



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

REGIONAL COUNCIL OFFICERS

President
Rex Richardson, Long Beach

First Vice President
Clint Lorimore, Eastvale

Second Vice President
Jan C. Harnik, Riverside County
Transportation Commission

Immediate Past President
Bill Jahn, Big Bear Lake

COMMITTEE CHAIRS

Executive/Administration
Rex Richardson, Long Beach

Community, Economic &
Human Development
Jorge Marquez, Covina

Energy & Environment
David Pollock, Moorpark

Transportation
Cheryl Viegas-Walker, El Centro

REMOTE PARTICIPATION ONLY

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

*Tuesday, December 15, 2020
8:30 a.m. – 10:00 a.m.*

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

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

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

PUBLIC ADVISORY

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

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

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



Instructions for Public Comments

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

1. **Submit written comments via email to: ePublicComment@scag.ca.gov by 5pm on Monday, December 14, 2020.**

All written comments received after 5pm on Monday, December 14, 2020 will be announced and included as part of the official record of the meeting.

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

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

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

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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



Instructions for Participating in the Meeting

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

To Participate and Provide Verbal Comments on Your Computer

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

To Listen and Provide Verbal Comments by Phone

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

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



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

- 1. Hon. Jose Luis Solache**
LCMC Chair, Lynwood, RC District 26
- 2. Hon. Peggy Huang**
LCMC Vice Chair, TCA Representative
- 3. Hon. Sean Ashton**
Downey, RC District 25
- 4. Hon. Megan Beaman-Jacinto**
Coachella, RC District 66
- 5. Hon. Margaret Finlay**
Duarte, RC District 35
- 6. Hon. Jan C. Harnik**
RCTC Representative
- 7. Hon. Mark Henderson**
Gardena, RC District 28
- 8. Hon. Clint Lorimore**
Eastvale, RC District 4
- 9. Hon. Ray Marquez**
Chino Hills, RC District 10
- 10. Hon. Frank Navarro**
Colton, RC District 6
- 11. Hon. Kim Nguyen**
Garden Grove, RC District 18
- 12. Hon. David Pollock**
Moorpark, RC District 46
- 13. Hon. Carmen Ramirez**
Oxnard, RC District 45
- 14. Hon. Deborah Robertson**
Rialto, RC District 8
- 15. Hon. Ali Saleh**
Bell, RC District 27

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

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

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

- 18. Hon. Donald Wagner**
Orange County

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
Remote Participation Only
Tuesday, December 15, 2020
8:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable José Luis Solache, Chair)

PUBLIC COMMENT PERIOD

Members of the public are encouraged to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Monday, December 14, 2020. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after 5pm on Monday, December 14, 2020 will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Legislative/Communications and Membership Committee will be allowed up to 3 minutes to speak, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to reduce the time limit based upon the number of comments received and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the November 17, 2020 Meeting
2. SCAG Memberships and Sponsorships

INFORMATION ITEMS

3. Sacramento Update – Introducing Cruz Strategies
(Kevin Gilhooley, Legislation Manager)
4. Federal Update
(Estee Sepulveda, Legislative Analyst)
5. Media and Public Affairs Update
(Margaret de Larios, Public Affairs Specialist)

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



ACTION ITEM

6. 2021 State and Federal Legislative Platform
(Kevin Gilhooley, Legislation Manager)

RECOMMENDED ACTION:

Approve

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

() h h

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



Southern California Association of Governments
k h \

December 15, 2020

The Legislative/Communications and Membership Committee held its November 17, 2020 meeting telephonically and electronically, given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s Executive Order N-29-20.

MEMBERS PRESENT

Imperial County

Cheryl Viegas-Walker *District 1*

Los Angeles County

Sean Ashton *District 25*
Margaret Finlay *District 35*
Meghan Sahli-Wells *District 41*
Ali Saleh *District 27*
Jose Luis Solache (CHAIR) *District 26*
David Shapiro *District 44*

Orange County

Peggy Huang (VICE-CHAIR) *Transportation Corridor Agencies*
Kim B. Nguyen *District 18*
Don Wagner *Orange County*

Riverside County

Jan Harnik *Riverside County Transportation Commission*
Clint Lorimore *District 4*

San Bernardino County

Ray Marquez *District 10*
Frank J. Navarro *District 6*
Deborah Robertson *District 8*

Ventura County

David Pollock *District 46*
Carmen Ramirez *District 45*

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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

CALL TO ORDER

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

PUBLIC COMMENT PERIOD

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

CONSENT CALENDAR**Approval Item**

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

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

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

AYES: Ashton, Finlay, Harnik, Huang, Lorimore, Marquez, Navarro, Nguyen, Pollock, Ramirez, Robertson, Sahli-Wells, Saleh, Shapiro, Solache, Viegas-Walker, Wagner (17).

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

3. Election Overview

Kevin Gilhooley, Legislation Manager, provided the Committee with an update on the November 2020 general election. Mr. Gilhooley began his remarks by providing an overview of the state legislative races and their current status. During Mr. Gilhooley's update, he highlighted that California's participation in this election possibly hit 79% of registered voters. Mr. Gilhooley briefly reported on the 12 initiatives Californians saw on their ballots including their outcome and the consequences. Mr. Gilhooley then turned the update over to Leslie Pollner and Lauri Hettinger from Holland and Knight who presented to the Committee on the Federal races and their current status.

The presentation provided by Ms. Pollner and Ms. Hettinger highlighted the presidential race currently showing Joseph R. Biden as the new President-elect with 290 electoral votes and President Donald J. Trump with 232 electoral votes. Ms. Pollner stated that the recognition of President-elect Joe Biden by Republicans is ongoing and hopes it will conclude in December when the electoral votes are certified. Ms. Pollner also gave an overview on the current status of the House of Representatives, reporting current results of Democrats winning 219 seats, Republicans winning 204 seats, and 12 uncalled races. Ms. Pollner also provided an overview and race status of Southern California's Delegation. She then turned the update over to Ms. Hettinger who continued the presentation on the current status of the U.S Senate, reporting current results of Republicans winning 50 seats, Democrats winning 48 seats, and 2 run-off elections in Georgia. Ms. Hettinger also briefly provided an overview of the "Lame Duck Session," known as the period after the election which includes unfinished business like the COVID-19 Relief, the Federal Spending Bill, and the National Defense Authorization Act (NDAA), as well as important dates regarding the return and the targeted adjournment for the House and the Senate. Lastly, Ms. Hettinger and Ms. Pollner gave an overview of the important legislative dates for 2021.

Hon. Viegas-Walker began her remarks by stating that she would like us all to be mindful on a federal level of the difficulties our hospitals are running into with treating COVID patients and asking if increased funding will be available to sustain our hospitals. Hon. Viegas-Walker also addressed her concern about housing projects that are supported by city officials and counties' boards of supervisors but are then voted against by voters. She asked Mr. Gilhooley if SCAG staff could do research that can be used during Legislative Advocacy outreach trips to Sacramento evidencing the pro-housing position of local officials in hope of changing the conversation when legislating for additional dollars. Mr. Gilhooley responded by stating staff would do research to see if SCAG would be able to participate in those discussions.

Vice-Chair Huang directed her questions to our federal lobbyist and inquired if there was any truth to the rumor circulating regarding a national shutdown by President-elect Biden and if the President-elect has a plan for a national stockpile for PPE. Ms. Pollner responded by stating the first action President-elect Biden took was establishing a coronavirus task force and members of that task force stated President-elect Biden would not be doing a national shut down and instead would be focusing on partnering with state and local officials and trying to make it more targeted.

There were no additional questions or comments from the Committee Members.

4. Draft 2021 State and Federal Legislative Platform

Kevin Gilhooley, Legislation Manager, provided the Committee with an overview of SCAG's Draft Legislative Platform that included all of the changes relative to the currently adopted 2020 platform. Mr. Gilhooley informed the committee members that over the last several weeks the

Legislative staff had met with department managers and program staff at SCAG to identify areas where the current program needed to be updated. Mr. Gilhooley noted that the modifications were staff recommendations based on the meetings with internal SCAG program managers, after conferring with SCAG's federal lobbyist, and based upon the emerging issues in our state and national capitols. Mr. Gilhooley then proceeded by soliciting the committee members' feedback, guidance, and direction with the intent to include their input on the final draft to be shared during the December LCMC meeting.

After a robust discussion as well as feedback and recommendations on behalf of Hon. Sahli-Wells, Vice-Chair Huang, Hon. Harnik, Hon. Robertson, and Hon. Navarro, Mr. Gilhooley was able to summarize their recommendations, which included potential modernization of the California Environmental Quality Act (CEQA), a potential qualifier regarding equity on the potential trade and transfer idea, potential support advocating for local control, and other items such as the BNSF project in the Inland Empire. Lastly, Mr. Gilhooley thanked the committee and notified them that staff would be reviewing the recommended items and would be bringing those forward to the Committee's December meeting.

There were no questions or comments from the Committee Members.

5. Economic Summit Update

Margaret de Larios, Public Affairs Specialist, provided the Committee with an update on SCAG's 11th Annual Southern California Economic Summit being held virtually on December 1, 2020, and she confirmed that this year's theme is "Charting and Inclusive Regional Recovery". Ms. de Larios reported that the event will allow SCAG to share analysis of the regional economy, including findings of a new report that will be published in the morning of the summit and will also increase knowledge and awareness of strategies that our region's leaders will need to employ to build back a Southern California economy that is inclusive and thriving. Ms. de Larios also provided a quick overview of the program and announced that our keynote speaker would be three-time Pulitzer Prize Winner and New York Times columnist Thomas Friedman.

Hon. Robertson asked if the Economic Summit event would have a virtual exhibit hall with sponsors and if the program includes discussions on environmental concerns and a pathway for workforce development. Ms. de Larios responded by stating the Economic Summit virtual event would not have an exhibit hall or sponsors, noting the virtual environment would be like the Mobility 21 virtual summit with a virtual auditorium and lounge for participants to interact with one another. Ms. de Larios also briefly detailed how the environmental and workforce elements inquired about by Hon. Robertson would be implemented into the program and the panel sessions.

There were no additional questions or comments from the Committee Members.

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Art Yoon, Director of Policy and Public Affairs, provided the committee with brief division updates, starting with a website update, confirming that phase one launch is set to occur on Monday, November 23rd. Mr. Yoon welcomed the committee to visit the website on Monday and also noted that the goal of the update was to promote greater transparency, greater accessibility, ease of navigation, elegant simplicity, and brand enhancement. Mr. Yoon proceeded by announcing Cruz Strategies as our new Sacramento Lobbyist and informed the Committee of the possibility of them joining Committee Members for an introduction during the December LCMC.

Next, Mr. Yoon thanked Hon. Sahli-Wells for her years of public service and her commitment to SCAG. Mr. Yoon also noted that as part of SCAG's tradition Hon. Sahli-Wells and other outgoing RC members will be celebrated at the General Assembly next year in May. Lastly, Mr. Yoon concluded his report by congratulating Hon. Nguyen for her appointment to the California Film Commission under the category of overachiever.

Hon. Viegas-Walker inquired about staff's plans for newly elected legislators in Sacramento and Washington, D.C. Mr. Gilhooley stated that the priority would be to meet with the new chair of the Senate Transportation Committee as well as new legislators from the SCAG region. Mr. Gilhooley added that SCAG's annual legislative advocacy trip would be held virtually in 2021.

There were no additional questions or comments from the Committee Members.

FUTURE AGENDA ITEMS

There were no future agenda items presented.

ANNOUNCEMENTS

There were no announcements presented.

ADJOURNMENT

Chair Solache adjourned the meeting at 9:56 a.m. The next regular meeting of the Legislative/ Communications and Membership Committee is scheduled for 8:30 a.m. – 10:00 a.m. on Tuesday, December 15, 2020.



AGENDA ITEM 2 REPORT

Southern California Association of Governments
k h \
December 15, 2020

To: Legislative/Communications and Membership Committee (LCMC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Estee Sepulveda, Legislative Analyst
213 236-1864

Subject: SCAG Memberships and Sponsorships

RECOMMENDED ACTION:

Approve

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The Legislative/Communications and Membership Committee (LCMC) is asked to approve up to \$79,350 for 1) annual membership dues for California Association of Councils of Governments (\$41,850); 2) sponsorship of the University of Southern California Sol Price School of Public Policy – Executive Education Forum for Policy (\$12,500); and 3) membership dues for Mobility 21 (\$25,000).

BACKGROUND:

Item 1: California Association of Councils of Governments (CALCOG)

Type: Membership **Amount:** \$41,850

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

- Review plans and policies on subjects agreed upon by members;
- Coordinate policy development, as appropriate, with the League of California Cities, the California State Association of Counties, the National Association of Regional Councils, and the Association of Metropolitan Planning Organizations;
- Promote more effective planning at the regional level;
- Conduct statewide workshops and conferences which provide members with an ideal

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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

- opportunity to discuss key issues and learn from recognized experts in various fields; and
- Provide an informational clearinghouse on regional and statewide issues of concern.

The Fiscal Year (FY) 2020-2021 annual dues are \$41,850. Given the vast quantity of legislation and policies related to regional issues and sustainable communities, CALCOG membership has become increasingly valuable to SCAG. CALCOG provides a strong voice for regional organizations in Sacramento. Last year, CALCOG assumed a leadership role in initiating and advocating for the Regional Early Action Planning (REAP) Housing Grant program to be included in Governor Newsom’s Housing Budget. The result was \$125 million in REAP funds statewide for Councils of Governments, and SCAG received \$47 million to help local communities promote and increase the housing supply.

Former SCAG President Cheryl Viegas-Walker is the current President of CALCOG. Other CALCOG Board of Directors include former SCAG President Alan Wapner, SCAG Second Vice-President Jan Harnik, and SCAG Regional Council Member Margaret Finlay.

Item 2: University of Southern California (USC) Sol Price School of Public Policy – Executive Education (EXED) Forum for Policy
Type: Sponsorship **Amount:** \$12,500

The USC EXED Forum for Policy offers specialized, non-degree certificate programs for local and global leaders. The EXED Forum is a suite of programs targeting public sector and other senior, mid-level, and emerging leaders. It is designed to deepen their understanding of substantive policy issues, augment their ability to leverage existing public sector capacity, and foster leadership – all with the purpose of improving public and nonprofit administration and solving public problems. The Forum achieves this by bringing together world-renowned faculty of USC Price, experienced practitioners and a dynamic curriculum to teach and reach across boundaries.

The EXED Forum offers the Local Leaders Program and the Global Leaders Program. The Local Leaders Program is designed for local elected officials and offers a focused curriculum in ethics, governance, leadership, and public policy to promote and enhance commitment to public values and to reach across sectors. The target learners for this program are mayors, council members, supervisors, and special district board members.

SCAG has been a supporter of the USC Price EXED Forum since the 2011-2012 program and is a Strategic Alliance Partner. Several SCAG city leaders have participated in the Local Leaders Program, including former SCAG Presidents Pam O’Connor, Larry McCallon, and Alan Wapner. SCAG staff is recommending a sponsorship in the amount of \$12,500.

Item 3: Mobility 21
Type: Membership **Amount:** \$25,000

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

- Support practical solutions to Southern California's transportation challenges;
- Mobilize regional support for transportation funding and legislative priorities at the federal and state levels;
- Unite political leaders around common priorities for transportation; and
- Bring together residents, civic leaders, business groups, and industry experts to inspire them to act and educate them on how to effectively advocate in support of transportation initiatives.

SCAG is a founding member of Mobility 21, and Kome Ajise, SCAG's Executive Director, is a member of the coalition's board of directors.

FISCAL IMPACT:

\$79,350 for memberships/sponsorships is included in the approved FY 2020-2021 General Fund budget.



AGENDA ITEM 6 REPORT

Southern California Association of Governments
k h \
December 15, 2020

To: Legislative/Communications and Membership Committee (LCMC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Kevin Gilhooley, Legislation Manager,
1878, Gilhooley@scag.ca.gov

Subject: 2021 State and Federal Legislative Platform

RECOMMENDED ACTION:

Approve

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Each year, the Legislative/Communications and Membership Committee (LCMC) recommends and the Regional Council adopts a legislative platform for the state and federal legislative sessions for that year. The draft state and federal legislative platform for 2021 encompasses broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies. This year, staff submitted a draft 2021 state and federal legislative platform for the LCMC’s initial feedback at the Committee’s November 17, 2020 meeting. Feedback from that meeting has now been incorporated in the draft 2021 legislative platform in highlighted text.

If approved by the LCMC today, the 2021 state and federal legislative platform would be forwarded to the January 7, 2021 meeting of the Regional Council.

BACKGROUND:

The State Legislature convened for the 2021-22 legislative session on December 7, 2020 when new members were sworn in and Senate and Assembly desks were opened for bill introductions. In a typical year, some 3,000 bills and resolutions are introduced. The 117th session of the United States Congress will convene in Washington, D.C. on January 3, 2021.

2021 State and Federal Legislative Platform

SCAG maintains a state and federal legislative platform, which consists of the Regional Council's positions on policies and legislative initiatives related to SCAG’s core planning and policy areas that require the leadership and support of the California State Legislature and United States Congress to

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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

resolve challenges facing the SCAG region. The legislative platform for 2021 encompasses policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies and are consistent with the recently adopted Connect SoCal plan, the region’s 2020 Regional Transportation Plan/ Sustainable Communities Strategy.

The policy areas include:

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

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

Prior Committee Action:

At the LCMC’s November 17, 2020 meeting, Committee Members provided their general feedback and direction on staff’s proposed draft. Committee Members expressed support for proposed bullet points on potential modernization to the State’s open meeting laws and implementation of the State’s Vision Zero Task Force recommendations. Committee Members asked for qualifications to existing bullet points expressing support for reforms to the California Environmental Quality Act (CEQA) and the Regional Housing Needs Assessment (RHNA). Additionally, Committee Members asked for new bullet points expressing support for protecting local authority within the context of housing production and securing increased resources to achieve the region’s air quality and environmental goals. Lastly, several Committee Members raised concern with new freight rail and goods movement facilities proposed by the California High Speed Rail Authority (CHSRA) and

Burlington Northern Santa Fe Railway (BNSF) that would be located in the City of Colton and County of San Bernardino.

The California High Speed Rail Authority & Burlington Northern Santa Fe Projects:

Legislation staff conferred with staff in the Goods Movement & Transportation Finance and Mobility Planning & Management departments concerning the HSR and BNSF projects. SCAG, along with partners at the South Coast Air Quality Management District (SCAQMD) and San Bernardino County Transportation Authority (SBCTA), have been in direct communication with leadership at CHSRA and BNSF to elevate our concerns relating to potential air quality impacts from the new freight railyard in Colton, the need to incorporate project-specific mitigation measures, potential challenges associated with various conformity determinations, and the need to establish an information sharing process between the agencies and concerned stakeholders. In addition, executives from CHSRA and BNSF are scheduled to present on this matter at the January 7, 2021 meeting of SCAG's Transportation Committee (TC).

Because of the on-going conversations between the various agencies and entities, and because the TC has not yet received the presentation from CHSRA and BNSF executives on these proposed projects, staff recommends that the LCMC not include an advocacy bullet point on this topic at this time.

Other Issues:

All other modifications requested by Committee Members are included in the 2021 legislative platform. These, along with other minor changes, are available for review in "red line version" attachment in highlighted text.

Recommendation:

Staff recommends the LCMC approve the 2021 State and Federal Legislative Platform to the Regional Council with a recommendation to support.

FISCAL IMPACT:

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

ATTACHMENT(S):

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



ABOUT SCAG

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

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

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

SCAG'S LEGISLATIVE PROGRAM

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

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

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

STATE

Active Transportation

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

Affordable Housing & Housing Production

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

Broadband Access

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

Building Resilience

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

15. Support programs that provide the resources necessary for communities to prepare for the consequences of a changing climate and resulting natural disasters.
16. In collaboration with other metropolitan planning organizations and stakeholders, explore potential updates to SB 375 (Steinberg, 2008) with the goal of focusing on ambitious yet achievable actions that will reduce greenhouse gas emissions in partnership with the State.
17. Support the expansion of General Fund and Greenhouse Gas Reduction Fund-funded forest health and fire prevention activities, which are primarily focused on conifer tree forests, to include chaparral landscapes. Advocate for ongoing land management and the stewardship of lands that contain essential chaparral and associated habitats to be context-sensitive, focus on biodiversity maintenance, and restore native vegetation.

Cap & Trade

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

Congestion Reduction

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

Expanding Opportunity

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

Freight & Goods Movement

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

Government Efficiency

31. Update the Ralph M. Brown Act to give public agencies the flexibility to omit a lengthy and time-consuming “Roll Call” process during a public vote, while maintaining the existing practice of recording and publishing the individual members’ votes and making those votes available for public review.
32. Support legislative efforts to make permanent aspects of Governor Newsom’s Executive Order N-29-20 which allow local government agencies to conduct official meetings via teleconference and other electronic means without violating state open meeting laws found in the Bagley-Keene Act or the Brown Act.

Project Streamlining

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

Public Health

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

Racial Justice

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

Technology & Data

42. Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, autonomous vehicles, aviation, maritime, commerce, and small electric mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
43. Secure funding to support the coordination among state agencies, MPOs, and other government entities to collect and share data, which reflects emerging technologies and mobility choices.

44. Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike share systems that ensures new regulations adequately protect users of all modes and supports the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.

Transportation Development Act

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

Transportation Funding

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

Transportation Safety

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

FEDERAL

Affordable Housing, Homelessness, & Local Government

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

Aviation

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

Broadband Access

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

Environment & Air Quality

8. Recognizing California's unique air quality challenges, support the authority of the State of California to establish its own tailpipe greenhouse gas emissions standards and zero-emission vehicle (ZEV) requirements.
9. Support grant and formula programs for climate resiliency, EV charging and fueling infrastructure, and greenhouse gas emissions reduction.

Freight & Goods Movement

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

Project Streamlining

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

Public Health

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

Public-Private Partnerships

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

Public Transit & Mobility

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

Racial Justice

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

Surface Transportation Policy Reauthorization

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

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

Transportation Funding

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



ABOUT SCAG

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

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

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

SCAG'S LEGISLATIVE PROGRAM

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

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

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

STATE

Active Transportation

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

Affordable Housing & Housing Production

- ~~4.~~ Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax increment financing districts, and emphasize tax increment as a public financing tool that does not increase taxes to residents.
- 5. **While underscoring our support for environmental protection,** ~~support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, jobs-rich area, or urban infill site.~~
- ~~5.6.~~ Advocate for the consistency within state law the sometimes-competing demands contained within SB 375 and the Regional Housing Needs Assessment (RHNA).
- ~~7.~~ ~~As jurisdictions in the SCAG region work to accommodate a 6th Cycle RHNA allocation of 1.3 million units, as provided by California Department of Housing & Community Development, a number that is nearly three times larger than the determination provided under the 5th cycle, advocate for providing greater flexibility to local jurisdictions for their housing element updates.~~
- 8. **In the spirit of collaboration and equity,** ~~advocate for the reinstatement of the practice that allows cities and counties to share or trade RHNA allocations as a tool that equips local jurisdictions to facilitate not only effective planning for housing, but its actual development.~~
- ~~6.9.~~ Continue to refine and update cap-and-trade’s Affordable Housing Sustainable Communities Program (AHSC) guidelines to better reflect the reality of Southern California’s growth patterns, such as Integrated Connectivity Projects. Support a regional equity goal for the programming of AHSC revenues, ~~and commit to continued resources for technical assistance and capacity building.~~
- 10. As the homeless population continues to grow in our region, support new state funding programs to assist cities, counties, and regional collaborations to address the challenges associated with homelessness.
- ~~7.11.~~ **While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.**

Broadband Access

- ~~8.12.~~ Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, to bridge the digital divide exacerbated by the COVID-19 pandemic.

Building Resilience

13. Support direct and flexible emergency funding for local governments of all sizes to respond to the Coronavirus Disease 2019 (COVID-19) or to backfill tax revenue lost due to the global pandemic.
- ~~9-14.~~ Advocate that communities affected by natural disasters receive the resources they need to rebuild.
15. Support programs that provide the resources necessary for communities to prepare for the consequences of a changing climate and resulting natural disasters.
- ~~10-16.~~ In collaboration with other metropolitan planning organizations and stakeholders, explore potential updates to SB 375 (Steinberg, 2008) with the goal of focusing on ambitious yet achievable actions that will reduce greenhouse gas emissions in partnership with the State.
17. Support the expansion of General Fund and Greenhouse Gas Reduction Fund-funded forest health and fire prevention activities, which are primarily focused on conifer tree forests, to include chaparral landscapes. Advocate for ongoing land management and the stewardship of lands that contain essential chaparral and associated habitats to be context-sensitive, focus on biodiversity maintenance, and restore native vegetation.

Cap & Trade

- ~~11-18.~~ Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall GHG reduction goals.
- ~~12.~~ Support continued investment in GGRF-funded programs that reflect the physical and social realities of the diverse communities across the SCAG region, such as the Clean Vehicle Rebate Project, Single Family Energy Efficiency, and Low Income Weatherization programs.
- ~~13.~~ Offer state-funded technical assistance to communities throughout California to more successfully access GGRF resources and support efforts to increase accessibility to GGRF-funded programs by directing outreach to programs for which the regions of the state are best suited to achieve GHG reduction.
19. Support program guidelines and scoring criteria that recognize and are sensitive to California's urban and suburban built environment.
20. Support expanded investment in the state's Commercial Organics Recycling Program that diverts organic material from landfills and support increased funding for local governments implementing the program.
- ~~14-21.~~ Support the increased percentage of the continuous appropriations for the GGRF-funded Transit & Intercity Rail Capital Program and Low Carbon Transit Operations Program ~~as a way to~~ promote transit expansion, ridership, and carbon reduction.

Congestion Reduction

- ~~15-22.~~ Support legislation that expands access to commuter benefit programs for employees.
- ~~16-23.~~ Support legislation that would develop new strategies for reducing congestion caused by school trips, such as expanding access to free or reduced student transit passes, supporting school bussing programs, and ~~or~~ funding ongoing Safe Routes to Schools programs.
- ~~17-24.~~ Support local pilot programs and funding mechanisms that employ innovative transportation strategies that reduce congestion and improve mobility, such as congestion or cordon pricing systems, while promoting equity measures.
- ~~18-25.~~ Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.

Expanding Educational Opportunity

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

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

Freight & Goods Movement

19-28. Support increased funding to the Trade Corridors Enhancement Program (TCEP), building upon the success of the Trade Corridors Improvement Fund (TCIF), to provide the resources necessary for critical infrastructure enhancements along the State’s high-volume freight corridors.

20-29. Support funding to preserve and maintain transportation infrastructure for key regional goods movement ~~infrastructure and~~ corridors that link freight facilities and systems to the rest of the nation.

21-30. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

Government Efficiency

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

22-32. Support legislative efforts to make permanent aspects of Governor Newsom’s Executive Order N-29-20 which allow local government agencies to conduct official meetings via teleconference and other electronic means without violating state open meeting laws found in the Bagley-Keene Act or the Brown Act.

Project Streamlining

23-33. While underscoring our support for environmental protection, ~~S~~support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.

24-34. Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.

25-35. Support innovative approaches to reform and streamline CEQA where reasonable, including, but not limited to, proposals to establish a CEQA-specific court or judicial procedure that is specialized in CEQA case law and related statutes ~~in an effort to~~ expedite legal review of CEQA challenges.

26-36. Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.

Public Health

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

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

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

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

Racial Justice

27-41. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices, and affirmatively advance equity and social justice as it relates to planning decisions in the region.

Technology & Data

28-42. Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, autonomous vehicles, aviation, maritime, commerce, and small electric mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.

29-43. Secure funding to support the coordination among state agencies, MPOs, and other government entities to collect and share data, which reflects emerging state technologies and mobility choices.

30-44. Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike share systems that to ensure new regulations adequately protect users of all modes and supports the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.

~~31. Encourage and support the coordination between the State and the U.S. Census Bureau's effort for developing and using census products, including the decennial U.S. Census, America Community Survey, and Census Transportation Planning Package.~~

Transportation Development Act

32-45. Support the development of greater efficiencies within the Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.

33-46. Support existing statutory authorization allowing SCAG to receive up to three-quarters of one percent of TDA revenues from SCAG-region county transportation commissions for transportation planning and programming responsibilities.

Transportation Funding

47. Support additional emergency funding for the SCAG region's local transportation agencies that have been severely impacted by the COVID-19 global pandemic and are expected to lose up to \$7 billion in transportation revenue from local, state, and federal sources over fiscal years 2019-20 and 2020-21.

48. Protect all existing and new sources of transportation funding from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.

34-49. Support a transition to a mileage-based user fee funding mechanism as a replacement to state gas taxes to provide sustainable funding to meet our state's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source.

35-50. Support regional equity considerationss for any funding source to ensure Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures corresponding with the funding source.

~~36. Support efforts that reduce the expense of transportation improvement projects by controlling the escalating costs associated with stormwater runoff requirements.~~

~~37-51.~~ Support increased funding for transportation projects based on applied regional performance metrics.

52. Support new funding for transportation agencies to offset the cost of implementing climate change initiatives, such as the Innovative Clean Transit regulation and the purchase of zero emission vehicles and infrastructure.

~~38-53.~~ Support legislation that would decrease the voter approval threshold—from the current requirement of 67% to 55%—for the creation, extension, or increase of local transportation tax measures similar to like the authority given to school districts.

~~39.~~ Reemphasize the need for the California High Speed Rail Authority to secure funding from non-Prop. 1A sources for other critical rail infrastructure projects, such as grade separations, to deliver the balance of the Authority's \$1 billion commitment to the Southern California region.

Transportation Safety

~~40-54.~~ Support legislation and updated, statewide policies that implement the recommendations of the Maintain active participation in the state's Zero Traffic Fatalities Task Force, which would provide jurisdictions with greater local control to combat rising traffic-related fatalities and serious injuries, especially for the most vulnerable roadway users. ~~will compile a report to the Secretary of Transportation to evaluate whether an alternative to the current process for setting speed limits should be considered and make recommendations on other steps to increase pedestrian and bicyclist safety.~~

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

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

FEDERAL

Affordable Housing, & Homelessness, & Local Government

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

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

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

Aviation

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

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

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

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

Broadband Access

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

Environment & Air Quality

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

Freight & Goods Movement

- 9-11. Support increased funding and policy proposals in the surface transportation authorization and annual appropriations bills that maintain and expand transportation infrastructure for key regional goods movement infrastructure and corridors that link freight facilities and systems to the rest of the nation.
- 10-12. Support the continuation of, and increased investment in, federal discretionary grant opportunities such as the Infrastructure for Rebuilding America (INFRA) and Better Utilizing Investments to Leverage Development (BUILD) program.
- 11-13. Expand the INFRA program to include both competitive and formula-based awards and support increased transparency measures for competitive grant awards. Reestablish the Projects of National and Regional Significance (PNRS) program for large freight/goods movement projects.
- 12-14. Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.
- 13-15. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

Project Streamlining

- 14-16. Support measures that expedite and streamline both project development and delivery.

Public Health

- 15-17. Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety. ~~planning activities that facilitate equitable health outcomes for all residents of the SCAG region.~~
18. Recognizing that climate change, public health, and racial justice, are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
19. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

Public-Private Partnerships

- ~~16-20.~~ Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.
- ~~17-21.~~ Oppose efforts that would seek to supplant existing transportation funding sources with P3 financing opportunities.
- ~~18-22.~~ Support improved performance standards to measure success, curtail project delays, reduce expenditures, and increase expenditure accountability.
- ~~19-23.~~ Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond in order to allow savings to be reinvested in additional infrastructure upgrades at airports, sea ports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.
- ~~20-24.~~ Support efforts to protect the tax exemption of municipal bonds.

Public Transit & Mobility

- ~~21-25.~~ Support efforts that expand public transit projects and service, both bus and rail, in the region to reduce congestion and enhance sustainability.
- ~~22-26.~~ Support federal grant or pilot programs for comprehensive planning that encourages Transit Oriented Development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.
- ~~23.~~ Support legislation related to emerging mobility services to ensure new federal regulations support the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.
- ~~24-27.~~ Oppose efforts that undermine the authority of states and local governments to enact their own regulations related to autonomous vehicles (AVs).

Racial Justice

- ~~25-28.~~ Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices as it relates to planning decisions in the region.

Surface Transportation Policy Reauthorization of the FAST Act

- ~~26-29.~~ Support a long-term surface transportation reauthorization ~~of the FAST Act~~ with increased federal funding to provide stable investments into the national infrastructure and transportation system.
- ~~27-30.~~ Continue ~~Renew~~ the Infrastructure for Rebuilding America (INFRA) grant ~~INFRA~~ program, which provides dedicated, discretionary funding for projects that address critical issues facing our nation's major freight corridors.
- ~~28-31.~~ Expand eligibility for any planning grant programs awards in a surface transportation policy bill under the reauthorized FAST Act to include MPOs as eligible recipients.
- ~~29-32.~~ Support a surface transportation reauthorization bill that includes incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local investment while leveraging federal dollars to deliver transportation improvements.
- ~~30-33.~~ Support efforts to increase planning funds that help state and regional governments address impacts associated with climate change, with the goal of making our infrastructure more resilient.

Transportation Funding

~~31.~~ Support new transportation and infrastructure funding sources, including federal grant programs that provide additional investment into the national infrastructure and transportation system.

~~32-34.~~ Support a transition to a mileage-based user fee funding mechanism as a replacement to ~~state and~~ federal gas taxes to provide sustainable funding to meet our nation's transportation infrastructure needs and maintain system management, preservation and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. Support modest increases to the federal gasoline taxes to maintain purchasing power.

~~33-35.~~ Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.

~~34-36.~~ Support innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.

~~35-37.~~ Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.

~~36-38.~~ Support ~~increased continued~~ investment in the Transportation Alternatives Program (TAP), which is a key funding source for the state's ~~Active Transportation Program (ATP)~~ program.