase II). Proposition 1A, enacted in November 2008, authorizes \$9 billion in bond proceeds for the high-speed rail lines and equipment, and an additional \$950 million for state and local feeder lines. The federal government has also awarded the state nearly \$3.5 billion to design and fund portions of the project in the Central Valley. The Authority's 2012 Business Plan identifies a \$31.3 billion capital cost for the initial operating segment from Merced to the San Fernando Valley.

The proposed budget would allocate \$250 million in Cap and Trade auction revenues for the Phase I project planning (\$58.6 million) and construction and right of way acquisition for the first phase of the Initial Operating Section (\$191.4 million). This is part of Rail Modernization referenced in the Caltrans summary above, which also includes \$50 million for urban, commuter and intercity rail operators. The Administration's budget recognizes that the new Cap and Trade funds are critical to addressing the overall funding needs for the initial operating segment, leveraging additional funding opportunities, and moving the project forward while legal issues surrounding Proposition 1A funding for high speed rail are being resolved. The budget also assumes that moving the project forward with Cap and Trade funds will help meet the state matching requirements in the federal grant agreement and will help avoid long-term project escalation costs.

Cap and Trade Investment Plan

The Governor's proposed budget recognizes that the California Global Warming Solutions Act of 2006 (AB 32) established California as a global leader in reducing GHG emissions. To meet the goals of AB 32, the state has adopted a three-pronged approach to reducing greenhouse gas emissions, including adopting standards and regulations, providing emission reduction incentives via grant programs, and establishing a market-based compliance mechanism known as Cap and Trade.

The Cap and Trade program sets a statewide limit on the GHG sources responsible for 85 percent of California GHG emissions. Through an auction mechanism, it establishes a financial incentive for industries subject to the statewide cap to make long-term investments in cleaner fuels, more efficient energy use, and technological and scientific innovations. Based on the draft update to the AB 32 Scoping Plan, the Cap and Trade program will be responsible for approximately 30 percent of the required GHG emission reductions to meet the AB 32 goal of reducing GHGs to 1990 levels by 2020.

The Air Resources Board has held five auctions to date. The remaining two auctions for 2013-14 will occur in February and May 2014. Currently, GHG emissions from electricity and large industrial sources are subject to the cap. The sale of allowances consigned to auction by electric distribution utilities resulted in proceeds of \$836 million, to be used as directed by the California Public Utilities

Commission or governing boards for ratepayer benefits consistent with the goals of AB 32. In addition, the five auctions to date have generated \$532 million in state auction proceeds. Chapter 830, Statutes of 2012 (SB 535), requires that at least 10 percent of the proceeds received by the state be invested within the most impacted and disadvantaged communities and at least 25 percent of the proceeds be invested to benefit these communities.

The California Environmental Protection Agency (CalEPA), directed by SB 535, determined the list of disadvantaged communities using CalEnviroScreen, a tool developed by the Office of Environmental Health Hazard Assessment, in collaboration with stakeholders and an advisory group. From October 2012 to May 2013, an inter-agency team drafted and developed the first three-year investment plan for Cap and Trade auction proceeds, consistent with the requirements of Chapter 807, Statutes of 2012 (AB 1532). Outreach included public meetings in Fresno, Los Angeles and Sacramento, and an Air Board workshop and hearing. The final investment plan was released in May 2013, and continues through the 2015-16 fiscal year, emphasizing investments in existing programs in sectors which have the greatest GHG emissions — transportation, energy, waste and natural resources — with proposed investments commensurate with relative emissions.

The 2013 Budget Act included a \$500 million loan of auction proceeds to the General Fund. The Budget proposes to invest \$850 million of Cap and Trade proceeds to support existing and pilot programs that will promote GHG reductions and meet SB 535 goals; this amount includes repayment of \$100 million of the 2013 Budget loan, with the remaining balance being repaid within the next few years. State agencies worked in coordination with stakeholders to develop this plan, which draws upon the findings of related climate policy documents, including the discussion draft of the Governor’s Environmental Goals and Policy Report and the draft update to the AB 32 Scoping Plan. The Budget’s expenditure plan meets these goals by investing in both near-term emission reductions and projects that support California’s longer-term climate targets. Finally, these programs invest at least \$225 million for the benefit of disadvantaged communities, and create jobs.

As referenced above in the Transportation section, the Cap and Trade Expenditure Plan proposes investments in the following programs for transportation and sustainable communities related purposes:

- Rail Modernization — \$300 million to continue the work of modernizing and integrating rail transportation. A modernized rail system benefits California by improving mobility across the state in a manner that will increase transit ridership and reduce GHG emissions. These funds will continue the work begun in 2012, when the Legislature approved Chapter 152, Statutes of 2012 (SB 1029), which provided \$7.8 billion in state and federal funds to start construction of high-speed rail and to modernize existing rail systems across the state. The Budget proposes the following allocation:
 - High-Speed Rail — \$250 million for the High-Speed Rail Authority for construction of the Central Valley initial construction segment and further environmental and design work on the statewide system. Proposed legislation provides an ongoing state commitment of Cap and Trade proceeds to high-speed rail, which will leverage additional federal support for the project and facilitate future phases of the initial operating segment from Merced to the San Fernando Valley.
 - Integration of Rail Systems — \$50 million for the Department of Transportation to administer a competitive grant program for existing rail operators for capital

improvements to integrate rail systems, including those located in disadvantaged communities, and provide connectivity to the high-speed rail system.

- Sustainable Communities — \$100 million in local assistance funding to support regions in the implementation of the sustainable communities strategies required by Chapter 728, Statutes of 2008 (SB 375), and to provide similar support to other areas with GHG reduction policies, but not subject to SB 375 requirements. The Strategic Growth Council will coordinate this program with programmatic work performed by a multi-agency team of departments, including the Department of Transportation, the California Transportation Commission, the Department of Housing and Community Development, and the Natural Resources Agency. Selected projects will prioritize disadvantaged communities and will reduce GHG emissions by increasing transit ridership, active transportation (walking/biking), affordable housing near transit stations, preservation of agricultural land, and local planning that promotes infill development and reduces the number of vehicle miles traveled.
- Low Carbon Transportation — \$200 million for the Air Board to accelerate the transition to low carbon freight and passenger transportation, with a priority for disadvantaged communities. This investment will support the state's clean air and climate change goals, as well as the Administration's goal to deploy 1.5 million zero-emission vehicles in California by 2025. The Air Board administers existing programs that provide rebates for zero-emission cars and vouchers for hybrid and zero-emission trucks and buses. This proposal will respond to increasing demand for these incentives, as well as provide incentives for the pre-commercial demonstration of advanced freight technology to move cargo in California, which will benefit communities near freight hubs.

Impacts of Proposed Transportation C&T Expenditures

SCAG has adopted principles of Cap and Trade revenue allocations consistent with the statewide principles advocated for by the Coalition of Livable Communities, of which SCAG is a participating member, that recognize that the transportation sector should be recipient of Cap and Trade revenues in amounts roughly commensurate with the sector's responsibility for creating greenhouse gas (GHG) emissions. As the largest single source emitting sector, transportation contributes roughly 40% of GHG emissions which lead to global warming and climate change; thus the principles call for approximately 40% of revenues derived from Cap and Trade auction revenues to be allocated to the transportation sector.

SCAG supports the inclusion of \$100 million for SCS implementation and the administration's efforts to expedite SCS projects. However, the \$100 million proposed for sustainable communities is not enough to address the demonstrated need if the state is to approach the reduction goals mandated by AB 32. Further, responsibility for achieving these reduction goals fall principally at the local, regional level, yet the allocation of revenues as proposed suggest a top down approach from the state through the Strategic Growth Council to the local jurisdictions.

SCAG will be working with its stakeholder partners throughout the state to urge both the Administration and the Legislature to recognize that if the regional and local agencies are charged with primary responsibility to implement GHG reduction strategies and lower emissions totals for the state, they are the entities that should be principally involved in determining how these scarce funds should be deployed to most effectively achieve the reduction. Additionally, we will continue to advocate for a

larger share of funds for SCS strategy implementation, which will be required as noted above if the state is to meet the statutorily mandated reduction goals.

Local Government

The proposed budget recognizes that while the elimination of former Redevelopment Agencies (RDAs) removed an important tool for local government, the Administration contends it was necessary to avoid further reductions in core services that had already been significantly cut, and notes that the current law still provides opportunities for local governments to engage in economic development, such as through the issuance of General Obligation bonds, Lease Revenue Bonds, increased local tax rates, and through establishment of Infrastructure Financing Districts (IFDs).

With respect to IFDs, cities and counties may establish IFDs which, like RDAs are empowered to use tax increment financing to finance tax allocation bonds, the proceeds from which are used for local development. Similar to the RDAs, the IFDs also have a cap on their existence and may exercise eminent domain powers during their existence. However, IFDs are limited in the types of projects that they may fund. Generally IFDs can only fund 1) highways and transit projects, 2) water, flood control, sewer, and solid waste projects, 3) child care facilities, and 4) libraries and parks. Furthermore, unlike the RDAs, affected cities, counties, and special districts have the option to participate in the IFDs while schools cannot, which means IFDs have no Proposition 98 General Fund impact. IFDs require a two-thirds vote by the affected electorate to be created.

The Administration proposes legislation to do the following:

- Expand the types of projects that IFDs can fund to include military base reuse, urban infill, transit priority projects, affordable housing, and associated necessary consumer services. The goal is to maintain the IFD focus on projects which have tangible quality-of-life benefits for the residents of the IFD project area;
- Allow cities or counties that meet specified benchmarks to create these new IFDs, and to issue related debt, subject to receiving 55-percent voter approval;
- Allow new IFD project areas to overlap with the project areas of the former RDAs, while strictly limiting the available funding in those areas to dollars available after payment on all of the former RDA's approved obligations;
- Maintain the current IFD prohibition on the diversion of property tax revenues from K-14 schools, which will ensure any usage will have no state General Fund impact, and require entities that seek to establish an IFD to gain the approval of the county, cities, and special districts that would contribute their revenue, including residual revenue, to the IFD.

The Administration's legislative proposal seeks to ensure that expansion of the use of IFDs not come at the expense of the continuing RDA dissolution process. If the establishing city or county formerly operated an RDA, the expanded IFD tool would be available to them only when they meet three criteria:

1. Receipt of a Finding of Completion from Finance, which demonstrates that the city or county has remitted all of the unencumbered cash assets of its former RDA to the affected taxing entities.
2. Compliance with all State Controller's Office RDA audit findings;
3. Conclusion of any outstanding legal issues between the successor agency, the city or county that created the RDA, and the state.

REPORT

In summary, general features of the Governor’s 2014-15 state budget propose to initiate a multiyear plan that is balanced, pays off budgetary debt from past years, saves for the rainy day fund, makes increased investments in education, the environment, public safety, transportation and infrastructure, and health/human services “safety net” programs.

REPORT

DATE: January 21, 2014

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: California Road Repairs Act of 2014



RECOMMENDED ACTION:

Information only; no action required.

EXECUTIVE SUMMARY:

At the November 19, 2013 Legislation/Communications & Membership Committee (LCMC) meeting, it was requested that staff provide more information on a proposed ballot initiative that would amend the California State constitution to provide funding for transportation projects. Transportation California and the California Alliance for Jobs joined together to submit two proposed initiatives to be placed on the November 2014 General Election ballot. The two proposed initiatives, each entitled the “California Road Repairs Act of 2014,” would increase the Vehicle License Fee by one percent (1%) over a four (4) year period and distribute the new revenues to the state for highway repair, local streets and roads, and transit. Both organizations estimate that the one percent (1%) fee increase would generate at least \$3 billion annually.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan, Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

BACKGROUND:

On November 5, 2013, the Transportation California Board of Directors authorized a collaboration to join with the California Alliance for Jobs to take the steps necessary towards placing a new transportation funding initiative on the November 2014 General Election ballot. With over two years of work on this effort, both organizations jointly submitted a request for title and summary on November 18, 2013 for a proposed constitutional amendment that would create a new source of funding for transportation projects.

Two proposals were submitted (A.G. File No. 13-0045 and A.G. File No. 13-0046) that would both amend the State Constitution in order to create a new property tax on vehicles at the rate of one percent (1%) of a vehicle’s value beginning on January 1, 2018. The measure, however, would be phased in beginning on January 1, 2015 at a rate of a quarter percent (0.25%) and increasing every year by the same amount until January 1, 2018 when the tax would reach its limit at one percent (1%). The California State Department of Motor Vehicles (DMV) would collect the tax when vehicles are registered. Commercial vehicles would be exempt from the new tax until July 1, 2016 unless the State increases the excise tax on diesel fuel by at least 3 cents (\$0.03) per gallon before July 1, 2016.

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The initiative requires that revenues from the tax be deposited into a new fund that will be called the “California Road Repairs Fund.” Monies in that fund would be continuously appropriated without further legislative action for the maintenance and repair of various transportation systems and would be apportioned as follows:

- 40 percent (40%) for State highway repairs, with half of the funds allocated for projects at any location in the State and the other half allocated to counties in the State for qualified projects;
- 25 percent (25%) for county roads;
- 25 percent (25%) for city streets; and
- 10 percent (10%) for public transit.

Either proposal would result in the State seeing a \$3 billion to \$4 billion annual increase in revenues to be used on State and local transportation programs.

Both proposals are nearly identical except proposal 13-0045 would redirect existing revenues from Off-Road Excise Fuel Taxes. The State takes in approximately \$275 million annually on these taxes, and approximately half goes into the General Fund with the remainder funding off-highway vehicle recreation, agriculture, general aviation, and boating programs. Under the proposed amendment, revenues that would go towards these programs (anywhere from \$130 million to \$200 million) would instead be redirected into the aforementioned California Road Repairs Fund, subsequently reducing General Fund resources available for non-transportation programs by the same amount.

Apart from the positive fiscal impact either initiative would have in terms of increased revenues for the State for use on transportation projects, it is also expected that the proposed initiative will increase administrative costs to both the State and local governments that would be supported by the funding provided in the initiative. For taxpayers, this vehicle tax would be deductible from their State income taxes and would reduce the amount of revenue the State collects from income taxes. This reduction in State income taxes would amount to tens of millions of dollars annually.

Official ballot title and summary for both initiatives were issued on January 13, 2014. Fiscal Impact Estimate Reports were provided by the Legislative Analyst’s Office on December 27, 2013.

Initiative 13-0045:

Title & Summary (<http://goo.gl/jbz9Xp>) and Fiscal Impact Estimate Report (<http://goo.gl/dfNCHm>)

Initiative 13-0046:

Title & Summary (<http://goo.gl/qLekyQ>) and Fiscal Impact Estimate Report (<http://goo.gl/YFsT3r>)

Transportation California and the California Alliance for Jobs will immediately poll test both initiatives and the results of their field polls will determine which one they support. If polling shows that the added redirection provision in proposal 13-0045 does not hurt the initiative’s chances, it is anticipated that they will support that proposal. They expect to complete polling before the end of the month. Staff will keep the Committee apprised of any updates.

REPORT

DATE: January 21, 2014
TO: Legislative/Communications & Membership Committee (LCMC) 
FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov
SUBJECT: Public Meetings Requirements Update

RECOMMENDED ACTION:

Information only; no action required.

EXECUTIVE SUMMARY:

This report follows up on the recommendations of the Strategic Plan Working Group to the 2009 SCAG Strategic Plan adopted by the Regional Council at its November 7, 2013 meeting, concerning procedures under the Ralph M. Brown Act governing public meetings held by video conference. The recommendations question the necessity of requiring that public meetings held by video conference must conduct roll call votes on all actionable items when public meetings that do not utilize video conference technology are not subject to that requirement, and suggests that video conferenced public meetings should be held to the same standard with respect to recorded actions as public meetings that do not utilize video conference technologies. There are currently no legislative bills addressing this issue. Staff will continue to monitor and track any legislation that is amended to address issues related to technology and Brown Act provisions, and will report to the LCMC with recommended action as appropriate.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

BACKGROUND:

The Regional Council at its November 7, 2013 meeting reviewed and adopted changes to the 2009 SCAG Strategic Plan to be incorporated into the SCAG Regional Council Policy Manual. These recommended changes represented the culmination of work of the Strategic Plan Working Group (SPWG) consisting of the four most immediate past Presidents of SCAG, appointed by current SCAG President Greg Pettis in June 2013, to review staff recommended updates to the plan as well as to highlight its most significant accomplishments. The SPWG, upon reviewing of the staff recommendations, provided its own input and presented to the President’s Council which, at its October 1, 2013 meeting approved the proposed changes and referred to the Executive/Administration Committee (EAC) and Regional Council (RC), for approval and adoption on November 7, 2013.

Among the numerous recommendations to the Strategic Plan adopted by the Regional Council, one proposal concerning procedures governing the conduct of public meetings was suggested for review by the Legislative/Communications and Membership Committee (LCMC) to explore what legislative opportunities may be available to recognize the recent and rapid advancement of technology, and in

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particular video technology, and its impact upon procedures governing the conduct of public meetings, including to allow for conducting public meetings by video conference without the need for a roll call vote.

Specifically, the recommended change to the Strategic Plan concerning this issue is reflected in pertinent part in Goal #4 – Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies, Objective d. – Integrate advanced information and communication technologies, Strategy 2, which, as approved reads (strikeout and underline included to show approved changes): “~~Equip~~ Utilize headquarters and regional offices ~~with state of the art~~ modern technology, including videoconferencing and webcasting, to improve governance and collaboration among SCAG staff and partners by pursuing video conferencing capability for all Policy Committee Meetings.”

SCAG possesses technological capability to videoconference meetings of its policy committees and of the Regional Council. However, under the Ralph M. Brown Act, also known as the “Open Meeting Law” which governs conduct of meetings by local agencies, legislative bodies of local government agencies created by state or federal law and any standing committee of a covered board or legislative body, as well as bodies of non-profit corporations formed by a public agency, teleconferenced or video conferenced meetings must comply with the following specifications:

- a) the teleconference location is accessible to the public and it is noted in the agendas;
- b) *all votes are taken by roll call* (emphasis added);
- c) at least a quorum of the members of the legislative body are located within the boundaries of the territory over which it exercises jurisdiction, and;
- d) the meeting complies with all other provisions of the Act for the specific type of meeting or proceeding (Government Code § 54953(b)(1) thru (4)).

Thus, meetings of any SCAG policy committee can be video conferenced under the current law, but the requirement of a roll call vote for larger policy making bodies such as the Transportation Committee or even the Regional Council would considerably increase the length of time required to conduct meetings and could potentially jeopardize the ability of the body to maintain a quorum and complete its full agenda. Further, advances in video recording technology and capability have progressed to the extent that recording of actions and votes taken by members via videoconference are fully as transparent and verifiable as actions taken by members at any other physical location where a meeting is held. Therefore the actions taken at video conferenced locations should be held to the same standard as actions taken at the primary physical location of the meeting rather than being held to a higher standard of required roll call votes, which likely could limit the ability of the body to complete its work.

There are currently no legislative bills introduced or amended in the legislature concerning video conferencing or technology related issues as they pertain to conduct of public meetings under the Brown Act. SCAG staff has queried other large public entities such as the League of California Cities and the California State Association of Counties regarding the current law and whether it substantially hinders conduct of its board or other policy making committee meetings subject to the Brown Act and it does not because these meetings are not presently video conferenced nor are there immediate or near term plans to video conference them. The policy making bodies of their constituent members mostly consist of small bodies and, thus, procedures for video conferencing of meetings is not a forefront issue.

REPORT

It should be noted that any effort to revise the Brown Act, particularly in any manner that could be perceived as a reduction of the requirements of the law, are generally very difficult to pass and only with a broad coalition of support. Nevertheless legislation seeking to make the same standards for recording actions of meetings held via videoconference as those held without videoconference recognizes that advancements in video technology are sufficiently accurate and transparent as to warrant conducting public meetings the same under the law regardless of whether utilizing or not utilizing video conference technologies.

Staff will continue to monitor and track any legislation that is amended to address issues related to technology and Brown Act provisions, and will report to the LCMC with recommended action as appropriate.

DATE: January 21, 2014

TO: Legislative/Communications & Membership Committee (LCMC) 

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: Preliminary Draft Active Transportation Program Guidelines

RECOMMENDED ACTION:

Information only; no action required.

EXECUTIVE SUMMARY:

The California Transportation Commission (CTC) released the Preliminary Draft Active Transportation Program (ATP) Guidelines that describe the policy, standards, criteria and procedures for the development, adoption and management of the ATP. The ATP is funded from various federal and state funds, including 100% of the federal Transportation Alternative Program (TAP) funds. The CTC adopted fund estimate for the 2014 Active Transportation Program is approximately \$124.2 million, which is divided between the state and regions. The SCAG region share of the total funding is approximately \$25 million. SCAG staff collaborated with the county transportation commissions in the SCAG region on a joint-comment letter (attached) and participated in CTC Working Group meetings to provide input of the Preliminary Draft Guidelines. This report summarizes the Preliminary Draft Guidelines.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

The California Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), to encourage increased use of active modes of transportation, such as biking and walking, as well as to ensure compliance with the federal transportation authorization *Moving Ahead for Progress in the 21st Century* (MAP-21). The CTC released the Preliminary Draft Active Transportation Program Guidelines as an attachment to a staff report prepared for the December 11, 2013 CTC Meeting (<http://goo.gl/fAyL6K>). During the meeting, the CTC also adopted the 2014 Active Transportation Program Fund Estimate, which divides approximately \$124.2 million for active transportation projects between the state and regions, subject to the guidelines. The SCAG region share of the total funding is approximately \$25 million. The Preliminary Draft Guidelines are being revised based on additional feedback provided by the ATP Working Group and other stakeholders. Public hearings are scheduled for January 22 and 29, 2014. The CTC is expected to adopt the final guidelines for the program on March 20, 2014.

The Preliminary Draft Guidelines are the result of a series of five (5) meetings held with stakeholders throughout the state. SCAG staff participated in each of these meetings. In summary, the guidelines propose the following:

- Pursuant to state law, the majority of ATP funds (60%) will be awarded by the CTC through a statewide competition, with ten percent set-aside for small urban and rural regions. The remaining 40 percent will be awarded by the large MPOs through regional competitive processes in accordance with the adopted guidelines.
- Senate Bill 99 has specific requirements related to the funds apportioned to SCAG, including directing SCAG to obtain concurrence from the county transportation commissions.
- 25% of both the statewide and regional funds must be awarded to disadvantaged communities.
- The statewide and regional competitions will be held sequentially, with the statewide competition initiated first. Projects not selected for programming in the statewide competition shall be considered in the regional competitions.
- Large MPOs, like SCAG, with CTC approval, may adopt separate guidelines for their regional competitions. MPO guidelines may differ from the overall program guidelines in the following ways: different project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantage communities.
- The proposed schedule includes:
 - March 21: Statewide Competition Call for Projects
 - May 21: Project applications to Commission
 - May 21: Large MPO guidelines to Commission (optional)
 - June 25: Commission approves or rejects MPO guidelines
 - August 20: Commission adopts program of projects for statewide and rural/small area competitions
 - September 30: Deadline for MPO project programming recommendations to the Commission
 - November: Commission programming of MPO selected projects

SCAG staff participated with the commissions in the development of a joint-comment letter regarding the draft Guidelines which is attached. These comments are intended to increase the competitiveness of Southern California agencies for statewide funds; reduce administrative burden for SCAG and project sponsors; provide greatest possible flexibility for implementation of the regional competitions; ensure timelines are feasible; and support the state and region in demonstrating progress in advance of MAP-21 Reauthorization to preserve TAP funding.

SCAG will continue to provide input on the guidelines through the public hearing process and will coordinate ongoing meetings with the county transportation commissions to bring forward recommendations on how to best implement the guidelines and regional competitive process.

FISCAL IMPACT:

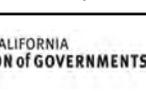
Funding for SCAG staff's work on the matter is included in OWP FY 2013-14 050-0169A.01.

ATTACHMENT:

1. CEO Joint Letter to CTC Regarding Draft ATP Guidelines



Metro



January 15, 2014

Mr. James C. Ghielmetti
 Chair, California Transportation Commission (CTC)
 State of California
 1120 N Street
 Room 2221 (MS-52)
 Sacramento, CA 95814

RE: Comments on Draft ATP Guidelines

Dear Chairman Ghielmetti,

We thank you and the CTC staff for providing the workshops and working groups to seek public input on the Active Transportation Program Guidelines that will be used to implement SB 99 and the Federal Transportation Alternatives Program specified in the Federal Transportation Reauthorization legislation, known as MAP-21. On behalf of the Southern California Regional Transportation Agencies, the undersigned counties, collectively representing 48% of the state's population, are pleased to offer our comments on the CTC's draft State Active Transportation Program (ATP) Guidelines for your consideration. We are pleased to have the opportunity to work with the CTC to use existing funds in an innovative new approach to programming projects that promote active transportation throughout California.

We hope that the CTC will continue to seek flexibility and administrative ease when implementing ATP funding assignments and allocation rules, taking into consideration the size of the project.

Strengthening the Statewide Competition

The following recommendations are offered for the statewide competition and would be carried forward to the regional competitions, as applicable.

- **Consideration for Previously Programmed Projects.** We appreciate the exemption already included in the guidelines for federal funds in the first cycle, but we also recommend that the CTC allow projects with existing local funding to compete for ATP funds. This will allow programming agencies to address funding gaps associated with the cancellation of prior programs and federal funding decreases in MAP-21, without de-

programming projects in the approved Federal Transportation Improvement Program. Many of these prior commitments are enforceable Transportation Control Measures under the Federal Clean Air Act and must be delivered on schedule to maintain conformity with air pollution control rules.

- **Streamlined Application and Evaluation Processes.** The ATP draft guidelines create a simple and fair application and evaluation process. We suggest the following clarifications to further enhance and streamline the process:
 - Provide in the final draft guidelines a sample application form and application information necessary for applicants to begin the process of developing applications in a timely manner.
 - Implement the statewide multidisciplinary panel with representation from each area of the state and make the meetings accessible via webcasting or by rotating the locations, so that travel costs do not deter participation by the regions located furthest from Caltrans Headquarters.
 - Ensure a transparent, fair, and defensible process by clearly stating the point values associated with the range of answers to the rating criteria; publishing the rating results by criteria for review; and providing for appeals prior to Commission adoption of the programs, particularly for those projects near the funding cut-off line (both right above and right below).

- **Broadened Eligibility.** Senate Bill 99 lists project types, but leaves flexibility to expand upon them. Several important project types are not present in the list and may have valuable contributions to make to the goals of the ATP. We suggest taking advantage of the flexibility in statute to make the following project types eligible to the extent that they further the goals of the program by enabling and encouraging walking and cycling:
 - Bikeshare programs (as recommended in the January 10, 2014 revised draft)
 - Complete streets
 - Streetscaping, as part of a larger active transportation project
 - Urban forestry
 - Shared-use paths that accommodate bicycles, pedestrians and low-speed electric vehicles
 - Open streets programs

To ensure the guidelines do not limit our ability to take advantage of utility corridors, we also propose changes to the Design Standards section to state that projects submitted for ATP funding will be constructed to last for a minimum of 20 years and will be intended to be used for a minimum of 20 years but may be constructed on property that is provided through a lease agreement for a shorter period of time. We encourage the CTC to allow renewable property leases for a period of less than 20 years.

Additionally, we support and appreciate recent modifications to the guidelines that reduce the minimum project size to \$250,000 for infrastructure projects, and exclude Safe Routes to School projects.

- **Cost-Effectiveness.** The Scoring Criteria defines cost-effectiveness as maximizing the impact of the funds provided. We believe this definition should be reflected in the way this criterion is evaluated. Specifically, we recommend the cost-benefit analysis be conducted to assess the full benefits of the project in relation to the funds provided by the ATP, not the full project cost. This will reward project sponsors that show a strong commitment to a project by including a match or overmatch.
- **Leveraging Regional Planning & Capacity Building Programs.** In the event that funding is set aside in the statewide competition for planning and non-infrastructure projects, we recommend the MPOs administer these funds to ensure consistency with regional plans and to leverage existing capacity building programs. A significant concern raised by the working group is whether local jurisdictions and non-profit organizations that may be great candidates and project sponsors have the resources and programming expertise to successfully deliver projects. SCAG has a well-developed and successful technical assistance programs to support cities and reduce the administrative burden of developing local plans and programs that implement the Regional Transportation Plan/Sustainable Communities Strategy. The CTC should consider opportunities to take advantage of existing technical assistance programs offered by the MPOs to ensure the state administered planning and education funds are spent in a timely manner without undue burden.
- **Bid Savings Policy for Statewide and MPO Region Programs.** We recommend that the CTC develop a bid savings policy that will maximize the use of ATP funds in accordance with the Federal Transportation Alternatives Program. We recommend including the following suggestions in the ATP guidelines:
 - In case of bid savings, allow a disproportionate reduction of funds to maximize the ATP share on projects and reduce the local agency match. This policy was allowed through the Transportation Enhancements (TE) program and allowed local agencies to retain the share of TE awarded to a project.
 - In addition, for the 40 percent MPO share, allow bid savings from MPO share projects to remain available in the MPO region as allowed through MAP-21 to be programmed towards future projects. Retaining any bid savings in a MPO region will ensure that each MPO region retains its fair share of ATP funds.

Unique Guidelines for the Regional Share

Senate Bill 99 specifically authorizes separate guidelines for the regional share of ATP. We support draft language which utilizes this flexibility to allow MPOs to determine project selection criteria, weighting, minimum project size, match requirement, and definition of disadvantaged communities for the MPO competitive process. We would request this flexibility be further extended to other sections of the guidelines, recognizing the Commission will approve MPO guidelines, to ensure we are able to meet the specific statutory requirements outlined in SB 99. We further recommend that the CTC guidelines related to the MPO process incorporate the following considerations:

- **Accelerate Obligation of FFY 2014 Federal Transportation Alternatives Program Funding.** Congressional leadership has signaled they intend to mark-up the draft transportation reauthorization legislation in the spring of 2014 which would also address whether this important federal program is continued or not. We suggest it is in California's best interest to show full obligation of the FFY 13 and FFY 14 TAP funding specified for this purpose (along with examples of best practices to Congressional leadership). The current proposed guidelines would carry over the FFY 2014 TAP funds to FFY 2015 and miss this window of opportunity. We suggest for those MPOs that have ready to go FY 2014 projects, they be given authorization to proceed with obligating eligible projects (under federal DOT TAP guidelines issued). This option would apply only to the MPO share of the FFY 2014 TAP funds, which is approximately \$14.493 million in the SCAG region and \$25.559 million statewide. Projects that would be submitted to the CTC for immediate implementation would meet all eligibility requirements, be competitively selected using prior processes, and advance the ATP goals. We suggest that this strategy is a win-win for California and helps to assure the continuation of the Federal TAP funds contained within the ATP.
- **Sequential Project Selection.** To provide the state with the best possible projects and to provide project sponsors with maximum opportunities for funding, we support the sequential project selection process in the draft guidelines as they will allow projects not selected in the statewide competition to be considered in the large MPO competitions.
- **Lump Sum Allocation.** Follow as closely as possible, the already-established processes and policies for the Federal Surface Transportation Program / Congestion Management and Air Quality Improvement (STP/CMAQ) programs, building upon the proven success of those programs over the past decade and a half in fully obligating all federal dollars. This includes flexibility in managing federal obligation authority (OA) to meet changes in project delivery schedules across all federal fund types and making a lump sum allocation for projects under \$5 million at a minimum. This same process is already used by CTC to allocate funds to federal competitive programs such as the Safety and Bridge

James C. Ghielmetti
January 15, 2014

funding programs. For these programs, funds are allocated to Caltrans for distribution to top ranking projects through a lump sum allocation process. It is possible that CTC could modify the process to list all of the potential projects that would be funded through the lump sum in any given year. This suggestion is also consistent with the language for the Transportation Alternative Program that is outlined in Moving Ahead for Progress in the 21st Century (MAP-21).

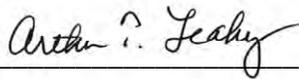
- **Schedule.** Please allow some flexibility around the deadlines proposed in the Program Schedule to account for minor changes needed to account for MPO Board approval cycles.

The undersigned regional transportation agencies thank you and your excellent staff for providing the opportunity to comment on the draft ATP guidelines. We look forward to working with you as the program moves forward. Should you have any questions about our comments, please contact Sarah Jepson, SCAG Manager of Active Transportation & Special Programs at (213) 236-1955 (Jepson@scag.ca.gov).

Sincerely,



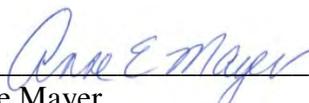
Mark Baza
Imperial County Transportation Commission



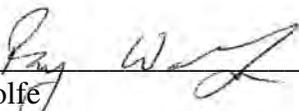
Arthur Leahy
Los Angeles County Metropolitan
Transportation Authority



Darrell Johnson
Orange County Transportation Authority



Anne Mayer
Riverside County Transportation Commission



Ray Wolfe
San Bernardino Associated Governments



Darren Kettle
Ventura County Transportation
Commission

James C. Ghielmetti
January 15, 2014



Hasan Ikhrata
Southern California Association of
Governments

cc: California Transportation Commission members

Mr. Andre Boutros, CTC Executive Director

Mr. Mitch Weiss, CTC

Mr. Malcolm Dougherty, California Department of Transportation

Mr. Brian Annis, Deputy Secretary, California Transportation Agency

Ms. Arwen Chenery, Office of Senate Pro Tempore

Mr. Christian Griffith, Assembly Budget Committee

Mr. Mark Ibele, Senate Budget Committee

Mr. Ted Link-Oberstar, Senate Office of Research

Ms. Erica Martinez, Assembly Speaker's Office

Ms. Teresa McWilliam, California Department of Transportation

Ms. Erin Riches, Senate Transportation and Housing Committee

<p>TAX CREDIT</p> <p>AB 3</p> <p>Author Bocanegra</p> <p>Location Assembly: R</p> <p>Next Hearing</p> <p>Positions</p>	<p>Income Taxes: Credits: Film</p> <p>Bill Summary States the intent of the Legislature to enact legislation to expand or continue the Film and Television Tax Credit Program.</p> <p>Party D</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 12/03/2012. To Assembly Committees on Arts, Entertainment, Sports, Tourism & Internet Media and Revenue & Taxation on 01/06/2014. Re-referred to Rules on 01/06/2014.</p>
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<p>CITY ISSUES</p> <p>AB 5</p> <p>Author Ammiano</p> <p>Location Assembly: A</p> <p>Next Hearing Held in Committee</p> <p>Positions CA League: Oppose</p>	<p>Homelessness</p> <p>Bill Summary Enacts the Homeless Person's Bill of Rights and Fairness Act. Provides that no person's rights, privileges, or access to public services may be denied or abridged because he or she is homeless. Provides the right to specified actions, confidentiality of certain records, legal assistance, and restitution. Prohibits retaliation against a public employer for assisting the homeless. Requires reports and public information regarding ordinances and certain actions against the homeless. Provides civil penalties.</p> <p>Party D</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 12/03/2012. To Assembly Committee on Judiciary on 01/24/2013. Author's amendments, re-referred to Judiciary on 04/08/2013. From Judiciary: Do pass (7-3) to Appropriations on 04/23/2013. Amended, re-referred to Appropriations on 04/30/2013. From Appropriations: To Suspense File on 05/15/2013. From Appropriations: Held in Committee on 05/24/2013.</p>
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<p>ECONOMIC DEVELOPMENT</p> <p>AB 9</p> <p>Author Holden</p> <p>Location Assembly: JEDE</p> <p>Next Hearing</p> <p>Positions</p>	<p>Income Taxes: Credits: Enterprise Zone</p> <p>Bill Summary Amends the Personal Income Tax and the Corporation Tax laws that allow various credits against the taxes imposed by those laws, including credits for taxpayers that employ qualified employees in an enterprise zone. Modifies the definition of a qualified employee. Requires qualified wages to exceed an average monthly wage of \$2,000.</p> <p>Party D</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 12/03/2012. To Assembly Committee on Rules on 02/12/2013. Re-referred to Jobs, Economic Development & The Economy and Revenue & Taxation on 03/19/2013. Author's amendments, re-referred to Jobs, Economic Development & The Economy on 03/19/2013. From Jobs, Economic Development & The Economy: Hearing canceled at the request of the author on 04/23/2013.</p>
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<p>GOVERNMENT</p> <p>AB 22</p> <p>Author Blumenfeld</p> <p>Location Assembly: LG</p> <p>Next Hearing</p> <p>Positions</p>	<p>Sidewalk: Repairs</p> <p>Bill Summary Prohibits a city, county, or city and county that has an ordinance in operation that requires it to repair or reconstruct streets, sidewalks, or driveways that have been damaged as a result of tree growth from repealing the ordinance without the concurrence of the local electorate by majority vote.</p> <p>Party D</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 12/03/2012. To Assembly Committee on Local Government on 01/14/2013. From Local Government: Hearing canceled at the request of author on 04/10/2013.</p>
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Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW)
Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

SCAG California Legislative Matrix

January 2014

CAP & TRADE

Greenhouse Gas Reduction Fund

Status: Passed to SENATE

AB 26

Author
Bonilla
Location
Senate: LIR
Next Hearing

Party
D

Bill Summary

Requires projects paid for in whole or in part from the Greenhouse Gas Reduction Fund to be considered public works. Authorizes fund moneys to be made available for refinery work if that work is related to reducing greenhouse gases that falls within an apprenticeable occupation that will be performed by journeypersons and apprentices. Requires an apprentice safety training curriculum. Requires the issuance of a certificate to a worker who completes the curriculum. Relates to paying training wages.

Recent Activity

From Appropriations: To Suspense File on 05/15/2013. From Appropriations: Do pass (12-5) on 05/24/2013. From Assembly: Passed (51-25) to Senate on 05/30/2013. To Senate Committees on Environmental Quality and Labor & Industrial Relations on 06/13/2013. From Environmental Quality: Do pass (7-2) to Labor & Industrial Relations on 06/19/2013. From Labor & Industrial Relations: Not heard in committee on 06/26/2013. From Labor & Industrial Relations: Not heard in committee on 07/10/2013.

Positions

ECONOMIC DEVELOPMENT

Economic Development: Enterprise Zones

Status: Pending

AB 28

Author
Perez, V.
Location
Assembly: JEDE, LG
Next Hearing

Party
D

Bill Summary

Revises various definitions for purposes of the Enterprise Zone Act and modifies specified requirements for designating and administering enterprise zones, LAMBRA's and G-TEDA's, collectively. Imposes new requirements on the Department of Housing and Community Development with respect to the enterprise zone program and modifies department and Franchise Tax Board Reporting requirements. Authorizes the department to charge a fee for specified tax credit applications for the administration of the Act.

Recent Activity

Introduced on 12/03/2012. To Assembly Committees on Jobs, Economic Development & the Economy and Local Government on 01/14/2013. Author's amendments, re-referred to Jobs, Economic Development & The Economy on 03/04/2013. From Jobs, Economic Development & The Economy: Heard, remains in Committee on 04/23/2013. Amended, re-referred to Jobs, Economic Development & The Economy on 04/29/2013.

Positions

TRANSPORTATION

State Highway Route 86: Relinquishment

Status: Pending

AB 62

Author
Hueso
Location
Assembly: T
Next Hearing

Party
D

Bill Summary

Authorizes the State Transportation Commission to relinquish to the Cities of Brawley, El Centro, and Imperial and the County of Imperial specified portions of State Highway Route 86 under certain conditions. This bill would also redesignate a specified portion of State Highway Route 86 as a part of State Highway Route 78 following relinquishment. This bill would also state the intent of the Legislature that State Highway Route 86 should remain as a future state highway along a new, specified route.

Recent Activity

Introduced on 01/07/2013. To Assembly Committee on Transportation on 01/18/2013.

Positions

PROPOSITION 39 IMPLEMENTATION

Proposition 39: Implementation: Workforce Development

Status: Pending

AB 114

Author
Salas
Location
Senate
Next Hearing
Third Reading File

Party
D

Bill Summary

Amends existing law that appropriates funds to the State Workforce Development Board to develop and implement a competitive grant program for eligible community-based and other training workforce organizations prepared disadvantaged youth or veterans for employment. Requires the Board to require a grant recipient to report to the Board specified information, and to review and assess the program in achieving the training and workforce development goals, identify problems and barriers, and provide solutions.

Recent Activity

From Appropriations: To Suspense File on 05/15/2013. From Appropriations: Do pass (16-0) on 05/24/2013. From Assembly: Passed (75-2) to Senate on 05/28/2013. To Senate Committees on Labor & Industrial Relations and Energy, Utilities & Communications on 06/06/2013. From Labor & Industrial Relations: Do pass (4-0) to Energy, Utilities & Communications on 06/12/2013. From Energy, Utilities & Communications: Do pass (9-2) to Appropriations. Amended, re-referred to Appropriations on 07/09/2013. From Appropriations: To Second Reading without further hearing on 08/19/2013. From Senate: To Inactive File on 09/12/2013.

Positions

League: Watch

Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW)

Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

SCAG California Legislative Matrix

January 2014

ENVIRONMENT

Environment: Salton Sea: Dust Mitigation

Status: Passed to SENATE

AB 147

Author

Perez, V. M.

Location

Senate: NRW, EQ

Next Hearing

Positions

Party

D

Bill Summary

Requires the State Air Resources Board to evaluate and determine with the air quality planning completed by a joint powers authority is sufficient to mitigate the air quality impacts of the Quantification Settlement Agreement. Requires the state board, if it concludes that additional mitigation measures are needed, to submit recommendations to the authority.

Recent Activity

From Appropriations: To Suspense File on 05/15/2013. From Appropriations: Do pass (17-0) on 05/24/2013. From Assembly: Passed (77-0) to Senate on 05/29/2013. To Senate Committees on Natural Resources & Water and Environmental Quality on 06/13/2013. From Natural Resources & Water: Hearing canceled at the request of the author on 06/18/2013.

ENVIRONMENT

Salton Sea Restoration

Status: Pending

AB 148

Author

Perez, V.M.

Location

Assembly: A

Next Hearing

Positions

Party

D

Bill Summary

Amends existing law requires the Secretary of the Natural Resources Agency, in consultation and coordination with the Salton Sea Authority, to lead Salton Sea restoration efforts. Eliminates the requirement that the secretary and the Legislature have final approval for any proposed restoration plan. Authorizes the authority to undertake a feasibility study; Prohibits a study or other activity from delaying the planning and implementation of ongoing and planned restoration projects.

Recent Activity

Introduced on 01/18/2013. To Assembly Committees on Natural Resources and Water, Parks & Wildlife on 02/15/2013. From Natural Resources: Hearing canceled at the request of the author on 04/15/2013. Author's amendments, re-referred to Natural Resources on 01/06/2014. Re-referred to Rules on 01/06/2014. Re-referred to Water, Parks & Wildlife on 01/06/2014. From Water, Parks & Wildlife: Do pass (15-0) to Appropriations on 01/14/2014.

CAP & TRADE

Global Warming Solutions act of 2006: Offsets

Status: Pending

AB 153

Author

Bonilla

Location

Assembly: A

Next Hearing

Held in Committee

Positions

Party

D

Bill Summary

Amends the Global Warming Solutions Act of 2006. Requires the State Air Resources Board to adopt a specified process for the review and consideration of new offset protocols for reducing greenhouse gases and, commencing in 2014 and continuing thereafter, use that process to review and consider new offset protocols. Requires the board to adopt guidelines and incentives that prioritize the approval of specified offset protocols. Requires the board to submit a specified annual report to the Legislature.

Recent Activity

Introduced on 01/18/2013. To Assembly Committee on Natural Resources on 01/31/2013. Author's amendments, re-referred to Natural Resources on 04/08/2013. From Natural Resources: Do pass (9-0) to Appropriations on 04/29/2013. From Appropriations: To Suspense File on 05/15/2013. From Appropriations: Held in Committee on 05/24/2013.

GOVERNMENT: MEETINGS

Open and Public Meetings: Televised Meetings

Status: Pending

AB 185

Author

Hernandez, R.

Location

Assembly: LG

Next Hearing

Positions

Party

D

Bill Summary

Provides the time frame for destruction of an audio or video recording of an open and public meeting. Requires a local agency that collects a franchise fee from a state franchise holder that provides public, educational, and government access channels to televise the open and public meetings of its legislative body and planning commission, unless such is a financial hardship, then meetings would be broadcast via an audio-visual medium. Authorizes the use of franchise fees to implement such televising.

Recent Activity

Introduced on 01/28/2013. To Assembly Committee on Local Government on 02/07/2013. Author's amendments, re-referred to Local Government on 03/11/2013. Author's amendments, re-referred to Local Government on 04/02/2013. Author's amendments, re-referred to Local Government on 04/17/2013. Author's amendments, re-referred to Local Government on 04/23/2013.

Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW)
Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

SCAG California Legislative Matrix

January 2014

<p>INFRASTRUCTURE FINANCING</p> <p>AB 229</p> <p>Author Perez, J.</p> <p>Location Assembly</p> <p>Next Hearing Inactive File</p> <p>Positions</p>	<p>Infrastructure and Revitalization Financing Districts</p> <p>Bill Summary Authorizes the creation by a city, county, city and county, and joint powers authority, of an infrastructure and revitalization financing district and the issuance of debt with voter approval. Authorizes the creation of a district and the issuance of debt. Authorizes a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases.</p>	<p>Status: Passed Both Houses</p> <p>Recent Activity Introduced on 02/04/2013. To Assembly Committee on Local Government on 02/15/2013. Author's amendments, re-referred to Local Government on 04/08/2013. From Local Government: Do pass (8-1) to Appropriations on 04/17/2013. From Appropriations: Do pass (16-1) on 05/01/2013. From Assembly: Passed (71-3) to Senate on 05/09/2013. To Senate Committee on Governance & Finance on 05/23/2013. From Governance & Finance: Do pass (6-1) to Appropriations on 06/05/2013. Amended, re-referred to Appropriations on 06/11/2013. From Appropriations: To Second Reading without further hearing on 06/24/2013. From Senate: Passed (30-6), to Assembly for concurrence on 08/22/2013. From Assembly: To Inactive File on 09/11/2013.</p>
<p>INFRASTRUCTURE FINANCING</p> <p>AB 243</p> <p>Author Dickinson</p> <p>Location Assembly</p> <p>Next Hearing Inactive File</p> <p>Positions</p>	<p>Local Government: Infrastructure Financing Districts</p> <p>Bill Summary Authorizes the creation of an infrastructure and revitalization financing district and the issuance of debt with voter approval. Authorizes a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases if special conditions are met. Authorizes a district to fund various projects, including watershed land used for the collection and treatment of water for urban uses, flood management, open space, habitat restoration and development purposes.</p>	<p>Status: Passed Both Houses</p> <p>Recent Activity From Appropriations: Do pass (12-5) on 05/01/2013. From Assembly: Passed (44-29) to Senate on 05/09/2013. To Senate Committee on Governance & Finance on 05/23/2013. Author's amendments, re-referred to Governance & Finance on 06/05/2013. From Governance & Finance: Do pass (4-2) to Appropriations on 06/12/2013. From Appropriations: To Second Reading without further hearing on 07/01/2013. Amended on 08/19/2013. From Senate: Passed (22-13), to Assembly for concurrence. From Assembly: To Inactive File on 09/11/2013.</p>
<p>INFRASTRUCTURE FINANCING</p> <p>AB 294</p> <p>Author Holden</p> <p>Location Assembly: A</p> <p>Next Hearing Held in Committee</p> <p>Positions CA League: Support</p>	<p>Local-State Joint Investment Partnership Program</p> <p>Bill Summary Establishes a pilot program whereby certain local government entities, upon the approval and oversight of the Infrastructure and Economic Development Bank, are authorized to reallocate their annual payments of property tax revenue directed to the Educational Revenue Augmentation Fund to instead finance certain kinds of public works that further state policy. Requires each entity operating a project under the program and the bank to submit reports on program results.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/11/2013. To Assembly Committee on Local Government on 02/28/2013. Author's amendments, re-referred to Local Government on 04/08/2013. Author's amendments, re-referred to Local Government on 04/23/2013. From Local Government: Do pass (8-0) to Appropriations on 05/01/2013. Amended, re-referred to Appropriations on 05/06/2013. From Appropriations: To Suspend File on 05/15/2013. From Appropriations: Held in Committee on 05/24/2013.</p>
<p>FINANCE: TAX CREDIT</p> <p>AB 305</p> <p>Author Perez, V.</p> <p>Location Assembly: A</p> <p>Next Hearing Held in Committee</p> <p>Positions CA League: Support</p>	<p>Income Taxes: Hiring Credits: Investment Credits</p> <p>Bill Summary Amends the Personal Income Tax and the Corporation Tax laws that provides a credit for each full-time employee hired by a qualified employer. Calculates the cut-off date for the hiring credit. Allows a credit, in modified conformity with a federal New Market Tax Credit, in a specified amount for investments in low-income communities. Limits the total amount for investments in low-income communities and limits that cumulative total amount of the credit. Requires application fees to defray tax credit costs.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/12/2013. To Assembly Committees on Revenue & Taxation and Jobs, Economic Development & The Economy on 02/28/2013. Re-referred to Jobs, Economic Development & The Economy and Revenue & Taxation on 03/04/2013. From Jobs, Economic Development & The Economy: Do pass (8-0) to Revenue & Taxation on 04/09/2013. Amended, re-referred to Revenue & Taxation on 04/16/2013. From Revenue & Taxation: Do pass (9-0) to Appropriations on 05/13/2013. Amended, re-referred to Appropriations on 05/21/2013. From Appropriations: Held in Committee on 05/24/2013.</p>

Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW)
Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

SCAG California Legislative Matrix

January 2014

ECONOMIC DEVELOPMENT

Economic Development Projects

Status: Pending

AB 311

Bill Summary

Authorizes the California Infrastructure and Economic Development Bank board of directors to enter into development and financing agreements for projects within the California-Mexico border region. Authorizes a binational financing authority to facilitate and support the economic development of communities within the border region.

Recent Activity

Introduced on 02/12/2013. To Assembly Committee on Jobs, Economic Development & The Economy on 02/28/2013. From Jobs, Economic Development & The Economy: Do pass (6-2) to Appropriations on 04/09/2013.

Author Party
Perez, V. D

Location
Assembly: A
Next Hearing

Positions

ENVIRONMENT

California Environmental Quality Act: Notice

Status: Passed to SENATE

AB 380

Bill Summary

Amends the California Environmental Quality Act. Requires that notices regarding environmental impact reports filed by lead agencies need to be filed with the Office of Planning and Research and the county clerk and posted by the clerk for public review. Provides notice requirements for projects that are determined to be exempted from the Act.

Recent Activity

From Appropriations: To Suspense File on 05/15/2013. From Appropriations: Do pass (12-5) on 05/24/2013. From Assembly: Passed (53-23) to Senate on 05/29/2013. To Senate Committee on Environmental Quality on 06/13/2013.

Author Party
Dickinson D

Location
Senate: EQ
Next Hearing

Positions

CAP & TRADE

Local Emission Reduction Program

Status: Pending

AB 416

Bill Summary

Creates the Local Emission Reduction Program and requires money to be available from the general fund for providing grants and other financial assistance to develop and implement greenhouse gas emissions reduction projects in the state, giving consideration to the ability of a project to create local job training and job creation benefits and achieve greenhouse gas emissions reduction. Provides the public entities that will be required to administer the program.

Recent Activity

Introduced on 02/15/2013. To Assembly Committees on Natural Resources and Local Government on 02/28/2013. Author's amendments, re-referred to Natural Resources on 03/21/2013. From Natural Resources: Do pass (6-2) to Local Government on 04/01/2013. Amended, re-referred to Local Government on 04/04/2013. From Local Government: Do pass (7-2) to Appropriations on 04/10/2013. From Appropriations: To Suspense File on 05/01/2013. From Appropriations: Held in Committee on 05/24/2013.

Author Party
Gordon D

Location
Assembly: A
Next Hearing
Held in Committee
Positions

CA League: Support

PLANNING

Sustainable Communities

Status: Passed to SENATE

AB 453

Bill Summary

Amends existing law relating to the award of grants and loans to a council of governments, metropolitan planning organizations, regional transportation planning agencies, and city, county, or joint powers authorities to implement a plan to support sustainable communities development. Makes a local agency formation commission eligible for financial assistance. Requires a certain regional transportation plan to include the effect development may have on meeting greenhouse gas emissions reduction targets.

Recent Activity

From Appropriations: To Suspense File on 04/17/2013. From Appropriations: Do pass (16-0) on 05/24/2013. From Assembly: Passed (65-11) to Senate on 05/30/2013. To Senate Committee on Natural Resources & Water on 06/13/2013. From Natural Resources & Water: Do pass (9-0) to Appropriations on 06/25/2013. Amended, re-referred to Appropriations on 07/03/2013. From Appropriations: To Suspense File on 08/12/2013. From Appropriations: Held in Committee on 08/30/2013.

Author Party
Mullin D

Location
Senate: A
Next Hearing
Held In Committee
Positions

Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE)

Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW)

Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC)

Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

SCAG California Legislative Matrix

January 2014

ENVIRONMENT: JUDICIAL REVIEW AB 515 Author Dickinson Location Assembly: A Next Hearing Positions	State Environmental Quality Act: Writ of Mandate Bill Summary Amends the State Environmental Quality Act that requires a court, if the court finds that a public agency has violated the requirements of the Act, to issue an order, in the form of a peremptory writ of mandate, specifying what actions by the public agency are necessary to comply with the requirements of the Act. Requires the writ to specify the time by which the public agency is to make an initial return of the writ containing specified information.	Status: Pending Recent Activity Introduced on 02/20/2013. To Assembly Committees on Natural Resource and Judiciary on 03/04/2013. Re-referred to Committees on Judiciary and Natural Resources on 03/11/2013. From Judiciary with author's amendments, read second time, re-referred to Judiciary on 03/11/2013. From Judiciary: Hearing canceled at the request of author on 04/23/2013. Author's amendments, re-referred to Judiciary on 01/06/2014. Re-referred to Rules on 01/06/2014. Re-referred to Natural Resources and Judiciary on 01/06/2014. From Natural Resources: Do pass (6-0) to Judiciary on 01/13/2014. From Judiciary: Do pass (9-0) to Appropriations on 01/14/2014.
ENVIRONMENT AB 572 Author Atkins Location Assembly: NR Next Hearing Positions	Global Warming Solutions Act of 2006 Bill Summary Amends the California Global Warming Solutions Act of 2006. Requires for purposes of determining the viability of incentivizing greenhouse gas emissions reductions through increased energy efficiency, the Public Utilities Commission to develop one or more protocols to enable third-party intermediaries to document, aggregate, and trade or sell on behalf of specified entities, the greenhouse gas emission reductions value of energy efficiency measures that are more stringent than building code standards.	Status: Pending Recent Activity Introduced on 02/20/2013. To Assembly Committee on Natural Resources on 03/04/2013. Author's amendments, re-referred to Natural Resources on 03/14/2013.
CAP & TRADE AB 574 Author Lowenthal, B. Location Assembly: A Next Hearing Held in Committee Positions SCAG: Co-Sponsor CA League: Support CSAC: Support RCTC: Support	Greenhouse Gas Reduction Fund: Sustainable Communities Bill Summary Requires the State Air Resources Board to establish standards for the use of moneys allocated in the Greenhouse Gas Reduction Fund for sustainable communities projects. Requires the board to establish the criteria for the development and implementation of regional grant programs. Requires the State Transportation Commission to designate the regional granting authority within each region of the state to administer the allocated moneys for regional grant programs.	Status: Pending Recent Activity Introduced on 02/20/2013. To Assembly Committee on Transportation on 03/04/2013. Author's amendments, re-referred to Transportation on 04/15/2013. Re-referred to Rules on 04/18/2013. Re-referred to Transportation & Natural Resources on 04/18/2013. From Transportation: Do pass (12-4) to Natural Resources on 04/22/2013. From Natural Resources: Do pass (6-3) to Appropriations on 04/29/2013. From Appropriations: To Suspense File on 05/15/2013. From Appropriations: Held in Committee on 05/24/2013.
TRANSPORTATION: PROJECT DELIVERY AB 603 Author Cooley Location Assembly: T, LG Next Hearing Positions	Public Contracts: Design-Build: Capitol Connector Bill Summary Authorizes the Capitol Southeast Connector Joint Powers Authority to utilize the design-build procurement for the Southwest Connector Project in Sacramento County, subject to authorization. Requires a transportation entity awarding a contract for a public works project, to reimburse the Department of Industrial Relations for cost of performing prevailing wage monitoring and enforcement of public works project. Requires the moneys to be deposited in a specified fund.	Status: Pending Recent Activity Introduced on 02/20/2013. To Assembly Committees on Accountability & Administrative Review and Local Government on 03/07/2013. Withdrawn from Accountability & Administrative Review, re-referred to Transportation and Local Government on 04/01/2013. Author's amendments, re-referred to Transportation on 04/04/2013. Author's amendments, re-referred to Transportation on 04/16/2013. From Transportation: Hearing canceled at the request of the author on 04/22/2013.

Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW)
Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

SCAG California Legislative Matrix

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PLANNING

Land Use: Development Project Review: Superstores

Status: Passed to SENATE

AB 667

Author
Hernandez, R.
Location
Senate: G&F
Next Hearing

Party
D

Bill Summary

Requires a city, county, or city and county, including a charter city, prior to approval or disapproval of a proposed development project to permit the construction of a superstore retailer, or where a superstore would be the recipient of a specified amount of financial assistance to cause an economic impact report to be prepared, to be paid for by the project applicant, to assess the effect such superstore will have on economic assistance areas, retail operations and employment in the same market area.

Recent Activity

From Appropriations: Do pass (11-5) on 05/24/2013. From Assembly: Passed (41-31) to Senate on 05/28/2013. To Senate Committee on Governance & Finance on 06/06/2013. From Governance & Finance: Failed passage (3-2), reconsideration granted on 06/26/2013. From Governance & Finance: Not heard in Committee on 07/03/2013.

Positions

CA League: Oppose

INTERNATIONAL RELATIONS

State Government: International Relations

Status: Pending

AB 690

Author
Campos
Location
Assembly
Next Hearing

Party
D

Bill Summary

Existing law requires the California-Mexico Border Relations Council to, among other things, coordinate activities of state agencies that are related to cross-border programs, initiatives, projects, and partnerships that exist within state government. Existing law also authorizes the Office of California-Mexico Affairs to develop better relations with Mexico by coordinating with state agencies to foster economic cooperation. This bill would repeal, and recast those provisions relating to the California-Mexico Border Relations Council. This bill would repeal, and recast those provisions relating to the Office of California-Mexico Affairs.

Recent Activity

Introduced on 02/21/2013. To Assembly Committees on Local Government and Housing & Community Development on 03/11/2013. Author's amendments, re-referred to Local Government on 04/09/2013. From Local Government: Hearing postponed by Committee on 04/15/2013. Author's amendments, re-referred to Local Government on 09/11/2013. Author's amendments, re-referred to Local Government on 01/06/2014. Re-referred to Rules on 01/06/2014. Re-referred to Jobs, Economic Development & the Economy on 01/06/2014. From Jobs, Economic Development & the Economy: Do pass on 01/15/2014.

Positions

CA League: Watch

PLANNING

Infrastructure: State Planning and Funding

Status: Passed to SENATE

AB 716

Author
Quirk-Silva
Location
Senate: A
Next Hearing
Held in Committee
Positions

Party
D

Bill Summary

Amends the Infrastructure Planning Act. Requires the plan to set out priorities for coordination of investment and to include an analysis of investment coordination opportunities for capital outlay related to infill and transit-oriented development. Expands the definition of infrastructure to include housing. Requires the Governor to submit the plan with the assistance of the Strategic Growth Council. Requires specified planning.

Recent Activity

Introduced on 02/21/2013. To Assembly Committees on Housing & Community Development and Budget on 03/04/2013. Author's amendments, re-referred to Housing & Community Development on 04/02/2013. From Housing & Community Development: Do pass (5-2) to Budget on 04/17/2013. From Budget: Not heard on 05/02/2013. From Budget: Do pass (16-9) on 05/09/2013. From Assembly: Passed (51-20) to Senate on 05/16/2013. To Senate Committees on Governmental Organization and Natural Resources & Water on 05/30/2013. From Governmental Organization: Do pass (7-4) to Natural Resources & Water on 06/11/2013. Author's amendments, re-referred to Natural Resources & Water on 06/18/2013. From Natural Resources & Water: Do pass (7-2) to Appropriations on 06/25/2013. From Appropriations: To Suspense File on 08/12/2013. From Appropriations: Held in Committee on 08/30/2013.

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<p>TRANSPORTATION</p> <p>AB 738</p> <p>Author Harkey</p> <p>Location Assembly: A</p> <p>Next Hearing</p> <p>Positions</p>	<p>Public Entity Liability: Bicycles</p> <p>Bill Summary Provides that a public entity or an employee of a public entity acting within his or her official capacity is not liable for an injury caused to a person riding a bicycle while traveling on a roadway, if the public entity has provided a bike lane on that roadway.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/21/2013. To Assembly Committees on Judiciary and Local Government on 03/07/2013. From Judiciary: Hearing canceled at the request of the author on 04/23/2013.</p>
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<p>TRANSPORTATION: PROJECT DELIVERY</p> <p>AB 749</p> <p>Author Gorell</p> <p>Location Assembly: T</p> <p>Next Hearing</p> <p>Positions SANBAG: Work With Author</p>	<p>Public-Private Partnerships</p> <p>Bill Summary Amends existing law that authorizes the State Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users tolls and user fees and calls those arrangements public-private partnerships. States the intent of the Legislature for a project developed under these provisions to have specified characteristics.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/21/2013. To Assembly Committee on Transportation on 03/04/2013. From Transportation: Hearing canceled at the request of the author on 04/15/2013. From Transportation: Not heard in committee on 04/29/2013.</p>
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<p>FINANCE: TAX CREDIT</p> <p>AB 825</p> <p>Author Medina</p> <p>Location Assembly: A</p> <p>Next Hearing Held in Committee</p> <p>Positions</p>	<p>Income Taxes: Credits: Hiring Full-Time Employees</p> <p>Bill Summary The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws, including a credit for taxable years beginning on or after January 1, 2009, in the amount of \$3,000 for each qualified full-time employee hired by a qualified employer. Those laws define "qualified employer" as a taxpayer that employed 20 or fewer employees as of the last day of the preceding taxable year. This bill would, under both laws, for taxable years beginning on or after January 1, 2013, expand the definition of "qualified employer" to mean a taxpayer that employed 50 or fewer employees as of the last day of the preceding taxable year.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/21/2013. To Assembly Committee on Revenue & Taxation on 03/04/2013. From Revenue & Taxation: To Suspense File on 04/15/2013. From Revenue & Taxation: Do pass (7-0) to Appropriations on 05/13/2013. From Appropriations: Held in Committee on 05/24/2013.</p>
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<p>TRANSPORTATION: NEPA DELEGATION</p> <p>AB 863</p> <p>Author Torres</p> <p>Location Assembly: T, NR</p> <p>Next Hearing</p> <p>Positions</p>	<p>Transit Projects: Environmental Review Process</p> <p>Bill Summary Authorizes the Department of Transportation to assume responsibilities for federal review and clearance under the National Environmental Policy Act for a transit project that is subject to the act. Provides that the state consents to the jurisdiction of the federal courts in that regard, and provides that the department may not assert immunity from suit under the U.S. Constitution with regard to actions brought relative to those responsibilities under federal law.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/21/2013. To Assembly Committees on Transportation and Natural Resources on 03/04/2013.</p>
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SCAG California Legislative Matrix

January 2014

FINANCE: TAX CREDIT

Tax Credit Certificates for Exporters and Importers

Status: Pending

AB 886

Author
Allen, T.
Location
Assembly: A
Next Hearing
Held in Committee
Positions

Party
R

Bill Summary

Authorizes the State Transportation Financing Authority to award tax credit certificates to exporters and importers that demonstrate that they have increased their cargo tonnage or value through state ports and airports by specified amounts or have a net increase in qualified full-time employees hired in the state or have incurred capital costs for cargo facility in the state. Allows the credits under the Personal Income Tax and Corporation Tax laws. Authorizes fees to cover costs.

Recent Activity

Introduced on 02/22/2013. To Assembly Committees on Jobs, Economic Development & The Economy and Revenue & Taxation on 03/21/2013. Author's amendments, re-referred to Jobs, Economic Development & The Economy on 03/21/2013. From Jobs, Economic Development & The Economy: Do pass (8-0) to Revenue & Taxation on 04/09/2013. Amended, re-referred to Revenue & Taxation on 04/16/2013. From Revenue & Taxation: To Suspense File on 05/13/2013. From Revenue & Taxation: Do pass (7-0) to Appropriations on 05/13/2013. From Appropriations: Held in Committee on 05/24/2013.

ENVIRONMENT

California Environmental Quality Act

Status: Pending

AB 953

Author
Ammiano
Location
Assembly
Next Hearing
Inactive File
Positions

Party
D

Bill Summary

Amends the California Environmental Quality Act, which defines environment and significant effect on the environment for certain purposes. Revises those definitions. Requires a lead agency to include in an environmental assessment report, a detailed statement on any effects that may result in the locating a proposed project near natural hazards or adverse environmental conditions.

Recent Activity

Introduced on 02/22/2013. To Assembly Committee on Natural Resources on 03/07/2013. From Natural Resources: Do pass (5-3) to Appropriations on 04/15/2013. From Appropriations: Do pass (11-5) on 05/08/2013. From Assembly: To Inactive File on 05/31/2013.

REDEVELOPMENT

Redevelopment Dissolution

Status: Pending

AB 981

Author
Bloom
Location
Assembly: A
Next Hearing
Held in Committee
Positions
CA League: Support

Party
D

Bill Summary

Relates to existing law that provides for the transfer of housing assets and functions previously performed by a dissolved redevelopment agency to one of several specified public entities. Authorizes that entity to designate the use of, and commit, indebtedness obligation proceeds that were issued prior to June 28, 2011.

Recent Activity

Introduced on 02/22/2013. To Assembly Committees on Local Government and Housing & Community Development on 03/07/2013. From Local Government: Do pass (9-0) to Housing & Community Development on 04/24/2013. From Housing & Community Development: Do pass (7-0) to Appropriations on 05/01/2013. From Appropriations: To Suspense File on 05/15/2013. From Appropriations: Held in Committee on 05/24/2013.

TRANSPORTATION

Vehicles: Registration Fee

Status: Pending

AB 1002

Author
Bloom
Location
Assembly: LG
Next Hearing
Positions

Party
D

Bill Summary

Imposes, in addition to any other taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, a tax to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code in a county that is in a metropolitan planning organization required to prepare a sustainable communities strategy as part of its transportation plan, with the deposit of all such tax moneys in the Sustainable Communities Strategy Subaccount.

Recent Activity

Introduced on 02/22/2013. To Assembly Committees on Transportation and Local Government on 03/07/2013. Author's amendments, re-referred to Transportation on 03/12/2013. Author's amendments, re-referred to Transportation on 04/16/2013. From Transportation: Do pass (9-6) to Local Government on 04/22/2013. Author's amendments, re-referred to Local Government on 04/23/2013.

Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW)
Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

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CAP & TRADE	Air Resources: Greenhouse Gas Emissions	Status: Pending
AB 1023	Bill Summary Relates to a statewide greenhouse gas emissions limit. Enacts the Greenhouse Gas Reduction Through Recycling, Composting, and Recycled Content Manufacturing Investment Program. Requires the department to identify industry sectors that can reduce their greenhouse gas emissions through increased use of recycled content or by recovering putrescible materials. Requires a market development program. Provides incentive payments or grants for capital equipment. Provides a priority for disadvantaged communities.	Recent Activity Introduced on 02/22/2013. To Assembly Committee on Natural Resources on 03/21/2013. Author's amendments, re-referred to Natural Resources on 03/21/2013. From Natural Resources: Do pass (6-3) to Appropriations on 04/29/2013. From Appropriations: To Suspense File on 05/15/2013. From Appropriations: Held in Committee on 05/24/2013.
Author Eggman	Party D	
Location Assembly: A		
Next Hearing Held in Committee		
Positions		
CAP & TRADE	Housing	Status: Pending
AB 1051	Bill Summary Creates the Sustainable Communities for All program to fund transit-related projects through competitive grants and loans. Appropriates an unspecified sum from the Greenhouse Gas Reduction Fund to be allocated to the Department of Housing and Community Development to provide loans for the development and construction of housing development projects within close proximity to transit stations, and to other specified projects and programs intended to reduce greenhouse gas emissions.	Recent Activity Introduced on 02/22/2013. To Assembly Committees on Housing & Community Development and Transportation on 03/21/2013. Author's amendments, re-referred to Housing & Community Development on 03/21/2013. Author's amendments, re-referred to Housing & Community Development on 04/08/2013. From Housing & Community Development: Do pass (4-2) to Transportation on 04/17/2013. From Transportation: Do pass (11-4) to Appropriations on 04/29/2013. From Appropriations: To Suspense File on 05/15/2013. From Appropriations: Held in Committee on 05/24/2013.
Author Bocanegra	Party D	
Location Assembly: A		
Next Hearing Held in Committee		
Positions		
CAP & TRADE	State Air Resources Board: Market-Based Compliance	Status: Pending
AB 1056	Bill Summary Amends the State Global Warming Solutions Act of 2006 that authorizes the State Air Resources Board, by regulation, to adopt a market-based compliance mechanism to further the achievement of the statewide greenhouse gas emission limits. Requires the board, if the board adopts a market-based compliance mechanism that provides for auctioning of greenhouse gas allowances, to provide quarterly reports to certain committees of the Legislature regarding the auction.	Recent Activity Introduced on 02/22/2013. To Assembly Committee on Natural Resources on 03/21/2013. Author's amendments, re-referred to Natural Resources on 03/21/2013.
Author Jones	Party R	
Location Assembly: NR		
Next Hearing		
Positions		
ECONOMIC DEVELOPMENT	Community Revitalization & Investment Authorities	Status: Passed to SENATE
AB 1080	Bill Summary Authorizes certain public entities of a community revitalization and investment area to form a community revitalization plan within a community revitalization and investment authority to carry out the Community Redevelopment Law in a specified manner. Requires the authority to adopt a community revitalization plan for a community revitalization and investment area and authorizes the authority to include in that plan a provision for the receipt of tax increment funds.	Recent Activity From Appropriations: Do pass (12-5) on 05/15/2013. From Assembly: Passed (54-16) to Senate on 05/24/2013. To Senate Committees on Governance & Finance and Transportation & Housing on 06/06/2013. From Governance & Finance: Do pass (4-1) to Transportation & Housing on 06/19/2013. Author's amendments, re-referred to Transportation & Housing on 07/02/2013. From Transportation & Housing: Do pass (8-2) to Appropriations on 07/09/2013. Amended, re-referred to Appropriations on 08/12/2013. Author's amendments, re-referred to Appropriations on 08/20/2013. From Appropriations: To Suspense File on 08/26/2013. From Appropriations: Held in Committee on 08/30/2013.
Author Alejo	Party D	
Location Senate: A		
Next Hearing Held in Committee		
Positions SCAG: Support CA League: Support CSAC: Watch		

Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW)
Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

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<p>ECONOMIC DEVELOPMENT</p> <p>AB 1081</p> <p>Author Medina</p> <p>Location Senate: A</p> <p>Next Hearing Held in Committee</p> <p>Positions</p>	<p>Economic Development: Goods-Movement Infrastructure</p> <p>Bill Summary Amends existing law that requires the Governor to submit to the Legislature a proposed infrastructure plan containing certain information concerning infrastructure needed by specified entities and a proposal for funding the needed infrastructure. Requires the plan to include additional information related to infrastructure identified by state and federal transportation authorities, recommendations for private sector financing, and strategies to address state goods movement needs.</p>	<p>Status: Passed to SENATE</p> <p>Recent Activity From Appropriations: To Suspend File on 05/15/2013. From Appropriations: Do pass (17-0) on 05/24/2013. From Assembly: Passed (78-0) to Senate on 05/30/2013. To Senate Committee on Transportation & Housing on 06/13/2013. From Transportation & Housing: Do pass (11-0) to Appropriations on 07/02/2013. Amended, re-referred to Appropriations on 07/09/2013. Author's amendments, re-referred to Appropriations on 08/12/2013. From Appropriations: To Suspend File on 08/12/2013. From Appropriations: Held in Committee on 08/30/2013.</p>
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<p>AIR QUALITY</p> <p>AB 1102</p> <p>Author Allen</p> <p>Location Assembly: A</p> <p>Next Hearing</p> <p>Positions</p>	<p>Air Quality Management: Beach Burning: Development</p> <p>Bill Summary Prohibits the South Coast Air Quality Management District from enacting a rule that prohibits a person from engaging in a beach burning for a recreational, ceremonial, or open burning conducted in a public coastal area marked by an accumulation of sand. Requires the local or regional authority located in the district to obtain a coastal development permit in order to regulate, prohibit, or restrict the use of fire rings.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/22/2013. To Assembly Committee on Natural Resources on 03/21/2013. Author's amendments, re-referred to Natural Resources on 03/21/2013. Author's amendments, re-referred to Natural Resources on 08/14/2013. Author's amendments, re-referred to Natural Resources on 01/06/2014. From Natural Resources: Do pass (7-0) to Appropriations on 01/13/2014.</p>
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<p>GOVERNMENT</p> <p>AB 1179</p> <p>Author Bocanegra</p> <p>Location Assembly: A</p> <p>Next Hearing</p> <p>Positions</p>	<p>Strategic Growth Council</p> <p>Bill Summary Amends existing law that creates the Strategic Growth Council with specified duties relating to the coordination of actions of State agencies relative to improvement of air and water quality, natural resource protection, transportation, and various other matters. Adds the Superintendent of Public Instruction or his or her designee to the Council.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/22/2013. To Assembly Committee on Local Government on 03/14/2013. Author's amendments, re-referred to Local Government on 03/21/2013. From Local Government: Hearing postponed on 04/10/2013. Author's amendments, re-referred to Local Government on 01/06/2014. From Local Government: Do pass (7-2) to Appropriations on 01/15/2014.</p>
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<p>TRANSPORTATION</p> <p>AB 1194</p> <p>Author Ammiano</p> <p>Location Senate: T&H</p> <p>Next Hearing</p> <p>Positions</p>	<p>Safe Routes to School Program</p> <p>Bill Summary Requires a specified percent of Safe Routes to School Program to be used for noninfrastructure activities to encourage walking and bicycling to school. Authorizes the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the State Transportation Commission.</p>	<p>Status: Passed to SENATE</p> <p>Recent Activity From Appropriations: To Suspend File on 05/01/2013. From Appropriations: Do pass (13-0) on 05/24/2013. From Assembly: Passed (76-2) to Senate on 05/30/2013. To Senate Committee on Transportation & Housing on 06/13/2013.</p>
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INFRASTRUCTURE FINANCING AB 1272 Author Medina Location Assembly: A Next Hearing Held in Committee Positions	Infrastructure and Economic Development Bank Bill Summary Revises the definition of economic development facilities to include facilities that are used to provide goods movement and would define goods movement-related infrastructure. Revises the definition of port facilities to specifically reference airports, landports, waterports, and railports. The bill would authorize the bank to join or formally participate in regional, state, national, or international organizations related to infrastructure financing.	Status: Pending Recent Activity Introduced on 02/22/2013. To Assembly Committee on Jobs, Economic Development & The Economy on 03/11/2013. From Jobs, Economic Development & The Economy: Do pass (8-0) to Appropriations on 04/09/2013. From Appropriations: To Suspend File on 04/17/2013. From Appropriations: Held in Committee on 05/24/2013.
ECONOMIC DEVELOPMENT AB 1320 Author Bloom Location Assembly: LG Next Hearing Positions	Redevelopment: Property Tax: Passthrough Payments Bill Summary Provides that a specified amount of ad valorem property tax revenues allocated to a school entity, defined with reference to former passthrough payments made by a redevelopment agency, will not be included as ad valorem property tax revenues counted against the revenue limit for that entity.	Status: Pending Recent Activity Introduced on 02/22/2013. To Assembly Committees on Housing & Community Development and Local Government on 03/14/2013. Author's amendments, re-referred to Housing & Community Development on 04/10/2013. From Housing & Community Development: Do pass (7-0) to Local Government on 04/17/2013.
ENVIRONMENT: WATER AB 1349 Author Gatto Location Assembly: A Next Hearing Held in Committee Positions	CalConserve Water Use Efficiency Revolving Fund Bill Summary Establishes the CalConserve Water Use Efficiency Revolving Fund for the purpose of water use efficiency projects. Requires moneys in the fund to be used for purposes that include, but are not limited to, at-or-below market interest rate loans.	Status: Pending Recent Activity Introduced on 02/22/2013. To Assembly Committee on Water, Parks & Wildlife on 03/14/2013. From Water, Parks & Wildlife: Do pass (14-0) to Appropriations on 04/16/2013. From Appropriations: To Suspend File on 05/08/2013. From Appropriations: Held in Committee on 05/24/2013.
CAP & TRADE AB 1375 Author Chau Location Assembly: A Next Hearing Positions	Market Compliance: Clean Technology Investment Account Bill Summary Create the Clean Technology Investment Account within the Greenhouse Gas Reduction Fund. Requires the Legislature to annually appropriate moneys from the fund into the Clean Technology Investment Account for the purposes of accelerating the development, demonstration, and deployment of clean technologies that will reduce greenhouse gas emissions and foster job creation.	Status: Pending Recent Activity Introduced on 02/22/2013. To Assembly Committee on Natural Resources on 03/21/2013. Author's amendments, re-referred to Natural Resources on 03/21/2013. Author's amendments, re-referred to Natural Resources on 04/23/2013. From Natural Resources: Do pass (6-3) to Appropriations on 04/29/2013. Amended, re-referred to Appropriations on 05/07/2013.

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ECONOMIC DEVELOPMENT SB 1 Author Steinberg Location Senate Next Hearing Inactive File Positions	Sustainable Communities Investment Authority Bill Summary Authorizes certain public entities of a Sustainable Communities Investment Area to form a Sustainable Communities Investment Authority to carry out the Community Redevelopment Law. Provides for tax increment funding receipt under certain economic development and planning criteria. Establishes prequalification requirements for receipt of funding. Requires monitoring and enforcement of prevailing wage requirements within the area. Excludes certain types of farmland.	Status: Passed Both Houses Recent Activity From Appropriations: To Suspense File on 05/20/2013. From Appropriations: Do pass (5-2) on 05/23/2013. From Senate: Passed (27-11) to Assembly on 05/28/2013. To Assembly Committees on Housing & Community Development and Local Government on 06/14/2013. From Housing & Community Development: Do pass (5-2) to Local Government on 07/03/2013. Author's amendments, re-referred to Local Government on 08/05/2013. From Local Government: Do pass (6-0) to Appropriations on 08/14/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Do pass (12-5) on 08/30/2013. From Assembly: Passed (48-28), to Senate for concurrence on 09/09/2013. From Senate: To Inactive File on 09/12/2013.
ENVIRONMENT SB 11 Author Pavley Location Assembly: T Next Hearing Positions Metro: Support Metrolink: Support in Concept	Alternative Fuel: Vehicle Technologies: Funding Bill Summary Relates to compensation for the retirement of certain high polluting vehicles. Requires an update to guidelines for an enhanced fleet modernization program to include specified elements. Establishes compensation for replacement vehicles. Extends smog abatement fees in amounts required to make deposits into the Alternative and Renewable Fuel and Vehicle Technology Fund, the Air Quality Improvement Fund, and a specified Subaccount. Relates to grants for air emission pollutant reduction projects. Extends the Carl Moyer Program, and a vehicle registration charge to fund the Carl Moyer Program, to January 1, 2024.	Status: Passed to ASSEMBLY Recent Activity From Appropriations: To Suspense File on 05/20/2013. From Appropriations: Do pass (6-1) on 05/23/2013. From Senate: Passed (32-5) to Assembly on 05/29/2013. To Assembly Committees on Transportation and Natural Resources on 06/14/2013. From Transportation: Do pass (10-3) to Natural Resources on 07/01/2013. Author's amendments, re-referred to Natural Resources on 08/06/2013. From Natural Resources: Do pass (6-2) to Appropriations on 08/12/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Do pass (12-4) on 08/30/2013. Re-referred to Transportation on 09/09/2013. From Transportation: Not heard in Committee on 09/11/2013.
INFRASTRUCTURE FINANCING SB 33 Author Wolk Location Assembly Next Hearing Inactive File Positions CA League: Support	Infrastructure Financing Districts: Voter Approval Bill Summary Revises provisions governing infrastructure financing districts. Eliminates the requirement of voter approval for creation of the district and for bond issuance, and authorizes the legislative body to create the district subject to specified procedures. Authorizes the creation of such district subject to specified procedures. Authorizes a district to finance specified actions and project. Prohibits financing until a certain requirement is met. Prohibits assistance to a vehicle dealer or big box retailer.	Status: Passed to ASSEMBLY Recent Activity From Appropriations: To Second Reading without further hearing on 04/08/2013. To Third Reading on 04/09/2013. From Senate: Passed (24-13) to Assembly on 04/11/2013. To Assembly Committee on Local Government on 05/16/2013. From Local Government: Do pass (5-2) to Appropriations on 06/12/2013. From Appropriations: Do pass (11-5) on 07/03/2013. Amended, to Third Reading on 08/26/2013. From Assembly: To Inactive File on 09/11/2013.
ENVIRONMENT: WATER SB 40 Author Pavley Location Senate: NRW Next Hearing Positions	Safe, Clean, and Reliable Drinking Water Supply Act Bill Summary Changes the name of the Safe, Clean, and Reliable Drinking Water Supply Act of 2012 to the Safe, Clean, and Reliable Drinking Water Supply Act of 2014. Declares the intent of the Legislature to amend the act for the purpose of reducing and potentially refocusing the bond.	Status: Pending Recent Activity Introduced on 12/10/2012. To Senate Committee on Rules on 01/10/2013. Amended by author, read second time, re-referred to Rules on 01/17/2013. Re-referred to Senate Committees on Natural Resources & Water and Rules on 01/31/2013. Author's amendments, re-referred to Natural Resources & Water on 01/06/2014.

Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW)
Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

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LOCAL GOVERNMENT FINANCE SB 56 Author Roth Location Senate: A Next Hearing Positions	Local Government Finance: Vehicle License Fee Bill Summary Modifies reduction and transfer provisions of the existing law, for the 2013-14 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation. Provides for a fee adjustment for certain cities (Eastvale, Jurupa Valley, Menifee, and Wildomar) incorporating after a specified date.	Status: Pending Recent Activity Introduced on 01/07/2013. To Senate Committee on Rules on 01/17/2013. Author's amendments, re-referred to Rules on 03/04/2013. Re-referred to Governance & Finance on 03/14/2013. From Governance & Finance: Not heard in Committee on 04/17/2013. Author's amendments, re-referred to Governance & Finance on 04/23/2013. Author's amendments, re-referred to Governance & Finance on 05/30/2013. Author's amendments, re-referred to Governance & Finance on 06/11/2013. From Governance & Finance: Do pass (7-0) to Appropriations on 06/19/2013.
CAP & TRADE SB 64 Author Corbett Location Assembly: NR Next Hearing Positions CA League: Support	Global Warming Solutions: Clean Technology Investment Bill Summary Creates the Clean Technology Investment Account within the Greenhouse Gas Reduction Fund. Requires appropriations of moneys in the fund or other funds to the account in the Budget Act. Makes such funds available for grants to nonprofit public benefit corporations and regional technology alliances to design and implement program that accelerate the development, demonstration, and deployment of technologies that would reduce greenhouse gas emissions and foster job creation in the state.	Status: Passed to ASSEMBLY Recent Activity From Appropriations: Not heard in committee on 05/06/2013. From Appropriations: To Suspense File on 05/13/2013. From Appropriations: Do pass (5-0) on 05/23/2013. From Senate: Passed (30-7) to Assembly on 05/29/2013. To Assembly Committees on Natural Resources and Utilities & Commerce on 06/14/2013. Author's amendments, re-referred to Natural Resources on 06/14/2013. Re-referred to Rules on 06/20/2013. Re-referred to Natural Resources on 06/24/2013. From Natural Resources: Hearing canceled at the request of the author on 08/12/2013.
ENVIRONMENT: JUDICIAL REVIEW SB 123 Author Corbett Location Senate: A Next Hearing Held in Committee Positions	Environmental and Land-Use Court Bill Summary Requires the Judicial Council to direct the creation of an environmental and land-use division within the Superior Courts selected by the Council to process civil proceedings brought pursuant to the California Environmental Quality Act or in specified subject areas, including air quality, biological resources, climate change, hazards and hazardous materials, land use planning, and water quality. Increases the fees for environmental license plates with revenue for the environmental and land use court.	Status: Pending Recent Activity Introduced on 01/18/2013. To Senate Committee on Judiciary on 01/31/2013. Author's amendments, re-referred to Judiciary on 04/04/2013. From Judiciary: Do pass (4-3) to Appropriations on 04/16/2013. Amended, re-referred to Appropriations on 04/23/2013. Author's amendments, re-referred to Appropriations on 05/02/2013. From Appropriations: To Suspense File on 05/13/2013. From Appropriations: Held in Committee on 05/23/2013.

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ECONOMIC DEVELOPMENT

SB 133

Author
DeSaulnier

Location
Senate

Next Hearing
Inactive File

Positions

Party
D

Redevelopment

Bill Summary

Amends the Community Redevelopment Law. Requires a redevelopment agency to include additional information relating to any major audit violations, any corrections of those violations, and planning and general administrative expenses of the Low and Moderate Income Housing Fund. Authorizes quality control reviews by the Controller and the publishing of those reviews. Requires audits of such agencies to ensure compliance with the law. Relates to funding for housing construction and/or rehabilitation.

Status: Passed Both Houses

Recent Activity

From Transportation & Housing: Do pass (11-0) to Consent Calendar on 04/02/2013. From Senate: Passed (38-0) to Assembly on 04/08/2013. To Assembly Committee on Jobs, Economic Development & The Economy on 05/09/2013. Author's amendments, re-referred to Jobs, Economic Development & The Economy on 06/10/2013. Re-referred to Rules on 06/14/2013. Re-referred to Housing & Community Development and Local Government on 06/17/2013. From Housing & Community Development: Do pass (5-2) to Local Government on 07/03/2013. Author's amendments, re-referred to Local Government on 08/06/2013. From Local Government: Do pass (9-0) to Appropriations on 08/14/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Do pass (17-0) on 08/30/2013. From Assembly: Passed (77-0), to Senate for concurrence on 09/04/2013. From Senate: To Inactive File on 09/10/2013.

ENVIRONMENT

SB 167

Author
Gaines

Location
Senate: R

Next Hearing

Positions

Party
R

California Environmental Quality Act

Bill Summary

Makes technical, nonsubstantive changes to provisions of the California Environmental Quality Act that requires a lead agency to prepare an environmental impact report on a project that it proposes to carry out that may have a significant effect on the environment.

Status: Pending

Recent Activity

Introduced on 02/04/2013. To Senate Committee on Rules on 02/14/2013.

TRANSPORTATION

SB 337

Author
Emmerson

Location
Senate: T&H

Next Hearing

Positions

Party
R

State Highway Route 74

Bill Summary

Relinquishes to the City of Hemet that portion of State Highway Route 74 located within its city limits or sphere of influence under specified conditions.

Status: Pending

Recent Activity

Introduced on 02/20/2013. To Senate Committee on Transportation & Housing on 02/28/2013.

ENVIRONMENT

SB 389

Author
Wright

Location
Senate

Next Hearing

Positions

Party
D

Electric Generating Facilities: Emissions Offsets

Bill Summary

Prohibits South Coast Air Quality Management District from charging a fee for the transfer of an emissions offset from the district's internal emissions offset account to offset any emissions increase from the replacement of electric utility steam boilers at electric generating facilities.

Status: Pending

Recent Activity

Introduced on 02/20/2013. To Senate Committee on Environmental Quality on 02/28/2013. From Environmental Quality: Failed passage (4-4), reconsideration granted on 04/17/2013. From Environmental Quality: Failed passage (4-5) on 05/01/2013. Returned to Secretary of the Senate on 05/09/2013.

Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW)
Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

SCAG California Legislative Matrix

January 2014

AFFORDABLE HOUSING

SB 391

Author
DeSaulnier

Location
Assembly

Next Hearing
Suspense File

Positions
CA League: Support

Party
D

State Homes and Jobs Act of 2013

Bill Summary

Enacts the California Homes and Jobs Act of 2013. Imposes a fee to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded. Requires that revenues sent quarterly to the Department of Housing and Community Development for deposit in a related fund. Provides that fund moneys expended for supporting affordable housing, administering housing programs and the cost of periodic audits. Requires prevailing wage monitoring and enforcement.

Status: Passed to ASSEMBLY

Recent Activity

From Appropriations: Not heard on 05/06/2013. Author's amendments, re-referred to Appropriations on 05/07/2013. From Appropriations: To Suspense File on 05/13/2013. Author's amendments, re-referred to Appropriations on 05/20/2013. From Appropriations: Do pass (5-2) on 05/23/2013. From Senate: Passed (27-12) to Assembly on 05/29/2013. To Assembly Committees on Housing & Community Development and Labor & Employment on 06/14/2013. Author's amendments, re-referred to Housing & Community Development on 08/08/2013. From Housing & Community Development: Do pass (4-2) to Labor & Employment on 08/12/2013. From Labor & Employment: Do pass (5-0) to Appropriations on 08/14/2013. From Appropriations: To Suspense File on 08/30/2013.

PUBLIC TRANSPORTATION

SB 423

Author
Huff

Location
Senate: PER

Next Hearing

Positions

Party
R

Public Transportation Employees: Strikes: Prohibition

Bill Summary

Prohibits a state or local public transportation employee or employee organization from engaging in, causing, instigating, encouraging, or condoning a strike. Provides that certain employees shall not authorize, approve, condone, or consent to a strike. Provides a process for review regarding any violation of the prohibition. Provides any employee in violation is subject to removal or other disciplinary action and to pay forfeiture. Requires public disclosure of employees involved in the strike.

Status: Pending

Recent Activity

Introduced on 02/21/2013. To Senate Committee on Rules on 03/11/2013. Author's amendments, re-referred to Rules on 09/12/2013. Author's amendments, re-referred to Rules on 01/06/2014. Re-referred to Public Employment & Retirement on 01/09/2014. From Public Employment & Retirement: Failed passage (2-3), Reconsideration Granted on 01/13/2014.

ECONOMIC DEVELOPMENT

SB 431

Author
Price

Location
Senate: A

Next Hearing
Held in Committee

Positions

Party
D

State Socioeconomic Development Pods Program

Bill Summary

Establishes the State Socioeconomic Development Pods Program to encourage the use of social innovative financing, with the blighted areas of the state. Creates the Pod Accelerator Fund.

Status: Pending

Recent Activity

Introduced on 02/21/2013. To Senate Committee on Rules on 03/11/2013. Author's amendments, re-referred to Rules on 04/02/2013. Re-referred to Governance & Finance and Business, Professions & Economic Development on 04/03/2013. Withdrawn from Governance & Finance and Business, Professions & Economic Development on 04/15/2013. Re-referred to Rules on 04/15/2013. Re-referred to Business, Professions & Economic Development and Governance & Finance on 04/18/2013. From Business, Professions & Economic Development: Do pass (10-0) to Governance & Finance on 04/29/2013. From Governance & Finance: Do pass (6-1) to Appropriations on 05/01/2013. From Appropriations: To Suspense File on 05/13/2013. From Appropriations: Held in Committee on 05/23/2013.

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<p>ECONOMIC DEVELOPMENT</p> <p>SB 592</p> <p>Author Price</p> <p>Location Assembly: A</p> <p>Next Hearing Held in Committee</p> <p>Positions</p>	<p>Trade Promotion of California Ports</p> <p>Bill Summary Requires the Director of the Governor's Office of Business and Economic Development to provide to the Legislature a strategy for promoting trade for State airports, land ports, and seaports that, at a minimum includes specified information, objectives, goals and recommendations. Requires that the strategy be submitted to various legislative entities. Requires convening a statewide business partnership for promotion of trade for State ports and to explore greater utilization of State ports.</p>	<p>Status: Passed to ASSEMBLY</p> <p>Recent Activity From Appropriations: To Suspense File on 04/15/2013. From Appropriations: Do pass (7-0) on 05/23/2013. From Senate: Passed (38-0) to Assembly on 05/28/2013. To Assembly Committee on Jobs, Economic Development & The Economy on 06/17/2013. Author's amendments, re-referred to Jobs, Economic Development & The Economy on 06/25/2013. From Jobs, Economic Development & The Economy: Do pass (8-0) to Appropriations on 08/12/2013. Amended, re-referred to Appropriations on 08/13/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Held in Committee on 08/30/2013.</p>
<p>CAP-AND-TRADE</p> <p>SB 605</p> <p>Author Lara</p> <p>Location Assembly: A</p> <p>Next Hearing Held in Committee</p> <p>Positions CA League: Watch</p>	<p>California Global Warming Solutions Act: Scoping Plan</p> <p>Bill Summary Requires the Controller to determine the amount of moneys collected and deposited in the Greenhouse Reduction Fund by the State Air Resources Board. Appropriates moneys from the fund for projects and programs in disadvantaged communities. Authorizes expenditures for administrative purposes. Requires the Board, when updating a greenhouse gas emissions reduction scoping plan, to include specified criteria, and to submit that criteria to the Joint Legislative Budget Committee.</p>	<p>Status: Passed to ASSEMBLY</p> <p>Recent Activity From Senate: Passed (27-11) to Assembly on 05/29/2013. To Assembly Committee on Natural Resources on 06/14/2013. Author's amendments, re-referred to Natural Resources on 06/18/2013. Author's amendments, re-referred to Natural Resources on 07/03/2013. From Natural Resources: Do pass (6-3) to Appropriations on 08/12/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Held in Committee on 08/30/2013.</p>
<p>ENVIRONMENT</p> <p>SB 617</p> <p>Author Evans</p> <p>Location Senate</p> <p>Next Hearing Inactive File</p> <p>Positions</p>	<p>California Environmental Quality Act</p> <p>Bill Summary Amends various provisions of the California Environmental Quality Act. Requires that notices regarding environmental impact reports filed by lead agencies need to be filed with the Office of Planning and Research and the county clerk and posted by that clerk for public review. Provides additional duties regarding notices by the Office and the clerk. Requires a statement in the report regarding the placement of the project near natural hazards or adverse environment conditions. Repeals specified exemptions.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/22/2013. To Senate Committee on Environmental Quality on 03/11/2013. Author's amendments, re-referred to Environmental Quality on 04/01/2013. From Environmental Quality: Hearing postponed by Committee on 04/04/2013. From Environmental Quality: Do pass (7-2) to Appropriations on 05/01/2013. From Appropriations: To Suspense File on 05/13/2013. From Appropriations: Do pass (5-2) on 05/23/2013. From Senate: To Inactive File on 05/30/2013.</p>
<p>INFRASTRUCTURE FINANCING</p> <p>SB 628</p> <p>Author Beall</p> <p>Location Senate</p> <p>Next Hearing</p> <p>Positions</p>	<p>Infrastructure Financing: Transit Priority Projects</p> <p>Bill Summary Eliminates the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit priority project. Requires a specified percentage of the revenue for increasing, improving, and preserving the supply of lower and moderate-income housing. Requires a low-income housing replacement ordinance.</p>	<p>Status: Withdrawn From Enrollment</p> <p>Recent Activity From Transportation & Housing: Do pass (7-3) on 05/07/2013. Amended on 05/14/2013. From Senate: Passed (24-11) to Assembly on 05/20/2013. To Assembly Committees on Local Government and Housing & Community Development on 06/03/2013. Author's amendments, re-referred to Local Government on 06/17/2013. From Local Government: Do pass (EDT) to Housing & Community Development on 06/26/2013. From Housing & Community Development: Do pass (4-2) on 07/03/2013. From Assembly: Passed (46-29), to Senate for concurrence on 08/08/2013. Senate concurred in Assembly amendments, to Enrollment on 08/15/2013. Withdrawn from Enrollment, held at Senate desk on 08/19/2013.</p>

Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW)
 Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

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<p>ENVIRONMENT</p> <p>SB 633</p> <p>Author Pavley</p> <p>Location Assembly: A</p> <p>Next Hearing</p> <p>Positions</p>	<p>CEQA</p> <p>Bill Summary Amends the California Environmental Quality Act. Specifies, for purposes of new information exception to the prohibition on requiring a subsequent or supplement environmental impact report, that a specified exception applies if new information was not known and could not have been known by the lead or any responsible agency at the time the report was certified as complete. Authorizes the development of guidelines to exempt projects involving minor temporary uses of land and public gatherings.</p>	<p>Status: Passed to ASSEMBLY</p> <p>Recent Activity From Appropriations: To Suspense File on 05/20/2013. From Appropriations: Do pass (7-0) on 05/23/2013. From Senate: Passed (39-0) to Assembly on 05/30/2013. To Assembly Committee on Natural Resources on 06/17/2013. From Natural Resources: Do pass (9-0) to Appropriations on 07/01/2013. Amended, re-referred to Appropriations on 08/06/2013.</p>
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<p>ENVIRONMENT</p> <p>SB 731</p> <p>Author Steinberg</p> <p>Location Assembly</p> <p>Next Hearing</p> <p>Positions SCAG: Work With Author CA League: Watch CSAC: Support in Concept RCTC: Work With Author SANBAG: Work With Author</p>	<p>Environment: California Environmental Quality Act</p> <p>Bill Summary Relates to the State Environmental Quality Act. Provides that certain impacts of a residential, mixed-use, or employment center project within a transit priority area shall not be considered significant impacts. Requires guidelines for thresholds of significance for noise and transportation impacts to be made available. Requires preparation of environmental impact reports. Extends the tolling of time for judicial actions and mitigation measures. Relates to sustainable communities planning and grants.</p>	<p>Status: Passed to ASSEMBLY</p> <p>Recent Activity From Appropriations: To Suspense File on 05/20/2013. From Appropriations: Do pass (7-0) on 05/23/2013. From Senate: Passed (39-0) to Assembly on 05/29/2013. To Assembly Committees on Natural Resources and Local Government on 06/17/2013. From Natural Resources: Do pass (6-1) to Local Government on 07/01/2013. Amended, re-referred to Local Government on 08/06/2013. From Local Government: Do pass (7-0) to Appropriations on 08/14/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Do pass (11-0) on 08/30/2013. Amended on 09/06/2013. Re-referred to Natural Resources and Local Government on 09/09/2013. Author's amendments, re-referred to Natural Resources on 09/09/2013. From Natural Resources: Do pass (5-1) to Local Government on 09/10/2013. From Local Government: Do pass (9-0) on 09/11/2013.</p>
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<p>FINANCE: TAX CREDIT</p> <p>SB 810</p> <p>Author Price</p> <p>Location Senate: G&F</p> <p>Next Hearing</p> <p>Positions SCAG: Support</p>	<p>California Transportation Financing Authority</p> <p>Bill Summary Authorizes the Franchise Tax Board to award tax credit certificates to exporters and importers that demonstrate they have increased their cargo tonnage or value through state ports and airports by specified amounts or had a net increase in full-time employees. Amends the Personal Income Tax Law and the Corporation Income Tax Law. Allows a credit against the taxes imposed by those laws if a taxpayer receives a tax credit certificate.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/22/2013. To Senate Committees on Transportation & Housing and Governance & Finance on 03/11/2013. From Transportation & Housing: Hearing postponed by Committee on 04/15/2013. Author's amendments, re-referred to Transportation & Housing on 04/22/2013. Withdrawn from Transportation & Housing and Governance & Finance on 04/23/2013. Re-referred to Rules on 04/23/2013. Re-referred to Governance & Finance on 04/25/2013.</p>
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<p>VOTER THRESHOLD</p> <p>SCA 4</p> <p>Author Liu</p> <p>Location Senate: R</p> <p>Next Hearing</p> <p>Positions Metro: Support VCTC: Support OCTA: Oppose</p>	<p>Local Government Transportation Project: Voter Approval</p> <p>Bill Summary Proposes an amendment to the Constitution to provide the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of a related proposition that includes certain requirements. Prohibits the local government from expending any revenues derived from a special transportation tax approved by the voters at any time prior to the completion of a identified capital project funded by specified revenues.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 12/03/2012. To Senate Committees on Governance & Finance and Rules on 02/14/2013. Author's amendments, re-referred to Governance & Finance on 03/19/2013. From Governance & Finance: Be adopted (5-1), to Rules on 05/15/2013. Amended, re-referred to Rules on 05/21/2013. Re-referred to Transportation & Housing on 05/29/2013. From Transportation & Housing: Not heard in committee on 07/09/2013. From Transportation & Housing: Be adopted (7-2), to Rules on 08/27/2013.</p>
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Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW)
Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

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<p>FINANCE</p> <p>SCA 6</p> <p>Author DeSaulnier</p> <p>Location Senate</p> <p>Next Hearing Third Reading File</p> <p>Positions</p>	<p>Initiative Measures: Funding Source</p> <p>Bill Summary Proposes an amendment to the Constitution to prohibit an initiative measure that would result in a net increase in state or local government costs, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 12/03/2012. To Senate Committee on Elections & Constitutional Amendments on 02/07/2013. From Elections & Constitutional Amendments: Be adopted (3-1) to Appropriations on 03/19/2013. From Appropriations: To Suspense File on 04/08/2013. From Appropriations: Be adopted (5-2) on 05/23/2013.</p>
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<p>VOTER THRESHOLD</p> <p>SCA 8</p> <p>Author Corbett</p> <p>Location Senate: R</p> <p>Next Hearing</p> <p>Positions Metro: Support OCTA: Oppose</p>	<p>Transportation Projects: Special Taxes: Voter Approval</p> <p>Bill Summary Proposes an amendment to the Constitution to provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition includes certain requirements.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 12/14/2012. To Senate Committees on Governance & Finance and Rules on 02/14/2013. From Governance & Finance: Be adopted (5-2), to Rules on 05/15/2013. Amended, re-referred to Rules on 05/21/2013. Re-referred to Transportation & Housing on 05/29/2013. From Transportation & Housing: Not heard in committee on 07/09/2013. From Transportation & Housing: Be adopted (7-2), to Rules on 08/27/2013.</p>
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<p>VOTER THRESHOLD</p> <p>SCA 9</p> <p>Author Corbett</p> <p>Location Senate: A</p> <p>Next Hearing</p> <p>Positions</p>	<p>Local Government: Economic Development: Special Taxes</p> <p>Bill Summary Proposes an amendment to the Constitution to provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects requires the approval of a specified percentage of its voters voting on the proposition, if the proposition contains specified requirements.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 12/18/2012. To Senate Committees on Governance & Finance and Elections & Constitutional Amendments on 02/07/2013. From Governance & Finance: Be adopted (5-1), to Elections & Constitutional Amendments on 05/15/2013. Amended, re-referred to Elections & Constitutional Amendments on 05/21/2013. From Elections & Constitutional Amendments: Be adopted (3-0) to Rules on 06/18/2013. Re-referred to Appropriations on 06/27/2013.</p>
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<p>LEGISLATIVE PROCEDURE</p> <p>SCA 10</p> <p>Author Huff</p> <p>Location Senate: R</p> <p>Next Hearing</p> <p>Positions CA League: Support</p>	<p>Legislative Procedure</p> <p>Bill Summary Authorizes a committee to hear or act on a bill if the bill, in the form to be considered by the committee, has been in print and published on the Internet for at least 15 days. Prohibits either house of the Legislature from passing a bill until the bill, in the form to be voted on, has been made available to the public, in print and published on the Internet, for at least 72 hours preceding the vote.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 01/22/2013. To Senate Committee on Rules on 01/31/2013.</p>
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Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW)
Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

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VOTER THRESHOLD	Local Government: Special Taxes: Voter Approval	Status: Pending
SCA 11	Bill Summary Proposes an amendment to the Constitution to condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements.	Recent Activity Introduced on 01/25/2013. To Senate Committees on Governance & Finance and Elections & Constitutional Amendments on 02/07/2013. From Governance & Finance: Be adopted (5-1), to Elections & Constitutional Amendments on 05/15/2013. Amended, re-referred to Elections & Constitutional Amendments on 05/21/2013. From Elections & Constitutional Amendments: Be adopted (3-0) to Rules on 06/18/2013. Re-referred to Appropriations on 06/27/2013.
Author Hancock	Party D	
Location Senate: A		
Next Hearing		
Positions OCTA: Oppose		