



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

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Energy & Environment  
David Pollock, Moorpark

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## REMOTE PARTICIPATION ONLY

# LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

*Tuesday, June 16, 2020*  
*8:30 a.m. – 10:00 a.m.*

### **PUBLIC ADVISORY**

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

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

### **PUBLIC COMMENTS**

In advance of the meeting, please submit Public Comments by email at: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) All Public Comments received will be included in the official record of the meeting.

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

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



## Detailed Instructions for Participating in the Meeting

The meeting of the LCMC is scheduled for Tuesday, June 16 at 8:30 a.m. and is accessible telephonically and electronically (web-based video conferencing) via Zoom. As Zoom offers optimal functionality through its web-based application, we recommend using a computer to access the meeting. Instructions for both options can be found below.

### **To Join By Zoom**

1. Click the following link: <https://scag.zoom.us/j/805439887>
2. If Zoom is not already installed on your computer, click “download & run Zoom” on the launch page and press “run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

### **To Join By Phone**

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue calling 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.

## Email Public Comments to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov)

The public is encouraged to submit comments by sending an email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) All written comments received before and during the Public Comment period will be read by SCAG staff (up to 3 minutes) and included as part of the official record of the meeting. The Chair has the discretion to reduce the time limit based upon the number of e-comments received and may limit the total time for all public comments to twenty (20) minutes.

## To view past meeting videos: <http://scag.iqm2.com/Citizens/>

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*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*



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**LCMC - Legislative/Communications and Membership Committee**  
***Members – June 2020***

- 1. Hon. José Luis Solache**  
LCMC Chair, Lynwood, RC District 26
- 2. Hon. Peggy Huang**  
LCMC Vice Chair, TCA Representative
- 3. Hon. Sean Ashton**  
Downey, RC District 25
- 4. Hon. Megan Beaman-Jacinto**  
Coachella, RC District 66
- 5. Hon. Margaret Finlay**  
Duarte, RC District 35
- 6. Hon. Jan Harnik**  
RCTC Representative
- 7. Hon. Mark Henderson**  
Gardena, RC District 28
- 8. Hon. Clint Lorimore**  
Eastvale, RC District 4
- 9. Hon. Ray Marquez**  
Chino Hills, RC District 10
- 10. Hon. Frank Navarro**  
Colton, RC District 6
- 11. Hon. Kim Nguyen**  
Garden Grove, RC District 18
- 12. Hon. David Pollock**  
Moorpark, RC District 46
- 13. Hon. Carmen Ramirez**  
Oxnard, RC District 45
- 14. Hon. Deborah Robertson**  
Rialto, RC District 8
- 15. Hon. Meghan Sahli-Wells**  
Culver City, RC District 41

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## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

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- 16. Hon. Ali Saleh**  
Bell, RC District 27
  
- 17. Hon. David Shapiro**  
Calabasas, RC District 44
  
- 18. Hon. Cheryl Viegas-Walker**  
El Centro, RC District 1

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## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE

### MEETING AGENDA

Southern California Association of Governments  
Remote Participation Only  
**Tuesday, June 16, 2020**  
**8:30AM – 10AM**

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 José Luis Solache, Chair)*

#### **ROLL CALL**

#### **PUBLIC COMMENT PERIOD**

The public is encouraged to submit comments by sending an email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov). All written comments received before and during the Public Comment period will be read by SCAG staff (up to 3 minutes) and included as part of the official record of the meeting. The Chair has the discretion to reduce the time limit based upon the number of e-comments received and may limit the total time for all public comments to twenty (20) minutes.

#### **REVIEW AND PRIORITIZE AGENDA ITEMS**

#### **CONSENT CALENDAR**

##### Approval Item

1. Minutes of the May 19, 2020 Meeting
2. SCAG Memberships and Sponsorships

##### Receive and File

3. Proposed Calendar of Meetings
4. Legislative Tracking Report
5. Communications Update

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LEGISLATIVE/COMMUNICATIONS AND  
MEMBERSHIP COMMITTEE  
MEETING AGENDA

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**INFORMATION ITEMS**

6. Welcome and Orientation  
*(Kevin Gilhooley, Manager of Legislation)*
7. State Legislative Update  
*(Kevin Gilhooley, Manager of Legislation)*
8. Federal Legislative Update  
*(Kevin Gilhooley, Manager of Legislation)*
9. Federal Surface Transportation Reauthorization Update  
*(Estee Supulveda, Legislative Analyst)*
10. Legislative Priorities Update  
*(Kevin Gilhooley, Manager of Legislation)*

**POLICY AND PUBLIC AFFAIRS DIVISION UPDATE**  
*(Art Yoon, Director of Policy and Public Affairs)*

**FUTURE AGENDA ITEMS**

**ANNOUNCEMENT/S**

**ADJOURNMENT**

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Southern California Association of Governments  
Remote Participation Only  
June 16, 2020

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

**MEMBERS PRESENT**

**Imperial County**

Cheryl Viegas-Walker *District 1*

**Los Angeles County**

Margaret Clark (VICE CHAIR) *District 32*

Margaret Finlay *District 35*

Steve Hofbauer *District 43*

Ali Saleh *District 27*

**Orange County**

Stacy L. Berry *District 18*

Donald Wagner *Orange County*

**Riverside County**

Jan Harnik (CHAIR) *Riverside County Transportation Commission*

Steve Manos *District 63*

**San Bernardino County**

Curt Hagman *San Bernardino County*

Ray Marquez *District 10*

Larry McCallon *District 7*

L. Dennis Michael *District 9*

Frank J. Navarro *District 6*

Alan Wapner *San Bernardino County Transportation Authority*

**Ventura County**

David Pollock *District 46*

Carmen Ramirez *District 45*

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### **CALL TO ORDER**

The meeting was called to order by the Chair, Hon. Jan Harnik, at 8:32 a.m. A quorum was confirmed and roll call was taken.

### **PUBLIC COMMENT PERIOD**

There were no public comments submitted via email to [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov)

### **REVIEW AND PRIORITIZE AGENDA ITEMS**

There was no reprioritization of the agenda.

### **CONSENT CALENDAR**

#### Approval Item

1. Minutes of the April 21, 2020 Meeting

#### Receive and File

2. Legislative Tracking Report

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

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

**AYES:** Berry, Clark, Finlay, Hagman, Harnik, Hofbauer, Manos, Marquez, McCallon, Michael, Navarro, Pollock, Ramirez, Saleh, Viegas-Walker, Wagner, Wapner (17).

**NOES:** None

**ABSTAIN:** None

### **INFORMATION ITEMS**

3. Overview of the May Revise, featuring the Honorable Holly J. Mitchell, Chair of the Senate Committee on Budget and Fiscal Review

Kevin Gilhooley, Legislation Manager, introduced State Senator Holly J. Mitchell, Chair of the Senate Committee on Budget and Fiscal Review. Senator Mitchell began her remarks by discussing Governor Newsom's May Revision to the state budget and the truncated budget timeframe. Senator Mitchell also mentioned the loss of sale tax revenue and its impact on local

governments' budgets, as well as the rainy day surplus and reserve accounts amassed over previous fiscal years.

Senator Mitchell's remarks also touched on federal efforts around the COVID-19 response, including the federal government's willingness to reimburse California's COVID-related expenses up to 75%, as well as ongoing federal legislation being debated in Congress. Senator Mitchell recommended that the Committee continue to engage the Southern California Congressional delegation and California's Senators on these issues.

On the Governor's May Revision Budget, Senator Mitchell provided an overview of some of the housing funding programs and mentioned State Senate leadership's plans on a comprehensive housing package. Senator Mitchell concluded by stressing the shortened timeframe to pass a State budget given the June 15, 2020 deadline for the State Legislature and also provided other important dates for the Legislature and budget committees.

Hon. Curt Hagman agreed with Hon. Mitchell's assessment of the need for increased federal funding for California. Hon. Don Wagner stressed the importance of protecting local control at the state government level and hoped that Senator Mitchell would carry that message to the Governor. Hon. Margaret Clark thanked Hon. Mitchell for her efforts in protecting local control and mentioned Project Roomkey. Hon. Mitchell responded that the Governor was hoping to gain increased funding from the federal government for management of Project Roomkey. Hon. Steve Hofbauer raised a concern that Project Roomkey hotels would be used as permanent supportive housing once the COVID-19 pandemic subsides. Senator Mitchell noted that she had not heard any discussion to take over any hotels outside of those that are willing to sell their properties. Hon. Steve Hofbauer thanked Senator Mitchell for her advocacy and willingness to meet with SCAG. Hon. Margaret Clark inquired if the State Legislature was rushing through passing legislation around housing. Senator Mitchell responded that the State Legislature and Legislative Analyst's office would do their due diligence in analyzing all pieces of legislation moving forward and would continue to follow the legislative process. Chair Harnik concluded this portion of the agenda by thanking Senator Mitchell for participating in the meeting.

#### 4. Media/Public Affairs Update

Margaret de Larios, Public Affairs Specialist, provided the Committee with an update on SCAG's recent media efforts, which included SCAG's 2020 Sustainability Awards and the May 7, 2020 Regional Council vote to submit Connect SoCal for federal review. Ms. de Larios also highlighted the recent media efforts that were conducted on a white paper SCAG published analyzing the potential economic impacts of COVID-19 in the region. Ms. de Larios noted that SCAG staff would continue to provide economic status and recovery updates as new information becomes available and encouraged the Committee to review the full report on SCAG's website. Ms. de

Larios concluded by noting that the white paper had garnered coverage in print and digital outlets, reaching over 1.2 million readers and viewers.

### ACTION ITEM

#### 5. COVID-19 Request Update and Legislation

Estee Sepulveda, Legislative Analyst, provided the Committee with a report on eight (8) federal policy proposals under consideration that would assist state and local governments. Ms. Sepulveda provided that since the start of the COVID-19 pandemic, four federal stimulus bills had passed through Congress and become law to provide emergency assistance, but none had included direct fiscal relief for cities and counties below a 500,000 population threshold. Ms. Sepulveda reported that in the SCAG region, five (5) of six (6) counties received funding but only the City of Los Angeles met the population threshold. Ms. Sepulveda continued by noting that a letter was sent on behalf of President Bill Jahn to the Southern California Congressional Delegation asking for direct relief for local government, regardless of size. Feedback from congressional offices pointed to the eight (8) policy proposals identified in the staff report. Ms. Sepulveda stressed that the focus was to support policies with no population threshold for aid, direct aid for expenditures arising from COVID-19, and flexibility for aid to backfill the loss of tax base revenue. Ms. Sepulveda concluded by recommending that the Committee adopt a support position on Policy Idea 1, the Coronavirus Community Relief Act (H.R. 6467); Policy Idea 2, the HEROES Act (H.R. 6800); Policy Idea 4, the COVID-19 Cost-Share Adjustment Relief Act of 2020; and Policy Idea 5, the Supporting State and Local Leaders Act (H.R. 6643). Ms. Sepulveda briefly explained that Policy Idea 3, the State and Municipal Aid for Recovery and Transition (SMART) Fund, had originally included a population threshold of 500,000 or greater but was removed, and deferred to the Committee on whether it merited a support position.

Chair Harnik asked Ms. Sepulveda to clarify what created the recommended shift in position on Policy Idea 3. Ms. Sepulveda responded by stating the original policy was going to aid cities with a population threshold of 50,000 to 500,000, which would exclude half of the cities in the SCAG region. Ms. Sepulveda reported that Senator Menendez and Senator Cassidy introduced an amendment that removed the 50,000 population threshold, leading to the National League of Cities expressing support for this policy.

Hon. McCallon expressed concern on the language around COVID-19 infection rates on Policy Idea 3 and stated he would not support as written. Hon. McCallon also inquired as to how funds would be allocated under Policy Idea 1, to which Ms. Sepulveda responded that \$250 billion would be allocated to any local unit of government under a 500,000 population threshold. Hon. Margaret Clark agreed with Hon. Larry McCallon's comments. After a robust discussion among committee members, a consensus emerged to support Policy Ideas 1, 2, 4, and 5, with Policy Idea 3 scheduled for further discussion.

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A MOTION was made (Ramirez) to SUPPORT Policy Ideas 1, 2, 4, and 5. The MOTION was SECONDED (Hofbauer) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

**AYES:** Berry, Clark, Finlay, Harnik, Hofbauer, Manos, Marquez, McCallon, Michael, Navarro, Pollock, Ramirez, Saleh, Viegas-Walker, Wapner (15).

**NOES:** None

**ABSTAIN:** None

Chair Harnik proceeded with discussion on Policy Idea 3 concerning the SMART Fund. Hon. Hofbauer provided his concerns on the lack of widespread testing and the potential for that fact to impact aid from the proposed SMART Fund legislation. After confirming that the SMART Fund did not contain population thresholds, Hon. Larry McCallon offered that the bill should eliminate the language that states, "funds would be allocated based on the COVID-19 infection rates."

A MOTION was made (Clark) to support Policy Idea 3 with the amendment language to remove infection rates as a distribution factor as proposed by Hon. Larry McCallon. The MOTION was SECONDED (McCallon) and APPROVED by a majority vote. A roll call vote was taken and recorded as follows:

**AYES:** Berry, Clark, Finlay, Harnik, Hofbauer, Manos, Marquez, McCallon, Michael, Navarro, Pollock, Ramirez, Saleh, Viegas-Walker, Wapner (15).

**NOES:** None

**ABSTAIN:** None

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

Art Yoon, Director of Policy and Public Affairs, provided the Committee with an update on recent elections, noting that Republican Mike Garcia had won the 25<sup>th</sup> Congressional District seat and Assemblymember Melissa Melendez had won the 28<sup>th</sup> State Senate District seat.

Mr. Yoon acknowledged and thanked Chair Harnik for her service as Chair of the LCMC, commended her for her several accomplishments during her term, and noted that this meeting would be the last presided over by her, given that her term was ending. Ms. Erika Harnik was present to provide the Chair with a certificate of recognition on behalf of the California State



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Assembly for her dedication and exemplary public service as Chair. Chair Harnik thanked the Committee and expressed that it was an honor and pleasure to serve.

Mr. Yoon concluded his remarks by recognizing Hon. Stacy Berry, Hon. Margaret Clark, and Hon. Judy Mitchell, who will be retiring their Regional Council seats.

**FUTURE AGENDA ITEMS**

There were no future agenda items presented.

**ANNOUNCEMENTS**

There were no announcements presented.

**ADJOURNMENT**

Chair Harnik adjourned the meeting at 9:48 a.m. The next regular meeting of the Legislative/Communications and Membership Committee is scheduled for 8:30 a.m. – 10:00 a.m. on Tuesday, June 16, 2020.



Southern California Association of Governments  
Remote Participation Only  
June 16, 2020

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Melvin Sanchez, Legislative Analyst, Legislation, (213) 236-1850, sanchez@scag.ca.gov

**Subject:** SCAG Memberships and Sponsorships

**RECOMMENDED ACTION:**

Approve

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The Legislative/Communications and Membership Committee (LCMC) is asked to approve up to \$35,772 in memberships for the 1) American Public Transportation Association (\$5,772); 2) Southern California Leadership Council (\$20,000); and 3) Southern California Leadership Network (\$10,000).*

**BACKGROUND:**

**Item 1:** American Public Transportation Association

**Type:** Membership      **Amount:** \$5,772

The American Public Transportation Association (APTA) is a leading force in advancing public transportation. APTA members include transit systems, government agencies, manufacturers, suppliers, consulting firms, contractors, and other business partners. To strengthen and improve public transportation, APTA serves and leads its diverse membership through advocacy, innovation, and information sharing. An annual membership provides SCAG with access to the highest-quality tools, resources, and programs, including advocacy efforts, networking and partnership opportunities, the latest industry research and data, and professional development. These benefits are valuable in light of recent and continued work in Congress on providing aid to transit agencies in light of the Coronavirus Disease 2019 (COVID-19) pandemic, as well as transportation reauthorization legislation and spending bills.

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**Item 2:** Southern California Leadership Council (SCLC) and the Center for Economic Development  
**Type:** Membership                    **Amount:** \$20,000

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Established in 2005, The Southern California Leadership Council is comprised of business and community leaders from throughout the seven counties of Southern California, including two former California Governors.

The Leadership Council funds, prioritizes, and approves the work of the Center of Economic Development (CED), which is a regional program of the Los Angeles County Economic Development Corporation (LAEDC). As a program of the LAEDC, the CED benefits from related work of the LAEDC's acclaimed business assistance, economic research, and consulting programs. The Center's work is funded, prioritized and approved by the Leadership Council to shape and solve public policy issues such as business vitality, resources (energy, water and environment), and transportation (goods and people) that are critical to SCAG and the region's economic vitality and quality of life. The Leadership Council also co-hosts (with SCAG) the annual Southern California Economic Summit. SCAG Board officers and executive leadership regularly attend Southern California Leadership Council meetings.

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**Item 3:** Southern California Leadership Network  
**Type:** Membership                    **Amount:** \$10,000

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The Southern California Leadership Network (SCLN) was founded to advance the region and the state by inspiring, preparing, and connecting leaders to drive change. SCLN does this through its signature Leadership Fellowships, continued leadership development opportunities, and other events to promote lifelong leadership learning. SCAG has been a long-time supporter of a variety of SCLN's programs, including the California Connections Program and their annual Visionaries Luncheon.

SCLN's Leadership Southern California Fellowship Program gives professionals from government, business, academic, and community organizations a unique opportunity to connect on a regional level while also preparing them to be a part of the region in a positive direction through new and innovative partnerships. The curriculum is designed for civic leaders to give them the skills to lead and facilitate diverse teams through conflict into common ground and new initiatives. Fellows will learn to recognize unity that is present in the midst of diversity, conflict, and strife, giving them the skills needed to build consensus and resolve community challenges in a productive, impactful manner.

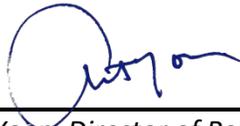
SCAG staff is recommending that the agency obtain membership at the "Silver" level in the amount of \$10,000, which will provide SCAG with the following:

- 
- Introductory or speaking role for an organizational representative during class orientation or other selected seminar day;
  - Organizational logo on electronic promotions, event-related signage, materials for every seminar, sponsor slide show and SCLN website (with link to organization site);
  - Opportunity for sponsor representative to attend any seminar-related receptions; and
  - Complimentary tuition for one participant in the Leadership Southern California 2020-21 fellowship.

**FISCAL IMPACT:**

\$35,772 for memberships/sponsorships is included in the approved FY 19-20 General Fund budget.

**REVIEWED BY:**

A handwritten signature in blue ink, appearing to read "Art Yoon", written over a horizontal line.

*Art Yoon, Director of Policy and Public Affairs*

A handwritten signature in blue ink, appearing to read "Basil Panas", written over a horizontal line.

*Basil Panas, Chief Financial Officer*



Southern California Association of Governments  
Remote Participation Only  
June 16, 2020

To: Legislative/Communications and Membership Committee (LCMC)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: Proposed Calendar of Meetings

**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:**

*Staff has prepared a proposed schedule of meeting dates for the Legislative/Communications and Membership Committee (LCMC) to coincide with the year-long terms of the LCMC Chair and Vice Chair. All of the proposed dates fall on the third Tuesday of the month.*

**BACKGROUND:**

Staff is including a proposed schedule of meeting dates for the Committee’s approval. All of the proposed dates fall on the third Tuesday of the month.

**FISCAL IMPACT:**

None

**ATTACHMENT(S):**

- 1. Proposed LCMC Meeting Dates

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Southern California Association of Governments  
2020-2021 Legislative/Communications and Membership Committee Meeting

JUNE 2020						
Su	M	Tu	W	Th	F	Sa
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JULY 2020						
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AUGUST 2020						
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SEPTEMBER 2020						
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NOVEMBER 2020						
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DECEMBER 2020						
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JANUARY 2021						
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31						

FEBRUARY 2021						
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MARCH 2021						
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APRIL 2021						
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MAY 2021						
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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

SCAG Regional Council Meeting

SCAG Holidays

Legislative/Communications and Membership Committee Meeting

Annual Sacramento Advocacy Trip

Attachment: Proposed LCMC Meeting Dates (Proposed Calendar of Meetings)



Southern California Association of Governments  
Remote Participation Only  
June 16, 2020

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Melvin Sanchez, Legislative Analyst, Legislation,  
(213) 236-1850, sanchez@scag.ca.gov

**Subject:** Legislative Tracking Report

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The Legislative Tracking Report is provided to keep the Legislative/Communications and Membership Committee (LCMC) apprised of any developments related to bills in Sacramento that have a nexus to the Regional Council's positions on policies and legislative initiatives related to SCAG's core planning and policy areas. Staff will update the report constantly with emerging legislation and welcomes the Committee's input on bills it would like to follow.*

**BACKGROUND:**

SCAG's Legislative Tracking Report serves as a resource for the Committee to remain up-to-date on bills moving through the legislative process in Sacramento. Bills included in the tracking report have a nexus to the Regional Council's positions on policies and legislative initiatives related to SCAG's core planning and policy areas. Staff welcomes the Committee's input on bills it would like to follow throughout the legislative session.

The Legislative Tracking Report has been modified to reflect the realities of policymaking in the State Legislature. Given that substantially fewer bills will be progressing because of the COVID-19 pandemic, staff has removed bills that will not be considered this session.

**FISCAL IMPACT:**

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

**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*



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**ATTACHMENT(S):**

1. SCAG Legislative Tracking Report

## SCAG Legislative Tracking Report Wednesday, June 10, 2020

**AB 1279 (Bloom D) Planning and zoning: housing development: high-opportunity areas.**

**Introduced:** 2/21/2019

**Last Amended:** 4/24/2020

**Status:** 4/24/2020-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.

**Location:** 4/24/2020-S. HOUSING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:**

The Planning and Zoning Law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit if the development satisfies certain objective planning standards, including that the development is (1) located in a locality determined by the Department of Housing and Community Development to have not met its share of the regional housing needs for the reporting period, and (2) subject to a requirement mandating a minimum percentage of below-market rate housing, as provided. This bill would require the department to designate areas in this state as high-opportunity areas, as provided, by January 1, 2022, in accordance with specified requirements and to update those designations within 6 months of the adoption of new Opportunity Maps by the California Tax Credit Allocation Committee.

**History:**

**2019**

Feb. 21 Read first time. To print.

Feb. 22 From printer. May be heard in committee March 24.

Mar. 11 Referred to Coms. on H. & C.D. and NAT. RES.

Mar. 21 Re-referred to Com. on RLS. pursuant to Assembly Rule 96(a).

Mar. 25 From committee: Be re-referred to Coms. on H. & C.D. and L. GOV. (Ayes 12. Noes 0.) (March 25). Re-referred to Com. on H. & C.D.

Apr. 10 From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 6. Noes 1.) (April 10). Re-referred to Com. on L. GOV.

Apr. 25 From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 24). Re-referred to Com. on APPR.

May. 8 In committee: Set, first hearing. Referred to APPR. suspense file.

May. 16 From committee: Do pass. (Ayes 12. Noes 6.) (May 16).

May. 20 Read second time. Ordered to third reading.

May. 29 Read third time. Passed. Ordered to the Senate. (Ayes 46. Noes 20. Page 2123.)

May. 30 In Senate. Read first time. To Com. on RLS. for assignment.

Jun. 12 Referred to Coms. on HOUSING, EQ. and GOV. & F.

**2020**

Apr. 24 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.

**Organization:** SCAG

**Position:** Tracking

**AB 1845 (Rivas, Luz D) Homelessness: Office to End Homelessness.**

**Introduced:** 1/6/2020

**Last Amended:** 6/4/2020

**Status:** 6/8/2020-Read second time. Ordered to third reading.

**Location:** 6/8/2020-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Calendar:**

6/10/2020 #161 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:**

Would create, within the Governor's office, the Office to End Homelessness, which would be administered by the Secretary on Housing Insecurity and Homelessness appointed by the Governor. The bill would require that the office serve the Governor as the lead entity for ending homelessness in California and would task the office with coordinating homeless programs, services, data, and policies between federal, state, and local agencies, among other responsibilities. The bill would require the office to exercise various powers and duties, including, among others, making recommendations to the Governor and the Legislature regarding new state policies, programs, and actions on homelessness.

Attachment: SCAG Legislative Tracking Report (Legislative Tracking Report)

**History:**

**2020**

Jan. 6 Read first time. To print.  
Jan. 7 From printer. May be heard in committee February 6.  
Jan. 17 Referred to Com. on H. & C.D.  
Mar. 11 Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 1.) (March 11). Re-referred to Com. on APPR.  
Jun. 2 In committee: Set, first hearing. Referred to APPR. suspense file.  
Jun. 3 From committee: Amend, and do pass as amended. (Ayes 15. Noes 3.) (June 3).  
Jun. 4 Read second time and amended. Ordered returned to second reading.  
Jun. 8 Read second time. Ordered to third reading.

**Organization:** SCAG

**Position:** Tracking

**AB 1851 (Wicks D) Religious institution affiliated housing development projects: parking requirements.**

**Introduced:** 1/6/2020

**Last Amended:** 5/5/2020

**Status:** 6/10/2020-Action From THIRD READING: Read third time.Passed Assembly to SENATE.

**Location:** 6/10/2020-S. SENATE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Calendar:**

6/10/2020 #70 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:**

Would prohibit a local agency from requiring the replacement of religious-use parking spaces that a developer of a religious institution affiliated housing development project proposes to eliminate as part of that housing development project. The bill would prohibit the number of religious-use parking spaces requested to be eliminated from exceeding 50% of the number that are available at the time the request is made. The bill would prohibit a local agency from requiring the curing of any preexisting deficit of the number of religious-use parking spaces as a condition of approval of a religious institution affiliated housing development project.

**History:**

**2020**

Jan. 6 Read first time. To print.  
Jan. 7 From printer. May be heard in committee February 6.  
Jan. 30 Referred to Coms. on L. GOV. and H. & C.D.  
May. 5 From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.  
May. 6 Re-referred to Com. on L. GOV.  
May. 12 Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (May 12). Re-referred to Com. on APPR.  
Jun. 2 From committee: Do pass. (Ayes 15. Noes 1.) (June 2).  
Jun. 3 Read second time. Ordered to third reading.

**Organization:** SCAG

**Position:** Tracking

**AB 2058 (Gabriel D) Income taxes: credits: low-income housing.**

**Introduced:** 2/4/2020

**Last Amended:** 5/12/2020

**Status:** 6/3/2020-In committee: Held under submission.

**Location:** 6/2/2020-A. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:**

The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2021, and before January 1, 2026, would allow a credit against those taxes to a taxpayer that is transferred, and allocated, credits pursuant to the sale of a multifamily rental housing development or mobilehome park to a qualified developer, as defined, that has received a credit reservation from the California Tax Credit Allocation Committee, in specified amounts. The bill would require the credits to be reserved on a first-come-first-served basis.

**History:**

**2020**

Feb. 4 Read first time. To print.  
Feb. 5 From printer. May be heard in committee March 6.  
Feb. 14 Referred to Com. on REV. & TAX.  
Mar. 2 From committee chair, with author's amendments: Amend, and re-refer to Com. on REV. & TAX.  
Read second time and amended.  
Mar. 4 Re-referred to Com. on REV. & TAX.  
Mar. 9 In committee: Hearing for testimony only.  
May. 12 From committee chair, with author's amendments: Amend, and re-refer to Com. on REV. & TAX.  
Read second time and amended.  
May. 13 Re-referred to Com. on REV. & TAX.  
May. 18 From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (May 18). Re-referred to Com. on APPR.  
Jun. 2 In committee: Set, first hearing. Referred to APPR. suspense file.  
Jun. 3 In committee: Held under submission.

**Organization:** SCAG  
**Position:** Tracking

**AB 3107 (Bloom D) Planning and zoning: general plan: housing development.**

**Introduced:** 2/21/2020  
**Last Amended:** 5/11/2020  
**Status:** 6/4/2020-Read second time. Ordered to third reading.  
**Location:** 6/4/2020-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chapters
1st House				2nd House							

**Calendar:**  
6/10/2020 #148 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:**  
The Planning and Zoning Law requires that the housing element include, among other things, an inventory of land suitable and available for residential development, as provided. If that inventory does not identify adequate sites to accommodate the need for groups of all household income levels, as specified, existing law requires the city or county to rezone those sites within specified periods. This bill, notwithstanding any inconsistent provision of a city's or county's general plan, specific plan, zoning ordinance, or regulation, would require that a housing development be an authorized use on a site designated in any element of the general plan for commercial if certain conditions apply. Among these conditions, the bill would require that the housing development be subject to a recorded deed restriction requiring that at least 20% of the units have an affordable housing cost or affordable rent for lower income households, as those terms are defined, and located on a site that satisfies specified criteria.

**History:**  
**2020**

Feb. 21 Introduced. To print.  
Feb. 22 From printer. May be heard in committee March 23.  
Feb. 24 Read first time.  
Mar. 9 Referred to Coms. on H. & C.D. and L. GOV.  
Mar. 16 In committee: Hearing postponed by committee.  
May. 11 From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D.  
Read second time and amended.  
May. 12 Re-referred to Com. on H. & C.D.  
May. 21 From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (May 20). Re-referred to Com. on APPR.  
Jun. 2 In committee: Set, first hearing. Referred to APPR. suspense file.  
Jun. 3 From committee: Do pass. (Ayes 12. Noes 4.) (June 3).  
Jun. 4 Read second time. Ordered to third reading.

**Organization:** SCAG  
**Position:** Tracking

**AB 3300 (Santiago D) Homelessness: California Access to Housing and Services Act.**

**Introduced:** 2/21/2020  
**Last Amended:** 6/4/2020  
**Status:** 6/8/2020-Read second time. Ordered to third reading.  
**Location:** 6/8/2020-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Calendar:**

6/10/2020 #203 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:**

By executive order, the Governor required the Department of Finance to establish the California Access to Housing and Services Fund, administered by the State Department of Social Services, to provide funding for additional affordable housing units, providing rental and operating subsidies, and stabilizing board and care homes. This bill, the California Access to Housing and Services Act, would establish the California Access to Housing and Services Fund in the State Treasury and continuously appropriate moneys in the fund solely for the purpose of implementing and administering the bill's provisions.

**History:**

**2020**

- Feb. 21 Introduced. To print.
- Feb. 22 From printer. May be heard in committee March 23.
- Feb. 24 Read first time.
- Mar. 9 Referred to Com. on H. & C.D.
- May. 4 From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.
- May. 5 Re-referred to Com. on H. & C.D.
- May. 21 From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 1.) (May 20). Re-referred to Com. on APPR.
- Jun. 2 In committee: Set, first hearing. Referred to APPR. suspense file.
- Jun. 3 From committee: Amend, and do pass as amended. (Ayes 12. Noes 3.) (June 3).
- Jun. 4 Read second time and amended. Ordered returned to second reading.
- Jun. 8 Read second time. Ordered to third reading.

**Organization:** SCAG

**Position:** Tracking

**ACA 1 (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.**

**Introduced:** 12/3/2018

**Last Amended:** 3/18/2019

**Status:** 8/19/2019-Read third time. Refused adoption. Motion to reconsider made by Assembly Member Aguiar-Curry.

**Location:** 5/20/2019-A. RECONSIDERATION

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Calendar:**

6/10/2020 #1 ASSEMBLY MOTION TO RECONSIDER

**Summary:**

The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

**History:**

**2018**

- Dec. 3 Read first time. To print.
- Dec. 4 From printer. May be heard in committee January 3.

**2019**

- Mar. 18 Referred to Coms. on L. GOV. and APPR. From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.
- Mar. 19 Re-referred to Com. on L. GOV.
- Mar. 28 Coauthors revised. From committee: Be adopted, and re-refer to Com. on APPR. Re-referred. (Ayes 5. Noes 2.) (March 27). Re-referred to Com. on APPR.
- Apr. 24 In committee: Set, first hearing. Referred to APPR. suspense file.
- May. 16 Coauthors revised. From committee: Be adopted. (Ayes 11. Noes 7.) (May 16).
- May. 20 Read second time. Ordered to third reading.
- Aug. 19 Read third time. Refused adoption. (Ayes 44. Noes 20. Page 2758.) Motion to reconsider made by Assembly Member Aguiar-Curry.

**Organization:** SCAG  
**Position:** Watch

**ACA 13 (Obernolte R) Local sales taxes: online sales.**

**Introduced:** 3/26/2019  
**Status:** 3/28/2019-Introduced measure version corrected.  
**Location:** 3/26/2019-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:**

Would provide that, on and after January 1, 2021, for the purpose of distributing the revenues derived under a sales tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law, the retail sale of tangible personal property by a qualified retailer, as defined, that is transacted online is instead consummated at the point of the delivery of that tangible personal property to the purchaser's address or to any other delivery address designated by the purchaser.

**History:**

**2019**

Mar. 26 Read first time. To print.  
 Mar. 27 From printer. May be heard in committee April 26.  
 Mar. 28 Introduced measure version corrected.

**Organization:** SCAG  
**Position:** Tracking

**HR 97 (Frazier D) Relative to high-speed rail.**

**Introduced:** 6/3/2020  
**Status:** 6/3/2020-Introduced.  
**Location:** 6/3/2020-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:**

Would resolve that the Assembly has an active role in appropriating \$4.2 billion in remaining Proposition 1A bond funds, and must be respected for their role to provide input before key decisions on the high-speed rail project's future direction. The Assembly has the time to provide appropriate oversight and thoughtful consideration of all project alternatives without discussions and debate being prematurely stopped through actions by the High-Speed Rail Authority proposed to take place in the fall of 2020. The High-Speed Rail Authority is hereby directed to not proceed with the execution of track and systems or train set procurements, or with the acquisition of the right-of-way along the City of Merced and the City of Bakersfield extensions, until the Assembly has considered and approved the High-Speed Rail Authority's funding request for appropriation of the remaining bond funds.

**History:**

**2020**

Jun. 3 Introduced.

**Organization:** SCAG  
**Position:** Watch

**SB 45 (Allen D) Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020.**

**Introduced:** 12/3/2018  
**Last Amended:** 1/23/2020  
**Status:** 1/30/2020-In Assembly. Read first time. Held at Desk.  
**Location:** 1/29/2020-A. DESK

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:**

Would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$5,510,000,000 pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program.

**History:**

**2018**

Dec. 3 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Dec. 4 From printer. May be acted upon on or after January 3.

**2019**

Jan. 16 Referred to Coms. on N.R. & W., EQ., and GOV. & F.

Feb. 20 Set for hearing March 12.

Mar. 5 From committee with author's amendments. Read second time and amended. Re-referred to Com. on N.R. & W. March 12 hearing postponed by committee.

Mar. 13 Set for hearing March 26.

Mar. 26 From committee: Do pass and re-refer to Com. on EQ. (Ayes 7. Noes 1. Page 439.) (March 26). Re-referred to Com. on EQ.

Mar. 28 Set for hearing April 3.

Apr. 3 From committee: Do pass as amended and re-refer to Com. on GOV. & F. (Ayes 5. Noes 1. Page 549.) (April 3).

Apr. 4 Read second time and amended. Re-referred to Com. on GOV. & F.

Apr. 12 Set for hearing April 24.

Apr. 25 From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2. Page 845.) (April 24). Re-referred to Com. on APPR.

Apr. 30 Set for hearing May 6.

May. 1 May 6 set for first hearing canceled at the request of author.

Aug. 30 From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.

Sep. 5 From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.

Sep. 10 Senate Rule 29.3(b) suspended. (Ayes 29. Noes 8. Page 2746.) From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.

**2020**

Jan. 14 Set for hearing January 21.

Jan. 21 January 21 hearing: Placed on APPR. suspense file. Set for hearing January 23.

Jan. 23 From committee: Do pass as amended. (Ayes 5. Noes 1. Page 3141.) (January 23). Read second time and amended. Ordered to second reading.

Jan. 27 Read second time. Ordered to third reading.

Jan. 29 Read third time. Urgency clause adopted. Passed. (Ayes 29. Noes 6. Page 3167.) Ordered to the Assembly.

Jan. 30 In Assembly. Read first time. Held at Desk.

**Organization:** SCAG

**Position:** Watch

**SB 278 (Beall D) Metropolitan Transportation Commission.**

**Introduced:** 2/13/2019

**Last Amended:** 3/28/2019

**Status:** 1/27/2020-Ordered to special consent calendar. Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 1/27/2020-A. DESK

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:**

The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 San Francisco Bay area counties. The act requires the commission to continue to actively, on behalf of the entire region, seek to assist in the development of adequate funding sources to develop, construct, and support transportation projects that it determines are essential. This bill would also require the commission to determine that those transportation projects are a priority for the region.

**History:**

**2019**

Feb. 13 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Feb. 14 From printer. May be acted upon on or after March 16.

Feb. 21 Referred to Com. on RLS.

Mar. 28 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Apr. 10 Re-referred to Com. on TRANS.

**2020**

Jan. 8 Set for hearing January 14.

Jan. 14 From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 9. Noes 0. Page 3087.) (January 14). Re-referred to Com. on APPR.

Jan. 15 Set for hearing January 21.  
 Jan. 21 From committee: Be ordered to second reading pursuant to Senate Rule 28.8 and ordered to consent calendar.  
 Jan. 22 Read second time. Ordered to consent calendar.  
 Jan. 27 Ordered to special consent calendar. Read third time. Passed. (Ayes 38. Noes 0. Page 3154.)  
 Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Organization:** SCAG

**SB 795 (Beall D) Economic development: housing: workforce development: climate change infrastructure.**

**Introduced:** 1/6/2020

**Last Amended:** 5/6/2020

**Status:** 6/9/2020-June 9 hearing: Placed on APPR. suspense file.

**Location:** 6/9/2020-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chapters
1st House				2nd House							

**Summary:**

Would continuously appropriate the sum of \$10,000,000,000 from the General Fund for expenditure over the 2020–21 fiscal year and each of the 4 following fiscal years. Of that amount, the bill would require the Controller to allocate for each of those fiscal years \$1,805,000,000 among various housing programs administered by the Department of Housing and Community Development, the Homeless Housing, Assistance, and Prevention program, and for distribution by the California Workforce Development Board among local agencies to participate in, invest in, or partner with new or existing preapprenticeship training programs established as specified. The bill would require the Business, Consumer Services, and Housing Agency to establish deadlines for applications and submitting final reports under the Homeless Housing, Assistance, and Prevention program with respect to moneys allocated to that program under the bill.

**History:**

**2020**

Jan. 6 Introduced. Read first time. To Com. on RLS. for assignment. To print.  
 Jan. 7 From printer. May be acted upon on or after February 6.  
 Jan. 15 Referred to Coms. on GOV. & F., HOUSING, and ED.  
 Apr. 2 From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.  
 May. 6 From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.  
 May. 11 Withdrawn from committee. Re-referred to Com. on RLS. Re-referred to Com. on HOUSING.  
 May. 12 Referral to Coms. on HOUSING and ED. rescinded due to the shortened 2020 Legislative Calendar.  
 May. 14 Set for hearing May 26.  
 May. 26 From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 2.) (May 26). Re-referred to Com. on APPR.  
 Jun. 3 Set for hearing June 9.  
 Jun. 9 June 9 hearing: Placed on APPR. suspense file.

**Attachments:**

[Support Letter](#)

**Organization:** SCAG

**Position:** Support

**SB 899 (Wiener D) Planning and zoning: housing development: higher education institutions, nonprofit hospitals or religious institutions.**

**Introduced:** 1/30/2020

**Last Amended:** 5/27/2020

**Status:** 6/9/2020-June 9 hearing: Placed on APPR. suspense file.

**Location:** 6/9/2020-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chapters
1st House				2nd House							

**Summary:**

The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. That law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit if the development satisfies certain

Attachment: SCAG Legislative Tracking Report (Legislative Tracking Report)

objective planning standards. This bill would require that a housing development project be a use by right upon the request of an independent institution of higher education, nonprofit hospital, nonprofit diagnostic or treatment center, nonprofit rehabilitation facility, nonprofit nursing home, or religious institution that partners with a qualified developer on any land owned in fee simple by the applicant if the development satisfies specified criteria. The bill would define various terms for these purposes.

**History:**

**2020**

Jan. 30 Introduced. Read first time. To Com. on RLS. for assignment. To print.  
 Jan. 31 From printer. May be acted upon on or after March 1.  
 Feb. 12 Referred to Com. on RLS.  
 Mar. 5 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.  
 Mar. 16 Re-referred to Coms. on HOUSING, EQ., and GOV. & F.  
 May. 12 Referral to Coms. on EQ., and GOV. & F. rescinded due to the shortened 2020 Legislative Calendar.  
 May. 18 Set for hearing May 26.  
 May. 26 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (May 26).  
 May. 27 Read second time and amended. Re-referred to Com. on APPR.  
 Jun. 3 Set for hearing June 9.  
 Jun. 9 June 9 hearing: Placed on APPR. suspense file.

**Organization:** SCAG

**Position:** Tracking

**SB 902 (Wiener D) Planning and zoning: housing development: density.**

**Introduced:** 1/30/2020

**Last Amended:** 5/21/2020

**Status:** 6/9/2020-June 9 hearing: Placed on APPR. suspense file.

**Location:** 6/9/2020-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chapters
1st House				2nd House							

**Summary:**

Would authorize a local government to pass an ordinance, notwithstanding any local restrictions on adopting zoning ordinances, to zone any parcel for up to 10 units of residential density per parcel, at a height specified by the local government in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2022, based on specified criteria.

**History:**

**2020**

Jan. 30 Introduced. Read first time. To Com. on RLS. for assignment. To print.  
 Jan. 31 From printer. May be acted upon on or after March 1.  
 Feb. 12 Referred to Com. on HOUSING.  
 Mar. 9 From committee with author's amendments. Read second time and amended. Re-referred to Com. on HOUSING.  
 Mar. 12 Set for hearing March 31.  
 Mar. 18 March 31 hearing postponed by committee.  
 May. 14 Set for hearing May 26.  
 May. 21 From committee with author's amendments. Read second time and amended. Re-referred to Com. on HOUSING.  
 May. 26 From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (May 26). Re-referred to Com. on APPR.  
 Jun. 3 Set for hearing June 9.  
 Jun. 9 June 9 hearing: Placed on APPR. suspense file.

**Organization:** SCAG

**Position:** Tracking

**SB 995 (Atkins D) Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2011: housing projects.**

**Introduced:** 2/12/2020

**Last Amended:** 6/2/2020

**Status:** 6/9/2020-June 9 hearing: Placed on APPR. suspense file.

**Location:** 6/9/2020-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:**

CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA authorizes the preparation of a master EIR and authorizes the use of the master EIR to limit the environmental review of subsequent projects that are described in the master EIR, as specified. This bill would require a lead agency to prepare a master EIR for a general plan, plan amendment, plan element, or specified plan for housing projects where the state has provided funding for the preparation of the master EIR.

**History:**

**2020**

Feb. 12 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Feb. 13 From printer. May be acted upon on or after March 14.

Feb. 20 Referred to Com. on EQ.

Mar. 13 Set for hearing April 1.

Mar. 18 April 1 hearing postponed by committee.

May. 13 Set for hearing May 29.

May. 19 From committee with author's amendments. Read second time and amended. Re-referred to Com. on EQ.

May. 29 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (May 29).

Jun. 2 Read second time and amended. Re-referred to Com. on APPR.

Jun. 4 Set for hearing June 9.

Jun. 9 June 9 hearing: Placed on APPR. suspense file.

**Organization:** SCAG

**Position:** Tracking

**SB 1085 (Skinner D) Density Bonus Law: qualifications for incentives or concessions: student housing for lower income students: moderate-income persons and families: local government constraints.**

**Introduced:** 2/19/2020

**Last Amended:** 5/27/2020

**Status:** 6/9/2020-June 9 hearing: Placed on APPR. suspense file.

**Location:** 6/9/2020-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:**

The Density Bonus Law requires a city or county to provide a developer that proposes a housing development in the city or county with a density bonus and other incentives or concessions for the production of lower income housing units, or for the donation of land within the development, if the developer agrees to, among other things, construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents, including lower income students. Current law defines "incentives or concessions" to include, among other things, regulatory incentives or concessions proposed by the developer or the city or county that result in identifiable and actual cost reductions to provide for affordable housing costs, as specified. This bill would revise that definition of "incentives or concessions" to include those proposed regulatory incentives or concessions that the developer determines result in identifiable and actual cost reductions to provide for affordable housing costs.

**History:**

**2020**

Feb. 19 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Feb. 20 From printer. May be acted upon on or after March 21.

Feb. 27 Referred to Coms. on HOUSING and GOV. & F.

Mar. 12 Set for hearing March 31.

Mar. 18 March 31 hearing postponed by committee.

Mar. 24 From committee with author's amendments. Read second time and amended. Re-referred to Com. on HOUSING.

May. 12 Referral to Com. on GOV. & F. rescinded due to the shortened 2020 Legislative Calendar.

May. 14 Set for hearing May 26.

May. 18 From committee with author's amendments. Read second time and amended. Re-referred to Com. on HOUSING.

Attachment: SCAG Legislative Tracking Report (Legislative Tracking Report)

May. 26 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (May 26).

May. 27 Read second time and amended. Re-referred to Com. on APPR.

Jun. 3 Set for hearing June 9.

Jun. 9 June 9 hearing: Placed on APPR. suspense file.

**Organization:** SCAG

**Position:** Tracking

**SB 1120 (Atkins D) Subdivisions: tentative maps.**

**Introduced:** 2/19/2020

**Last Amended:** 5/20/2020

**Status:** 6/9/2020-June 9 hearing: Placed on APPR. suspense file.

**Location:** 6/9/2020-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:**

Would require a proposed housing development containing 2 residential units to be considered ministerially, without discretionary review or hearing, in zones where allowable uses are limited to single-family residential development if the proposed housing development meets certain requirements, including that the proposed housing development would not require demolition or alteration requiring evacuation or eviction of an existing housing unit that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.

**History:**

**2020**

Feb. 19 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Feb. 20 From printer. May be acted upon on or after March 21.

Feb. 27 Referred to Com. on GOV. & F.

May. 20 From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

May. 21 Set for hearing May 28.

May. 28 From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (May 28). Re-referred to Com. on APPR.

Jun. 3 Set for hearing June 9.

Jun. 9 June 9 hearing: Placed on APPR. suspense file.

**Organization:** SCAG

**Position:** Tracking

**SB 1291 (Committee on Transportation) Federal Statewide Transportation Improvement Program: submissions**

**Introduced:** 2/21/2020

**Last Amended:** 4/3/2020

**Status:** 6/9/2020-Read second time. Ordered to consent calendar.

**Location:** 6/9/2020-S. CONSENT CALENDAR

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Calendar:**

6/11/2020 #90 SENATE CONSENT CALENDAR FIRST LEGISLATIVE DAY

**Summary:**

Current law requires each metropolitan planning organization and transportation planning agency, not later than October 1 of each even-numbered year, to submit its Federal Transportation Improvement Program to the Department of Transportation for incorporation into the Federal Statewide Transportation Improvement Program, which current law requires the department to submit to the United States Secretary of Transportation by not later than December 1 of each even-numbered year. This bill would provide that a metropolitan planning organization or transportation planning agency is not required to submit a Federal Transportation Improvement Program to the department, and the department is not required to submit the Federal Statewide Transportation Improvement Program to the secretary, for 2020.

**History:**

**2020**

Feb. 21 Introduced. To Com. on RLS. for assignment. To print.

Feb. 24 From printer. May be acted upon on or after March 25. Read first time.

Attachment: SCAG Legislative Tracking Report (Legislative Tracking Report)

Mar. 5 Referred to Com. on RLS.  
 Mar. 26 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.  
 Apr. 3 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.  
 May. 11 Re-referred to Com. on TRANS.  
 May. 13 Set for hearing May 29.  
 May. 29 From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 13. Noes 0.) (May 29). Re-referred to Com. on APPR.  
 Jun. 3 Set for hearing June 9.  
 Jun. 8 From committee: Be ordered to second reading pursuant to Senate Rule 28.8 and ordered to consent calendar.  
 Jun. 9 Read second time. Ordered to consent calendar.

**Attachments:**  
[Support Letter](#)

**Organization:** SCAG  
**Position:** Support

**SB 1299 (Portantino D) Housing development: incentives: rezoning of idle retail sites.**

**Introduced:** 2/21/2020  
**Last Amended:** 4/1/2020  
**Status:** 6/9/2020-June 9 hearing: Placed on APPR. suspense file.  
**Location:** 6/9/2020-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:**

Current law establishes, among other housing programs, the Workforce Housing Reward Program, which requires the Department of Housing and Community Development to make local assistance grants to cities, counties, and cities and counties that provide land use approval to housing developments that are affordable to very low and low-income households. This bill, upon appropriation by the Legislature, would require the department to administer a program to provide incentives in the form of grants allocated as provided to local governments that rezone idle sites used for a big box retailer or a commercial shopping center to instead allow the development of workforce housing. The bill would define various terms for these purposes. In order to be eligible for a grant, the bill would require a local government, among other things, to apply to the department for an allocation of grant funds and provide documentation that it has met specified requirements.

**History:**

**2020**

Feb. 21 Introduced. To Com. on RLS. for assignment. To print.  
 Feb. 24 From printer. May be acted upon on or after March 25. Read first time.  
 Mar. 5 Referred to Com. on RLS.  
 Apr. 1 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.  
 May. 11 Re-referred to Com. on HOUSING.  
 May. 14 Set for hearing May 26.  
 May. 26 From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (May 26). Re-referred to Com. on APPR.  
 Jun. 3 Set for hearing June 9.  
 Jun. 9 June 9 hearing: Placed on APPR. suspense file.

**Organization:** SCAG  
**Position:** Tracking

**SB 1373 (Bates R) State highways: State Route 241: reduction.**

**Introduced:** 2/21/2020  
**Last Amended:** 5/19/2020  
**Status:** 6/9/2020-Read second time. Ordered to third reading.  
**Location:** 6/9/2020-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Calendar:**

6/11/2020 #74 SENATE SENATE BILLS -THIRD READING FILE

**Summary:**

Current law establishes the state highway system throughout the state and designates State Route 241 from State Route 5 south of the City of San Clemente to State Route 91 in the City of Anaheim. This bill would delete from the state highway system the portion of State Route 241 from State Route 5 south of the City of San Clemente to Oso Parkway east of the City of Mission Viejo.

**History:**

**2020**

Feb. 21 Introduced. To Com. on RLS. for assignment. To print.  
 Feb. 24 From printer. May be acted upon on or after March 25. Read first time.  
 Mar. 12 Referred to Coms. on GOV. & F. and TRANS.  
 Apr. 17 From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.  
 May. 11 Withdrawn from committee. Re-referred to Com. on TRANS.  
 May. 13 Set for hearing May 29.  
 May. 19 From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.  
 May. 29 From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (May 29). Re-referred to Com. on APPR.  
 Jun. 3 Set for hearing June 9.  
 Jun. 8 From committee: Be ordered to second reading pursuant to Senate Rule 28.8.  
 Jun. 9 Read second time. Ordered to third reading.

**Organization:** SCAG

**Position:** Tracking

**SB 1385 (Caballero D) Local planning: housing: commercial zones.**

**Introduced:** 2/21/2020

**Last Amended:** 5/20/2020

**Status:** 6/9/2020-June 9 hearing: Placed on APPR. suspense file.

**Location:** 6/9/2020-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chapters
1st House				2nd House							

**Summary:**

The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. This bill, the Neighborhood Homes Act, would deem a housing development project, as defined, an authorized use on a neighborhood lot that is zoned for office or retail commercial use under a local agency's zoning code or general plan. The bill would require the density for a housing development under these provisions to meet or exceed the density deemed appropriate to accommodate housing for lower income households according to the type of local jurisdiction, including a density of at least 20 units per acre for a suburban jurisdiction.

**History:**

**2020**

Feb. 21 Introduced. To Com. on RLS. for assignment. To print.  
 Feb. 24 From printer. May be acted upon on or after March 25. Read first time.  
 Mar. 12 Referred to Com. on RLS.  
 May. 6 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.  
 May. 11 Re-referred to Com. on GOV. & F.  
 May. 20 From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.  
 May. 21 Set for hearing May 28.  
 May. 28 From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (May 28). Re-referred to Com. on APPR.  
 Jun. 3 Set for hearing June 9.  
 Jun. 9 June 9 hearing: Placed on APPR. suspense file.

**Organization:** SCAG

**Position:** Tracking

Total Measures: 21  
 Total Tracking Forms: 21



Southern California Association of Governments  
Remote Participation Only  
June 16, 2020

**To:** Legislative/Communications and Membership Committee (LCMC)  
**From:** Margaret de Larios, Media & Public Affairs, delarios@scag.ca.gov  
**Subject:** Communications Update

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

For Information Only – No Action Required

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

**EXECUTIVE SUMMARY:**

This report includes a summary of SCAG’s media engagement metrics since the last meeting of the LCMC on May 19. These regular updates are designed to inform the committee on the most recent press coverage of SCAG projects and programs.

**BACKGROUND:**

As part of its overall effort to inform the general public and various interested parties about key regional planning issues and SCAG’s role in addressing them, SCAG proactively engages media in the region, working to create and leverage opportunities to share information about our data and programs.

Last month, staff shared news of the release of a whitepaper analyzing Potential Economic Impacts of COVID-19 in the SCAG Region, offering timely and relevant insight into trends shaping the region. The SCAG media team conducted outreach to media across the region alerting them to this new analysis, and secured coverage in print, on TV and radio, and in digital outlets.

According to our metrics on reach, the coverage so far has reached over 21 million readers and viewers. A summary of earned media coverage follows:

**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*

Date	Source	Headline	URL	Reach
5/15	<a href="#">Fontana Herald News</a>	<i>Southern California faces 'severe and long-lasting' economic impacts from pandemic, study says</i>	<a href="https://www.fontanaheraldnews.com/business/southern-california-faces-severe-and-long-lasting-economic-impacts-from-pandemic-study-says/article_901bc3fe-96c8-11ea-a7f9-cbd51b94c8e3.html">https://www.fontanaheraldnews.com/business/southern-california-faces-severe-and-long-lasting-economic-impacts-from-pandemic-study-says/article_901bc3fe-96c8-11ea-a7f9-cbd51b94c8e3.html</a>	<b>1,759</b>
5/15	<a href="#">San Bernardino County Sun</a>	<i>Rancho Cucamonga lays off 10 full-time employees due to coronavirus shutdown</i>	<a href="https://www.sbsun.com/2020/05/15/rancho-cucamonga-lays-off-10-full-time-employees-due-to-coronavirus-shutdown/">https://www.sbsun.com/2020/05/15/rancho-cucamonga-lays-off-10-full-time-employees-due-to-coronavirus-shutdown/</a>	<b>11,648</b>
5/15	<a href="#">The Press-Enterprise</a>	<i>Rancho Cucamonga lays off 10 full-time employees due to coronavirus shutdown</i>	<a href="https://www.pe.com/2020/05/15/rancho-cucamonga-lays-off-10-full-time-employees-due-to-coronavirus-shutdown/">https://www.pe.com/2020/05/15/rancho-cucamonga-lays-off-10-full-time-employees-due-to-coronavirus-shutdown/</a>	<b>31,706</b>
5/15	<a href="#">My News LA</a>	<i>Study – Panemic's economic impact on region to be 'severe and long lastingg</i>	<a href="https://mynewsla.com/business/2020/05/14/study-pandemics-economic-impact-on-region-to-be-severe-and-long-lasting/">https://mynewsla.com/business/2020/05/14/study-pandemics-economic-impact-on-region-to-be-severe-and-long-lasting/</a>	-
5/15	<a href="#">Inland News Today</a>	<i>Analysis: Economic recovery from COVID-19 may be long lasting</i>	<a href="http://www.inlandnewstoday.com/story.php?s=59065">http://www.inlandnewstoday.com/story.php?s=59065</a>	-
5/15	<a href="#">Antelope Valley Times</a>	<i>Study – Panemic's economic impact on region to be 'severe and long lastingg</i>	<a href="http://theavtimes.com/2020/05/15/study-pandemics-economic-impact-on-region-to-be-severe-and-long-lasting/">http://theavtimes.com/2020/05/15/study-pandemics-economic-impact-on-region-to-be-severe-and-long-lasting/</a>	-
5/15	<a href="#">KCBS Channel 2 Los Angeles</a>	<i>'Severe And Long Lasting': Pandemic Job Losses Projected To Impact Taxable Sales, Local Governments Until 2021</i>	<a href="https://losangeles.cbslocal.com/2020/05/15/coronavirus-pandemic-job-losses-taxable-sales-southern-california-government-budgets/">https://losangeles.cbslocal.com/2020/05/15/coronavirus-pandemic-job-losses-taxable-sales-southern-california-government-budgets/</a>	<b>842,720</b>
5/15	<a href="#">Inland Valley Daily Bulletin</a>	<i>Rancho Cucamonga lays off 10 full-time employees due to coronavirus shutdown</i>	<a href="https://www.dailybulletin.com/2020/05/15/rancho-cucamonga-lays-off-10-full-time-employees-due-to-coronavirus-shutdown/">https://www.dailybulletin.com/2020/05/15/rancho-cucamonga-lays-off-10-full-time-employees-due-to-coronavirus-shutdown/</a>	<b>13,621</b>
5/18	<a href="#">Pasadena Star-News</a>	<i>Coronavirus to dent Southern California's economy through 2021, study says</i>	<a href="https://www.pasadenastarnews.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/">https://www.pasadenastarnews.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/</a>	<b>14,727</b>
5/18	<a href="#">Redlands Daily Facts</a>	<i>Coronavirus to dent Southern California's economy through 2021, study says</i>	<a href="https://www.redlandsdailyfacts.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/">https://www.redlandsdailyfacts.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/</a>	<b>6,921</b>
5/18	<a href="#">San Bernardino County Sun</a>	<i>Coronavirus to dent Southern California's economy through 2021,</i>	<a href="https://www.sbsun.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/">https://www.sbsun.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/</a>	<b>11,648</b>

		<i>study says</i>		
5/18	<a href="#"><u>San Gabriel Valley Tribune</u></a>	<i>Coronavirus to dent Southern California's economy through 2021, study says</i>	<a href="https://www.sgvtribune.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/">https://www.sgvtribune.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/</a>	<b>19,782</b>
5/18	<a href="#"><u>Orange County Register</u></a>	<i>Coronavirus to dent Southern California's economy through 2021, study says</i>	<a href="https://www.ocregister.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/">https://www.ocregister.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/</a>	<b>159,176</b>
5/18	<a href="#"><u>Los Angeles Daily News</u></a>	<i>Coronavirus to dent Southern California's economy through 2021, study says</i>	<a href="https://www.dailynews.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/">https://www.dailynews.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/</a>	<b>66,448</b>
5/18	<a href="#"><u>Long Beach Press-Telegram</u></a>	<i>Coronavirus to dent Southern California's economy through 2021, study says</i>	<a href="https://www.presstelegram.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/">https://www.presstelegram.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/</a>	<b>15,130</b>
5/18	<a href="#"><u>Torrance Daily Breeze</u></a>	<i>Coronavirus to dent Southern California's economy through 2021, study says</i>	<a href="https://www.dailybreeze.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/">https://www.dailybreeze.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/</a>	<b>28,131</b>
5/18	<a href="#"><u>The Press-Enterprise</u></a>	<i>Coronavirus to dent Southern California's economy through 2021, study says</i>	<a href="https://www.pe.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/">https://www.pe.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/</a>	<b>31,706</b>
5/18	<a href="#"><u>Inland Valley Daily Bulletin</u></a>	<i>Coronavirus to dent Southern California's economy through 2021, study says</i>	<a href="https://www.dailybulletin.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/">https://www.dailybulletin.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/</a>	<b>13,621</b>
5/18	<a href="#"><u>Whittier Daily</u></a>	<i>Coronavirus to dent Southern California's economy through 2021, study says</i>	<a href="https://www.whittierdailynews.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/">https://www.whittierdailynews.com/2020/05/18/coronavirus-to-dent-southern-californias-economy-through-2021-report-says/</a>	<b>7,549</b>
5/19	<a href="#"><u>La Opinión (US)</u></a>	<i>Cerca de 760,000 personas del condado de Los Ángeles perderán su empleo en 2020</i>	<a href="https://laopinion.com/2020/05/19/cerca-de-760000-personas-del-condado-de-los-angeles-perderan-su-empleo-en-2020/">https://laopinion.com/2020/05/19/cerca-de-760000-personas-del-condado-de-los-angeles-perderan-su-empleo-en-2020/</a>	<b>154,885</b>
5/20	<a href="#"><u>New York Village Voice</u></a>	<i>Richard Hell: An Antidandy at the Peppermint Lounge</i>	<a href="https://www.villagevoice.com/2020/05/20/richard-hell-an-antidandy-at-the-peppermint-lounge/">https://www.villagevoice.com/2020/05/20/richard-hell-an-antidandy-at-the-peppermint-lounge/</a>	<b>39,308</b>
5/21	<a href="#"><u>Redlands Community News</u></a>	<i>Regional planning council issues grim economic forecast</i>	<a href="https://www.redlandscommunitynews.com/business/regional-planning-council-issues-grim-economic-forecast/article_32a77cd2-9b7c-11ea-aa1e-ab4eee837768.html">https://www.redlandscommunitynews.com/business/regional-planning-council-issues-grim-economic-forecast/article_32a77cd2-9b7c-11ea-aa1e-ab4eee837768.html</a>	<b>1,051</b>

5/21	<a href="#">Redlands Community News</a>	<i>Shop local. It's essential</i>	<a href="https://www.redlandscommunitynews.com/opinion/editorials/shop-local-it-s-essential/article_7297b72a-9b87-11ea-9986-7fb24cef2874.html">https://www.redlandscommunitynews.com/opinion/editorials/shop-local-it-s-essential/article_7297b72a-9b87-11ea-9986-7fb24cef2874.html</a>	<b>1,051</b>
5/22	<a href="#">Fairfield Daily Republic</a>	<i>4 million Southern California jobs may be at risk because of coronavirus, report finds [Los Angeles Times]</i>	<a href="https://www.dailyrepublic.com/all-news/wires/4-million-southern-california-jobs-may-be-at-risk-because-of-coronavirus-report-finds-los-angeles-times/">https://www.dailyrepublic.com/all-news/wires/4-million-southern-california-jobs-may-be-at-risk-because-of-coronavirus-report-finds-los-angeles-times/</a>	<b>10,489</b>
5/22	<a href="#">KFI - AM 640 Orange County</a>	<i>Southern California Faces Dire Economic Outlook Over Next Two Years</i>	<a href="https://kfiam640.iheart.com/content/2020-05-22-southern-california-faces-dire-economic-outlook-over-next-two-years/">https://kfiam640.iheart.com/content/2020-05-22-southern-california-faces-dire-economic-outlook-over-next-two-years/</a>	<b>166</b>
5/22	<a href="#">San Diego Union-Tribune</a>	<i>4 million Southern California jobs may be at risk because of coronavirus</i>	<a href="https://www.sandiegouniontribune.com/business/story/2020-05-22/four-million-jobs-at-risk-southern-california-covid">https://www.sandiegouniontribune.com/business/story/2020-05-22/four-million-jobs-at-risk-southern-california-covid</a>	<b>126,662</b>
5/22	<a href="#">pressfrom.info/fr/</a>	<i>Monde 4 millions d'emplois dans le sud de la Californie pourraient être menacés en raison du coronavirus, selon un rapport, le</i>	<a href="https://pressfrom.info/fr/actualite/monde/-511443-4-millions-d-emplois-dans-le-sud-de-la-californie-pourraient-etre-menaces-en-raison-du-coronavirus-selon-un-rapport-le.html">https://pressfrom.info/fr/actualite/monde/-511443-4-millions-d-emplois-dans-le-sud-de-la-californie-pourraient-etre-menaces-en-raison-du-coronavirus-selon-un-rapport-le.html</a>	<b>11,099</b>
5/22	<a href="#">Pasadena Now</a>	<i>Reports: Southern California Faces Dire Economic Outlook Over Next Two Years</i>	<a href="https://www.pasadenanow.com/main/reports-southern-california-faces-dire-economic-outlook-over-next-two-years/">https://www.pasadenanow.com/main/reports-southern-california-faces-dire-economic-outlook-over-next-two-years/</a>	<b>8,798</b>
5/22	<a href="#">Beverly Hills Patch.com</a>	<i>Millions Of SoCal Jobs At Risk, Economic Analysts Warn</i>	<a href="https://patch.com/california/beverlyhills/s/h4gqd/millions-social-jobs-risk-economic-analysts-warn">https://patch.com/california/beverlyhills/s/h4gqd/millions-social-jobs-risk-economic-analysts-warn</a>	<b>876,376</b>
5/22	<a href="#">Altadena Patch.com</a>	<i>Millions Of SoCal Jobs At Risk, Economic Analysts Warn</i>	<a href="https://patch.com/california/altadena/s/h4gqd/millions-social-jobs-risk-economic-analysts-warn">https://patch.com/california/altadena/s/h4gqd/millions-social-jobs-risk-economic-analysts-warn</a>	<b>876,376</b>
5/22	<a href="#">Belmont Shore Patch</a>	<i>Millions Of SoCal Jobs At Risk, Economic Analysts Warn</i>	<a href="https://patch.com/california/belmontshore/s/h4gqd/millions-social-jobs-risk-economic-analysts-warn">https://patch.com/california/belmontshore/s/h4gqd/millions-social-jobs-risk-economic-analysts-warn</a>	<b>876,376</b>
5/22	<a href="#">Brentwood Patch.com</a>	<i>Millions Of SoCal Jobs At Risk, Economic Analysts Warn</i>	<a href="https://patch.com/california/brentwood/s/h4gqd/millions-social-jobs-risk-economic-analysts-warn">https://patch.com/california/brentwood/s/h4gqd/millions-social-jobs-risk-economic-analysts-warn</a>	<b>876,376</b>
5/22	<a href="#">Calabasas Patch.com</a>	<i>Millions Of SoCal Jobs At Risk, Economic Analysts Warn</i>	<a href="https://patch.com/california/calabasas/s/h4gqd/millions-social-jobs-risk-economic-analysts-warn">https://patch.com/california/calabasas/s/h4gqd/millions-social-jobs-risk-economic-analysts-warn</a>	<b>876,376</b>
5/22	<a href="#">KESQ TV 3 Palm Springs</a>	<i>Valley unemployment rates reach double</i>	<a href="https://kesq.com/news/2020/05/22/valley-unemployment-rates-reach-double-digits/">https://kesq.com/news/2020/05/22/valley-unemployment-rates-reach-double-digits/</a>	<b>19,933</b>

		<i>digits</i>		
5/22	<a href="#">Arcadia Patch.com</a>	<i>Millions Of SoCal Jobs At Risk, Economic Analysts Warn</i>	<a href="https://patch.com/california/arcadia/s/h4gqd/millions-socal-jobs-risk-economic-analysts-warn">https://patch.com/california/arcadia/s/h4gqd/millions-socal-jobs-risk-economic-analysts-warn</a>	<b>876,376</b>
5/22	<a href="#">Los Angeles Times</a>	<i>4 million Southern California jobs may be at risk because of coronavirus, report finds</i>	<a href="https://www.latimes.com/business/story/2020-05-22/four-million-jobs-at-risk-southern-california-covid">https://www.latimes.com/business/story/2020-05-22/four-million-jobs-at-risk-southern-california-covid</a>	<b>1,053,172</b>
5/22	<a href="#">pressfrom.info/de/</a>	<i>Finanzen 4 Millionen Arbeitsplätze in Südkalifornien sind möglicherweise aufgrund des Coronavirus gefährdet. Laut Bericht sieht sich</i>	<a href="https://pressfrom.info/de/nachrichten/finanzen/-332586-4-millionen-arbeitsplatze-in-sudkalifornien-sind-moglicherweise-aufgrund-des-coronavirus-gefahr-det-laut-bericht-sieht-sich.html">https://pressfrom.info/de/nachrichten/finanzen/-332586-4-millionen-arbeitsplatze-in-sudkalifornien-sind-moglicherweise-aufgrund-des-coronavirus-gefahr-det-laut-bericht-sieht-sich.html</a>	<b>11,099</b>
5/23	<a href="#">Los Angeles Times</a>	<i>Alrededor de 4 millones de empleos en el Sur de California pueden estar en riesgo</i>	<a href="https://www.latimes.com/espanol/california/articulo/2020-05-23/alrededor-de-4-millones-de-empleos-en-el-sur-de-california-pueden-estar-en-riesgo-debido-al-coronavirus-segun-un-reporte">https://www.latimes.com/espanol/california/articulo/2020-05-23/alrededor-de-4-millones-de-empleos-en-el-sur-de-california-pueden-estar-en-riesgo-debido-al-coronavirus-segun-un-reporte</a>	<b>1,053,172</b>
5/23	<a href="#">MSN (USA; es)</a>	<i>Alrededor de 4 millones de empleos en el Sur de California pueden estar en riesgo debido al coronavirus, según un reporte</i>	<a href="https://www.msn.com/es-us/noticias/otras/alrededor-de-4-millones-de-empleos-en-el-sur-de-california-pueden-estar-en-riesgo-debido-al-coronavirus-seg%C3%BAAn-un-reporte/ar-BB14uTxN">https://www.msn.com/es-us/noticias/otras/alrededor-de-4-millones-de-empleos-en-el-sur-de-california-pueden-estar-en-riesgo-debido-al-coronavirus-seg%C3%BAAn-un-reporte/ar-BB14uTxN</a>	<b>12,042,433</b>

**FISCAL IMPACT:**

N/A



Southern California Association of Governments  
Remote Participation Only  
June 16, 2020

**To:** Legislative/Communications and Membership Committee (LCMC)  
**From:** Estee Sepulveda, Legislative Analyst III, Policy and Public Affairs, Legislation, 213-236-1864  
**Subject:** Federal Surface Transportation Reauthorization Update

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

For Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The Fixing America’s Surface Transportation (FAST) Act funds federal highway and public transportation programs through September 30, 2020. On June 3, 2020, Democratic leadership of the House Transportation & Infrastructure (T&I) Committee released their version of the transportation reauthorization bill, the “Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act” (H.R. 7095). The Senate Environment and Public Works (EPW) Committee approved the highway portion of a transportation reauthorization bill in July 2019. This report provides an update on the reauthorization process and includes information on the INVEST Act.*

**BACKGROUND:**

Congress periodically authorizes spending on federal highway, mass transit, surface transportation safety and research, and some rail programs through surface transportation acts. The most recent is the FAST Act that funds transportation programs through September 30, 2020. It reflects the ongoing federal commitment and investment in the nation’s surface transportation system. Federal funding and financing are also critical to match state, local, and private sector investment in the expansion, operations, and maintenance of transportation systems.

A handful of policy and fiscal committees in the House and Senate have partial jurisdiction over a new surface transportation authorization bill. The Senate Environment and Public Works (EPW) Committee has jurisdiction over highway programs, the Commerce Committee over safety and some rail programs, the Banking Committee over public transit, and the Finance Committee over

**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*

identifying funding sources to pay for new or existing spending. Each committee will produce its respective bill then combine them on the Senate floor into a surface transportation authorization bill. A similar process will unfold in the House between the T&I Committee, which oversees transportation policy, and the Ways and Means Committee, which has jurisdiction over revenue provisions and any budget offsets.

On June 3, 2020, Democratic leadership of the House T&I Committee released their version of the transportation reauthorization bill, the INVEST in America Act. Unlike previous surface transportation authorization bills that are usually bipartisan, House Republicans were not part of the development of this bill. The House T&I Committee plans to consider H.R. 7095 on June 17, 2020. If approved, the measure is tentatively scheduled for a vote on the House floor at the beginning of July 2020, before the summer recess. The proposed INVEST in America Act would provide a total of \$494 billion over five years for investments in capital infrastructure improvements and focuses on infrastructure resiliency, emissions reduction, and other climate provisions. Because of the COVID-19 pandemic, the first year of the bill is an extension of FAST Act policy and provides \$83.1 billion in additional relief in Fiscal Year (FY) 2021 to ensure states, cities, tribes, territories, and transit agencies can administer programs and advance projects. Highway, transit, and safety funds are made available at 100 percent Federal share. Of this amount, \$22 billion is available for operating expenses. The proposed policy provisions in the bill would not be implemented until after FY 2022.

On July 29, 2019, the Senate EPW Committee introduced the “America's Transportation Infrastructure Act” (ATIA; S. 2302), a bipartisan bill to reauthorize the highway and highway research titles of the FAST Act. The following day, the EPW Committee approved the bill by a vote of 21 to 0. The proposed ATIA bill would authorize \$287 billion over five years for highway and research programs, representing a 27 percent increase over the FAST Act funding level of \$225 billion. The bill distributes 90 percent of funding to states by formula and included the first-ever “Climate Change” title. To date, the remaining Senate committees have not released their titles of the transportation reauthorization bill.

Neither the House nor Senate have identified a way to pay for the surface transportation authorization bills. Against the backdrop of the COVID-19 pandemic, there are other challenges to completing a transportation reauthorization bill. The Highway Trust Fund has provided most of the funding for surface transportation authorization bills since the fund was created in 1956. However, revenues from highway taxes, like gasoline and diesel fuel, have declined in recent years due to the condition of the economy and improvements in vehicle fuel efficiency. The stay-at-home orders implemented across the country to reduce exposure to the virus have only exacerbated this problem with the Eno Center for Transportation reporting that car traffic in April 2020 drastically dropped off by nearly 40 percent compared to April 2019. Consequently, passing a multi-year bill

without cutting infrastructure spending, raising fuel taxes, or increasing the budget deficit is an underlying theme in the ongoing debate.

### **Highlights of the INVEST in America Act**

#### **Major Changes to the FAST Act**

- Before building any new highway capacity with National Highway Performance Program (NHPP) funds, states are required to demonstrate “progress in achieving a state of good repair on the National Highway System.”
- Requires states to spend 20 percent of their NHPP and Surface Transportation Block Grant Program (STBGP) funding (excluding sub-allocation) on bridge repair and rehabilitation projects—\$28 billion for FY 2022 – FY 2025. Increases the off-system bridge set-asides to \$1 billion per year compared to the FAST Act’s \$770 million set-aside.
- Mandates that the Department of Transportation (DOT) establish new greenhouse gas emissions performance measure based on carbon emissions per capita on all public roads and creates a new \$8.4 billion formula program to incentivize carbon emission reductions for highway, transit, and rail projects. Top-performing states are provided funding flexibility while low-performing states are required to provide 10 percent of their STBGP funds (excluding sub-allocation) to carbon reduction.
- Creates a new \$6.25 billion formula program to fund resilience and emergency evacuation needs—states and Metropolitan Planning Organizations (MPOs) must develop an “infrastructure vulnerability assessment” to guide investments via this new program.

#### **Metropolitan Planning**

##### **Sec. 1205. Surface Transportation Program (STP). (pp. 163-173)**

- Adds eligibilities for resilience improvements, natural infrastructure, reducing carbon pollution, bus frequency and ridership enhancement projects, and wildlife crossings. In addition to existing off-system eligibilities, allows for investment on certain local roads and rural minor collectors.
- Revises the sub-allocation to four population bands: 200,000 and above; 50,000-200,000; 5,000-50,000; and under 5,000. Provides for additional transparency and coordination requirements for sub-allocated funds to ensure that local governments receive their equitable share of funds based on population. Establishes a technical assistance program for areas with a population of 200,000 and above to ensure efficient project delivery and facilitate compliance with applicable requirements. Such technical assistance can include a State DOT liaison to help local governments carry out Federal aid highway projects.

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**Sec. 1206. Transportation Alternatives Program (TAP). (pp. 173-186)**

- Provides funding for the Transportation Alternatives Program (TAP) as a 10 percent set-aside out of STP. Increases the share of the program's funds that must be sub-allocated to areas of the State based on population from 50 percent to 66 percent. A State may sub-allocate up to 100 percent of its TAP funding if certain conditions are met and upon approval of the Secretary. Boosts the recreational trails set-aside in proportion to the increase for TAP.
- Allows a State to use HSIP funds to cover the non-Federal share of the cost of a TAP project, and places restrictions on the ability of the State to transfer TAP funds out of the program. Provides flexibility for a State to meet the non-Federal match on a multiple-project or programmatic basis.

**Sec. 1210. Congestion mitigation and air quality improvement program (CMAQ). (pp. 208-210)**

- Adds eligibility for shared micro-mobility projects, including bike share and shared scooters. Adds eligibility for projects to mitigate seasonal or temporary traffic congestion from travel or tourism. Amends the program's clean vehicle provisions to include hydrogen fueling stations as an eligible activity. Modifies the eligibility of program funds to be used for operating assistance, including providing additional assistance for projects that continue to demonstrate net air quality benefits.

**Sec. 1305. Metro performance program. (pp. 275-288)**

- Provides \$750 million over the life of the bill for direct allocations to MPOs to advance locally-selected projects. Authorizes the Secretary to designate a high-performance tier of MPOs based on technical capacity to manage Federal-aid highway funds. Provides between \$10 and \$50 million per year for the MPOs designated. Projects are subject to all Federal-aid highway requirements, including environmental laws, labor projections, and Buy America. Participating MPOs will report annually on the status of the program and the projects advanced with program funds to FHWA, and FHWA will report to Congress on the lessons learned from the program and provide recommendations on ways to improve sub-allocation of Federal-aid highway funds under STP.

Environmental Requirements/Programs**Sec. 1202. Increasing the resilience of transportation assets. (pp. 134-151)**

- Revises sections 134 and 135 of title 23 to require the Metropolitan Planning Organization (MPO) and State-prepared long-range transportation plans to include strategies to mitigate and reduce climate impacts and a vulnerability assessment of critical transportation assets, evacuation routes, and facilities repeatedly damaged by disasters. The MPO and State must

identify projects to address identified vulnerabilities, and these projects are eligible for funding under the newly established pre-disaster mitigation program.

- Establishes a pre-disaster mitigation program under 23 USC 124, which receives \$6.25 billion in apportioned funds over the life of the bill for resilience projects identified in the State and MPO vulnerability assessments. Construction of resilience improvements, including construction of natural infrastructure or protective features, are eligible on any existing highway or transit asset eligible under titles 23 or 49. In addition, funds can be used to relocate or construct alternatives to transportation infrastructure that are repeatedly damaged by extreme weather events, or to address current and future vulnerabilities to evacuation routes designated in an MPO or State's vulnerability assessment. Projects eligible for funding under this section must be designed to ensure resilience over the life of the facility and take into consideration current and projected changes in flooding based on climate science and projected land use.

**Sec. 1213. Carbon Pollution Reduction. (pp. 216-221)**

- Creates a new carbon pollution reduction apportionment program. Provides broad flexibility to the States to fund projects eligible under title 23 or chapter 53 of title 49, provided that the projects reduce greenhouse gas emissions. Includes eligibility for intercity passenger rail projects that reduce greenhouse gas emissions and improve mobility on public roads. Allows States to use up to 10 percent of funds for operating costs of public transportation, intercity passenger rail, and transportation systems management and operations projects. Requires the Secretary to annually evaluate carbon dioxide emissions per capita on public roads in each State and issue an accompanying progress report. States that achieve the most significant reductions in carbon dioxide emissions will receive additional flexibility in project Federal share and program transferability. States making the least progress in emissions reduction are required to dedicate additional Federal funds to projects that will reduce emissions. The Secretary, in consultation with the Environmental Protection Agency, will periodically issue a report detailing which types of projects eligible under this section prove most effective in reducing carbon pollution.

**Sec. 1303. Grants for electric vehicle charging and hydrogen fueling infrastructure to modernize and reconnect America for the 21st century. (pp. 256-268)**

- Establishes a \$350 million annual competitive grant program to deploy electric vehicle charging and hydrogen fueling infrastructure. The program will prioritize projects that demonstrate the highest levels of carbon pollution reductions and that are installed on designated alternative fueling corridors. Electric vehicle charging stations installed under this section must be usable by the majority of electric vehicle drivers and accessible to all members of the public. Requires FHWA, in consultation with the Department of Energy, to provide guidance on the deployment of alternative fueling infrastructure.

**Sec. 1304. Community climate innovation grants. (pp. 269-275)**

- Establishes a new \$250 million per year competitive grant program to support local investments in innovative strategies to reduce greenhouse gas emissions. Provides broad flexibility to grantees to fund projects eligible under title 23 or chapter 53 of title 49, provided the project reduces greenhouse gas emissions. Includes eligibility for intercity passenger rail projects that reduce greenhouse gas emissions and improve mobility on public roads. Prioritizes projects that show the most promise in reducing greenhouse gas emissions, and provides further consideration for a project's cost-effectiveness, provision of diverse transportation choices, accessibility, equity and environmental justice impacts, benefits to low-income communities, and use of innovative materials.

Bridges**Sec. 1205. Surface Transportation Program (STP). (pp. 163-173)**

- Increases the off-system bridge set-aside to 20 percent of STP funds made available in any area of the State for FY20, which will provide an approximately \$1 billion investment annually in off-system bridges compared to the FAST Act \$770 million set-aside. A State can receive an exemption from this requirement if it can demonstrate insufficient off-system bridge rehabilitation needs to justify the expenditure. Amounts expended under the off-system bridge set-aside can be used to meet a State's minimum bridge investment requirement under 23 USC 144(l).

Transit**Sec. 2104. Miscellaneous Provisions. (pp. 420-423)**

- Increases Federal cost share to 90 percent for ADA accessibility in state of good repair projects. Treats the District of Columbia as a State in the high density States formula. Authorizes FTA to provide technical assistance on the impacts of a new census count. Ensures reimbursements continue in the event of a government shutdown. Requires transit agencies collect data on the assault of transit workers. Relaxes the phase-out of the Special Bus Rule to provide more flexibility.

**Sec. 2201. Multi-jurisdictional bus frequency and ridership competitive grants. (pp. 424-428)**

- Creates a new competitive program, funded at \$100 million annually, to increase bus frequency, ridership and total person throughput by redesigning urban streets and corridors to efficiently move transit vehicles in congested major urban areas. The program is structured to require a partnership between transit agencies and State or local government agencies responsible for roadways.

**Sec. 2202. Incentivizing frequency in the urban formula. (pp. 429-433)**

- Replaces the current incentive formula based on low operating costs with a formula based on vehicles per hour during peak service in the highest 25 percent of routes by ridership. This will incentivize ridership rather than low-cost bus operations. This formula change begins in 2023, providing time to collect the data and improve frequency on the highest ridership routes.

**Sec. 2205. One-stop paratransit program. (pp. 447-450)**

- Creates a grant program to examine the costs and benefits of allowing flexibility in paratransit trips that allow one stop for certain needs like dropping children off at daycare or school or stopping briefly at the pharmacy, grocery store, or bank. The grant will cover reporting costs and costs associated with the extra stops.

**Sec. 2402. Bus facility and fleet expansion grants. (pp. 470-472)**

- Provides \$1.6 billion for FY22 through FY25. Modifies the competitive bus program to focus on large one-time needs for bus garages, bus stations, and fleet expansions. Grant considerations are limited to age and condition of facilities, resilience, and multimodal connections at stations.

**Sec. 2403. Zero-emission bus grants. (pp. 472-476)**

- Provides \$1.7 billion for FY 2022 through FY 2025 and an average annual increase of 500 percent over FAST Act funding. Sets procurement minimums to ensure transit agencies are investing appropriately in zero-emission bus fleets and the necessary charging infrastructure. Directs the funding to areas of the largest need to resolve Clean Air Act compliance issues. Requires an agency plan for long term zero-emission bus needs and a fleet transition study.

**Sec. 2404. Restoration to state of good repair formula subgrant. (pp. 476-479)**

- Creates a subgrant, administered through the bus formula grant that provides an increase in funding for transit agencies with the oldest buses. As these buses are replaced, the formula will automatically allocate funds to the agencies with the next oldest buses, creating a rolling funding increase that targets the agencies with the oldest buses.

**Sec. 2501. Low-income urban formula funds. (pp. 479-480)**

- Doubles the urban formula low-income set aside from 3 to 6 percent. Expands the formula to include an emphasis on the low-income population in urban census tracts with a poverty rate above 20 percent. Requires transit agencies to ensure they are serving low-income individuals.

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**Sec. 2911. Fixed guideway capital investment grants. (pp. 525-537)**

- Reduces the bureaucratic burden within the Capital Investment Grant (CIG) approval process. The Federal approval process for a new transit project is burdensome in comparison to the Federal approval process for a new highway project. Modifications to the CIG program include:
  - Small Starts: The Federal cost cap for small starts projects increases to \$320 million and the total cost cap increases to \$400 million, providing more small projects a streamlined approval process.
  - Core Capacity: Adds station expansion eligibility to core capacity projects. Allows these projects to start planning additional capacity 10 years before the corridor reaches capacity.
  - Engineering phase: Increases to 3 years the time projects have to move through the engineering phase.
  - Project Development phase: Cost and risk assessments may not be required in the project development phase, but applicants may choose to do their own assessments and FTA can provide technical assistance.
  - Federal Cost Share: Reestablishes an 80 percent CIG cost cap for all CIG projects. Replaces the requirement on FTA to minimize Federal cost share, with an option for a transit agency to choose a CIG cost share under 60 percent. Transit agencies that remain under 60 percent cost share are subject to less strenuous requirements for project approval by allowing the applicant to: determine the amount of the contingency funds; certify that local resources are available to continue running their current service; and secure only 75 percent of the local financial commitment to sign the Full Funding Grant Agreement (FFGA), with the remaining 25 percent budgeted, but not committed.
  - Contingency Funds: For projects that seek the higher cost share, FTA will now provide 50 percent of the contingency amount required.
  - Project Rating Incentives: Expands the use of incentives (warrants) for projects with a total cost under \$1 billion or projects that selected the lower cost share. This allows more projects to get automatic ratings when they meet certain criteria.
  - Transparency: Provides an opportunity for applicants to seek clarification, at several key stages of the approval process, of what information FTA still requires from the applicant to secure project approval. Requires FTA to create a publicly-accessible CIG dashboard to post monthly updates on the status of each CIG project in the approval process or under construction including the status of pending approvals.
  - Congressional Notification: Reduces the number of days before a project can be signed after Congressional notification to accelerate project approval.
  - Interrelated Projects: Allows a rating improvement in mobility for projects that have another related project in the planning process that has secured initial NEPA guidance and will boost ridership on the current project seeking a rating.

**Sec. 2914. Innovation coordinated access and mobility. (pp. 539-545)**

- Expands an existing program designed to streamline the coordination of public transportation services and non-emergency medical transportation. Creates start-up grants designed to launch a coordinated approach of delivering better service by reducing duplication of services from different local, State, and Federal healthcare agencies. Creates incentive grants to capture the savings from the coordination and reduced health care costs and redirects those savings back into better service.

Transit Oriented Development**Sec. 2701. Transit-supportive communities. (pp. 500-506)**

- Establishes an Office of Transit-Supportive Communities to make grants, provide technical assistance, coordinate transit-housing policies across the Federal government, and incorporate strategies to promote equity for underrepresented and underserved communities.
- The office will make grants available under the Transit Oriented Development Planning grant program, for eligible grantees who are designing or building a fixed guideway transit line, or serving an existing fixed guideway transit line, a station that is part of a fixed guideway transit system, or the immediate corridor surrounding a high-frequency transit line.

**Sec. 2702. Property disposition for affordable housing. (pp. 506-509)**

- Allows a grantee to transfer property no longer needed to a local government authority, non-profit, or other third party for the purpose of transit-oriented development and releases the Federal interest in that asset. Requires that at least 15 percent of the housing units in such a project be offered as affordable housing.

**Sec. 2703. Affordable housing incentives in capital investment grants. (pp. 509-511)**

- Provides multiple incentives in the CIG ratings process if the project preserves or encourages higher density affordable housing near the project. Allows Economic Development Administration Public Works grants and Department of Housing and Urban Development Community Development Block Grants to be counted as part of the local share, provided that the funds are used in conjunction with an affordable housing development.

Autonomous Vehicles (AVs) / Innovation / Intelligent Transportation Systems (ITS)**Sec. 2203. Mobility Innovation. (pp. 433-442)**

- Creates a new flexible set of Federal rules for mobility on demand services integrated with mobility as a service. Transit agencies are allowed to shift urban, rural, and seniors and individuals with disabilities funding to this program to take advantage of the greater flexibilities and waivers. Retains basic requirements for safety, Buy America, and labor protections. Includes restrictions on single passenger trips and carbon and particulate emissions. Requires a negotiated rulemaking to bring the diverse stakeholders together to negotiate an open data standard necessary to bring the benefits of mobility on demand to more people.

**Sec. 2603. Automated vehicle transit workforce standards. (pp. 494-498)**

- Prevents a transit agency from deploying an automated vehicle that duplicates, eliminates, or reduces the frequency of existing public transportation service. Requires transit agencies considering transit automated vehicles to develop a workforce development plan describing how the automated vehicle will affect transit workers. Ensures transit workers are given fair notice if their job is jeopardized by a transit automated vehicle.

**Sec. 2801. Mobility innovation sandbox program. (pp. 511)**

- Authorizes Mobility on Demand research and ties it to the types of projects eligible under Section 5316 - Mobility Innovation.

**Sec. 5301. Safe, efficient mobility through advanced technologies. (pp. 680-688)**

- Renames the ATCMTD program to the Safe, Efficient Mobility through Advanced Technology (SEMAT) Program. Focuses the program's objectives on mobility, safety, and greenhouse gas emissions reduction. Requires the Secretary to prioritize programs that will improve mobility, decrease congestion, increase safety, and reduce emissions. Expands eligible uses of funds to include vehicle-to-pedestrian safety systems, vulnerable road user safety systems, and mobility-on-demand activities. Increases funding to \$70 million per year and expands the Federal share of the program to 80 percent.

**Sec. 5306. Hyperloop transportation. (pp. 704-705)**

- Directs the NETT Council to issue guidance within 18 months of enactment to establish a clear regulatory framework for Hyperloop transportation.

Vehicle Miles Traveled (VMT) / Congestion Pricing

**Sec. 5401. State surface transportation system funding pilots. (pp. 705-709)**

- Nearly doubles funding for State-level VMT pilot programs and directs program dollars towards implementation of successful State programs. Adds cybersecurity to the scope of the pilot programs.

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**Sec. 5402. National surface transportation system funding pilot. (pp. 709-717)**

- Establishes a new 5-year national VMT pilot program. Directs the Secretary to solicit participants from all 50 States and the District of Columbia. Incorporates passenger and commercial vehicles, including vehicle fleets. Provides flexibility for the type of revenue-collection mechanism used in the pilot, including successful VMT pilots implemented at the State level. Directs collected revenue to the Highway Trust Fund.

Freight / Goods Movement (in addition to those included above)**Sec. 1301. Projects of national and regional significance. (pp. 227-246)**

- Establishes a Projects of National and Regional Significance (PNRS) program, which provides more than \$9 billion over the life of the bill for large highway, transit, and passenger and freight rail projects that reduce congestion on roadways and that cannot be funded through annual apportionments or other discretionary sources. Includes the authority for the Secretary to award large grants over multiple years. Directs the Secretary to make grant selections based on merit criteria specified in statute, including the extent to which a project contributes to a state of good repair; cost savings generated by the project over the life of the asset; safety, mobility, economic, resilience, and environmental benefits generated by the project; benefits to all users of the project; and the average number of people or volume of freight supported by the project. The Secretary is also directed to consider whether the project serves an area of persistent poverty; the degree to which the project utilizes innovative technologies or construction techniques; and whether the project improves connectivity between modes of transportation.

New Grant Programs**Sec. 1302. Community transportation investment grants. (pp. 246-255)**

- Establishes a \$600 million per year grant program to support local investments in projects to improve safety, state of good repair, accessibility, and environmental quality through infrastructure investments. Sets aside a minimum of 25 percent of program funds for projects in rural communities.
- Requires the Secretary to evaluate projects on their benefits to transportation safety, including reductions in traffic fatalities and serious injuries; to state of good repair, including improved condition of bridges and pavements; to transportation system access, including improved access to jobs and services; and in reducing greenhouse gas emissions, and to rate each project based on these criteria. Allows the Secretary to use different weighting of these criteria based on project type, population served by the project, and other context-sensitive considerations. Instructs the Secretary to compare each project's benefits with its

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costs, rank projects based on that comparison, and to select grant recipients from among those projects ranked most highly.

- Requires the Secretary to make public information on the evaluation and rating process prior to issuing a notice of funding opportunity. Requires the Secretary to submit to Congress the ratings and rankings of all projects, and a list of all projects being considered by the Secretary to receive an award, prior to making such award.

**Sec. 1306. Gridlock reduction grants. (pp. 288-299)**

- New grant program to reduce traffic gridlock in large metropolitan areas. T&I staff stated this program is based on the Obama era, Smart City grant program. Supports projects to reduce and mitigate the adverse impacts of traffic congestion; make better use of existing capacity; and employ innovative, integrated, and multimodal solutions to reducing gridlock. Includes eligibility for intelligent transportation systems, real-time traveler information, transportation demand management, and multimodal solutions. Dedicates half of program funds for freight-specific projects including first-mile and last-mile delivery solutions, use of centralized delivery points, curb space management, and real-time freight parking and routing. Prioritizes projects in areas that are experiencing a high degree of recurrent congestion.

**FISCAL IMPACT:**

Work associated with the staff report on surface transportation reauthorization is contained in the Indirect Cost budget, Legislation 810-0120.10.



Southern California Association of Governments  
Remote Participation Only  
June 16, 2020

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

EXECUTIVE DIRECTOR'S  
APPROVAL

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

**Subject:** Legislative Priorities Discussion

**RECOMMENDED ACTION:**

For 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:**

Each year, the Legislative/Communications and Membership Committee (LCMC) recommends and the Regional Council adopts a legislative platform for the state and federal legislative session for that year. The state and federal legislative platform for 2020 was discussed by the LCMC late last year and the Committee formally recommended that it be adopted by the Regional Council at the Committee’s December 18, 2019 meeting. Subsequently, the Regional Council adopted the legislative platform at its February 6, 2020 meeting.

The legislative platform for 2020 encompasses broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies. It includes issue areas such as Active Transportation, Goods Movement, Affordable Housing and Homelessness, and Reauthorization of the FAST Act, among others detailed below.

One important and unforeseen issue is Coronavirus Disease 2019 (COVID-19). COVID-19 has severely impacted the public transit sector, city and county budgets, and exposed deficiencies in areas such as educational attainment and broadband access. Staff invites discussion and direction from the Committee on whether the 2020 Legislative Platform merits a mid-year update and offers some suggestions below.

**BACKGROUND:**

Discussions on the 2020 Legislative Platform began in earnest at the LCMC’s November 19, 2019 meeting. The 2020 Legislative Platform represented an update, as opposed to extensive rewrite, to

**OUR MISSION**

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

**OUR VISION**

*Southern California’s Catalyst for a Brighter Future*

**OUR CORE VALUES**

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

the 2019 Legislative Platform, as it was in the middle of a two-year legislative and congressional session. Feedback, ideas, and direction from Committee members were incorporated into a second staff report and proposed final draft, presented at the LCMC’s December 18, 2019 meeting. The LCMC recommended that the 2020 Legislative Platform be adopted at that meeting and was subsequently adopted by the Regional Council on February 6, 2020. The existing 2020 Legislative Platform is attached.

Issue areas included in the legislative platform are detailed in the following tables:

<b>State</b>	
Active Transportation	Affordable Housing & Redevelopment Agencies
Building Resilience	Cap & Trade
Congestion Reduction	Freight & Goods Movement
Government Efficiency	Project Streamlining
Technology & Data	Transportation Development Act
Transportation Funding	Transportation Safety

<b>Federal</b>	
Affordable Housing & Homelessness	Aviation
Environment & Air Quality	Freight & Goods Movement
Project Streamlining	Public Private Partnerships
Public Transit & Mobility	Reauthorization of the FAST Act
Transportation Funding	

Emerging Issues from COVID-19

The COVID-19 pandemic was unforeseen but quickly became the center of attention in Sacramento and Washington, D.C., prompted by an abrupt shutdown of workplaces and schools across the country to reduce exposure to the virus. Immediate impacts on public health and emergency preparedness, as well as long-term impacts on the economy, unemployment figures, revenue forecasts, and city, county, and state budgets, continue to be front and center for the State Legislature and the U.S. Congress.

Leaders in the State Legislature provided guidance on the nature of bills that would be allowed to move forward in the process, thus severely curtailing the amount of bills that would typically get heard in policy committees. Additionally, focus has shifted to the state budget, with the Governor’s proposed “May Revision” budget forecasting a \$54.3 billion deficit over two fiscal years. State lawmakers must pass a budget bill by June 15, 2020, and discussions are ongoing between the State Legislature and Governor Newsom.

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In Washington, D.C., Congress has passed and the President has signed four major bills related to COVID-19 relief, totaling more than \$3 trillion. Discussions continue on a potential fifth relief package.

#### Updates to the 2020 Legislative Platform

In light of COVID-19, staff welcomes discussion from the LCMC on whether an update to the 2020 Legislative Platform is necessary. Two items to consider are included below:

- 1. Broadband Access:** Support legislation that would provide additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, in order to bridge the digital divide exacerbated by the COVID-19 pandemic.

The pandemic has exposed the social inequities in our state. The digital divide highlights this inequity in terms of the lack of access to high speed internet in low-income and rural communities.

The inclusion of such a bullet point would be consistent with SCAG's work, along with the California Emerging Technology Fund and the Inland Empire Regional Broadband Consortium, to study broadband planning and deployment as part of transportation projects in the region. Improved broadband deployment, particularly in disadvantaged communities and unserved/underserved rural and urban areas, will support increased use of online learning, telehealth/telemedicine, telecommuting, e-commerce, and e-government, having the effect of a reduction in vehicle miles traveled and associated greenhouse gas emissions.

Given the large discrepancy regarding access to high speed internet, the LCMC may want to consider updating the legislative platform to express support for legislation that would provide additional funding and resources for broadband infrastructure.

- 2. Educational Opportunity:** Support the establishment of a new California State University (CSU) campus in the City of Palm Desert to increase educational and economic opportunities in the SCAG region.

The CSU system recently contracted with the HOK architectural and planning firm to conduct a \$4 million study to see whether — and where — a potential 24th CSU campus for 8,000 students could be built. Possible locations for a new billion-dollar campus include Stockton in the San Joaquin Valley; Concord, east of Oakland; Chula Vista, south of San Diego; and Palm Desert in the Coachella Valley. No other jurisdiction in the SCAG region is being considered as part of this study. Gov. Gavin Newsom's original focus was on just the Stockton area but the Legislature approved a broader statewide sweep, with a deadline of summer, 2020 for a

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possible site recommendation, if any. Then the CSU Board of Trustees, the Governor and the Legislature will weigh in, along with local authorities.

Given the large discrepancy regarding educational opportunities in Riverside County, one of the fastest growing counties in California according to the U.S. Census, the LCMC may want to consider updating the legislative platform to express support for establishing a CSU campus in the City of Palm Desert.

- 3. Other Ideas:** The LCMC may wish to consider further updates to the legislative platform at this time.

**FIO# IMPACT:**

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

**ATTACHMENT(S):**

1. 2020 State & Federal Legislative Platform



# 2020 State & Federal Legislative Platform

## ABOUT SCAG

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

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

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

## SCAG’S LEGISLATIVE PROGRAM

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

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

The following state and federal legislative principles for 2020 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

## STATE

### Active Transportation

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

### Affordable Housing

5. Continue to refine and update cap-and-trade's Affordable Housing Sustainable Communities Program (AHSC) guidelines to better reflect the reality of Southern California's growth patterns, such as Integrated Connectivity Projects. Support a regional equity goal for the programming of AHSC revenues, and commit to continued resources for technical assistance and capacity building.
6. Advocate for the consistency within state law the sometimes competing demands contained within SB 375 and the Regional Housing Needs Assessment (RHNA).
7. Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax increment financing districts, and emphasize tax increment as a public financing tool that does not increase taxes to residents.
8. Advocate for the reinstatement of the practice that allows cities and counties to share or trade RHNA allocations as a tool that equips local jurisdictions to facilitate not only effective planning for housing, but its actual development.
9. As the homeless population continues to grow in our region, support new state funding programs to assist cities, counties, and regional collaborations to address the challenges associated with homelessness.

### Building Resilience

10. Advocate that communities affected by natural disasters receive the resources they need to rebuild.
11. Support programs that provide the resources necessary for communities to prepare for the consequences of a changing climate and resulting natural disasters.

### Cap & Trade

12. Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall GHG reduction goals.
13. Support continued investment in GGRF-funded programs that reflect the physical and social realities of the diverse communities across the SCAG region, such as the Clean Vehicle Rebate Project, Single-Family Energy Efficiency, and Low Income Weatherization programs.

14. Offer state-funded technical assistance to communities throughout California to more successfully access GGRF resources and support efforts to increase accessibility to GGRF-funded programs by directing outreach to programs for which the regions of the state are best suited to achieve GHG reduction.
15. Support program guidelines and scoring criteria that recognize and are sensitive to California's urban and suburban built environment.
16. Support the increased percentage of the continuous appropriations for the GGRF-funded Transit & Intercity Rail Capital Program and Low Carbon Transit Operations Program as a way to promote transit expansion, ridership, and carbon reduction.

#### Congestion Reduction

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

#### Freight & Goods Movement

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

#### Government Efficiency

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

#### Project Streamlining

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

#### Technology & Data

29. Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, autonomous

vehicles, aviation, maritime, commerce, and small electric mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.

30. Secure funding to support the coordination among state agencies, MPOs, and other government entities to collect and share data, which reflects emerging technologies and mobility choices.
31. Encourage and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike share systems to ensure new regulations adequately protect users of all modes and support the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.
32. Encourage and support the coordination between the State and the U.S. Census Bureau's effort for developing and using census products, including the decennial U.S. Census, America Community Survey, and Census Transportation Planning Package.

#### Transportation Development Act

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

#### Transportation Funding

35. Protect all existing and new sources of transportation funding from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.
36. Support regional equity consideration for any funding source to ensure Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures corresponding with the funding source.
37. Support efforts that reduce the expense of transportation improvement projects by controlling the escalating costs associated with stormwater runoff requirements.
38. Support increased funding for transportation projects based on applied regional performance metrics.
39. Support new funding for transportation agencies to offset the cost of implementing climate change initiatives, such as the Innovative Clean Transit regulation and the purchase of zero emission vehicles and infrastructure.
40. Support legislation that would decrease the voter approval threshold—from the current requirement of 67% to 55%—for the creation, extension, or increase of local transportation tax measures similar to the authority given to school districts.
41. Reemphasize the need for the California High Speed Rail Authority to secure funding from non-Prop. 1A sources for other critical rail infrastructure projects, such as grade separations, to deliver the balance of the Authority's \$1 billion commitment to the Southern California region.

#### Transportation Safety

42. Maintain active participation in the state's Zero Traffic Fatalities Task Force, which will compile a report to the Secretary of Transportation to evaluate whether an alternative to the current process for setting speed limits should be considered and make recommendations on other steps to increase pedestrian and bicyclist safety.
43. Work with the state and local partners to identify new tools and funding mechanisms to achieve the region's safety targets.

## FEDERAL

### Affordable Housing & Homelessness

1. As the homeless population continues to grow in our region, support new federal grant programs to assist cities, counties, and regional collaborations address homelessness challenges through supportive housing models and planning grants.
2. Support increased funding for critical federal programs that local governments depend on, including the Community Development Block Grants (CDBG) and the HOME Investment Partnerships Program (HOME), that are effective tools to confront the housing affordability crisis and expand economic opportunity for residents in Southern California.

### Aviation

3. Support flexibility with respect to the Airport Improvement Program, a federal grant program that provides funding to airports to help improve safety and efficiency.
4. Advocate for and seek out funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport passenger studies, planning activities, and forecasting models.
5. Support legislation that raises and indexes the cap on the passenger facility charge giving local airports the option to adjust their user fees to make needed infrastructure improvements to airport facilities and for projects that promote access to the airport.
6. Oppose efforts to divert September 11 Security Fees for uses not related to the nation's aviation transportation system.

### Environment & Air Quality

7. Recognizing California's unique air quality challenges, support the authority of the State of California to establish its own tailpipe greenhouse gas emissions standards and zero-emission vehicle (ZEV) requirements.
8. Support the ability of county and local governments to follow the state's lead by purchasing vehicles only from manufacturers that share California's commitment to its tailpipe and ZEV goals.

### Freight & Goods Movement

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

### Project Streamlining

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

### Public-Private Partnerships

15. Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of

the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.

16. Oppose efforts that would seek to supplant existing transportation funding sources with P3 financing opportunities.
17. Support improved performance standards to measure success, curtail project delays, reduce expenditures, and increase expenditure accountability.
18. Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond in order to allow savings to be reinvested in additional infrastructure upgrades at airports, sea ports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.
19. Support efforts to protect the tax exemption of municipal bonds.

#### Public Transit & Mobility

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

#### Reauthorization of the FAST Act

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

#### Transportation Funding

29. Support new transportation and infrastructure funding sources, including federal grant programs that provide additional investment into the national infrastructure and transportation system.
30. Support a transition to a mileage-based user fee funding mechanism as a replacement to state and federal gas taxes to provide sustainable funding to meet our nation's transportation infrastructure needs and maintain system management, preservation and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. Support modest increases to the federal gasoline taxes to maintain purchasing power.
31. Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.

32. Support innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
33. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
34. Support continued investment in the Transportation Alternatives Program, which is a key funding source for the state's ATP program.