



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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Los Angeles, CA 90017
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REMOTE PARTICIPATION ONLY

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

Tuesday, November 16, 2021
8:30 a.m. – 10:00 a.m.

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

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

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PUBLIC ADVISORY

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

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

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1. **In Writing:** Submit written comments via email to: ePublicComment@scag.ca.gov by 5pm on Monday, November 15, 2021. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

All written comments received after 5pm on Monday, November 15, 2021 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.**

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OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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



Instructions for Participating in the Meeting

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

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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.

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

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LCMC - Legislative/Communications and Membership Committee
Members – November 2021

- 1. Hon. Alan Wapner**
LCMC Chair, SBCTA Representative
- 2. Hon. Peggy Huang**
LCMC Vice Chair, TCA Representative
- 3. Hon. Sean Ashton**
Downey, RC District 25
- 4. Hon. Letitia Clark**
Tustin, RC District 17
- 5. Hon. Margaret Finlay**
Duarte, RC District 35
- 6. Sup. Curt Hagman**
San Bernardino County
- 7. Hon. Jan C. Harnik**
RCTC Representative
- 8. Hon. Clint Lorimore**
Eastvale, RC District 4
- 9. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 10. Hon. Ray Marquez**
Chino Hills, RC District 10
- 11. Hon. Frank Navarro**
Colton, RC District 6
- 12. Hon. David Pollock**
Moorpark, RC District 46
- 13. Hon. Deborah Robertson**
Rialto, RC District 8
- 14. Hon. Ali Saleh**
Bell, RC District 27
- 15. Hon. David J. Shapiro**
Calabasas, RC District 44

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

16. Hon. Jose Luis Solache
Lynwood, RC District 26

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

18. Sup. Donald Wagner
Orange County

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
Remote Participation Only
Tuesday, November 16, 2021
8:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Alan D. Wapner, Chair)

PUBLIC COMMENT PERIOD

Members of the public are encouraged, but not required, to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Monday, November 15, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Legislative/Communications and Membership Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Monday, November 15, 2021, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Legislative/Communications and Membership Committee in real time during the meeting will be allowed up to 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 equally reduce the time limit of all speakers based upon the number of comments received. The total time period for all public comments related to items on the agenda and any other matter within the agency's subject matter jurisdiction is five (5) minutes. However, the presiding officer retains discretion to extend the 5-minute general comment period so that all members of the public desiring to speak may do so.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – September 21, 2021
2. SCAG Memberships and Sponsorships

OUR MISSION

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LEGISLATIVE/COMMUNICATIONS AND
MEMBERSHIP COMMITTEE
MEETING AGENDA

Receive and File

3. Legislative Advocacy Update
4. End of Session Update
5. Federal Legislative Update

ACTION ITEM

6. Public Participation Plan
(Sarah Patterson, Regional Affairs Officer III)

RECOMMENDED ACTION:

Approve the release of the draft Public Participation Plan for a 45-day period of public review and comment.

INFORMATION ITEMS

7. Community Planning Voter Initiative (LCMC may consider motion to recommend the Regional Council take a position on this measure)
(Estee Sepulveda, Legislative Analyst)
8. Discussion on Legislative Ideas
(Kevin Gilhooley, Legislation Manager)
9. Communications Update
(Margaret de Larios, Public Affairs Specialist III)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

(Javiera Cartagena, Director of Policy and Public Affairs)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
Remote Participation Only
November 16, 2021

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, SEPTEMBER 21, 2021

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

The LCMC held its September 21, 2021, 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

Alan D. Wapner (Chair)
Peggy Huang (Vice Chair)

Sean Ashton	<i>Downey</i>
Margaret Finlay	<i>Duarte</i>
Curt Hagman	
Jan Harnik	
Clint Lorimore	<i>Eastvale</i>
Steve Manos	<i>Lake Elsinore</i>
Ray Marquez	<i>Chino Hills</i>
Frank J. Navarro	<i>Colton</i>
David Pollock	<i>Moorpark</i>
Ali Saleh	<i>Bell</i>
David J. Shapiro	<i>Calabasas</i>
Jose Luis Solache	<i>Lynwood</i>
Cheryl Viegas-Walker	<i>El Centro</i>
Donald P. Wagner	

SBCTA

TCA
 District 25
 District 35
 San Bernardino County
 RCTC
 District 4
 District 63
 District 10
 District 6
 District 46
 District 27
 District 44
 District 26
 District 1
 Orange County

MEMBERS NOT PRESENT

Letitia Clark	<i>Tustin</i>	District 17
Deborah Robertson	<i>Rialto</i>	District 8

CALL TO ORDER

Chair Alan D. Wapner called the meeting to order at 8:30 a.m. and called on Vice Chair Peggy Huang to lead the Pledge of Allegiance. A quorum was confirmed.

PRESENTATION

(The Honorable Alan Lowenthal, U.S. Representative, (D-Long Beach), Member of the House Committee on Transportation & Infrastructure)

Chair Wapner introduced Congressman Alan Lowenthal, Congressional District 47, and provided background on Congressman Lowenthal's previous experience by mentioning he was a professor at Cal State Long Beach, served in the State Senate, State Assembly, and on the Long Beach City Council. Chair Wapner also shared that Congressman Lowenthal is also a Member of the House Transportation & Infrastructure Committee, serves on the Highways & Transit Subcommittee, and sits on the Natural Resources Committee.

Congressman Lowenthal opened by sharing his expertise as a senior member of the House Transportation & Infrastructure Committee and provided an update on the key provisions of the Bipartisan Infrastructure Bill, which had recently passed the Senate and was now under consideration by Congress. During his presentation, he provided a brief breakdown on how the money would be invested in port infrastructure, roads and bridges, passenger and freight rail, new climate resilience, and broadband. He touched on the transportation provisions in the "Human Infrastructure" reconciliation bill, currently under consideration by Congress. Congressman Lowenthal stated that many of the provisions in the reconciliation bill could help combat inflation by addressing the ports' backlogs and improving goods movement generally. Congressman Lowenthal concluded by stating that he is part of the progressive caucus, which is determined to move both these critical bills together and will continue to work with Speaker Pelosi, President Biden, and the Senate to make this happen.

Hon. Cheryl Viegas-Walker, El Centro, District 1, asked about the controversy over a provision that provides enhanced tax incentives for union-only, U.S.-built electric cars and the impact to Tesla, which is American-made but non-union. Congressman Lowenthal responded that the union provision intended to invest in and protect unionized American workers in the automobile industry, who are recognized as building the great transportation system in this country.

Hon. Jan Harnik, RCTC, asked about electrification and the usage of hydrogen cells and hydrogen power in research and development. Congressman Lowenthal stated that the use of hydrogen may have a unique role in the transportation sector, particularly with regard to heavy-duty trucks.

Chair Wapner thanked Congressman Lowenthal for participating in the meeting.

PUBLIC COMMENT PERIOD

Chair Wapner opened the Public Comment Period. SCAG staff confirmed that there were no public comments submitted via email to ePublicComment@scag.ca.gov. Seeing there were no public comment speakers, Chair Wapner closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEM

There were no prioritized agenda items.

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – August 17, 2021

Receive and File

2. Legislative Tracking Report
3. Federal Legislative Update

A MOTION was made (Solache) to approve the Consent Calendar. The MOTION was SECONDED (Manos) and APPROVED by a majority roll call vote as follows:

AYES: Ashton, Finlay, Harnik, Huang, Lorimore, Manos, Marquez, Navarro, Pollock, Saleh, Shapiro, Solache, Viegas-Walker, Wagner and Wapner (15)

NOES: None (0)

ABSTAIN: None (0)

ACTION ITEMS

4. SB 9 Status and Follow Up Discussion

Chair Wapner addressed his concern on the signing of Senate Bill (SB) 9 and the impact the bill will have on cities and counties. He stated it is important that SCAG offer ideas on how to deal with the impacts of SB 9 and would like to discuss it further with this committee after the status report by Kevin Gilhooley, Legislation Manager.

Mr. Gilhooley provided a report on SB 9, noting that despite SCAG's opposition and advocacy against it, the bill was signed into law by Governor Newsom. Mr. Gilhooley reported that with the passing of this bill, starting January 1, 2022, jurisdictions must allow for the ministerial approval of duplex housing development projects on a parcel zoned for single-family residential use and allow for lot splits to be approved without discretionary review or a hearing upon meeting many criteria. Mr. Gilhooley stated that SB 9 is designed to increase housing stock in single-family residential zones and has the potential for far-reaching impacts throughout the region. Mr. Gilhooley concluded his report by stating that the Committee may want to forward a status update to the Executive/Administration Committee (EAC) and Regional Council (RC) and recommend that they further study the impacts of SB 9.

Chair Wapner asked if RHNA numbers would be impacted by SB 9 and if cities would be credited for the lot splits. Mr. Gilhooley stated that cities would not be able to take advantage of the provisions of SB 9 because housing element updates for SCAG-region jurisdictions were due on October 15, 2021 and the bill would not take effect until January 1, 2022. Chair Wapner also addressed concern that SB 9 does not include an affordable component and asked if this issue had been brought up in any discussions. Mr. Gilhooley explained that there were no requirements that any of the SB 9 units be available at below market rates. Chair Wapner asked about local jurisdictions being allowed to assess development fees for the new units. Mr. Gilhooley stated that SB 9 did not remove the ability for local jurisdictions to assess impact fees on those units.

Hon. Cheryl Viegas-Walker commented on her distress on the turnout of SB 9 and suggested staff make sure SCAG can accumulate and aggregate the data coming from our jurisdictions. She suggested collecting narratives from our residents, stating how these housing bills have impacted their lives, and taking those stories to Sacramento.

Hon. Jose Solache, Lynwood, District 26, shared that he had reached out to the Assembly Speaker on this issue.

Hon. Margaret Finlay, Duarte, District 35, asked which lobbying concern drove SB 9. Mr. Gilhooley responded that there were a variety of interests behind pro-housing development legislation and shared some of the organizations that supported SB 9.

Chair Wapner shared his frustration on conversations he had with SB 9 proponents who also claimed SCAG had not included them in important conversations, such as the Greenprint. The Chair emphasized that collaboration goes both ways.

Hon. Steve Manos, Lake Elsinore, District 63, questioned whether there was anything the Committee could do to analyze or support an initiative that restores public input in the local housing approval process.

Hon. Ray Marquez, Chino Hills, District 10, asked about businesses and residents of California leaving the state. He asked if staff would provide data on that number.

Vice Chair Huang, TCA, addressed the housing shortage and questioned whether SB 9's owner occupancy requirement is enforceable. Vice Chair Huang also shared that the Silicon Valley's Business Roundtable was influential in SB 9 as a strategy for housing tech workers.

Hon. Jan Harnik expressed her concern that SB 9 may increase market-rate housing.

Hon. Sean Ashton, Downey, District 25, requested item number 7 be moved after item number 4, stating both items 4 and 7 relate to SB 9. Chair Wapner accepted his request but first made the following motion on item number 4.

A MOTION was made (Wapner) to FORWARD an update on SB 9 and RECOMMEND to the EAC and RC that the impacts of SB 9 be further studied. The MOTION was SECONDED (Finlay) and APPROVED by a majority roll call vote as follows:

AYES: Ashton, Finlay, Harnik, Huang, Lorimore, Manos, Marquez, Navarro, Pollock, Saleh, Shapiro, Solache, Viegas-Walker, Wagner and Wapner (15)

NOES: None (0)

ABSTAIN: None (0)

After the roll call vote was taken, Chair Wapner suggested that staff monitor any regulations relating to the implementation of this bill.

Hon. Viegas-Walker also made a brief comment on the upcoming Cal Cities Annual Conference at which SB 9 would be discussed.

7. Californians for Community Planning Voter Initiative

Estee Sepulveda, Legislative Analyst, provided an update on the Community Choice Initiative, stating how this initiative would amend the state's Constitution to make a local jurisdictions' general plans, specific plans, ordinances, or regulations of zoning, development, or land-use within

their boundaries supersede any conflicting state laws. After her remarks, Ms. Sepulveda asked Vice Chair Huang to share any additional information on the proposal.

Vice Chair Huang shared that she is a proponent of the effort and provided additional information on the group leading it. She stated the effort was originally introduced as Assembly Constitutional Amendment 7 and has bipartisan support.

Chair Wapner made the recommendation to forward this information to the Regional Council and Policy Committees for educational purposes. Mr. Gilhooley asked the Chair for a vote to record the action.

A MOTION was made (Navarro) to FORWARD the information on the Californians for Community Planning Voter Initiative to the EAC, RC, and policy committees for educational purposes. The MOTION was SECONDED (Manos) and APPROVED by a majority roll call vote as follows:

AYES: Ashton, Finlay, Harnik, Huang, Lorimore, Manos, Marquez, Navarro, Pollock, Saleh, Shapiro, Solache, Viegas-Walker, Wagner and Wapner (15)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

5. Discussion on Legislative Ideas

Mr. Kevin Gilhooley, Legislation Manager, reported that SCAG President Clint Lorimore had requested the LCMC to brainstorm ideas for potential legislative sponsorship. Mr. Gilhooley then shared a proposed process for considering legislative ideas.

Chair Wapner requested Mr. Gilhooley leave this item up for discussion at their next LCMC meeting in November and reminded the committee members that the LCMC meeting would be dark in October. Chair Wapner asked the committee members to please gather their ideas within that time frame and requested they be forwarded to Mr. Gilhooley before the November meeting.

6. State Legislative Update

Mr. David Angel, Legislative Analyst, provided an update on the state legislative bills on which SCAG had taken a position. Mr. Angel reported that state legislature adjourned as of September 10, 2021 and would not return until January 3, 2022. Mr. Angel explained how several bills that had been

passed by the Legislature still awaited final action by the Governor, including AB 43, SB 44, SB 266, and AB 215. Mr. Angel informed the Committee that advocacy letters concerning SCAG's adopted positions had been sent to the Governor. Mr. Angle also updated the Committee on the negotiating impasse between the Governor and the Legislature concerning High Speed Rail funding and the implications that had for other transportation programs.

Chair Wapner asked about the Brown Act executive order and AB 361. Mr. Angel explained that implementation of AB 361 was delayed until October 1, 2021. Mr. Michael Houston, Chief Counsel and Director of Legal Services, provided additional context on the subject.

8. Communications Update

Ms. Margaret de Larios, Public Affairs Specialist, provided the committee with an update on the 12th annual Southern California Economic Summit, scheduled for Thursday, December 2, 2021. She shared the Summit's theme, "From Inclusive Recovery to Inclusive Growth," and described the event's virtual format.

Ms. de Larios also provided an update on the Public Participation Plan and the pending survey asking for feedback on SCAG's outreach efforts.

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Ms. Javiera Cartagena, Director of Policy and Public Affairs, informed the Committee of the virtual format for the October and November RC meetings and for the hybrid format for the October and November EAC meetings. Ms. Cartagena provided an update on Executive Director Kome Ajise's participation in a Roundtable with Congressman Jimmy Gomez (D-Los Angeles), concerning the bipartisan Infrastructure bill and surface transportation reauthorization. Ms. Cartagena introduced Ms. Katie Burnham, a new Communications Specialist at SCAG, who would be working in the Media and Public Affairs Department.

Mr. Michael Houston, Chief Counsel and Director of Legal Services, introduced SCAG's new Deputy Legal Counsel, Mr. Jeff Elder. Mr. Houston mentioned that Mr. Elder previously worked for the City of Los Angeles and briefly spoke to his professional experiences.

FUTURE AGENDA ITEMS

There were no future agenda items.



ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

There being no further business, Chair Wapner adjourned the Legislative/Communications and Membership Committee meeting at 10:03 a.m.

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

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AGENDA ITEM 2 REPORT

Southern California Association of Governments
Remote Participation Only
November 16, 2021

To: Legislative/Communications and Membership Committee (LCMC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: SCAG Memberships and Sponsorships

RECOMMENDED ACTION:

Approve up to \$17,500 for memberships or sponsorships for the 1) Coalition for America's Gateways and Trade Corridors (\$6,500); 2) Los Angeles County Business Federation (\$6,000); and 3) California State University, San Bernardino LTC Mobility Dialogue Series (\$5,000).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The Legislative/Communications and Membership Committee (LCMC) is asked to approve up to \$17,500 to retain membership in the 1) Coalition for America's Gateways and Trade Corridors (\$6,500); 2) Los Angeles County Business Federation (\$6,000); and sponsor the 3) California State University, San Bernardino LTC Mobility Dialogue Series (\$5,000).

BACKGROUND:

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

Type: Membership **Amount:** \$6,500

The Coalition for America's Gateways and Trade Corridors (CAGTC) was established to bring national attention to the need to significantly expand U.S. freight transportation capabilities and to work toward solutions for this growing national challenge. CAGTC works with and through its members to raise awareness with the public and Congress on the need for sufficient funding for trade corridors, gateways, intermodal connectors, and freight facilities. This will be especially important as Congress considers the Transportation-Housing & Urban Development Appropriations bill to match the funding levels in the recently passed surface transportation reauthorization within the Bipartisan Infrastructure Bill. CAGTC will be instrumental in assisting SCAG advocate for long-term solutions that prioritize freight investment.

As a founding member, SCAG's participation in CAGTC was the result of the consistent Board-adopted goal to seek a federal freight funding partnership. CAGTC is comprised of over sixty representative organizations, including state Departments of Transportation (DOTs), metropolitan planning organizations (MPOs), ports, engineering firms, and freight corridors that work to improve national freight policy. All Southern California freight stakeholders are members of CAGTC, and SCAG Chief Operating Officer Darin Chidsey is a member of the CAGTC Board of Directors. Regional Council Board Officers regularly traveled to Washington, DC to attend CAGTC meetings and conferences in the past.

Item 2: Los Angeles County Business Federation (LA County BizFed)
Type: Membership **Amount:** \$6,000

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

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

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

Item 3: California State University, San Bernardino Leonard Transportation Center Mobility Dialogue Series
Type: Sponsorship **Amount:** \$5,000

The California State University, San Bernardino (CSUSB) Leonard Transportation Center (LTC) was opened in 2006 to study regional transportation needs in the Inland Empire. Today, the LTC focuses on its research and student engagement programs. The Center's focal points include transportation management and governance issues, the development of new technologies, and transnational studies.

As part of their efforts, the LTC is offering its fifth Regional Mobility Dialogue Series in 2022. The Center has held these Dialogues over the past four years to bring together a diverse set of

policymakers, public and private partners, as well as CSUSB staff, students, and members of the public. This year's topics included telecommuting during the pandemic, the nexus between transportation and climate change, congestion pricing, public transit and big data, innovations in the goods movement, and a year of transportation innovation in the Inland Empire.

The Gold Level Sponsorship would provide SCAG with the following benefits:

- Promotional video for the member will be shared on the LTC website
- Verbal acknowledgment at each event
- Acknowledgment on-screen during programs with member logo
- Recognition on LTC website and all social media accounts (Instagram, Twitter, FB, LinkedIn)
- ½ page advertisement/message in event program
- Speaking opportunity during opening remarks
- Send promotional materials out during all Dialogues

FISCAL IMPACT:

\$17,500 for SCAG's membership in CAGTC and the LA County BizFed to sponsor the LTC's Mobility Dialogue Series is included in the approved FY 21-22 General Fund budget.



AGENDA ITEM 3
REPORT

Southern California Association of Governments
Remote Participation Only
November 16, 2021

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Legislative Advocacy Update

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

This report provides the Legislative/Communications and Membership Committee (LCMC) with an update on the State Assembly’s “Housing Working Group” which recently conducted several Housing Roundtables across the state, including three in the SCAG region.

BACKGROUND:

Assembly Housing Working Group

In late September, members of the State Assembly announced the formation of an Assembly Housing Working Group that would host a series of regional roundtables to examine barriers and explore solutions to the state’s housing production and affordability crisis. The Working Group was organized in coordination with Assemblymember David Chiu (D-San Francisco), Chair of the Assembly Committee on Housing and Community Development, and the roundtables—which took place in the Bay Area, Central Coast, Central Valley, and Southern California—included local elected officials, housing advocates, representatives of labor, non-profit housing developers, and municipal staff. The discussions from the roundtables will inform policy ideas that the Assemblymembers may want to pursue in the 2022 legislative year.

To demonstrate the Assembly’s commitment to solving the housing crisis, members of the Working Group were not just members of the Assembly’s Housing Committee. In addition, each roundtable event included about a dozen Assemblymembers from around the state. The roundtable events

were held in-person and were invite-only. There were three roundtables conducted in the SCAG region and each was attended by at least one SCAG board officer and staff person.

President Clint Lorimore and Second Vice President Carmen Ramirez attended the Roundtable organized by Assemblymember Laura Freidman (D-Glendale) on October 11, 2021 in Glendale. First Vice President Jan Harnik attended the Roundtable organized by Majority Leader Eloise Gomez Reyes (D-San Bernardino) on October 12, 2021 in San Bernardino. President Lorimore also attended the Roundtable organized by Assemblymember Sharon Quirk-Silva (D-Fullerton) on October 13, 2021 in Fullerton.

Each of the roundtables included a panel of experts who shared their experiences relating to development of affordable housing projects, interfacing with community-based organizations, or the complicated nature of compiling various state grant programs for housing related purposes. Ms. Jenna Hornstock, SCAG's Deputy Director for Land Use Planning, participated on Assemblymember Friedman and Quirk-Silva's panels, providing an overview of the region's housing need and housing development trends.

While each of the three roundtables conducted in the SCAG region generally offered some opportunity for participation among the audience, the roundtables created the need to continue the conversation with the Roundtables' members. To that end, staff is arranging for follow up meetings with the Assemblymembers who attended the roundtables to convey additional legislative priorities relating to SCAG's housing policy. Staff will provide updates on these outreach meetings as they progress in the near future.

FISCAL IMPACT:

Work associated with the Sacramento Advocacy Update is contained in the General Fund budget, Legislation 800-0160.02.



AGENDA ITEM 4
REPORT

Southern California Association of Governments
Remote Participation Only
November 16, 2021

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: End of Session Update

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

This written report provides a brief update regarding the results of the first half of the 2021-2022 legislative session.

BACKGROUND:

This year, the Legislature passed over 900 bills and deferred a few hundred others to the second half of the 2021-2022 legislative session. SCAG took a formal position on 15 pieces of legislation, including 12 support and three oppose positions. Matrices of bills on which SCAG has taken a position and Brown Act related legislation are attached to this staff report.

Legislation Update

The California State Legislature adjourned for its Interim Recess on September 10, 2021, and will reconvene on January 3, 2021. After the Legislature adjourned, Governor Newsom took final action on passed legislation on October 9, 2021, which was one day before the deadline to take action on the bills sent to his desk. Of the 15 pieces of legislation that SCAG took a position on, the Governor signed ten into law, including:

- AB 14 (Aguiar-Curry) – Support
- AB 43 (Friedman) – Support
- AB 215 (Chiu) – Oppose
- AB 687 (Seyarto) – Support

- SB 4 (Gonzalez) – Support
- SB 7 (Atkins) – Support
- SB 9 (Atkins) – Oppose
- SB 10 (Wiener) – Support, if Amended
- SB 44 (Allen) – Support
- SB 266 (Newman) – Support

Various bills on which SCAG adopted a position are still active but have been designated as “two-year bills,” meaning that they must pass in their house of origin by January 31, 2022, to remain active. However, Assembly or Senate Constitutional Amendment two-year bills do not face this same deadline and must pass by the end of the legislative session. Of the 15 pieces of legislation that SCAG took a position on, five are “two-year bills,” including:

- ACA 1 (Aguiar-Curry) – Support
- SCA 2 (Allen & Wiener) – Support
- SB 15 (Portantino) – Support
- SB 261 (Allen) – Oppose, unless Amended
- SB 623 (Newman) – Support

SCAG legislation staff closely watched various other bills relevant to our work, including Brown Act Reform bills. Of the five Brown Act bills that SCAG Legislation staff followed, two were signed into law, one was vetoed, and two others are two-year bills, including:

- AB 339 (Lee & Garcia) – Vetoed
- AB 361 (Rivas) – Signed into Law
- AB 703 (Rubio) – Two-Year Bill
- AB 1419 (Kiley) – Two-Year Bill
- SB 274 (Wieckowski) – Signed into Law

SCAG staff also closely watched AB 1147 (Friedman), which would have, among other things, made various changes to requirements for Metropolitan Planning Organizations’ Regional Transportation Plans/Sustainable Communities Strategies. Governor Newsom vetoed AB 1147.

Lastly, the SCAG legislation website was recently updated to include a more expansive list of the bills on which the agency has taken a position and the many additional bills being tracked by staff. The website was also updated to include a bill search function to increase the public’s accessibility of the information. The updated Legislative Tracking Report and Bill Search function can both be found at scag.ca.gov/legislative-tracking.



FISCAL IMPACT:

Work associated with the staff report on the End of Session Update is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. 2021 SCAG Bill Position Tracker
2. 2021 Brown Act Bill Tracker



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

Attachment: 2021 SCAG Bill Position Tracker (End of Session Update)



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

Attachment: 2021 SCAG Bill Position Tracker (End of Session Update)



Bill Number	Position/RC Action	Topic	Summary	Status
SB 15 (Portantino)	Support 04/01/21	Incentives to Rezone Idle Retail for Affordable Housing	Would create a new grant program that would award grant funding to local jurisdictions that rezone idle retail sites to allow for the development of affordable housing.	Two-Year Bill.
SB 44 (Allen)	Support 03/04/21	Environmental Leadership Transit Projects	Would provide for an expedited judicial review process for environmental leadership transit projects in Los Angeles County.	Signed into law by Governor Newsom on 10/07/21.
SB 261 (Allen)	Oppose unless Amended 04/01/21	SCS Reform	Extends SB 375 regional GHG reduction targets, adds regional VMT reduction targets, introduces new opportunities for CARB to double-check an MPO's SCS, adds new reporting requirements for cities/counties to the MPO.	Two-Year Bill.
SB 266 (Newman)	Support 04/01/21	Chino Hills State Park Expansion	Would direct the California Department of Parks and Recreation (DPR) to assist Chino Hills State Park in acquiring and managing three land parcels surrounding the park.	Signed into law by Governor Newsom on 10/09/2021.
SB 623 (Newman)	Support 04/01/21	Electronic Toll and Transit Fare Collection Systems	Would do several things, but most importantly, it clarifies that toll operators may use personally identifiable information to perform core business functions like billing, collection, and enforcement.	Two-Year Bill.

Attachment: 2021 SCAG Bill Position Tracker (End of Session Update)



Bill Number	Topic	Summary	Status
AB 339 (Lee & Garcia)	Brown Act Reform	Requires city or county that governs a jurisdiction containing at least 250,000 people to allow the public to attend and comment via telephone or internet at their meetings. It would also require any city or county that video streamed meetings on or before June 15, 2021 to continue to do so. These provisions would sunset on December 31, 2021.	Vetoed by Governor Newsom on 10/07/21.
AB 361 (Rivas)	Brown Act Reform	Authorizes a local agency to follow relaxed Brown Act requirements during future emergencies when the legislative body of a local agency (1) holds a meeting for the purpose of declaring a local emergency or (2) when the legislative body holds a meeting during a proclaimed state of emergency or local emergency, and when state or local health officials impose or recommend social distancing.	Signed into law by Governor Newsom on 09/15/21.
AB 703 (Rubio)	Brown Act Reform	Alters in-person public access and quorum requirements for teleconferenced meetings under the Brown Act.	Two-year bill.
AB 1419 (Kiley)	Brown Act Reform	Requires the governing board of a school district, a county board of education, and the governing body of a charter school to make any public meeting of the board or body accessible electronically online to all members of the public seeking to attend and ensure the opportunity for the members of the public participating electronically to comment on agenda items in the same manner as a person attending a meeting in person.	Two-year bill.
SB 274 (Wieckowski)	Brown Act Reform	Requires local agencies to provide local agency meeting materials by email to persons who request it, if technologically feasible.	Signed into law by Governor Newsom on 10/09/21.

Attachment: 2021 Brown Act Bill Tracker (End of Session Update)



AGENDA ITEM 5
REPORT

Southern California Association of Governments
Remote Participation Only
November 16, 2021

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Estee Sepulveda, Legislative Analyst III,
(213) 236-1864, sepulveda@scag.ca.gov

Subject: Federal Legislative Update

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

This report provides a summary on the Fiscal Year 2022 appropriations bills, earmarks, debt limit, and federal infrastructure legislation moving through Congress, including the authorization of federal surface transportation programs. By early December 2021, Congress must act on an appropriations package to avoid a government shutdown and raise or suspend the debt limit to prevent the federal government from defaulting on its obligations.

BACKGROUND:

Bipartisan Infrastructure Bill (BIB)

After several months of negotiations, on November 5, 2021, the House of Representatives passed the Infrastructure Investment and Jobs Act (H.R. 3684), by a vote of 228 to 206. Thirteen Republicans voted in support of the bill and six Democrats voted against it with California’s congressional delegation voting along party lines. The BIB has been sent to President Joe Biden, and he is expected to sign it into law at a ceremony on November 15, 2021. As a reminder, the BIB passed the Senate by a vote of 69 to 30, on August 10, 2021, and had been pending in the House for final passage.

The BIB provides \$1.2 trillion over five years, including \$550 billion in new spending. This legislation contains a new, five-year surface transportation reauthorization law and makes broad investments in roads, bridges, rail, transit, ports, airports, electric grid, water systems, broadband, among other

priorities. It represents a significant infusion of federal funding for U.S. public works across various industries.

Several authorizing bills are rolled into the BIB including the Surface Transportation Reauthorization Act (S. 1931), Surface Transportation Investment Act (S. 2016), Drinking Water and Wastewater Infrastructure Act (S. 914), Energy Infrastructure Act (S. 2377), Digital Equity Act (S. 2018), and RECYCLE Act (S. 923). Under the BIB, the U.S. Department of Transportation (USDOT) will receive \$567.5 billion. Of that, \$293.4 billion is baseline funding, which is the level of spending from the current surface transportation reauthorization law, the FAST Act. In addition to the baseline funding, the bill also provides USDOT an additional \$274.1 billion in new spending authority.

Highlights of investments include:

- \$110 billion for roads, bridges, and major projects
- \$73 billion for power grid upgrades
- \$66 billion for passenger and freight rail
- \$65 billion for broadband expansion
- \$55 billion for clean water
- \$39 billion for public transit
- \$25 billion for airports
- \$17 billion for ports and waterways
- \$11 billion for highway and pedestrian safety projects
- \$7.5 billion for electric vehicle infrastructure
- \$7.5 billion for electric buses/ferries
- \$1 billion for reconnecting communities

Substantive investment from the federal government is need in California as the American Society of Civil Engineers gave the state a “C-” grade on its most recent infrastructure report card. California is expected to receive approximately \$25.3 billion in new funding for roads and bridges, \$9.45 billion to improve public transportation, \$4.2 billion for bridge repairs, \$3.5 billion for water infrastructure, \$1.5 billion for airport infrastructure, \$384 million to build out EV charging stations, \$100 million to provide broadband coverage, and \$84 million for wildfire risk reduction.

Human Infrastructure / Build Back Better Act

Shortly after approving the BIB, the House adopted a rule, by a vote of 221 to 213, governing future consideration of a social spending plan called the Build Back Better Act (BBB; H.R. 5376) that funds “human infrastructure” to supplement the physical infrastructure in the BIB. The BBB is moving through the budget reconciliation process where the bill only needs a simple majority vote in the Senate and therefore, no Republican votes are needed in order for it to be approved.

The BBB was originally held up by a band of moderate Democrats from both chambers who wanted the House to consider the BIB first and had signaled that they were not supportive of a large \$3.5

trillion price tag. Subsequently, on October 28, 2021, the White House released a \$1.75 trillion framework that is fully paid for by shrinking tax breaks for wealthy households and corporations. The social spending package addresses a wide range of social, environmental, and economic issues and allocates funding as follows:

- \$400 billion for childcare and preschool
- \$150 billion for home care
- \$200 billion for child tax & earned income tax credits
- \$555 billion for clean energy and climate investments
- \$130 billion for ACA credits, including in uncovered states
- \$35 billion for Medicare hearing
- \$150 billion for housing
- \$40 billion for higher education and workforce
- \$90 billion for equity and other investments
- \$100 billion supplemental for immigration

The House will delay a vote of the BBB until the week of November 15, 2021, when the Congressional Budget Office (CBO) is expected to complete its full score of the bill, which gives a detailed cost estimate. This was a condition from moderate Democrats to support the BBB in exchange for a vote on the BIB from progressive Democrats. Once the House passes the BBB, the proverbial ball will be in the Senate's court where the bill faces unique complications. The Senate Parliamentarian may rule against incorporating provisions that create new programs or fund programs that were addressed in the BIB. Assuming changes are made, and the Senate passes the BBB, the bill would return to the House for another vote. If the House passes that bill without modifications, it will then proceed to the President for his signature.

Fiscal Year (FY) 2022 Appropriations Update

Congress will have to turn its attention to funding the federal government before a short-term Continuing Resolution (CR) that avoids a government shutdown expires on December 3, 2021. As a reminder, there are a total of 12 spending bills that make up the federal budget.

Thus far the Senate Appropriations Committee has passed three appropriations bills for FY 2022—Agriculture (S. 2599), Energy and Water (S. 2605), and Military Construction and Veterans Affairs (S. 2604). The full Senate has yet to take up any of these appropriations measures. On October 18, 2021, the Chair of the Senate Appropriations Committee Patrick Leahy (D-Vermont) finally released the text of the nine remaining appropriations bills. The Senate's Transportation-Housing Urban Development (T-HUD) Appropriations bill would provide \$90.5 billion in total budgetary resources to the USDOT. Because the Senate FY 2022 appropriations bills give non-defense programs a 13 percent boost compared to a five percent increase for defense spending, Republican Senators immediately opposed the fiscal bills. They insist on parity in funding increases for the military and non-defense programs.

Over in the House, that chamber has passed nine of the 12 spending bills for FY 2022 through three separate spending packages: H.R. 4502, H.R. 4346, and H.R. 4373. The House T-HUD Appropriations bill would fund USDOT at \$105.7 billion, which is an increase of \$19 billion over FY 2021 enacted levels.

The heads of the House and Senate Appropriations Committees met the week of November 1, 2021, to try and reach agreement on a framework for the FY 2022 appropriations package. As of the time of this writing, Appropriators have failed to make progress. In the absence of an agreement, it is possible that Congress may pass another short-term CR through February 2022 or a longer CR for the duration of FY 2022 that that freezes current funding at the FY 2021 levels for all programs.

A short- or long-term CR will prevent spending provided by the recently approved BIB from taking place. This is because the BIB provides spending out of the Highway Trust Fund that must be ratified by the Appropriations Committees each year. A flat CR might mean that nearly \$15 billion of the funding increases promised by the BIB for FY 2022 would not take place.

Earmarks

This year Congress resuscitated “earmarks” for projects directed to specific locations by Members of Congress. SCAG staff submitted three proposals to the region’s congressional delegation for consideration: (1) Highways to Boulevards Regional Study, (2) Mobility Wallet Demonstration and Research Study, and (3) Tri-Connect SoCal Freight Initiative. As previously mentioned, the Senate Appropriations Committee unveiled the T-HUD Appropriations bill in mid-October. Their version of the spending bill would appropriate \$953.2 million for “congressionally directed spending” or earmarks. Fortunately, Senators Dianne Feinstein and Alex Padilla selected to sponsor SCAG’s Highways to Boulevards Regional Study and the initiative was included in the Senate’s appropriations package.

This is significant because the State of California did not receive many earmarks. The Appropriations Committee split total funding in half with 50 percent going to Democrats and the other 50 percent going to Republicans. Very few Republican Senators made earmark requests and therefore, those projects received significant funding. Conversely, Democratic Senators split their funding considerably because they made many more requests. Below is a table of earmarks in the T-HUD Appropriations bill for California:

Amount	Project	Sponsoring Senator
Highway Infrastructure Program		
\$2 million	7th Street Connection Project	Padilla
\$480,000	SCAG Highways to Boulevards Regional Study	Feinstein, Padilla

Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program		
None		
Transit Infrastructure Grants		
\$1 million	City of Emeryville 40th Street Re-Design Project	Feinstein
\$2 million	Next Generation BART Fare Gates Project	Feinstein
\$750,000	Orange County West Santa Ana Branch High Capacity Transit Study	Feinstein
\$2 million	San Francisco Municipal Transportation Agency Cable Car Renewal Master Plan	Feinstein
\$10 million	COASTER Commuter Rail Corridor Stabilization	Feinstein, Padilla
\$3.5 million	Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor	Feinstein, Padilla
\$5 million	East San Fernando Valley Transit Corridor Project	Padilla
\$5 million	Inglewood Transit Connector Project	Padilla
\$1 million	Long Beach Zero-Emission Bus Replacement Project	Padilla
Airport Improvement Program		
\$2 million	Fresno Yosemite Airport (FAT) Terminal Expansion and Safety Enhancement Project.	Feinstein, Padilla
Transportation Planning, Research, and Development		
\$1 million	West Santa Ana Branch Transit Corridor	Feinstein
Economic Development Initiatives		
\$500,000	City of Alameda: Transitional Housing Project	Feinstein, Padilla
\$665,000	City of Fresno: Urban Heat Island Mitigation and Edible Food Rescue and Distribution Project	Feinstein, Padilla
\$1 million	City of Torrance: Pathway Torrance, A Community Resource and Response Center	Padilla
\$2 million	County of Monterey: Homeless Youth Housing Campus	Padilla
\$250,000	Covenant House California: Covenant House California Homeless Youth Services Center	Feinstein, Padilla
\$500,000	Downtown Women’s Center: Historic Preservation and Infrastructure Repairs at the Downtown Women’s Center	Feinstein
\$500,000	San Gabriel Valley Regional Housing Trust: San Gabriel Valley Affordable Housing Project Pipeline	Feinstein, Padilla
\$500,000	SOMOS Mayfair, Inc.: SOMOS Mayfair Community Center	Feinstein, Padilla

In the House, all three of SCAG’s proposals were sponsored by various Members from around the region including Representatives Nanette Barragán, Karen Bass, Jimmy Gomez, Ted Lieu, Alan

Lowenthal, and Grace Napolitano. These earmarks were originally included in the House's surface transportation authorization bill that was rolled into the BIB but were later dropped during negotiations. Later, House Transportation and Infrastructure Committee Chairman Peter DeFazio (D-Oregon) announced that those earmarks would be included as part of the Committee's component to the BBB in Section 110008 entitled "Local Transportation Priorities." However, earmarks were nixed when the White House released the framework for the BBB. It is unclear if the transportation earmarks may be inserted in another legislative vehicle.

Debt Limit

At the end of July 2021, the United States reached the debt limit, which enables the government to keep financing federal spending that has already been authorized by Congresses and presidents of both parties. The U.S. Treasury then took extraordinary measures to prevent the U.S. from defaulting on its obligations. U.S. Treasury Secretary Janet Yellen forecasted that these measures and cash would run out around October 18, 2021. To avoid defaulting for the first time in its history, Congress would have to raise or suspend the debt limit before then.

After tense negotiations, on October 7, 2021, the Senate advanced bipartisan legislation, by a vote of 61 to 38, to increase the federal debt limit by \$480 billion. Shortly after, the House voted 219 to 206 to pass the legislation, and on October 14, 2021, President Biden signed it into law. This bill gives Congress until December 3, 2021 to find a long-term solution to avoid defaulting on federal debts. However, Republicans indicate that they will not assist Democrats in raising the borrowing limit in the future. Democrats have said that they will not attach the next increase in the debt limit to the BBB, which does not need any Republican support. Speaker Pelosi has publicly expressed interest in having the U.S. Treasury Department increase the debt ceiling unilaterally. It is unclear how Democrats will ultimately proceed.

FISCAL IMPACT:

Work associated with the Federal Infrastructure Legislative Update is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 6
REPORT

Southern California Association of Governments
Remote Participation Only
November 16, 2021

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Sarah Patterson, Regional Affairs Officer III
(213) 236-1904, patterson@scag.ca.gov

Subject: Public Participation Plan Update

RECOMMENDED ACTION:

Approve the release of the draft Public Participation Plan for a 45-day period of public review and comment.

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. 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

EXECUTIVE SUMMARY:

SCAG’s Public Participation Plan serves as a guide for the agency’s public involvement as well as the continuing, comprehensive, and coordinated planning process among stakeholders to ensure the ongoing opportunity for broad-based participation in the development and review of the agency’s regional plans and programs. SCAG’s Public Participation Plan was last updated in 2018. As we prepare for the development of the 2024 Connect SoCal - Regional Transportation Plan/Sustainable Communities Strategy, the plan must be updated to ensure that the agency’s approach to public engagement is current, effective, and inclusive.

Today, the LCMC is asked to approve for release the agency’s draft Public Participation Plan for a 45-day period of public review and comment. If approved by the LCMC, the draft Public Participation Plan will be released for public review and comment. Upon the conclusion of the public comment period, staff will review and draft responses to all comments received and incorporate feedback, as appropriate, into a Proposed Final Public Participation Plan. The Proposed Final Public Participation Plan would then return to the LCMC at its February 15, 2022 meeting.

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.

Strategies and best practices for public engagement, as well as the ways people consume information, have shifted dramatically in the past few years. Periodic updates to the Public Participation Plan allow SCAG to better reflect those changes as well as ensure compliance with state and federal regulations. SCAG's Public Participation Plan was last updated in September 2018, and in preparation for the development of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), SCAG seeks to ensure that the agency's approach to public engagement is current, effective, and inclusive.

The proposed 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. The changes made for the 2022 update incorporated changes in communications impacted by two major influences that have shaped not only the SCAG region, but the nation. The impact of COVID-19, and the work done by SCAG's Special Committee on Equity and Social Justice, have impacted the way SCAG approached communications and engagement. This update looks at some of the major shifts in the use of technology and change from in-person meetings to virtual formats. The Special Committee on Equity and Social Justice helped guide SCAG's Racial Equity Early Action Plan (EAP) which offers a number of goals and strategies to ensure SCAG's communications are looked at through an equity framework whenever possible.

Next Steps

If approved, the Draft Public Participation Plan will be open for public comment for 45 days and close on December 31, 2021. Once the comment period closes, staff will incorporate feedback, as appropriate, into a Proposed Final Public Participation Plan, which staff will present at the February 15, 2022 LCMC meeting, along with a staff recommendation to forward the document to the Regional Council for final approval.

FISCAL IMPACT:

Funding for 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(S):

1. 2021 PPP Proposed Draft_LCMC_11 16 21
2. PowerPoint Presentation - Public Participation Plan

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Overview

What is SCAG?

The Southern California Association of Governments (SCAG) is the metropolitan planning organization (MPO) for the six-county Southern California region, including the counties of Imperial, Los Angeles, Orange, San Bernardino, Riverside, and Ventura. From the beaches to the high desert, the six-county region that encompasses Southern California spans 38,000 square miles, 191 cities and a population of over 19 million. The SCAG region is among the largest and most diverse in the world, with a unique combination of languages, ethnicities and cultures.

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. SCAG has several key planning responsibilities including conducting the Regional Housing Needs Assessment (RHNA) every eight years and preparing the [Regional Transportation Plan/Sustainable Communities Strategy \(RTP/SCS\)](#), every four years.

In addition, SCAG serves as the foremost data clearinghouse and information hub for the region, conducting research and analysis in pursuit of regional planning goals.

Why does SCAG have a Public Participation Plan?

Planning for such a large and diverse region requires substantial input from across Southern California. The people who live, work and play here have varying, and sometimes conflicting, needs and priorities. Their voices must be heard if we are to develop planning policies that truly meet the needs of the region. While many of the land use plans and transportation projects that feed into SCAG's work products undergo their own robust local public participation process, it is important that regional plans and policies also allow for a public participation process. To that end, SCAG is committed to conducting robust public outreach and engagement and has outlined that commitment in this Public Participation Plan (PPP) and informed the PPP by the agency's Racial Equity Early Action Plan. The purpose of the PPP is to provide a baseline policy and standards to guide outreach and engagement activities. Each individual project or program can use the PPP to build upon their unique needs, requirements, geography and more. This will allow projects and programs to be adaptive, while still keeping a commitment to the important values outlined here.

To make this document less formal and easier to navigate, we've structured the content as answers to a series of questions. We have also separated out the dense technical and legal language— if you are

looking for details about statutory requirements and particulars about processes, you can find them in the appendices. This updated plan includes more context, explaining SCAG’s key operations and guiding principles for public participation. We also include (and adapt to) public feedback on our current strategies and methods for public engagement. Two of the significant considerations and influences for this PPP update are the commitments from the Racial Equity Early Action Plan and the influence of the ongoing COVID-19 pandemic on outreach activities.

Racial Equity Early Action Plan

On May 6, 2021, SCAG’s Regional Council adopted [the Racial Equity Early Action Plan \(Early Action Plan\)](#), which will guide and sustain SCAG’s regional leadership in service of equity and social justice over the years to come. The Early Action Plan provides a definition of equity and establishes goals, strategies, and a set of “early actions” to advance racial equity through SCAG’s policies, practices and activities.

To that end, the Public Participation Plan reflects the relevant goals, strategies and early actions of the Early Action Plan.

COVID 19 and Public Participation

As the pandemic continues, SCAG has adapted and shifted public participation strategies to adhere to public health guidelines and will continue to do so as the pandemic evolves. SCAG has adopted [COVID-19 Operations](#) and continues to support public participation in a manner that is context sensitive and adheres to COVID-19 protocols.

This plan details SCAG’s goals, strategies, and processes for providing the public and stakeholders with opportunities to be involved in the regional planning process. When we discuss “the public,” we are referring to any person who lives, works or plays in the region. When we use the word “stakeholder,” we are describing someone affiliated with an entity that has an official role in the regional transportation planning process. SCAG also benefits from the sustained participation of “interested parties” who may not have an official role or responsibility in the regional transportation planning process but who provide valuable input and feedback on SCAG’s projects and programs. This can include representatives of the private sector such as a chamber of commerce or representatives of an environmental advocacy organization.

SCAG programs with a public input component will refer to this plan in developing individualized engagement plans.

SCAG’s Public Participation Plan (PPP) will help ensure that SCAG effectively seeks early and ongoing input from people and organizations throughout the region, and effectively addresses the evolving transportation, land-use, and environmental needs of Southern Californians now and for generations to come.

What does SCAG hope to achieve from public engagement?

What principles guide SCAG’s outreach?

Meaningful public participation is a cornerstone of regional planning and one of SCAG's key priorities. In all outreach work, the agency holds itself to high standards according to SCAG's core values of transparency, leading by example and creating positive impacts in the region. Regardless of how communication technologies and specific tools for engagement continue to evolve, SCAG is committed to following these outreach principles:

- Include and engage impacted communities early and often, aligning with the recommendations in the [Racial Equity Early Action Plan](#).
- Administer a transparent and clearly communicated process for public participation
- Ensure that opportunities for public involvement are accessible to all communities
- Provide information that is clear, concise, and current, making use of visualization and other techniques to enhance understanding
- Respect and consider all feedback received from members of the public, interested parties and stakeholders
- Adapt new communications strategies and technologies for public outreach
- Provide engagement opportunities that meet and exceed statutory requirements to ensure broad participation in SCAG's planning activities
- Demonstrate how public input is incorporated in SCAG plans, programs and policies
- Move towards community ownership of projects where public participation moves towards engagement and engagement moves toward community ownership of planning processes, aligning with the Racial Equity Early Action Plan, [International Association for Public Participation \(IAP2\) spectrum](#) & [Community Commons](#) spectrum for public participation and community engagement.

SCAG's public participation efforts aim to:

- Include and engage impacted communities early and often, aligning with the recommendations in the [Racial Equity Early Action Plan](#).
- Administer a transparent and clearly communicated process for public participation
- Ensure that opportunities for public involvement are accessible to all communities to ensure a wide range of perspectives are heard
- Provide information that is clear, concise, and current, making use of visualization and other techniques to enhance understanding
- Adapt new communications strategies and technologies for public outreach
- Provide engagement opportunities that meet and exceed statutory requirements to ensure broad participation in SCAG's planning activities
- Make commenting on plans and programs easy, convenient, and accessible.
- Respect and consider all feedback received from members of the public, interested parties and stakeholders
- Demonstrate how public input is incorporated in SCAG plans, programs and policies
- Encourage stakeholders and members of the public to remain engaged through the decision-making process, the implementation phase and beyond.

Move towards community ownership of projects where public participation moves towards engagement and engagement moves toward community ownership of planning processes, aligning with the Racial

Equity Early Action Plan, [International Association for Public Participation \(IAP2\) spectrum & Community Commons](#) spectrum for public participation and community engagement.

What laws guide SCAG’s public participation process?

SCAG, as a public agency and metropolitan planning organization (MPO), is subject to federal and state requirements which emphasize providing continuous and equitable opportunities for public involvement. Below is an overview of the major requirements for SCAG’s public outreach; a detailed description of each is available in Appendix A (PAGE 26)

Federal Requirements

- **Federal Metropolitan Planning Law and Regulations**, 23 USC 134 *et seq.* and 23 CFR Part 450 *et seq.*
- **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, signed into law in 2005 as Public Law 109-59, authorized funds for Federal-aid highways, highway safety programs, transit program and other purposes and established federal metropolitan transportation planning requirements.
- **Americans with Disabilities Act of 1990**, 42 USC 126 and 49 CFR 27.19.
- **Executive Order 12372** — Intergovernmental Review of Federal Programs, signed July 14, 1982, by President Ronald Reagan.
- **Executive Order 12898** — Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Signed February 11, 1994, by President William J. Clinton.
- **Executive Order 13166** — Improving Access to Services for Persons with Limited English Proficiency. Signed August 11, 2000, by President William J. Clinton.
- **Federal Clean Air Act of 1970**, 42 USC 85 and 40 CFR Parts 50-99.
- **Fixing America’s Surface Transportation Act (FAST Act)**, Public Law as passed by Congress and signed by President Barack Obama on December 4, 2015.
- **Moving Ahead for Progress in the 21st Century Act (MAP-21)** signed into law in 2012, requires metropolitan planning organizations to provide opportunities for public involvement.
- **Public Works and Economic Development Act** of 1965, 42 USC 38 and 13 CFR 305.
- **Title VI of the Civil Rights Act of 1964**, prohibiting discrimination on the basis of race, color or national origin in carrying out planning and programming activities.

State Requirements

- **California Public Records Act**, adopted in 1968, requires disclosure of records to the public upon request unless otherwise exempt.
- **Ralph M. Brown Act**, passed in 1953, which guarantees the public’s right to attend and participate in meetings of a local legislative bodies.
- **Senate Bill 375**, enacted in 2008, requires SCAG to develop a Sustainable Communities Strategy as part of the Regional Transportation Plan.

Who participates in SCAG’s planning process?

SCAG represents the whole six-county region in all its geographic and demographic diversity. SCAG is committed to engaging, and utilizing input from, a range of constituents and stakeholders.

This commitment includes tailoring communications and information-sharing to a range of different levels of experience with, and understanding of, the principles of metropolitan planning.

(Note: When we discuss “the public,” we are referring to any person who lives, works or plays in the region. When we use the word “stakeholder,” we are describing someone affiliated with an entity that has an official role in the regional transportation planning process. When we discuss “interested parties”, we are describing someone who may not have an official role or responsibility in the regional transportation planning process but who provide valuable input and feedback on SCAG’s projects and programs.)

Public

General Public – SCAG plans for all residents of the region, with particular consideration to the accessibility needs of underserved groups such as minority and low-income populations, elderly and retired persons, children, Limited English proficiency (LEP) populations, and people with disabilities.

Stakeholders

Community Organizations – SCAG seeks to engage community groups such as environmental advocates, special interest nonprofit agencies, neighborhood groups, homeowner associations, and charitable organizations.

Public Agencies – SCAG solicits input from, and often collaborates closely with, public organizations like local transportation providers, air quality management districts, public health agencies, water districts, county transportation commissions, the region’s ports, educational institutions, and agencies at the state and federal level.

Business Community – SCAG actively engages many private-sector entities whose work intersects with transportation and land use planning, including private transportation providers, freight shippers, consulting firms, technology developers, and business associations.

Elected Officials – SCAG seeks engagement with elected representatives at all levels, from neighborhood councils to mayoral offices and city councils, to county supervisor boards, to state and federal legislators.

Tribal Governments – SCAG engages in consultation with the region’s tribal governments, sustaining effective government-to government collaboration on transportation planning and ensuring that tribal sovereignty is observed and protected.

(A full list of our stakeholders and interested parties is included in Appendix A)

Methods

How do we engage the public?

SCAG is committed to providing equitable access to accurate, accessible, pertinent, and timely policy, program, and technical information to facilitate effective public participation in the agency's decision-making process.

There are numerous opportunities for continuing involvement in the work of SCAG through the following methods. SCAG aims to increase early, equitable and meaningful participation through targeted outreach strategies in order to meaningfully integrate feedback, aligning with the [Racial Equity Early Action Plan](#).

General Public Participation Approach

Programs that have a public outreach component will use these methods as a guide in developing individual, project-specific public participation plans tailored according to scope and audience. While SCAG has employed remote and virtual engagement tactics for several years, these approaches have been increasingly relied on during the COVID-19 pandemic. SCAG will continue to adjust public participation approaches as needed to accommodate public health or other safety concerns while still affording robust public outreach and accommodation consistent with legal requirements.

Public Meetings and Events

- Customized presentations offered to existing groups and organizations
- Workshops co-hosted with community groups, business associations and other partners
- Contracts with community-based organizations that serve historically disinvested, underserved or excluded populations such as low-income, communities of color, people with disabilities, and/or Limited English Proficient populations
- Sponsorship of topical forums or summits with partner agencies or universities, with the media or other community organizations (e.g., Demographic Workshop, Economic Summit)
- Opportunities for public input directly to policy board members
- Outreach at locations, destinations, or events where people are already congregating (e.g., transit hubs, farmers markets, community festivals, universities)

Public Meetings and Events - Methods

- Open houses and/or Teletownhalls
- Public Hearings
- Listening Sessions
- Themed workshops (to help avoid information overload)
- Question-and-answer sessions with planners and/or policy committee members
- Break-out sessions for smaller group discussions on multiple topics
- Interactive exercises
- Customized presentations with designated opportunities for feedback
- Vary time of day (day/evening) and days of week (weekday, weekend) for workshops
- Conduct meeting entirely in community's primary language
- Provide videoconferencing or virtual meeting options
- Demonstration events to showcase project components

Visualization Methods

- Maps
- Charts, illustrations, infographics, photographs, photograph simulations
- Artist renderings and drawings
- Table-top interactive displays and models
- Website content and interactive tools and/or games or opportunities for gamification
- PowerPoint slide shows

Public Survey Methods

- Electronic surveys via web (accessed remotely or at public workshops via tablets or laptops)
- Intercept interviews where people congregate, such as at transit hubs (e.g., Orange County's ARTIC, Los Angeles Union Station, etc.) or farmers markets
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.

Commenting Methods

- Polls/surveys (electronic or paper)
- Paper comment cards
- Online comment cards
- Post it notes or stickers
- Marking up maps or language
- Phone calls or voicemails directly to staff or to a dedicated hotline
- Email sent to SCAG staff or [via our online contact form](#)
- Physically mailed letters

Methods for Communicating and Meaningfully Integrating Public and Stakeholder Input

- Summarize key themes of public comments in staff reports to SCAG's standing policy committees, working groups and to SCAG's main governing board, the Regional Council
- Newsletters and other emails to participants to report final outcomes
- Updated and interactive web [and accessible social](#) content
- Report back publicly and in an accessible manner on actions and steps based on public feedback that SCAG agrees to perform moving forward.
-

Public Participation Opportunities

SCAG regularly holds meetings and events, open to the public, where people are welcome to make comments. A comprehensive calendar of upcoming opportunities for public involvement is available on SCAG's website, scag.ca.gov.

To provide opportunities for people to participate or comment from locations throughout the region, SCAG's main office in Los Angeles and each regional office are equipped with state-of-the-art videoconferencing systems. SCAG provides additional videoconferencing sites in Coachella Valley, Palmdale and South Bay to provide additional opportunities for participation in SCAG meetings and workshops. SCAG also utilizes web and audio conferencing and often connects to videoconferencing locations throughout the state.

During the ongoing COVID-19 pandemic, opportunities to participate in in-person meetings either at SCAG's main office or regional offices has been temporarily suspended. Instead, participants are encouraged to join remotely. Information on how to do so is available on SCAG's website, as part of each meeting agenda.

Regular Meetings

Most of SCAG's regular meetings are held during weekday working hours, Monday – Friday between 9:00 a.m. and 5:00 p.m. For those unable to participate during those times, opportunities to provide advance public comments to SCAG's Regional Council or Policy Committee Meetings are outlined in those Agendas. There is also opportunity to provide real time remote comment using the web or telephonic comment platform. These meetings are also recorded and available for viewing following the meeting.

SCAG's Regional Council

All of SCAG's plans and programs are adopted by its Regional Council, an 86-member governing board of elected officials, including city representatives from throughout the region, at least one representative from each county Board of Supervisors, a Transportation Commission member and a representative of the Southern California Native American Tribal Governments. The region is divided into districts of roughly equal population in order to provide diverse, broad-based representation. The Regional Council meets once a month and meetings are open to the public. Regional Council meetings are typically held on the first Thursday of the month at or around 12:15 p.m. Specific meeting dates and times can be found on SCAG's website, as well as agenda materials which are posted 72 hours in advance for regularly scheduled meetings. Members of the public are welcome to attend and provide input, either by submitting a comment on an individual agenda item or making general comments by submitting a comment card at the start of the meeting.

SCAG's Policy Committees

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). Members of the Regional Council are appointed to one of the policy committees for two-year terms. Most of the discussion and debate on the "nuts and bolts" of a policy issue occurs in the committees. Issues to be considered by the Regional Council must come through one or more of the committees. As opposed to Regional Councilmembers, members of policy committees do not have to be elected officials. The policy committee meetings typically occur in the morning on the same day of the Regional Council meetings. Members of the public are welcome to attend and provide input, either by submitting a comment on an individual agenda item or making general comments by submitting a comment card at the start of the meeting. The posted agenda for regular meetings is available at least 72 hours before the meeting.

Technical Advisory Committees and Working Groups

These are focused groups convened to work on specific topic areas and provide input to SCAG staff before items are brought to SCAG's Policy Committees or Regional Council. These meetings fall along a spectrum of more technical to more policy focused agenda items with some groups covering items from both categories. A few examples of the technical groups include the Modeling Task Force, Transportation Conformity Working Group and the Technical Working Group. SCAG also hosts a series of Regional Planning Working Groups which function as a forum for SCAG staff to engage stakeholders in the development and implementation of the agencies plans and policies. These groups are more policy groups and focus on areas such as: Safe and Active Streets; Equity; Natural and Farm lands Conservation; Housing; and Sustainable and Resilient Communities. The frequency of meetings varies per group, but most meet on at least a quarterly basis.

Special Public Meetings, Conferences, and Forums

Public meetings on specific issues are held as needed. If statutorily required, formal public hearings are conducted, and publicly noticed. SCAG typically provides notice through posting information on SCAG's website, and, if appropriate, through e-mail notices and news releases to local media outlets. Materials to be considered at SCAG public hearings are posted on SCAG's website and are made available to interested persons upon request.

Workshops, Community Forums, and Other Events

SCAG conducts workshops, community forums, and other events to keep the public informed and involved in various high-profile transportation projects and plans, and to elicit feedback from the public, interested parties, and stakeholders. SCAG holds meetings throughout the six-county region to solicit comments on major plans and programs, such as the RTP/SCS. Meetings are located and scheduled to maximize public participation (including evening meetings). For major initiatives and events, SCAG typically provides notice through the public outreach channels noted in the next section. At least once every year, SCAG convenes its General Assembly to bring together the official representatives of SCAG's membership and help set the agency's course for the coming year.

Targeted Communications

SCAG maintains a database of local government officials and staff, and other public agency staff and interested persons. The database allows SCAG to send targeted mailings (largely via email) to ensure the public, partners, and stakeholders are kept up to date on specific issues of interest.

Local Jurisdiction Public Comments

While SCAG is committed to conducting robust public outreach and engagement and has outlined that commitment in this Public Participation Plan, many of the land use plans and transportation projects

that are incorporated in SCAG’s bottom-up approach have gone through their own vigorous public participation process. SCAG’s Public Participation Plan is important to allow the public to participate at the regional level.

How do we reach out to the public?

Public Outreach Channels

Digital channels

Website

SCAG’s maintains its website, www.scag.ca.gov, to ensure that the public, partners, and stakeholders are kept informed about SCAG’s plans and programs and upcoming meetings. SCAG aims to ensure that its website is user-friendly and provides clear information. The website offers the public the opportunity to sign up for further information and updates via email. It also provides SCAG staff contact information.

Email

SCAG SPOTLIGHT, the official newsletter of the Regional Council, and SCAG UPDATE, the agency’s regular newsletter offering details on current agency programs and events. (Newsletters are archived online at www.scag.ca.gov.)

Social media

SCAG maintains an active social media presence on Twitter (@SCAGnews) and Facebook (@scagmpo). These accounts are regularly updated to share agency announcements, upcoming event details and new developments in SCAG’s plans and programs.

Targeted Mailings/Flyers

- o Work with community-based organizations to distribute flyers
- o Email to targeted database lists
- o Place notices on-board transit vehicles and at transit hubs

Local Media

- o Press releases
- o Invite reporters to news briefings
- o Meet with editorial staff
- o Opinion pieces/commentaries
- o Explore advertising opportunities in local newspapers
- o Localized advertising messaging and strategy
- o Visit minority media outlets to encourage use of SCAG press releases

- o Place speakers on radio/TV talk shows
- o Public Service Announcements on radio and TV
- o Written notices published in local newspapers

Internet/Electronic Access to Information

- o Dynamic websites with updated content
- o Videos explaining plans, programs, or concepts
- o Maintain regular presence on social media outlets
- o Podcast interviews
- o Live broadcasts and archived recordings of public events
- o Electronic duplication of open house/workshop materials
- o Interactive website with surveys, commenting areas
- o Access to planning data (such as maps, charts, background on travel models, forecasts, census data, research reports)
- o Provide information in advance of public meetings

Targeted Notifications

- o Blast e-mails
- o Notices widely disseminated through partnerships with local government and community-based organizations
- o Electronic newsletters
- o Social media such as Twitter and Facebook
- o Local media
- o Notices placed on-board transit vehicles and at transit hubs
- o Submit articles for publication in community/professional/corporate newsletters

Methods for Involving Traditionally Underserved/Underrepresented Communities

- o Grants to community-based organizations to co-host meetings and remove barriers to participation by offering such assistance as childcare or translation services
- o Flyers on transit vehicles and at transit hubs
- o Outreach in the community (e.g., at churches, health centers, schools etc.)
- o Use of community and minority media outlets to announce participation opportunities

Methods for Involving Limited-English Proficient Populations

- o Translate select documents into the four largest Limited English Proficiency (LEP) languages – Spanish, Chinese, Korean and Vietnamese, making these documents available for download on the agency’s website.
- o Provide interpreters-to be available for public meetings and workshops as needed, with 72-hour advance notice
- o Partner with CBOs who serve these populations

- o Survey LEP participants at public hearings to assess the effectiveness of the agency’s language services and whether alternate services may need to be employed
- o Disseminating notices of availability and press releases to print, radio and broadcast media serving minority communities

Which programs have established public participation procedures?

Regional Transportation Plan/Sustainable Communities Strategy

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) represents the vision for Southern California’s future, including policies, strategies, and projects for advancing the region’s mobility, economy, and sustainability. The RTP/SCS details how the region will address its transportation and land use challenges and opportunities in order to meet its air quality emissions caps and greenhouse gas reduction targets. An update of an existing RTP/SCS is required every four years, and SCAG is currently undertaking the development of the 2024 RTP/SCS to provide Southern California with a comprehensive vision for its transportation future to the year 2050.

Developing the long-range plan for the SCAG region takes between two and three years to complete and involves working with six county transportation commissions, 191 cities, and numerous other stakeholder organizations and the public. The 2024 RTP/SCS involves goal setting, target setting, growth forecasting, financial projections, scenario development and analysis, and significant issues exploration.

Throughout the 2024 RTP/SCS development, SCAG’s Regional Council; Community, Economic, and Human Development Committee; Energy and Environment Committee; and Transportation Committee will consider the challenges and opportunities facing our region and how to best address them, while considering public input.

The process will need to be flexible and subject to change, as needed, to reflect and respond to the input received as SCAG moves through the steps of updating the plan. SCAG will update its details regularly to help direct interested SCAG residents and organizations to participate in key actions or decisions being taken. Details will be on the plan website at <https://scag.ca.gov/connect-socal>

(For additional information on the RTP/SCS public participation procedures, see Appendix B.)

Program Environmental Impact Report for the RTP/SCS

Pursuant to the California Environmental Quality Act (CEQA), SCAG is obligated to prepare an environmental document that consists of a prepare a Program Environmental Impact Report (PEIR) to evaluate the potential environmental impacts associated with the implementation of the 2024 RTP/SCS. The PEIR will focus on a region-wide assessment of existing conditions and potential impacts as result of the 2024 RTP/SCS, as well as broad policy alternatives and program-wide mitigation measures. The PEIR will serve as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed plan by analyzing the projects and programs on a broad regional scale, not at a site-specific level of analysis. Site specific analysis will occur as each project is defined and goes through individual project-level environmental review.

SCAG will hold various scoping meetings, workshops, and public hearings throughout the PEIR development process to solicit input from SCAG stakeholders and the public. SCAG will ensure the PEIR is accessible to the public for review and comment following CEQA Guideline requirements for noticing and document availability.

(For additional information on the PEIR public participation procedures, see Appendix B.)

Environmental Justice Program

Pursuant to regulatory compliance, SCAG is required to ensure environmental justice principles are an integral part of the transportation and land use planning process, including the RTP/SCS. SCAG's environmental justice program has two main elements: technical analysis and public outreach and policy coordination. The two main elements of the program contribute to the development of the Connect SoCal Environmental Justice (EJ) Technical Report, which conducts a technical analysis of EJ issue areas of the region and discusses outreach strategies, and SCAG's role as a resource for local jurisdictions that are required to develop an EJ Element or incorporate EJ policies, goals, and objectives into their General Plans per SB 1000 requirements.

The overall environmental justice outreach process encourages SCAG stakeholders and the public, with many opportunities to be involved, to discuss and address environmental justice issues and shape SCAG's environmental justice program.

(For additional information on the Environmental Justice public participation procedures, see Appendix B.)

Regional Housing Needs Assessment

SCAG is required to make updates to the eight-year Regional Housing Needs Assessment (RHNA). The RHNA quantifies the need for housing within each jurisdiction. Communities use the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment and household growth.

Both the RTP/SCS and RHNA use the local input process as the basis for future demographic projections, including household growth. The 6th cycle RHNA allocation, which covers the planning period October 2021

through October 2029, was adopted in March 2021. The department of Housing and Community Development approves SCAG’s RHNA allocations to the cities. Cities and counties are required to update their Housing Elements to demonstrate how they will meet their RHNA allocation through development and/or rezoning strategies.

As part of its public outreach for the RHNA process, SCAG held public meetings, workshops and public hearings at different points in the RHNA process to receive verbal and written input. SCAG staff also coordinated with subregional COGs (Council of Government) and other groups to update local jurisdictions and other stakeholders on the RHNA process and allocation. While the 6th RHNA cycle process has concluded, SCAG will continue to engage stakeholders in housing element assistance and accelerating housing production in the region. Announcements of public workshops, meetings, and milestones are announced through the housing email list. To submit a written comment or question, or to be added to the housing mailing list, send an email to housing@scag.ca.gov. Additional resources on RHNA and housing can be found at www.scag.ca.gov/housing

Federal Transportation Improvement Program

SCAG’s Federal Transportation Improvement Program (FTIP) is the short-term 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, high occupancy vehicle lanes, signal synchronization, intersection improvements, bikeways, 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.

Projects in the FTIP 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.

SCAG works with transit operators and county transportation commissions on developing the FTIP. The public participation process and coordination is a tiered process within the SCAG region, beginning at the county level with each transportation commission developing their own transportation improvement program (TIP). 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.

(For additional information on the FTIP public participation procedures, see Appendix B.)

Overall Work Program

Funding for SCAG’s metropolitan planning activities are documented in an annual Overall Work Program, or OWP, pursuant to federal requirements. 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.

(For additional information on the OWP public participation procedures, see Appendix B.)

Evaluation

Why does SCAG evaluate public participation activities?

SCAG regularly monitors its communication and outreach activities to ensure that public and stakeholder concerns and input are directly addressed in its policies and programs, as well as to find areas for improvement. Additionally, these measurements are used to ensure public outreach outcomes are in compliance with state and federal requirements.

In developing this updated Public Participation Plan, SCAG staff sought feedback from stakeholders, interested parties, and the public on our current outreach and engagement practices. In a survey distributed digitally, in August and September 2021 we asked respondents to let us know which of our public participation activities are most effective, and how we can improve our efforts.

Major survey results include:

- The overall top three resources used according to the survey were:
 - o Factsheets
 - o Meetings or In-person presentations
 - o Report/White Papers
- Business Entities reported the least satisfaction with SCAG’s responsiveness (22% somewhat/very unsatisfied) and SCAG’s overall outreach (32% somewhat/very unsatisfied)
- Local Jurisdictions, Non-Profits and Businesses Entities stated that they encountered the most barriers to participating in SCAG’s programs or meetings.
 - o Including common responses such as:
 - Time/Day, difficult to schedule around workdays
 - Not always virtual, difficult to access
 - Too short notice
- Local Jurisdictions represented 33.7% of responses
- Local Jurisdictions ranked FAQs in their top three resources
- The general public responded that GIS Maps/StoryMaps and Reports/White Papers tied in their top three resources
- The general public also uses social media and email communication channels the most
- Overall, the general public’s responses in the survey:
 - o 64% prefer daytime meetings
 - o 48.5% feel they don’t have adequate access to comment on SCAG’s plans
 - o 67% are very/somewhat satisfied with SCAG’s responsiveness
 - o 58% are very/somewhat satisfied with SCAG’s overall outreach
- SCAG will continue to periodically survey the public and stakeholders to assess the effectiveness of the procedures and strategies contained in the Public Participation Plan, to ensure a full and open participation process.

What does SCAG measure?

SCAG measures the outcomes of a diverse array of public participation activities, with context-sensitive evaluation methods that tailor goals to each project.

Benchmarks used to gauge success in public outreach include but are not limited to:

- Number of meetings or events held
- Number of meeting/event attendees
- Amount spent on outreach elements
- Media coverage
- Type and quantity of materials presented
- Email distribution numbers, including open and click-through rates
- Digital metrics including web traffic and social media engagement
- Impressions (estimates of digital and print exposure)
- Geographic diversity of outreach and input/feedback

The following chart shows the measurements activities that correspond with previously stated public participation goals.

Goal	Example Metrics
Ensure that a wide range of perspectives are heard so that planning outcomes reflect the interests and values of the region’s diverse communities. To that end, SCAG will engage and consider the needs of traditionally underrepresented and/or underserved populations, such as low-income, communities of color, people with disabilities, and Limited English Proficiency populations.	Number of meetings held in traditionally underrepresented communities; availability of translation services and materials; availability of accommodations for seeing and hearing impaired; location accessibility.
Provide opportunities for the public and stakeholders across the region to engage in meaningful dialogue during the decision-making process, and clearly define the purpose of each type of outreach at each stage and how feedback will be used to shape the plan and/or program.	Number of meetings held in each county; how outreach methods are tailored to meet the needs of specific projects and/or communities; type and quality of materials presented; recurring surveys and opportunities for public evaluation of SCAG's outreach efforts.

Motivate more feedback from stakeholders, partners, and the public by making commenting on plan and programs convenient and accessible.	Number and scope of media advertisements for public comment opportunities; response rate to email blasts and other digital communication methods; SCAG website hits; and number of comments collected at meetings, online and through mail.
Evaluate and incorporate public and stakeholder viewpoints and preferences into final decisions where appropriate and possible, communicate the decisions made and how the received input affected those decisions.	Documentation of how public and stakeholder comments were addressed in final decisions, policies and plans; communication with commenting stakeholders informing them of how their input was addressed.
Encourage stakeholders and members of the public to remain engaged through the decision-making process, the implementation phase and beyond.	Recurring surveys and opportunities for public comment on public participation plans and publish yearly public outreach report measuring success and ways of improvement for the next year.

How does SCAG define success?

SCAG uses qualitative and quantitative methods to evaluate the success of its public participation strategies. Depending on the scope and location of the project or activity, SCAG measures feedback through:

- Setting clear, measurable outcomes.
- Establishing benchmarks to gauge success (i.e., 75% of respondents rated a workshop at 4 or higher on a six-point scale).
- Reviewing past processes, activities, and evaluations to see what actions the Agency took as a result, noting lessons learned.
- Identifying and simplifying public involvement techniques that produce more cost-effective decisions.
- Evaluating public participation plans with surveys and opportunity for public comment.
- Highlight yearly public outreach successes and areas for improvement in annual accomplishments report.
- Measuring impact of digital outreach strategies by documenting number of hits on website, social media (Twitter and Facebook), and number of followers, shares retweets, tweets, direct tweets, mentions etc.
- Measuring growth of distribution lists size, and number of requests to join distribution lists.
- Counting number of attendees, comments received, and press mentions for project specific open houses, meetings & workshops.
- Counting number of registrations compared to actual attendance at events.

- Counting registrations and logins for webinars.
- Documenting the distribution, press mentions, number of calls, and comments for physical outreach materials such as direct mailings and flyers.
- Documenting press mentions, number of calls, and comments related to press releases.
- Tracking how often SCAG is mentioned in media such as news articles, blog posts, TV news etc. Other aspects to document are circulation/popularity of news outlet; whether reference is positive or negative; content and number of comments on article/blogpost; number of times article/blog post has been shared; and what projects/programs are being mentioned.
- Scientific polling to obtain metrics regarding the effectiveness of its outreach
- Reporting to agency leadership on level of success with respect to public participation using these methods

What should you do now?

Find Information

WEB AND VIDEO – SCAG’s website, www.scag.ca.gov, serves as the comprehensive resource for SCAG’s programs and policy initiatives, agendas for Regional Council and Policy Committee meetings, fact sheets and calendar of SCAG events. Live and archived video of Regional Council meetings and other SCAG-related video productions are available in the SCAG-TV section.

DATA LIBRARY – SCAG has a wide range of data and web tools to help access regional planning data, statistics and research information. We also have an extensive GIS library, which provides free access to a diverse collection of geographic and spatial data. SCAG’s data have been used by interested parties for a variety of purposes including data and communication resources for elected officials; businesses and residents; community planning and outreach; economic development; visioning initiatives; and grant application support.

GROUP PRESENTATIONS – SCAG’s planning staff are available to conduct presentations to community and stakeholder groups. Presentations can be tailored to address a specific topic, area of concern, or provide a general overview of how SCAG works on many different issues. Request a SCAG presentation to your organization or community through our online contact form at www.scag.ca.gov/about/Pages/ContactUs.aspx.

Stay Connected

E-NEWSLETTERS – 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. SCAG UPDATE is the agency’s regular newsletter, which offers updates on agency programs and events. To view or subscribe to SCAG’s e-newsletters, visit www.scag.ca.gov.

SOCIAL MEDIA – SCAG is active on several social networking sites to help expand awareness of SCAG and broaden interest in its regional planning work. Engage with SCAG and stay current with news and events by following the agency on Facebook at @scagmpo or on Twitter at @SCAGnews.

MULTILINGUAL ACCESS– 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 workshop and public meetings. SCAG translates key outreach materials into several languages and makes them available on the SCAG website, www.scag.ca.gov.

Share Input

SCAG welcomes the public to address the Regional Council and Policy Committees at every monthly meeting. Meetings for special subcommittees also include time for public comments. Visit the Public Participation Form on the SCAG website at www.scag.ca.gov to weigh in on important issues in Southern California. Due to the COVID-19 pandemic, at the time of the release of the draft Public Participation Plan these locations for SCAG’s offices had emergency closures in place following local health regulations, as documented here, opportunities to connect with staff were made available in response to the pandemic. Locations for SCAG’s main office and regional offices are listed below:

- Main Office: 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
- Imperial County Office: 1503 N. Imperial Avenue, Suite 104, El Centro, CA 92243
- Orange County Office: 600 S. Main Street, Suite 906, Orange, CA 92863
- Riverside County Office: 3403 10th Street, Suite 805, Riverside, CA 92501
- San Bernardino County Office: 1170 W. 3rd Street, Suite 140, San Bernardino, CA 92410
- Ventura County Office: 950 County Square Drive, Suite 101, Ventura, CA 93003

If you have general comments or questions, please feel free to email us at: contactus@scag.ca.gov.

Regional Affairs Staff and Offices

To address the challenges of coordinating participation activities and events across 38,000 square miles of the region, SCAG 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.

APPENDIX A.

Legal Public Participation Requirements

Federal Planning 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 (TIP).

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.

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.) and 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: 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.

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

1. The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. 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:
 - a. (1) The MPO shall develop the participation plan 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 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 the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
 - ix. Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
 - x. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- b. 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, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- c. A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. 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.

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.

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, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs 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 area 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. 201-204](#).

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the 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 the 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 § [450.314](#).

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 forwards their recommendations to the policy committees. Examples include the Aviation Technical Advisory Committee, Transit Technical Advisory Committee, Modeling Task Force, and Transportation Conformity Working Group (TCWG).

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. In addition, SCAG meets with State and local agencies responsible for land use management, natural resources, environmental protection, and others.

SCAG also utilizes the subregional council of governments (COG) structure to distribute information 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. SCAG also conducts a separate Tribal Government Consultation process. Please see the Tribal Government and Federal Land Management Agency Consultation Process for more information.

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:

1. 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.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. 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 in relevant part 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 future RTP/SCS cycle. SCAG also updated the Title VI Program and LEP Plan in October 2018 as requested by the State Department of Transportation. 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>.

State Planning Requirements

California requires that each metropolitan planning organization adopt a public participation plan, for development of the sustainable communities strategy (SCS) and an alternative planning strategy (APS) (if one is developed), that includes all of the following:

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 (a minimum of three public workshops in each county with a population of 500,000 or more) 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 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.

Interested Parties

SCAG intends to encourage involvement of a broad range of people and organizations in the RTP/SCS planning process by reaching out to a wide variety of potential participants.

Per state law, SCAG has included an expanded list of stakeholder groups, or "interested parties."

The following list is an example of target audiences SCAG aims to reach in the region:

- affordable housing advocates
- broad-based business organizations
- city managers
- community development representatives

- commercial property interests
- community-based organizations
- educational community and 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.
- health and wellness representatives
- home builder representatives
- homeowner associations
- landowners
- limited English proficiency populations
- minority and low-income populations
- neighborhood and community groups
- neighborhood councils
- organizations serving rural area residents
- planners
- private providers of transportation
- private sector
- providers of freight transportation services
- public agencies
- public health and wellness representatives
- public sector
- representatives of the disabled
- 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

Regional Coordination and Interagency Consultation

SCAG's three Policy Committees (Transportation Committee, Energy & Environment Committee and Community, Economic & Human Development Committee) include members appointed to represent the 15 subregional organizations in the SCAG region. The committees now also include the newly

adopted Communities of Concern appointments made by the County Representatives and appointed by the Regional Council President. Further, the numerous subcommittees, technical advisory committees, working groups, and the AB 1246 process 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.

As set forth in the Public Utilities Code Section 130000 et-seq. (otherwise known as the "AB 1246 Process"), the multi-county designated transportation planning agency shall convene at least two meetings annually of representatives from each of the six transportation 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 county transportation commissions.
2. To review and discuss the Regional Transportation Plan prior to adoption by SCAG 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 County Transportation Authority, California Department of Transportation (Caltrans) Districts 7/8/11/12, California Air Resource Board (ARB), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

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 District 7, ARB, FHWA and FTA.

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 FTIP 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.

The TCWG consists of staff representatives from federal, state, regional and sub-regional transportation and air agencies including the United States Environmental Protection Agency, Federal Highway Administration, Federal Transit Administration, California Air Resources Board, California Department of Transportation, Air Quality Management Districts, County Transportation Commissions, Transit operators, and SCAG. Other public agencies (including sub-regional agencies), as well as environmental and business groups and the general public, may also attend, make comments at, and otherwise participate in TCWG meetings.

APPENDIX B.

Programs with established public participation procedures

Regional Transportation Plan/Sustainable Communities Strategy

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) represents the vision for Southern California’s future, including policies, strategies, and projects for advancing the region’s mobility, economy, and sustainability. The RTP/SCS details how the region will address its transportation and land use challenges and opportunities in order to meet its air quality emissions caps and greenhouse gas reduction targets. SCAG updates the RTP/SCS every four years, as required by law, and SCAG is currently undertaking the development of the 2024 RTP/SCS to provide Southern California with a comprehensive vision for its transportation future to the year 2050.

California Senate Bill 375 (Steinberg, Chapter 728, 2008 Statutes) requires SCAG and other MPOs to engage the region in the development process of the SCS 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 distinct parts of the region.

SCAG prepares several technical companion documents for RTP/SCS updates. These include a Program Environmental Impact Report on the RTP/SCS per CEQA guidelines, and transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions to the RTP/SCS may warrant a revision or update to these technical documents.

SCAG also prepares an equity analysis of RTP/SCS updates to determine whether minority and low-income communities in the region share equitably in the benefits of the regional transportation plan without bearing a disproportionate share of the burdens. As an assessment of the region’s long-range transportation investment strategy, this analysis is conducted at a regional, program-level scale. This assessment of the long-range plan is intended to satisfy federal requirements under Title VI of the Civil Rights Act and federal policies and guidance on environmental justice. For each update of the RTP/SCS, SCAG prepares a public participation plan that provides more information on how the equity analysis will be conducted throughout that update of the RTP/SCS. For additional information on the Environmental Justice public participation procedures, see Appendix B.)

Updating and Revising the RTP/SCS

A complete update of an existing RTP/SCS is required at least once every four years. The RTP/SCS also may be revised in between major updates under certain circumstances, as described below.

RTP/SCS Update

This is a complete update of the most current RTP/SCS, which is prepared pursuant to state and federal requirements. RTP/SCS updates include extensive public consultation and participation involving hundreds of SCAG residents, public agency officials, and stakeholder groups over many months. SCAG's Regional Council and policy committees and other members of the public play key roles in providing feedback on the policy and investment strategies identified in the plan. Local and Tribal governments, transit operators and other federal, state and regional agencies also actively participate in the development of an RTP/SCS update via existing working groups and ad hoc forums.

RTP/SCS Amendment

An amendment is a major revision to the RTP/SCS, including adding or deleting a project, major changes in project costs, completion year dates, and/or design concept and scope (e.g., changing project locations or the number of through traffic lanes). An amendment requires public review and comment and is ultimately presented to SCAG's Regional Council for final approval. An amendment must demonstrate financial constraint and a finding that the change is consistent with federal transportation conformity mandates.

RTP/SCS Administrative Modification

This is a minor revision to the RTP/SCS for minor changes to project/project phase costs, funding sources, and/or initiation dates. An administrative modification does not require public review and comment, demonstration that the project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As with an RTP/SCS amendment, changes to projects that are included in the RTP/SCS's financially unconstrained strategic plan may be changed without going through this process.

2024 RTP/SCS Update Process and Schedule

Developing the long-range plan for the SCAG region takes between two and three years to complete and involves working with six county transportation commissions, 191 cities, six counties, and countless other stakeholder organizations and the public. The 2024 RTP/SCS involves goal setting, target setting, growth forecasting, financial projections, and significant issues exploration. Considered at a high level, the 2024 RTP/SCS update will be completed in four phases: 1) Foundations and Frameworks; 2) Data Collection and Policy Development; 3) Outreach and Analysis; 4) Draft Plan and Adoption. Throughout the process, SCAG staff will engage the public and local, regional, and state partners to develop the 2024 RTP/SCS to meet current and future transportation needs over the next 25 years. Development of the 2024 RTP/SCS will be guided by an existing federal, state, and regional policy framework consisting of FAST Act/MAP-21, the California Transportation Plan and other relevant statewide plans, and the existing 2020 RTP/SCS.

Throughout the 2024 RTP/SCS development, SCAG’s Regional Council; Community, Economic, and Human Development Committee; Energy and Environment Committee; and Transportation Committee will consider the challenges and opportunities facing the region and how to best address them, while considering public input.

The process will need to be flexible and is subject to change, as needed, to reflect and respond to the input received as SCAG moves through the steps of updating the plan. To help direct interested SCAG residents and organizations to participate in key actions or decisions being taken, any changes as well as additional detail will be posted on the <https://scag.ca.gov/connect-socal>.

Congestion Management Process

SCAG is required by federal regulations to prepare a congestion management process (CMP) for the SCAG region that includes strategies for managing travel demand, traffic operational improvements, public transportation improvement and others. SCAG adopts a CMP approximately every two years, with the results of this technical evaluation used to inform SCAG decisions on program and investment priorities, including the RTP/SCS.

Program Environmental Impact Report

SCAG will prepare a Program Environmental Impact Report (PEIR) beginning in the fall of 2022 through April 2024. The PEIR will evaluate the potential environmental impacts associated with the implementation of the 2024 RTP/SCS.

The 2024 PEIR will focus on a region-wide assessment of existing conditions and potential impacts as well as broad policy alternatives and program-wide mitigation measures. Given its programmatic nature, potential or probable environmental effects of individual projects included in the 2024 RTP/SCS Project List will not be specifically analyzed in the PEIR. The PEIR will serve as a first-tier document for later CEQA review of individual projects included in the program. For large scale planning approvals (such as the RTP/SCS), where project-level environmental analyses will subsequently be prepared for specific projects broadly identified within a PEIR, the site-specific analysis can be deferred until the project level environmental document is prepared, provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

SCAG, as the lead agency of the 2024 RTP/SCS, is required to file all CEQA notices related to the PEIR (i.e., Notice of Preparation [NOP], Notice of Availability [NOA], Notice of Determination [NOD]) to the Office of Planning and Research and with each county clerk in the project boundaries (which includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties) for public review for 30-60 days. All

CEQA notices are also e-mailed out to SCAG stakeholders through SCAG’s e-mailing list and posted at SCAG’s main office in Los Angeles and regional satellite offices in each of the other five counties for the full comment period to solicit public comments. SCAG will also hold multiple outreach meetings throughout the PEIR process, including two scoping meetings at the NOP stage (the first stage in developing an environmental document of the CEQA process), and a public hearing/workshop at the NOA stage (the second stage) to obtain oral public comments. Public comments received during the NOP stage will be incorporated into the Draft PEIR and public comments received during the NOA stage will be responded to in the Final PEIR. This process ensures public comments are collected and addressed per CEQA requirements.

In summary, the PEIR will serve as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed plan by analyzing the projects and programs on a broad regional scale, not at a site-specific level of analysis. Site specific analysis will occur as each project is defined and goes through individual project-level environmental review.

Regional Housing Needs Assessment

In addition to the tasks to develop the RTP/SCS, SCAG is required to update the eight-year Regional Housing Needs Assessment (RHNA). The RTP/SCS must demonstrate on a regional level, areas sufficient to house all the population of the region, including the eight-year projection of the RHNA.

Both the RTP/SCS and RHNA use the local data exchange process as the basis for future demographic projections, including household growth. The 6th cycle RHNA allocation, which will cover the planning period October 2021 through October 2029, was adopted in March 2021.

Federal Transportation Improvement Program

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

SCAG’s Federal Transportation Improvement Program (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 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 FTIP includes improvements to projects on the state highway, local arterial, bridge, public transit, rail, bicycle, pedestrian, safety, maintenance, operational and planning projects to name a few. 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 transit operators and 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 occurs 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 Transportation Improvement Program (TIP) Development

The CTCs develop their respective TIPs based on FTIP Guidelines prepared by SCAG in consultation with the CTCs, SCAG's TCWG, federal and state agencies staff, with approval by SCAG's Regional Council. The FTIP is the implementing document of the RTP/SCS. The CTCs' submittal of their county TIP to SCAG is their county implementation plan which is incorporated in its entirety into the SCAG FTIP. 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 noticed for a minimum 30-day public review, and public hearings are held at the SCAG office and where possible these public hearings will be available via video, teleconference and via [virtual](#) platforms. 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 the draft FTIP. These SCAG groups include the Executive Administration Committee, the Transportation Committee (TC), the Transportation Conformity Working Group (TCWG), and the Energy and Environment Committee (EEC). The SCAG Regional Council takes final action when they adopt the FTIP.

E. FTA Program of Projects

The designated recipient of FTA Section 5307 funds must develop a Program of Projects (POP). 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 the POP.

F. SCAG FTIP Updates

The FTIP is a dynamic document that is amended frequently to reflect updates to funding, schedules, and program priority changes. 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) submitted via a category 3 amendment for a 10-day public review and comment period 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. 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 Hearings:

- I. Announce public hearings in printed materials, on SCAG's website, and social media channels.

- II. Hold public meetings at convenient and accessible locations and times and remotely when and if possible..
- 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.

3. Annual Listing of Projects

Federal regulations require SCAG to develop an annual listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which federal funds were obligated in the preceding program year. SCAG, in consultation and coordination with the State, county transportation commissions, and public transportation operators throughout the SCAG region, compiles the information and produces the annual listing of projects. The annual listing of obligated projects may be found on the SCAG website at <http://ftip.scag.ca.gov/Pages/default.aspx>.

4. FTIP Amendments

For the FTIP, 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, and project description changes without affecting the scope, and/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	1
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 granted 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.

FTIP amendments triggered by an RTP amendment must be approved by the Regional Council.

FTIP Administrative Modification Procedure

SCAG’s 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.

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

Environmental Justice Program

In 1994, Executive Order 12898 directed every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority and low-income populations. Reinforcing Title IV of the Civil Rights Act of 1964, which addresses minority populations, this executive order ensures that every federally funded project nationwide consider the human environment when undertaking the planning and decision-making process.

As the Metropolitan Planning Organization for six Southern California counties, SCAG is required to ensure that environmental justice principles are an integral part of the transportation planning process, including the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Additionally, as a government agency that receives federal funding, SCAG is required to conduct an environmental justice analysis for its RTP/SCS. SCAG's environmental justice program has two main elements: technical analysis and public outreach and policy coordination. As part of SCAG's environmental justice program, the agency also:

- Provides early and meaningful public access to decision-making processes for all interested parties, including minority and low-income populations.
- Seeks out and considers the input of traditionally underrepresented groups, such as minority and low-income populations, in the regional transportation planning process.
- Takes steps to propose mitigation measures or consider alternative approaches for the SCAG region when disproportionately high and adverse impacts on minority or low-income populations are identified; and
- Continues to evaluate and respond to environmental justice issues that arise during and after the implementation of SCAG's regional plans.

SCAG also prepares additional companion documents, or technical reports, to help support or add value to the RTP/SCS. The environmental justice technical analysis, public outreach methodology and accompanying EJ Toolbox are included in the RTP/SCS Environmental Justice (EJ) Technical Report.

Early and continuous public outreach and input from SCAG's environmental justice stakeholders help SCAG prioritize and address needs in the region. Public outreach for environmental justice issues will be conducted concurrently with Connect SoCal public outreach and development process. SCAG will hold various kick-off meetings, outreach workshops, and targeted outreach throughout the RTP/SCS development process. Specifically, SCAG will hold:

- At least one (1) kick-off meeting at the beginning of the RTP/SCS development at the SCAG Headquarters located at Downtown Los Angeles (DTLA) and provide opportunities for virtual attendance.

- At least quarterly Equity Working Group meetings will be held during the RTP/SCS development and EJ Technical Report development process. Meetings will be made available for in-person and virtual attendance.
- At least one (1) in-person or virtual meeting/workshop in each county for targeted outreach purposes will be conducted during the development of the EJ Technical Report. Special consideration will be made for meeting times and locations to maximize accessibility for the general public; and
- Additional targeted outreach will be conducted for SCAG stakeholders that cannot attend opportunities listed above to discuss EJ topics and concerns and the development of the EJ Technical Report.

All public meetings and workshops aim to be accessible to all groups and individuals interested or concerned with environmental justice. In efforts to make these meetings and workshops more accessible, meeting and workshop materials can be provided in different languages to engage individuals who are not proficient in English. Meeting details will be available to the public approximately 30 days before the meeting date to allow for adequate planning. Virtual opportunities will be made available to ensure all populations within the SCAG region can be reached.

Comments and input gathered during the public outreach process will be incorporated into the Environmental Justice Technical Report. There will also be another round of public review and comment when Connect SoCal and its associated technical reports, including the Environmental Justice Technical Report, are released.

The overall environmental justice outreach process encourages the public, with many opportunities to voice out and be involved, to discuss and address environmental justice issue areas and shape SCAG’s environmental justice program.

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.

Draft Public Participation Plan

Legislative, Communications, and Membership Committee

Sarah Patterson
Government Affairs
11/16/21

www.scag.ca.gov



Background

What is the Public Participation Plan?

- Guides SCAG's process for public outreach and engagement
- Ensures out public engagement is effective and inclusive
- Currently in the middle of updating the Plan since 2018

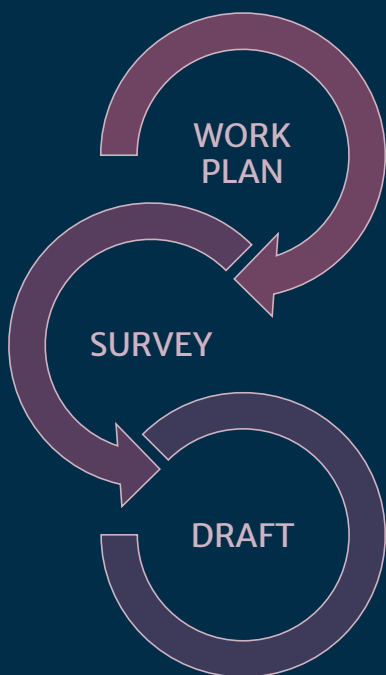


Background

Why Update the Plan?

- SCAG relies on public participation as the essential element to the ground-up and integrated approach to SCAG's planning.
- The people who live, work and play here have varying, and sometimes conflicting, needs and priorities.
- Their voices must be heard if we are to develop planning policies that truly meet the needs of the region.
- The changes in this update will help to make the plan more accessible to a general audience, and more adaptable in anticipation of evolving technologies and practices.

Process So Far



- Review current PPP / Research
- Recruit staff committee for PPP Update
- Discuss new elements and considerations
- Develop Work Plan for PPP Update

- Develop Survey
- Distribute Survey / Close Survey
- Analyze results and include in PPP Draft Development

- Assign sections/chapters to committee members
- Incorporate survey results and assemble PPP draft
- Staff committee edits and unifying "voice"
- Planning, Legal, etc. review of PPP draft
- Report to LCMC

Public Participation Plan Survey

Survey Timeline

- The survey was conducted in English and Spanish and closed on October 1st
- Highest Number of Responses



Next Steps

- Draft PPP goes to LCMC on November 16th
- 45 day comment period which will close on December 31st
- Once closed, comments will be incorporated where appropriate
- Final draft will be submitted to LCMC in February
- If adopted, slated to go to Regional Council for March adoption



Thank you!

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AGENDA ITEM 7
REPORT

Southern California Association of Governments
Remote Participation Only
November 16, 2021

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Estee Sepulveda, Legislative Analyst III,
(213) 236-1864, sepulveda@scag.ca.gov

Subject: Community Planning Voter Initiative (LCMC may consider a motion to recommend the Regional Council take a position on this measure)

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

At its September 21, 2021 meeting, Members of the Legislative/Communications and Membership Committee (LCMC) received an informational update on the proposed Community Planning Voter Initiative that may appear on the November 8, 2022 General Election ballot. Subsequently, the committee unanimously voted to forward the report to share this information with the Regional Council and other policy committees at their meetings on October 7, 2021. Since then, on November 1, 2021, the Attorney General of California prepared the official title and summary for the proposed initiative. This report summarizes the latest actions.

BACKGROUND:

On August 25, 2021, proponents of the Community Planning Voter Initiative submitted the draft text for a proposed measure and filing fee to the Attorney General of California, kicking off the ballot initiative process. The initiative was then posted for 30 days to allow for public comment. That period concluded on September 27, 2021.

On November 1, 2021, the Attorney General issued the official title and summary for the proposed initiative. The title reads, “Provides that local land-use and zoning laws override conflicting state laws.” The Community Planning Voter Initiative would amend California’s Constitution in a manner that specifies that city and county land-use and zoning laws override all conflicting state laws. It provides exceptions in certain circumstances related to three areas of statewide concern: (1)

coastal land-use regulations, (2) siting of power plants of a certain capacity, and (3) development of water, communication, or transportation infrastructure projects. Furthermore, it prevents the Legislature and local legislative bodies from passing laws invalidating voter-approved local land-use or zoning initiatives. Lastly the proposed measure would prohibit the State from changing, granting, or denying funding to local governments based on their implementation of this measure.

Now that the title and summary have been prepared, proponents will have 180 days to gather enough signatures from registered voters to qualify the initiative. For measures proposing a constitutional amendment, like the Community Planning Voter Initiative, the number of signatures must be equal to at least eight percent of the total votes cast for the office of Governor at the last gubernatorial election. In this case, proponents will need to collect 997,139 signatures. Signatures will then be verified by county election officials, and the initiative will either qualify or be failed by the Secretary of State. If proponents collect the requisite number of valid signatures, California voters will then vote on the ballot initiative at the November 8, 2022 General Election.

Prior Committee Action

At its September 21, 2021 meeting, Members of the LCMC received a written report and verbal update on the Community Planning Voter Initiative. After some discussion, the committee unanimously voted to forward the report to share information about the proposed initiative with the Regional Council and other policy committees at their meetings on October 7, 2021.

FISCAL IMPACT:

Work associated with the staff report on the Community Planning Voter Initiative is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 8
REPORT

Southern California Association of Governments
Remote Participation Only
November 16, 2021

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Discussion on Legislative Ideas

RECOMMENDED ACTION:

Discuss and identify priority legislative ideas for additional research.

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:

This staff report includes various ideas for members of the Legislative/Communications and Membership Committee (LCMC) to consider for potential sponsorship of a legislative bill.

BACKGROUND:

During President Lorimore’s strategic work plan discussion on June 24, 2021, members of the Executive/Administration Committee (EAC) expressed a desire to increase the agency’s leadership and legislative advocacy on important policy issues in Sacramento, including the possible sponsorship of a legislative bill. As part of this effort, President Lorimore subsequently tasked members of the Legislative/Communications and Membership Committee (LCMC) to discuss and make a recommendation to the Regional Council (RC) on a concept for potential legislative sponsorship.

The LCMC discussed this topic at its September 21, 2021, meeting and members of the Committee were asked to return to the November 16, 2021, meeting with their ideas. In preparation for the November 16, 2021, LCMC meeting, staff conducted outreach to committee members to understand their policy interests and legislative needs. From those initial conversations, staff identified several recurring themes and several unique ideas. This staff report includes those themes and ideas below in an effort to assist the Committee with its discussion on potential ideas for legislative sponsorship.

Staff was not able to connect with every member of the LCMC, so the list below may not be exhaustive of all the interests and legislative needs of committee members. The list below is designed to be a starting-off point, and all committee members are encouraged to share their priorities on this matter.

The ideas for potential legislative sponsorship are generally grouped by subject matter and listed in alphabetical order.

Affordable Housing, Homelessness, and Tax Increment Financing

- Support the reestablishment of redevelopment agencies (RDAs).
 - Including the former 20 percent set-aside for affordable housing and allowing for the remaining proceeds to support economic development.
 - Including a greater than 20 percent set-aside for affordable housing programs or requiring that all tax increment proceeds support housing-related programs.
 - With narrower criteria for the eligible uses of the proceeds.
 - With expanded criteria for the eligible uses of the proceeds, including community amenities such as green space and community gardens.
 - With a correlation to the Regional Housing Needs Assessment (RHNA) program, such as only jurisdictions that have fulfilled their housing element update or zoning update requirements may establish an RDA and for the purposes of actual housing construction.
 - Implemented through cities and counties instead of separate legal entities, as in the past.
 - With a larger share of the net proceeds shared among the impacted special districts and local educational agencies.
 - Continue to support Senate Bill 15 (Portantino) that would award grant funding to local jurisdictions that rezone idle retail sites for affordable housing.
 - Support the establishment of a grant program that would award funding to local jurisdictions for the actual construction of homeless shelters.
 - Support a vacancy tax to encourage vacant units to be made available for rent or purchase.
-

- As an alternative to sponsoring legislation, participate in Attorney General (AG) Rob Bonta’s recently announced “Housing Strike Force” and the AG’s proposed tenant roundtables across the state.

Broadband Access

- Support digital literacy programs to close the digital divide.

Building Resilience

- Support a statewide inventory of seismically at-risk structures. Support a funding mechanism to mitigate the risks of identified seismically at-risk structures.

CEQA Reform

- Support CEQA exemptions or streamlining for housing projects of a certain size or of a certain dollar amount.

General Government

- Support reform to the distribution of e-commerce sales tax distribution pathways, such as the destination of a product is the leading determination of where the sales tax revenue flows. Reform e-commerce sales tax distribution pathways, such that sales tax is split between the jurisdictions where the products are stored and the jurisdictions to which the products are delivered.
- Support expansion of property tax exemption for properties purchased by public agencies that are within their sphere of influence yet outside of their jurisdictional boundary.

Local Authority

- Repackage a chaptered bill previously opposed by SCAG to accomplish the opposite of what the subject bill originally did.

Transportation:

- Support passenger rail expansion to the Coachella Valley.

-
- Support the development of autonomous and smart vehicles as a strategy to increase highway capacity. Support the establishment of a working group or commission to study potential statewide regulations for autonomous and smart vehicles.
 - Support the authority for cities and counties to implement toll or congestion pricing facilities on local corridors to mitigate logistical and goods movement-related congestion.

Regional Housing Needs Assessment:

- Reevaluate the grounds for granting a RHNA appeal, such as consideration of the availability of water, and other factors not currently allowed under the government code.
- Allow university housing to count toward a jurisdiction's RHNA allocation.
- Update the definition of what constitutes overcrowding.
- Allow duplexes realized under SB 9's (2021) authorities to count toward a jurisdiction's RHNA allocation.

Next Steps:

At today's meeting, staff recommends that the LCMC discuss and identify priority legislative ideas for additional research. Staff would then conduct research on those ideas including, but not limited to, the following:

- Researching the relevant legislative history, if any, of previous or similar legislative efforts on the topic;
- Identifying influential legislators and key stakeholders;
- Identifying potential partnership opportunities with other public agencies, private sector leaders, and trade and/or advocacy organizations;

The above information would be presented at the LCMC's December 21, 2021, meeting with a recommendation that the committee forward its top priority to the RC.

FISCAL IMPACT:

Work associated with the "Discussion on Legislative Ideas" staff report is contained in the General Fund budget, Legislation 800-0160.02.