



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

#### REGIONAL COUNCIL OFFICERS

President  
Jan C. Harnik, Riverside County  
Transportation Commission

First Vice President  
Art Brown, Buena Park

Second Vice President  
Curt Hagman, County of  
San Bernardino

Immediate Past President  
Clint Lorimore, Eastvale

#### COMMITTEE CHAIRS

Executive/Administration  
Jan C. Harnik, Riverside County  
Transportation Commission

Community, Economic &  
Human Development  
Frank Yokoyama, Cerritos

Energy & Environment  
Deborah Robertson, Rialto

Transportation  
Ray Marquez, Chino Hills

## REMOTE PARTICIPATION ONLY

# LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

*Tuesday, December 20, 2022*  
*8:30 a.m. – 10:00 a.m.*

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

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

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

### **PUBLIC ADVISORY**

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

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

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



## Instructions for Public Comments

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

1. **In Writing:** Submit written comments via email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) by **5pm on Monday, December 19, 2022**. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

All written comments received after 5pm on Monday, December 19, 2022 will be announced and included as part of the official record of the meeting.

2. **In Real Time:** If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer. For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

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

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

---

### OUR MISSION

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

### OUR VISION

Southern California’s Catalyst for a Brighter Future

### OUR CORE VALUES

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



## Instructions for Participating in the Meeting

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

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

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

### To Listen and Provide Verbal Comments by Phone

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

---

#### OUR MISSION

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

#### OUR VISION

*Southern California's Catalyst for a Brighter Future*

#### OUR CORE VALUES

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



---

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

- 1. Hon. Jose Luis Solache**  
LCMC Chair, Lynwood, RC District 26
- 2. Hon. Cindy Allen**  
Long Beach, RC District 30
- 3. Hon. Margaret Finlay**  
Duarte, RC District 35
- 4. Sup. Curt Hagman**  
San Bernardino County
- 5. Hon. Jan C. Harnik**  
RCTC Representative
- 6. Hon. Patricia Lock Dawson**  
Riverside, RC District 68
- 7. Hon. Clint Lorimore**  
Eastvale, RC District 4
- 8. Hon. Ray Marquez**  
Chino Hills, RC District 10
- 9. Hon. Deborah Robertson**  
Rialto, RC District 8
- 10. Hon. David J. Shapiro**  
Calabasas, RC District 44
- 11. Sup. Donald Wagner**  
Orange County
- 12. Hon. Alan Wapner**  
SBCTA Representative

---

**OUR MISSION**

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

**OUR VISION**

*Southern California's Catalyst for a Brighter Future*

**OUR CORE VALUES**

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



## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

---

Southern California Association of Governments  
Remote Participation Only  
**Tuesday, December 20, 2022**  
**8:30 AM**

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

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

*(The Honorable Jose Luis Solache, Chair)*

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

This is the time for persons to comment on any matter pertinent to SCAG's jurisdiction that is **not** listed on the agenda. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time. Public comment for items listed on the agenda will be taken separately as further described below.

**General information for all public comments:** Members of the public are encouraged, but not required, to submit written comments by sending an email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) by 5pm on Monday, November 14, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Legislative/Communications and Membership Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov). Written comments received after 5pm on Monday, November 14, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Legislative/Communications and Membership Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing \*9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

---

#### **OUR MISSION**

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

#### **OUR VISION**

*Southern California's Catalyst for a Brighter Future*

#### **OUR CORE VALUES**

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



## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

---

### REVIEW AND PRIORITIZE AGENDA ITEMS

#### CONSENT CALENDAR

5 Mins.

##### Approval Items

1. Minutes of the Meeting – November 15, 2022 PPG. 6
2. SCAG Memberships and Sponsorships PPG. 12

##### Receive and File

3. Legislative Tracking Report PPG. 14
4. 13th Annual Southern California Economic Summit - Post-Event Recap PPG. 21
5. Legislative Advocacy Update PPG. 28

#### INFORMATION ITEM

6. Federal Midterm Elections and IIJA Updates PPG. 72 15 Mins.  
*(Francisco J. Barajas, Legislative Analyst)*

#### ACTION ITEM

7. 2023 SCAG Legislative Platform PPG. 88 20 Mins.  
*(David Angel, Legislative Analyst)*

#### RECOMMENDED ACTION:

Approve

#### POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

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

#### FUTURE AGENDA ITEMS

#### ANNOUNCEMENTS

#### ADJOURNMENT

---



Southern California Association of Governments  
Remote Participation Only  
**December 20, 2022**

**LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)**  
**MINUTES OF THE MEETING**  
**TUESDAY, NOVEMBER 15, 2022**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC). A DIGITAL RECORDING OF THE MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

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

**MEMBERS PRESENT**

**Peggy Huang (Chair)**

**Jose Luis Solache (Vice Chair)**

- Cindy Allen
- Claudia Bill-de la Peña
- Jan Harnik
- Patricia Lock Dawson
- Clint Lorimore
- Ray Marquez
- Deborah Robertson
- David J. Shapiro
- Cheryl Viegas-Walker
- Donald P. Wagner
- Alan Wapner

- Lynwood*
- Long Beach*
- Thousand Oaks*
- Riverside*
- Eastvale*
- Chino Hills*
- Rialto*
- Calabasas*
- El Centro*

**TCA**

- District 26**
- District 30
- District 46
- RCTC
- District 68
- District 4
- District 10
- District 8
- District 44
- District 1
- Orange County
- SBCTA

**MEMBERS NOT PRESENT**

- Lorrie Brown
- Margaret Finlay
- Alex Fisch
- Curt Hagman
- Mike Posey

- Ventura*
- Duarte*
- Culver City*
- Huntington Beach*

- District 47
- District 35
- District 41
- San Bernardino County
- District 64

---

### **CALL TO ORDER**

Chair Peggy Huang called the meeting to order at 8:32 a.m. and called upon Hon. Alan Wapner, SBCTA, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

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

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

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

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

There were no prioritized agenda items.

### **CONSENT CALENDAR**

#### Approval Item

1. Minutes of the Meeting – September 20, 2022
2. SCAG Memberships and Sponsorships

#### Receive and File

3. Bill Position Tracker

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

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

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

---



**AYES:** Bill-de la Peña, Harnik, Huang, Lock Dawson, Lorimore, Marquez, Robertson, Shapiro, Solache, Viegas-Walker, Wagner, and Wapner (12)

**NOES:** None (0)

**ABSTAINS:** None (0)

**INFORMATION ITEMS**

4. 2022 Midterm Election Update

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

Mr. Francisco J. Barajas, Legislative Analyst, began his remarks by mentioning the mid-term elections took place on Tuesday, November 8, 2022, and noted Mr. Steve Cruz of Cruz Strategies, LLC would be providing a status on the 2022 mid-term election.

Mr. Cruz presented the results of the election, including statewide constitutional officers, assembly and senate races, ballot propositions, and key races impacting the SCAG region.

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

5. 2023 Legislative Platform Update

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

Mr. David Angel, Legislative Analyst, provided a presentation on the 2023 Legislative Platform, to help guide the Committee through this year's recommended changes. Mr. Angel provided context on the State & Federal Legislative Platform and noted staff recommends annual updates to the Platform, especially during an election year. He spoke on the Platform update process and provided details for the staff recommended changes.

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

Committee members provided feedback on the proposed changes and made suggestions to strengthen certain sections of the draft platform.

**ACTION ITEM**

---

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

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

Mr. Kevin Gilhooley, Legislation Manager, stated item 6 was an informational item to encourage the Committee members to continue the discussion from the previous month's LCMC meeting. Mr. Gilhooley indicated if the Committee finds consensus on a draft policy statement, it may direct staff to include it in the draft 2023 State and Federal Legislative Platform or other future advocacy materials, as appropriate.

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

Committee members engaged in a robust discussion, providing recommendations on potential language for a Policy Statement supporting a more cooperative relationship with the State, emphasizing the unique local knowledge that mayors, city councilmembers, and county supervisors have of the communities they represent, and the expertise that SCAG provides.

Mr. Gilhooley briefly reviewed the recommendations staff noted during this discussion between the Committee members. He confirmed staff had received good direction to draft the Policy Statement.

**POLICY AND PUBLIC AFFAIRS DIVISION UPDATE**

Ms. Javiera Cartagena, Director of Government and Public Affairs, began her remarks by thanking Chair Huang for her service as Chair of the LCMC Committee. She also thanked the Committee Members who would not be returning.

Ms. Cartagena shared Cruz Strategies had been securing outreach meetings to touch base with our State Legislative delegation members. She noted upcoming meetings with State Senator Rosilicie Ochoa Bogh, 23<sup>rd</sup> Senate District, and with Assemblymember Mike Fong, District 49.

Ms. Cartagena reported that at the September LCMC meeting Hon. Cindy Allen, District 30, had requested a presentation from the Alliance Renewal, Clean Hydrogen Energy System. She informed the Committee that this important topic was administratively referred to SCAG's Energy and Environment Committee (EEC) for consideration.

Ms. Cartagena also provided the Committee Members with a friendly reminder of SCAG's Economic Summit that would be held on December 1<sup>st</sup> at the Sheraton Grand Los Angeles Hotel, encouraging them to register for this event before November 28<sup>th</sup>.

Ms. Cartagena concluded her report by introducing Francisco Barajas, SCAG's new Legislative Analyst.

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

#### **FUTURE AGENDA ITEMS**

There were no future agenda items.

#### **ANNOUNCEMENTS**

Chair Huang informed the Committee this would be her last LCMC meeting, noting she was termed off her city council. She mentioned it was a privilege and honor to work alongside seventeen colleagues who represent the best and the brightest of our region. Chair Huang congratulated Committee members who won re-election and individually thanked those who wouldn't be returning as members of the LCMC.

#### **ADJOURNMENT**

There being no further business, Chair Huang adjourned the Legislative/Communications and Membership Committee meeting at 9:38 a.m.

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

//

Legislative / Communications and Membership Committee

2022-2023																
MEMBERS	CITY	Representing	MAY	JUN	JULY	AUG	SEPT	OCT (Dark)	NOV	DEC	JAN	FEB	MAR	APR	MAY	Total Mtgs Attended YTD
Hon. Peggy Huang, Chair		TCA	1		1	1	1		1							5
Hon. Jose Luis Solache, Vice Chair	Lynwood	District 26	1	1	1	1	1		1							6
Hon. Cindy Allen	Long Beach	District 30	1	1	1		1		1							5
Hon. Claudia Bill-de la Pena	Thousand Oaks	District 46	1		1				1							3
Hon. Lorrie Brown	Ventura	District 47														0
Hon. Margaret Finlay	Duarte	District 35		1	1	1	1									4
Hon. Alex Fisch	Culver City	District 41	1	1	1	1	1									5
Sup. Curt Hagman		San Bernardino County	1				1	1								3
Hon. Jan Harnik		RCTC	1	1	1	1	1		1							6
Hon. Patricia Lock Dawson	Riverside	District 68	1	1	1	1	1		1							6
Hon. Clint Lorimore	Eastvale	District 4	1	1	1	1	1		1							6
Hon. Ray Marquez	Chino Hills	District 10	1	1	1	1	1		1							6
Hon. Mike Posey	Huntington Beach	District 64			1	1										2
Hon. Deborah Roberston	Rialto	District 8		1			1	1	1							4
Hon. David J. Shapiro	Calabasas	District 44	1	1	1	1	1		1							6
Hon. Cheryl Viegas-Walker	El Centro	District 1	1	1				1	1							4
Sup. Donald P. Wagner		Orange County		1	1	1	1		1							5
Hon. Alan Wapner		SBCTA	1	1	1	1	1		1							6



# AGENDA ITEM 2 REPORT

Southern California Association of Governments  
Remote Participation Only  
December 20, 2022

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

EXECUTIVE DIRECTOR'S  
APPROVAL

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

**Subject:** SCAG Memberships and Sponsorships

**RECOMMENDED ACTION:**

Approve up to \$15,000 to sponsor 1) the California Strategic Growth Council's (SGC) & Milken Institute's 2023 Catalyst Conference (up to \$15,000).

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The Legislative/Communications and Membership Committee (LCMC) is asked to approve up to \$15,000 to sponsor 1) the SGC & Milken Institute's 2023 Catalyst Conference (up to \$15,000).*

**BACKGROUND:**

**Item 1:** SGC & Milken Institute's 2023 Catalyst Conference  
**Type:** Sponsorship      **Amount:** Up to \$15,000

The SGC, in partnership with the Milken Institute, will host the inaugural 2023 Catalyst Conference on February 1 and 2, 2023, at the California Natural Resources Headquarters in Sacramento. The SGC is a cabinet level Committee that was statutorily created to coordinate and work collaboratively with public agencies, communities, and stakeholders to achieve sustainability, equity, economic prosperity, and quality of life for all Californians. The SGC supports community design that makes it easier for Californians to walk, bike and use transit through over \$1.5B in investments in various programs and initiatives. The Milken Institute, the conference co-host, is a non-profit, non-partisan think tank focused on accelerating measurable progress, with a focus on financial, physical, mental, and environmental health.

The 2023 Catalyst Conference will bring together community leaders, funders, government policymakers, and academics to explore proven models that build capacity and catalyze



---

infrastructure planning and implementation in frontline communities in California, as well as innovative public-private partnerships that deepen investment and accelerate decarbonization.

During this moment of historic investments totaling over \$35B from state and federal governments, the Catalyst Conference will create space for peer-to-peer learning, partnerships, and the development of new standards and bold ideas that catalyze resilient, healthy, and thriving communities for all. SCAG staff recommends sponsoring the conference at the “Bronze” level, which will cost up to a maximum of \$15,000. However, SCAG staff is still negotiating the commitment and benefits package, so the final sponsorship amount may be lower. Thus, staff recommends the LCMC approve “up to \$15,000” for this sponsorship. The final amount and exact details of this sponsorship will be available in the staff reports for the next Executive/Administrative Committee and Regional Council meetings.

**FISCAL IMPACT:**

\$15,000 to sponsor the SGC and Milken Institute’s 2023 Catalyst Conference is included in the approved FY 22-23 General Fund Budget.



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

Southern California Association of Governments  
Remote Participation Only  
**December 20, 2022**

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** David Angel, Legislative Affairs Analyst  
(213) 630-1422, angel@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 the bills in Sacramento that have a nexus to the Regional Council’s adopted Legislative Platform. The attached report includes 15 such legislative bills.*

**BACKGROUND:**

SCAG’s Legislative Tracking Report serves as a resource for the Committee to remain informed on bills moving through the legislative process in Sacramento. Currently, the Report tracks 15 measures that have a nexus to the Regional Council’s adopted 2022 State and Federal Legislative Platform.

The California Legislature met on December 5, 2022 to administer the oath of office to newly elected members and kick start the 2023-2024 Legislative Session. While the Legislature will not officially reconvene for its Regular Session until January 4, 2023, legislators took the opportunity to get a head start on introducing bills for the next year. Over 100 bills have been introduced, with 15 having a nexus to SCAG’s work. More information and summaries of these 15 bills are included in the attached Bill Report.

The State Legislature adjourned into the Final Recess of the 2021-2022 Legislative Session on August 31, 2022, after an eventful session. The Midterm Elections then took place on November 8,



2022, the results of which ushered in an entire cohort of new members from the SCAG region. As we look forward to the beginning of the 2023-2024 Legislative Session, staff will continue to provide an updated calendar of legislative deadlines, which can be found below:

The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
January 1, 2023	Non-urgency legislation signed into law in 2022 takes effect.
January 4, 2023	The Legislature reconvenes.
January 10, 2023	Deadline for the Governor to submit the January Budget.
January 20, 2023	Last day to submit bill requests to the Office of Legislative Counsel.
February 17, 2023	Bill introduction deadline.

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. 03 - LCMC - 12202022 - Legislative Tracking Report - Bill Report



# SCAG Bill Report 12/14/2022

## [AB 69](#)

### **(Waldron R) Transportation: traffic signal synchronization: roadway improvement projects.**

**Current Text:** Introduced: 12/9/2022 [html](#) [pdf](#)

**Introduced:** 12/9/2022

**Status:** 12/10/2022-From printer. May be heard in committee January 9.

**Location:** 12/9/2022-A. PRINT

**Summary:** The State Air Resources Board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law authorizes moneys in the fund to be allocated, as specified, for an investment in a traffic signal synchronization component that is part of a sustainable infrastructure project if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect. This bill would additionally authorize moneys in the fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including, but not limited to, multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect.

**Position**

## Environment

## [AB 9](#)

### **(Muratsuchi D) California Global Warming Solutions Act of 2006: emissions limit.**

**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Status:** 12/6/2022-From printer. May be heard in committee January 5.

**Location:** 12/5/2022-A. PRINT

**Summary:** The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030.

**Position**

## Housing

## [AB 11](#)

### **(Jackson D) Affordable California Commission.**

**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Status:** 12/6/2022-From printer. May be heard in committee January 5.

**Location:** 12/5/2022-A. PRINT

**Summary:** Current law declares that the availability of housing is of vital statewide importance. Current law declares that the provision of housing affordable to low- and moderate-income households requires the cooperation of all levels of government. Current law declares that housing prices in California have risen dramatically in all parts of the state in the past decade, while the wealth gap, especially the racial wealth gap, continues to be a growing problem in California. Existing law establishes various programs for the development and preservation of affordable housing, including the Affordable Housing Revolving Development and Acquisition Program and the California Dream for A Program. This bill would create the Affordable California Commission. The bill would require that the commission be composed of 11 members, including 9 members appointed by the Governor, the Speaker of the Assembly, and the President pro Tempore of the Senate, as provided, and one member each from the Assembly and the Senate, who would serve as ex officio nonvoting members, as specified.

**Position**

**SB 4**

**(Wiener D) Planning and zoning: housing development: higher education institutions and religious institutions.**

**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Status:** 12/6/2022-From printer. May be acted upon on or after January 5.

**Location:** 12/5/2022-S. RLS.

**Summary:** Would require that a housing development project be a use by right upon the request of a applicant who submits an application for streamlined approval, on any land owned by an independent institution of higher education or religious institution on or before January 1, 2024, if the development satisfies specified criteria, including that the development is not adjoined to any site where more than one-third of the square footage on the site is dedicated to industrial use. The bill would define various terms for these purposes. Among other things, the bill would require that 100% of the units, exclusive of manager units, in a housing development project eligible for approval as a use by right under these provisions be affordable to lower income households, except that 20% of the units may be for moderate-income households, provided that all of the units are provided at affordable rent, as set in an amount consistent with the rent limits established by the California Tax Credit Allocation Committee or affordable housing cost, as specified. The bill would authorize the development to include ancillary uses on the ground floor of the development, as specified.

**Position**

**SB 20**

**(Rubio D) Joint powers agreements: regional housing trusts.**

**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Status:** 12/6/2022-From printer. May be acted upon on or after January 5.

**Location:** 12/5/2022-S. RLS.

**Summary:** Would authorize 2 or more cities, by entering into a joint powers agreement pursuant to the Joint Exercise of Powers Act, to create a regional housing trust for the purposes of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within their jurisdictions. The bill would require a regional housing trust created pursuant to these provisions to be governed by a board of directors consisting of a minimum of 9 directors, as specified. The bill would authorize a regional housing trust to fund the planning and construction of housing, receive public and private financing and funds, and authorize and issue bonds, as specified. The bill would require the joint powers agreement establishing the regional housing trust to incorporate specified annual financial reporting and auditing requirements.

**Position**

**Local Government**

**ACA 1**

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

**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Status:** 12/6/2022-From printer. May be heard in committee January 5.

**Location:** 12/5/2022-A. PRINT

**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. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.

**Position**

**Special Session**

**ABX1 1** (Ting D) Oil refineries: maintenance.

**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Status:** 12/5/2022-Read first time. To print.

**Location:** 12/5/2022-A. PRINT

**Summary:** The California Refinery and Chemical Plant Worker Safety Act of 1990 requires, among other things, every petroleum refinery employer to submit to the Division of Occupational Safety and Health full schedule of planned turnarounds, meaning a planned, periodic shutdown of a refinery process unit or plant to perform maintenance, overhaul, and repair operations and to inspect, test, and replace process materials and equipment, as provided. This bill would express the intent of the Legislature to enact subsequent legislation to ensure that only one oil refinery in the state is undergoing scheduled maintenance at a time.

**Position**

**ABX1 2** (Fong, Vince R) Motor Vehicle Fuel Tax Law: suspension of tax.

**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Status:** 12/5/2022-Read first time. To print.

**Location:** 12/5/2022-A. PRINT

**Summary:** Would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.

**Position**

**SBX1 1** (Jones R) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.

**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Status:** 12/5/2022-Introduced. Read first time. Referred to Com. on RLS.

**Location:** 12/5/2022-S. RLS.

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emission the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.

**Position**

**SBX1 2** (Skinner D) Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin.

**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Status:** 12/5/2022-Introduced. Read first time. Referred to Com. on RLS.

**Location:** 12/5/2022-S. RLS.

**Summary:** Current law requires operators of refineries in the state that produce gasoline meeting California specifications, within 30 days of the end of each calendar month, to submit a report to the State Energy Resources Conservation and Development Commission containing certain information regarding its refining activities related to the production of gasoline in that month. Current law requires the commission to notify a refiner that has failed to timely provide the required information and imposes a civil penalty on the refiner that fails to submit the required information within 5 days of being notified of the failure. This bill would establish a maximum gross gasoline refining margin at an unspecified amount per gallon and would authorize the commission to annually adjust the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to petition the court to enjoin a refiner from exceeding the maximum gross gasoline refining margin. The bill would also authorize the commission to assess an administrative civil penalty on a refiner for exceeding the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to grant a refiner's request for an exemption from the maximum gross gasoline refining margin upon a showing by the refiner of reasonable cause, and to subject the refiner to alternative maximum margins or other conditions set by the commission. The bill would require a refiner seeking an exemption to file a statement under the penalty of perjury setting forth the basis of the request for exemption.

**Position**

## Transportation

[AB 6](#)

**(Friedman D) Transportation planning.**

**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Status:** 12/6/2022-From printer. May be heard in committee January 5.

**Location:** 12/5/2022-A. PRINT

**Summary:** Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's sustainable communities strategy and the state's climate goals.

**Position**

[AB 7](#)

**(Friedman D) Transportation: funding: capacity projects.**

**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Status:** 12/6/2022-From printer. May be heard in committee January 5.

**Location:** 12/5/2022-A. PRINT

**Summary:** Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.

**Position**

[AB 16](#)

**(Dixon R) Motor Vehicle Fuel Tax Law: adjustment suspension.**

**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Status:** 12/6/2022-From printer. May be heard in committee January 5.

**Location:** 12/5/2022-A. PRINT

**Summary:** The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee

Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.

**Position**

**AB 53**

**(Fong, Vince R) Motor Vehicle Fuel Tax Law: suspension of tax.**

**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Status:** 12/6/2022-From printer. May be heard in committee January 5.

**Location:** 12/5/2022-A. PRINT

**Summary:** Would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.

**Position**

**SB 5**

**(Nguyen R) Motor Vehicle Fuel Tax Law: limitation on adjustment.**

**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Status:** 12/6/2022-From printer. May be acted upon on or after January 5.

**Location:** 12/5/2022-S. RLS.

**Summary:** The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.

**Position**

**Total Measures: 15**

**Total Tracking Forms: 15**



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

Southern California Association of Governments  
Remote Participation Only  
**December 20, 2022**

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Ana Vallianatos, Department Manager  
(213) 236-1803, vallianatos@scag.ca.gov

**Subject:** 13th Annual Southern California Economic Summit - Post-Event Recap

**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. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration. 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

**EXECUTIVE SUMMARY:**

*Local civic and business leaders were in attendance at the 13th Annual Southern California Economic Summit on December 1, 2022, to assess the current state of the region’s economy and define strategies for harnessing Southern California’s unique resources to maintain our status as a national and international economic powerhouse. This report provides an overview of the event and related media coverage.*

**BACKGROUND:**

SCAG hosted the 13th Annual Southern California Economic Summit at the Sheraton Grand in downtown Los Angeles on Thursday, December 1, 2022. Hundreds of local civic and business leaders were in attendance to assess the current state of the region’s economy and define strategies for harnessing Southern California’s unique resources to maintain our status as a national and international economic powerhouse.

**Event Highlights**

The event started with opening remarks from SCAG President Jan Harnik and Executive Director Kome Ajise. SCAG’s Senior Economist, Gigi Moreno, then presented on the SCAG Region Economic

---

Outlook; this presentation debuted original research and analysis of the current state of the regional economy, with insights on the changing landscape and opportunities for growth.

A morning panel session on “Resources that Southern California Apart” was moderated by Lucy Dunn, Retired President and CEO Emeritus of the Orange County Business Council, and featured panelists from the Greater Ontario Convention and Visitors Bureau, Stratecon, Inc., and QCD, a Golden State Foods Company. The panel engaged in a lively discussion on Southern California’s unique assets, the changing landscape of employment in key industries, and the need for collaboration across all levels of government to keep the region’s economy strong.

SCAG was then honored to have Calvin Gladney, President and CEO of Smart Growth America, join us to give a keynote address on the nexus between sustainability and economic opportunity, and how cities can harness them to implement effective solutions to our biggest challenges.

The keynote was followed by an afternoon panel on “Resources to Drive Economic Growth,” which was moderated by Stephen Cheung, Chief Operating Officer of the Los Angeles Economic Development Corporation (LAEDC). This panel featured speakers from the California Community Foundation, the Department of Economic and Workforce Development at the City of Los Angeles, Inland Economic Growth and Opportunity (IEGO), and Holland and Knight. This session highlighted the major influx of federal and state funds coming to the region, how Southern California can be competitive for those resources, and implications for much-needed workforce development and community engagement.

### **Information Resources**

Materials from the Economic Summit, including the full Regional Briefing Book publication and the beta version of SCAG’s new SoCal Economic Trends Tool, are available online.



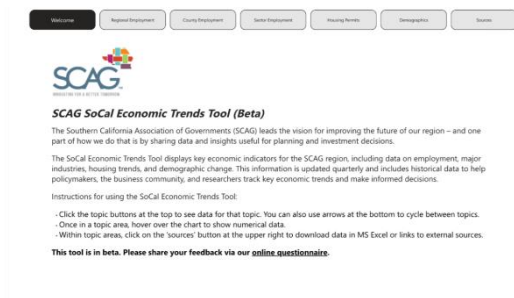
[Program Booklet](#)



[SCAG Regional Briefing Book \(2022\)](#)



[Southern California Economic Outlook Presentation](#)



[SoCal Economic Trends Tool \[BETA\]](#)

### Media Coverage

During the event, we shared program highlights through SCAG’s social media handles. This included a handful of live posts on Twitter during the event.

The event, and the accompanying release of the economic briefing book, also received earned media attention. Media coverage appeared in the [LA Daily News](#), [Riverside Press-Enterprise](#), [Long](#)





Beach Press Telegram, and other Southern California News Group newspapers. In addition, ABC 7 shared how Southern California could withstand some impacts of potential recession, the Orange County Register discussed economic strengths could shield the region from its worst impacts, and Patch.com highlighted how LA County's strong post-COVID recovery is at risk of a slowdown over the next five years. This year's Economic Summit had a digital reach of almost 40 million people.

A summary of earned media follows:

Date	Headline	Source	Digital Reach
12/9/2022	Inland Empire Job Market Fully Recovered from Pandemic as Supply Chain Employment Continues to Grow	Westside Story	1,169
12/8/2022	'I just can't breathe anymore:' Ventura County residents struggle to keep up with rent (includes reference to SCAG Economic Update)	Ventura County Star	226,399
12/8/2022	New makeup of Board of Supervisors not a bad thing (includes reference to SCAG Economic Update)	Thousand Oaks Acorn	5,227
12/5/2022	Inland Empire job market fully recovered from pandemic as supply chain employment continues to grow	IE Business Journal	500
12/5/2022	Warehouses: good in the short term, not so good in the long run, according to new report	Fontana Herald News	21,573
12/4/2022	Gigi Moreno interviewed for Spectrum News 1 weekend show	Spectrum News 1	223,411
12/2/2022	Inflation's impact raises specter of a regional recession	LA Daily News	665,035
12/2/2022	Inflation's impact raises specter of a regional recession	Pasadena Star News	91,944
12/2/2022	Inflation's impact raises specter of a regional recession	Long Beach Press Telegram	130,222
12/2/2022	Inflation's impact raises specter of a regional recession	Daily Breeze	166,857
12/2/2022	Inflation's impact raises specter of a regional recession	San Gabriel Valley Tribune	80,219
12/2/2022	Inflation's impact raises specter of a regional recession	Whittier Daily News	42,545
12/2/2022	Inflation's impact raises specter of a regional recession	Inland Valley Daily Bulletin	84,735
12/2/2022	Inflation's impact raises specter of a regional recession	San Bernardino Sun	131,035
12/2/2022	Inflation's impact raises specter of a regional recession	Riverside Press-Enterprise	294,367
12/2/2022	Inflation's impact raises specter of a regional recession	Redlands Daily Facts	53,671
12/2/2022	Southern California could withstand some impacts of potential recession	ABC7	2,678,418
12/2/2022	<<<ISOLATED VIDEO FROM ABC7 REPORT>>>	ABC7	2,678,418



12/2/2022	Ventura County's 'sluggish' economy lags behind rest of region, report says	Ventura County Star	226,399
12/2/2022	The Southern California Association of Governments releases report on IE jobs	KVCR-NPR	3,120
12/2/2022	Translated: Southern California's strengths may temper recession's downside	City News Network	12,034
12/2/2022	Translated: Economic Summit: Challenges and Prospects for Southern California to 2023	Epoch Times	1,932,730
12/2/2022	Translated: The 13th Annual Southern California Economic Summit, top economists predict that the advantages of Southern California will help alleviate the negative impact of the economic recession	Skylink TV Mandarin News	5,000
12/2/2022	Translated: The 13th Annual Southern California Economic Summit, top economists predict that the advantages of Southern California will help alleviate the negative impact of the economic recession	Skyline TV Cantonese News	5,000
12/2/2022	Translated: Economists are optimistic about the economic outlook for the 6 counties of Southern California	ETTV	6,000
12/2/2022	Ventura County economy 'among the most sluggish' in SoCal	Patch	4,167,000
12/2/2022	Southern California could withstand some impacts of potential recession	Local Today	325,668
12/2/2022	Southern California could withstand some impacts of potential recession	Times News Network	11,166
12/2/2022	Translated: Stock market fluctuates greatly, economists suggest how to make an investment plan	NTDTV	928,607
12/2/2022	<<<ISOLATED VIDEO FROM NTDTV REPORT>>>	NTDTV	928,607
12/1/2022	Inflation's impact raises specter of a regional recession	Orange County Register	1,037,780
12/1/2022	Southern California could withstand some impacts of potential recession, economists say	KNX-1070	47,595
12/1/2022	Gigi Moreno interview on KNX(1)	KNX-1070	47,595
12/1/2022	Gigi Moreno interview on KNX(2)	KNX-1070	47,595
12/1/2022	Southern California could withstand some impacts of potential recession	KFI-AM	153,928
12/1/2022	Southern California could withstand some impacts of potential recession	98.7 FM	37,454



12/1/2022	Southern California could withstand some impacts of potential recession	94.7 The Wave	4,000
12/1/2022	Southern California could withstand some impacts of potential recession	KIIS-FM	152,985
12/1/2022	Southern California's strengths could soften impact of recession	Patch	4,167,000
12/1/2022	IE economic forecast strong	Patch	4,167,000
12/1/2022	Promising economic outlook for the OC	Patch	4,167,000
12/1/2022	Economic disparity will weaken LA County's economy if recession occurs	Patch	4,167,000
12/1/2022	Southern California could withstand some impacts of potential recession	Burbank Independent/ Beacon Media	21,825
12/1/2022	Inland Empire job market fully recovered from pandemic as supply chain employment continues to grow	Fontana Herald News	21,573
12/1/2022	Southern California could withstand some impacts of potential recession, economists say	MyNewsLA	74,161
12/1/2022	Southern California could withstand some impacts of potential recession	MSN	48,085
12/1/2022	Southern California could withstand some impacts of potential recession	Spectrum News 1	223,411
12/1/2022	Southern California could withstand some impacts of potential recession	2UrbanGirls	48,084
12/1/2022	Translated: The Southern California Economic Summit looks forward to the future development of Los Angeles County's post-epidemic economic recovery for 5 years or slowing down	The World Journal	1,135,000
12/1/2022	Translated: 2023 Southern California Economic Outlook Entertainment still has room to grow	NTDTV	928,607
12/1/2022	<<<ISOLATED VIDEO FROM NTDTV REPORT>>>	NTDTV	928,607
12/1/2022	Translated: Experts at 13th Southern California Economic Summit say regional strengths mitigate impacts of recession	ChineseinLA	161,746
12/1/2022	Translated: Southern California's strengths may temper recession's downside	Huarenone	5,000
12/1/2022	Translated: Economists Predict: Southern California's Inherent Strengths Can Brace Recession	World Daily	1,135,000
12/2/2022	Southern California's Strengths Could Soften Impact of Recession	News Agency America	5,000



---

12/1/2022	Experts at the Economic Summit Expect Southern California to Survive the Potential Economic Crisis	U.S China Press	33,985
			<b>38,861,297</b>

**FISCAL IMPACT:**

None.



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

Southern California Association of Governments  
Remote Participation Only  
**December 20, 2022**

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Legislative Advocacy Update

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*This report provides the Legislative/Communications and Membership Committee (LCMC) with an update on SCAG’s most recent legislative advocacy efforts, including an update on a series of fall legislative outreach meetings with members of the state legislature, advocacy letters distributed, and a “Toolbox Tuesday” webinar hosted by SCAG highlighting the one-year anniversary of the Infrastructure Investment and Jobs Act (IIJA).*

**BACKGROUND:**

Fall Legislative Outreach Meetings

Over the past two months, SCAG hosted a series of virtual legislative outreach meetings with members of our region’s legislative delegation to maintain positive working relationships and continue to advocate for SCAG’s legislative priorities. Top priorities shared with each of the legislators included requests for continued support for the Infill Infrastructure Grant Program and Active Transportation Program, requesting additional flexibility for local jurisdictions to meet their RHNA goals, and sharing some of the early achievements from the Regional Early Action Planning (REAP) grants program. From the State Senate, SCAG leadership met with Senators Rosalicie Ochoa-Bogh (R-Rancho Cucamonga) and Steven Bradford (D-Gardena). From the State Assembly, SCAG leadership met with Assemblymembers Tina McKinnor (D-Inglewood), Mike Fong (D-San Gabriel), Vince Fong (R-Bakersfield), and Freddie Rodriguez (D-Chino).

Regional Council member participation for legislative advocacy meetings is generally determined by which jurisdictions the respective legislator represents. In addition to President Jan Harnik, First Vice President Art Brown, Second Vice President Curt Hagman, and Immediate Past President Clint Lorimore, the following Regional Council members also participated in these meetings: Cindy Allen, Margaret Clark, Margaret Finlay, Jim Gazeley, Mark Henderson, Peggy Huang, Steve Manos, Larry McCallon, Dennis Michael, David Shapiro, and Jose Solache.

A copy of the slide deck used for these meetings is attached to this report.

#### Advocacy Letters

SCAG continues to author letters of support for projects throughout the SCAG region competing for grant opportunities at the State and Federal level that fall within SCAG's jurisdiction.

#### ***2022 Solutions for Congested Corridors Program***

The Solutions for Congested Corridors Program (SCCP) is a statewide, competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program, created by the Road Repair Accountability Act of 2017 (SB 1), makes \$250 million available annually to projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan, by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.

SCAG provided support letters for the following two applications:

- US 101 Connected Communities Rail and Active Transportation Improvements Project – Ventura County Transportation Commission
- Metrolink San Bernardino Line – San Bernardino County Transportation Authority

#### ***2022 Trade Corridor Enhancement Program (TCEP)***

The Trade Corridor Enhancement Program (TCEP) funds freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The Program also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. This statewide, competitive program provides approximately \$300 million per year in state funding and approximately \$515 million in National Highway Freight Program funds if the federal program continues under the next federal transportation act.

SCAG provided support letters for the following four applications:

- The US 395 Freight Mobility and Safety Project – Caltrans/San Bernardino County Transportation Authority
- Santa Ana Grade Separation Project – City of Santa Ana
- I-10 Segment 2A – San Bernardino County Transportation Association
- Green Port Gateway: Pier B Early Rail Enhancements Project – Port of Long Beach

### ***Advanced Technology Demonstration and Pilot Projects***

This program provides funding for pre-commercial demonstrations of advanced vehicles, engines, equipment, and transportation systems. These advanced technology projects demonstrate zero-emission or near zero-emission vehicles and equipment that use less petroleum and emit fewer GHG emissions.

SCAG submitted one support letter for the following application:

- Third-Party Administrator for Advanced Technology Demonstration – CALSTART

### ***Innovative Hydrogen Fueling Grant***

The purpose of this program is to develop and demonstrate innovative hydrogen refueling solutions to support the decarbonization of emerging Medium- and Heavy-Duty on-road and off-road vehicle applications, reduce hydrogen delivery and refueling costs, improve reliability, enable higher fill rates, and minimize energy losses.

SCAG submitted one support letter for the following application:

- Liquid Hydrogen Refueling Station in the City of Indio – SunLine Transit Agency

### ***Advanced Transportation Technology and Innovation (ATTAIN)***

This program promotes advanced technologies to improve safety and reduce travel times for drivers and transit riders and that can serve as national examples. As a result of the Bipartisan Infrastructure Law, ATTAIN-eligible projects will be evaluated on how they consider climate change and environmental justice impacts, including how they reduce transportation-related air pollution and address impacts on disadvantaged communities. In addition, projects are evaluated on their economic impact and potential to create jobs.

---

SCAG provided support letters for the following two applications:

- Overall transit system and mobility solutions – SunLine Transit Agency
- Pomona Emerging Transportation Technologies – City of Pomona

***Consolidated Rail Infrastructure and Safety Improvements (CRISI)***

This program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.

SCAG provided one support letter for the following application:

- The Doran Street Grade Separation Project – LA Metro

***National Infrastructure Project Assistance (Mega)***

The program supports large, complex projects that are difficult to fund by other means and are likely to generate major economic, mobility, or safety benefits to a given region or the nation.

SCAG provided one support letter for the following application:

- I-5 Managed Lanes Project – Caltrans

***Passenger Ferry Grant Program***

The program provides competitive funding for projects that support passenger ferry systems in urbanized areas. These funds constitute a core investment in the enhancement and revitalization of public ferry systems in the nation's urbanized areas. Funds are awarded based on factors such as the age and condition of existing ferry boats, terminals, and related infrastructure, potential reliability benefits, project readiness, and potential for connectivity to other modes of transportation.

SCAG provided one support letter for the following application:

- Cabrillo Mole Ferry Intermodal Terminal – City of Avalon and LA Metro

***Railroad Crossing Elimination Program***

This program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.

---



SCAG provided one support letter for the following application:

- Santa Ana Grade Separation Project – City of Santa Ana

### ***Reconnecting Communities Grant Program***

In March 2022, SCAG received a federal earmark to conduct a Highways to Boulevards Regional Study. Currently, FHWA is developing guidance for this program. However, while we wait for the guidance, SCAG was able to submit the required funding application to Caltrans last month. The anticipated authorization to proceed is expected December 2022, with an anticipated project start of July 2023, and an anticipated project end of March 2025.

The purpose of our Highways to Boulevards Study is to reconnect communities by removing, retrofitting, or mitigating highways that create barriers to community connectivity, including to mobility, access, or economic development. Several state and federal government programs have since been created with similar goals, including the federal Reconnecting Communities Grant Program.

The Reconnecting Communities Grant Program is dedicated to reconnecting communities that were previously cut off from economic opportunities by highways. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.

SCAG provided support letters for the following eight applications:

- Transit Maintenance Facility – City of Commerce
- Under and Overpasses Antonio Creek Trail – City of Montclair
- Interstate-710 Freeway and Los Angeles River Pedestrian Bridge – City of Bell Gardens
- Interstate-710 Humphreys Avenue Crossing Project – Bicycle and Pedestrian Bridge – LA Metro
- Shoreline Drive Gateway: Corridor Realignment & Community Connections Project – City of Long Beach
- Azusa Avenue Plan – City of Azusa
- Port of Los Angeles Rail Mainline – Port of Los Angeles and Caltrans
- Willow Street – City of Long Beach

### ***Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program***

The program provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems to improve transportation efficiency and safety.

SCAG provided one support letter for the following application:

- Code the Curb Project – LADOT

#### Delegation Thank you Letters

With the certification of the midterm elections, many elected representatives in our state and federal delegations will no longer be serving in positions they held prior to the election. SCAG sent letters to all retiring representatives thanking them for their service and dedication to the Southern California region.

SCAG sent letters to the following outgoing representatives:

- Hon. Alan Lowenthal, U.S. House of Representatives
- Hon. Lucille Roybal-Allard, U.S. House of Representatives
  
- Hon. Patricia Bates, California State Senate
- Hon. Robert Hertzberg, California State Senate
- Hon. Ben Hueso, California State Senate
- Hon. Connie Leyva, California State Senate
- Hon. Melissa Melendez, California State Senate
  
- Hon. Richard Bloom, California State Assembly
- Hon. Steven Choi, California State Assembly
- Hon. Tom Daly, California State Assembly
- Hon. Cristina Garcia, California State Assembly
- Hon. Chad Mayes, California State Assembly
- Hon. Jose Medina, California State Assembly
- Hon. Adrin Nazarian, California State Assembly
- Hon. Janet Nguyen, California State Assembly
- Hon. Patrick O'Donnell, California State Assembly
- Hon. Thurston Smith, California State Assembly

A copy of the letter sent to Senator Robert Hertzberg is attached to this report for reference.

### Money Monday Presentation

SCAG was pleased to provide a presentation on securing federal funding from the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA) as part of our ongoing Toolbox Tuesday series. With the one-year anniversary of the passage of the historic IIJA and IRA, there is unprecedented opportunity for local governments to secure critical federal funding to invest in infrastructure and to mitigate the impacts of climate change. The presentation, provided by SCAG's federal lobbyists at Holland & Knight, included an overview of the IIJA funding that has been released thus far, key criteria used by the Biden Administration in evaluating funding proposals, advice for successful applications, as well as upcoming funding opportunities from the two bills. The presentation was attended by over 50 people and is now available on SCAG's YouTube channel.

A copy of the slide deck is attached to this report.

### 2023 Back to Session Memo

The State Legislature gavelled in for the 2023-2024 legislative session on December 5, 2022. The State Assembly welcomed 18 new Assemblymembers and the Senate welcomed 9 new Senators. That day, 113 bills were introduced, many of which, but not all, were "spot bills."

Speaker Anthony Rendon was re-elected as Assembly Speaker through June 30, 2023. In the same motion, Assemblymember Robert Rivas (D-Hollister) was elected Speaker Designate. Senate President Pro Tempore Toni Atkins was re-elected as Pro Tem. The Senate Republican Caucus voted to make Senator Brian Jones (R-Escondido) its leader, replacing Senator Scott Wilk (R-Santa Clarita).

Attached to this report is a detailed memorandum provided by Cruz Strategies, which describes the many new Legislators welcomed to the State Legislature.

### **FISCAL IMPACT:**

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

### **ATTACHMENT(S):**

1. 2022 12 07 - Fall Outreach Slides Master-VFong
2. SCAG Money Monday Presentation
3. 23-24 Back to Session Memo
4. Thank you Senator Hertzberg



# SCAG Legislative Update – Fall Check-In Meetings

December 7, 2022

Assemblymember Vince Fong

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

1

## 2022-2023 Leadership



**Jan Harnik**  
**PRESIDENT**  
Riverside County  
Transportation Commission



**Art Brown**  
**FIRST VICE PRESIDENT**  
City of Buena Park



**Curt Hagman**  
**SECOND VICE PRESIDENT**  
County of San Bernardino



**Clint Lorimore**  
**IMMEDIATE PAST  
PRESIDENT**  
City of Eastvale



**Jose Solache**  
**LEGISLATIVE COMMITTEE  
CHAIR**  
City of Lynwood

2

Attachment: 2022 12 07 - Fall Outreach Slides Master-VFong (Legislative Advocacy Update)

# The SCAG Region

191  
CITIES

6  
COUNTIES

19.1M  
RESIDENTS



36,618  
SQUARE MILES

\$1.2T  
REGIONAL GDP

15TH  
LARGEST  
ECONOMY  
WORLDWIDE

48.1%  
OF STATE  
POPULATION

3

# Primary Roles & Responsibilities

- 1 REGIONAL TRANSPORTATION PLAN (RTP)
- 2 SUSTAINABLE COMMUNITIES STRATEGY (SCS)
- 3 REGIONAL HOUSING NEEDS ASSESSMENT (RHNA)
- 4 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)
- 5 REGIONAL DATA & INFORMATION CENTER
- 6 FORUM FOR ISSUES OF REGIONAL SIGNIFICANCE



4

Attachment: 2022 12 07 - Fall Outreach Slides Master-VFong (Legislative Advocacy Update)

## SCAG LEGISLATIVE UPDATES

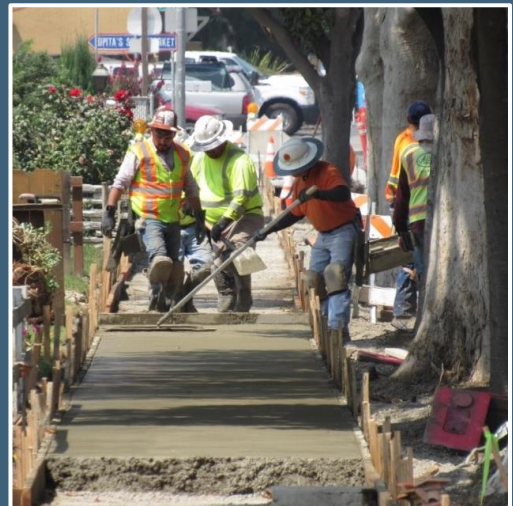


- 1 INFILL INFRASTRUCTURE GRANT PROGRAM
- 2 ACTIVE TRANSPORTATION PROGRAM
- 3 REGIONAL HOUSING NEEDS ASSESSMENT
- 4 REGIONAL EARLY ACTION PLANNING GRANT

5

### Infill Infrastructure Grant Program

- SCAG advocated for a major expansion of the **Infill Infrastructure Grant (IIG)** Program that funds infrastructure improvements that support infill housing.
- The FY 2022-23 State Budget provides a total of **\$575 million** to the IIG.
- **Take Away:** Please continue to prioritize the IIG in future state budgets.



6

Attachment: 2022 12 07 - Fall Outreach Slides Master-VFong (Legislative Advocacy Update)

## Active Transportation Program (ATP)

- SCAG partnered with Chair Friedman and the Big-4 MPOs to advocate for a major investment in the **Active Transportation Program**.
- The FY 2022-23 State Budget provides a total of **\$1.05 billion** for the ATP.
- **Take Away:** California cities and counties are anxious to expand their bike and pedestrian networks!



7

## RHNA Compliance Update

- SB 197 (Housing Trailer Bill) extended the Housing Element compliance deadline by one year to October 15, 2022.
- Currently, **81 of the region's 197 jurisdictions have compliant Housing Elements**.
- Jurisdictions that did not meet the October 2022 deadline must now complete all rezonings before achieving compliance, potentially delaying or getting disqualified for many housing related grants.
- **Take Away:** Additional flexibility is needed for local jurisdictions to continue to access state housing program funds and meet their RHNA goals.



8

## REAP Grant Programs



- The State created the Regional Early Action Planning (REAP) program in 2019 and REAP 2.0 in 2021.
- REAP represents the first time the State has allocated resources for RHNA and regional housing planning.
- REAP 2.0 allows SCAG to link existing transportation planning efforts with housing planning, to support climate goals.
- **Take Away:** REAP allows SCAG to support housing production through programs tailored to local opportunities and consistent with state climate goals.

9




## THANK YOU!

For more information, please visit:

[SCAG.CA.GOV/LEGISLATION](https://www.scag.ca.gov/legislation)

10





# Money Monday: Securing Federal Funding from the IIJA and IRA

11/21/2022

Toolbox Tuesday

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

1

## Housekeeping

1. A recording of this webinar and the PowerPoint slides will be available on the SCAG website. We will send a link to everyone who has registered after the event
2. Meeting length: 1.5 hour
3. This meeting is being recorded
4. All participant lines will be muted
5. At the end, there will be a Q&A session
6. If you have a question during the presentation, please type it into the chat box or press the "raise hand" function
7. We will log all questions and then voice a selection at the end of the presentation

2



**Southern California Association of Governments**  
 Federal Policy Update

Holland & Knight  
Copyright © 2022 Holland & Knight LLP. All Rights Reserved

3

## Infrastructure Law Implementation

- On November 15, 2021, President Biden signed the bipartisan “Infrastructure Investment and Jobs Act” into law that invests in the nation’s infrastructure, including funding for roads and bridges, rail, transit, airports, energy, sustainability, water, and broadband, among other priorities.
- The legislation provides \$1.2 trillion in total spending **over 5 years** across competitive and formula programs, including \$550 billion in **new spending**. The legislation also includes the surface transportation authorization bill.
- Federal agencies continue to release notice of funding opportunities (NOFOs) and are distributing billions of dollars for transportation infrastructure, broadband, water, energy, and sustainability.

Holland & Knight

4

## Formula Programs

Program	Funding level over 5 years
<b>Surface Transportation Block Grant (STBG) Program</b> <ul style="list-style-type: none"> <li>Existing formula program for Federal-aid highways, bridges, and transit projects.</li> </ul>	\$72 billion (23.6% increase over FAST Act)  <b>\$1.19 billion for CA</b>
<b>Transportation Alternatives Program (TAP)—suballocated from STBG</b> <ul style="list-style-type: none"> <li>Existing formula program; funding through the CA Active Transportation Program (ATP).</li> <li>Funds smaller-scale transportation projects such as pedestrian and bicycle infrastructure, recreational trails, and environmental mitigation.</li> <li>Increases the minimum percentage of TAP funding that is sub-allocated on the basis of population from 50% to 59%.</li> </ul>	\$7.2 billion; suballocated from STBG
<b>Highway Safety Improvement Program (HSIP)</b> <ul style="list-style-type: none"> <li>Existing formula program; funding through Caltrans</li> <li>Funds highway safety improvements.</li> </ul>	\$15.6B (34% increase over FAST Act)  <b>\$262 million for CA</b>

Holland & Knight

5

## Formula Programs

Program	Funding level over 5 years
<b>Congestion Mitigation and Air Quality Improvement Program (CMAQ)</b> <ul style="list-style-type: none"> <li>Existing formula program; funding through Caltrans.</li> </ul>	\$13.2 billion (9.79% increase over FAST Act)  <b>\$505 million for CA</b>
<b>Carbon Reduction Program (new)</b> <ul style="list-style-type: none"> <li>New formula program through Caltrans.</li> <li>65% of funds are suballocated to urbanized areas.</li> <li>Funds projects to reduce transportation emissions or for the development of carbon reduction strategies.</li> <li>Requires states, in consultation with MPOs, to develop (and update at least every four years) a carbon reduction strategy and submit to USDOT for approval.</li> </ul>	\$6.42 billion  <b>\$106 million for CA</b>

Holland & Knight

6

## Released Competitive Infrastructure Opportunities

Program	Funding level over 5 years	Status
<b>INFRA Grant Program</b> <ul style="list-style-type: none"> <li>Existing program that supports highway and rail projects of regional and national economic significance.</li> <li>2022 Awards – No awards in the SCAG region (1 award in California)</li> </ul>	\$8 billion	Awards announced
<b>MEGA Grant Program (new)</b> <ul style="list-style-type: none"> <li>Supports large, complex projects that will generate national or regional economic, mobility, or safety benefits.</li> </ul>	\$5 billion	Awards expected Dec. 2022
<b>Pilot Program for Transit Oriented Development (TOD)</b> <ul style="list-style-type: none"> <li>Existing program to funding to integrate land use and transportation planning for existing CIG projects.</li> <li>2022 Awards:                             <ul style="list-style-type: none"> <li>LA Metro - \$960,000 award and a \$1M award</li> </ul> </li> </ul>	\$68.9 million	Awards announced

Holland & Knight

7

## Released Competitive Infrastructure Opportunities

Program	Funding level over 5 years	Status
<b>Bus and Bus Facilities</b> <ul style="list-style-type: none"> <li>Existing program that provides capital funding to replace, rehabilitate, purchase, or lease buses and bus related equipment.</li> <li>2022 Awards:                             <ul style="list-style-type: none"> <li>Riverside Transit Agency - \$1M</li> </ul> </li> </ul>	\$1.9 billion	Awards announced
<b>Low-No Emission Buses</b> <ul style="list-style-type: none"> <li>Existing program that supports the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.</li> <li>2022 Awards:                             <ul style="list-style-type: none"> <li>LA Metro - \$104M</li> <li>Gold Coast Transit District - \$12M</li> <li>Omnitrans - \$9M</li> <li>Sunline Transit Agency - \$7M</li> <li>Riverside Transit Agency - \$5M</li> <li>Orange County Transportation Authority - \$2M</li> <li>City of Gardena - \$2M</li> </ul> </li> </ul>	\$5.5 billion	Awards announced

Holland & Knight

8

Attachment: SCAG Money Monday Presentation (Legislative Advocacy Update)

## Released Competitive Infrastructure Opportunities

Program	Funding level over 5 years	Status
<ul style="list-style-type: none"> <li><b>Bridge Investment Program – Planning Grants (new)</b> <ul style="list-style-type: none"> <li>Planning grants for bridge projects</li> <li>2022 Awards – No Southern California awards</li> </ul> </li> </ul>	\$12.5 billion	Awards announced
<ul style="list-style-type: none"> <li><b>Bridge Investment Program – Bridge Projects (new)</b> <ul style="list-style-type: none"> <li>Projects to replace, rehabilitate, preserve or protect bridges on the National Bridge Inventory.</li> </ul> </li> </ul>		Closed
<ul style="list-style-type: none"> <li><b>Bridge Investment Program – Large Bridges (new)</b> <ul style="list-style-type: none"> <li>Large bridge projects with eligible costs greater than \$100 million.</li> </ul> </li> </ul>		Awards expected in December



9

## Released Competitive Infrastructure Opportunities

Program	Funding level over 5 years	Status
<ul style="list-style-type: none"> <li><b>Safe Streets and Roads for All (new)</b> <ul style="list-style-type: none"> <li>Supports planning and implementation of local Vision Zero initiatives.</li> </ul> </li> </ul>	\$5 billion	Awards expected Jan./Feb. 2023
<ul style="list-style-type: none"> <li><b>Reconnecting Communities Program (new)</b> <ul style="list-style-type: none"> <li>To remove, retrofit, or mitigate highways or other transportation facilities that create barriers to community connectivity.</li> </ul> </li> </ul>	\$500 million	Closed
<ul style="list-style-type: none"> <li><b>Railroad Crossing Elimination Grants (new)</b> <ul style="list-style-type: none"> <li>To fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.</li> </ul> </li> </ul>	\$3 billion	Closed
<ul style="list-style-type: none"> <li><b>SMART Grant Program (new)</b> <ul style="list-style-type: none"> <li>Demonstration projects to improve transportation efficiency and safety.</li> </ul> </li> </ul>	\$500 million	Due Nov. 18



10

Attachment: SCAG Money Monday Presentation (Legislative Advocacy Update)

## Upcoming Infrastructure Opportunities

Program	Funding level over 5 years	Status
<b>RAISE Grant Program</b> <ul style="list-style-type: none"> <li>Existing program that supports construction and planning road, rail, transit, and port projects that achieve national objectives.</li> <li>2022 awards: <ul style="list-style-type: none"> <li>Port of Los Angeles - \$20M</li> <li>Inglewood Transit Connector Project - \$15M</li> <li>City of Fontana, Building A Better Connected Inland Empire - \$15M</li> </ul> </li> </ul>	\$7.5 billion	Expected Nov. 2022
<b>PROTECT Grant Program (new)</b> <ul style="list-style-type: none"> <li>Funding for planning, resiliency improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.</li> </ul>	\$1.4 billion	Expected 2023
<b>Electric Vehicle (EV) Charging and Refueling Infrastructure Program (new)</b> <ul style="list-style-type: none"> <li>Funding to deploy EV charging and alternative fueling infrastructure along designated alternative fuel corridors and in communities.</li> </ul>	\$2.5 billion	Expected Dec. 2022

Holland & Knight

11

## Upcoming Infrastructure Opportunities

Program	Funding level over 5 years	Status
<b>Healthy Streets Program</b> <ul style="list-style-type: none"> <li>Grants to deploy cool pavements and porous pavements and to expand tree cover.</li> </ul>	\$500 million (subject to appropriations) <ul style="list-style-type: none"> <li>FY 2023 House bill includes \$55 million</li> </ul>	TBD
<b>Congestion Relief Program (new)</b> <ul style="list-style-type: none"> <li>Grants to projects in large urbanized areas (more than 1 million people) to advance innovative, integrated, and multimodal solutions to congestion relief.</li> </ul>	\$250 million	TBD
<b>Active Transportation Infrastructure Investment Program (new)</b> <ul style="list-style-type: none"> <li>Grants for safe and connected active transportation projects that connect destinations within or between communities or to create active transportation spines connecting communities and metropolitan regions.</li> </ul>	\$1 billion (subject to appropriations) <ul style="list-style-type: none"> <li>FY 2023 House bill includes \$100 million</li> </ul>	TBD

Holland & Knight

12

## Aviation Programs

Program	Funding Level over 5 years	Status
<b>Airport Terminal Competitive Grant Program (new)</b> <ul style="list-style-type: none"> <li>Funding for sustainable and accessible airport terminals, on-airport rail access projects, and airport-owned airport traffic control towers.</li> <li>2022 Awards:                             <ul style="list-style-type: none"> <li>LAX - \$50M</li> <li>Long Beach Airport - \$10.6M</li> </ul> </li> </ul>	\$5 billion	2023 round of funding closed on Oct. 24
<b>Airport Improvement Program (AIP)</b> <ul style="list-style-type: none"> <li>Existing program for runway, taxiway, safety and sustainability projects, as well as terminal, airport-transit connections, and roadway projects.</li> </ul>	\$15 billion	
<b>Contract Tower Grant Program</b> <ul style="list-style-type: none"> <li>Funding for airport-owned airport traffic control tower projects that address the aging infrastructure of the nation's airports.</li> <li>2022 Awards:                             <ul style="list-style-type: none"> <li>Southern CA Logistics Airport - \$300,000</li> </ul> </li> </ul>	\$100 million	2023 round of funding closes Dec. 6

Holland & Knight 13

13

## IIJA – Workforce

- The Department of Transportation (DOT) and other agencies overseeing IIJA implementation encourage grant recipients to provide robust investment for workforce development.
- DOT also encourages grant recipients to provide pathways for employees to join a union.
- Importance of expanding high-quality training and education for programs financed by the IIJA.
- Creating new workforce opportunities for women and historically marginalized communities. Including practices to hire and retain underrepresented groups.

Holland & Knight 14

14

Attachment: SCAG Money Monday Presentation (Legislative Advocacy Update)

## IIJA – Key Takeaways

- Importance of addressing administration priorities in grant applications
- High priority for underserved communities
  - Administration's Justice40 priorities
- Investment in workforce development
- Regional approach valued
- Community stakeholder engagement/coalition building matters
- Climate resilience must be incorporated
- Higher competition from within California

Holland & Knight

15

## Inflation Reduction Act

- On August 16, 2022, President Biden signed the “Inflation Reduction Act”, a \$739 billion budget reconciliation package that includes tax, healthcare, and climate provisions.
- The bill provides approximately \$370 billion in new climate and energy tax incentives.
- The prescription drug pricing provisions would allow Medicare to negotiate some drug prices, estimated to save the government nearly \$300 billion.
- Federal agencies have significant authority and will be responsible for the success of IRA; implementation will include the promulgation of many new rules and decisions on how to deploy funding.
- Timing for creation of new programs and allocating funding is unclear.

Holland & Knight

16



## Inflation Reduction Act – RFIs Released

- Federal agencies have announced several requests for information (RFIs) to begin their implementation of the Inflation Reduction Act (IRA). Stakeholders may submit comments to assist the federal government as it develops several billion-dollar programs.
- The Greenhouse Gas Reduction Fund, or Green Bank, will invest in nonprofit, state, and local financing institutions designed to rapidly deploy low- and zero-emission technologies by leveraging investment from the private sector - comments due December 5, 2022.
- Climate Pollution Reduction Grants will be distributed to local governments and other eligible entities to develop and implement local climate pollution reduction strategies - comments due January 23, 2023.
- Funding to Address Air Pollution will finance air pollution monitoring and mitigation activities for pollution control agencies and other eligible entities – comments due January 18, 2023.
- The Clean Heavy Duty Vehicle Program will help municipalities replace heavy-duty vehicles with cleaner alternatives – comments due January 18, 2023.
- Grants to Reduce Air Pollution at Ports will finance a wide range of activities, such as purchasing zero-emission machinery that addresses carbon emissions at U.S. ports – comments due January 18, 2023.



## Inflation Reduction Act Programs

Program	Funding
<b>State and Private Forestry Conservation Programs</b> <ul style="list-style-type: none"> <li>• \$700 million for the Forest Legacy Program to provide grants to states to acquire land and interests in land. \$1.5 billion for the Urban and Community Forestry Assistance program, providing multiyear grants to state agencies, local governments, tribes or nonprofits for tree planting.</li> </ul>	\$2.2 billion
<b>Greenhouse Gas Reduction Fund</b> <ul style="list-style-type: none"> <li>• The new Greenhouse Gas Reduction (GHG) Fund will invest in nonprofit, state and local financing institutions designed to rapidly deploy low- and zero-emission technologies by leveraging investment from the private sector.</li> <li>• RFI issued</li> </ul>	\$27 billion
<b>Clean Heavy-Duty Vehicles</b> <ul style="list-style-type: none"> <li>• A program to award grants and rebates to replace Class 6 and Class 7 heavy-duty vehicles with zero-emission vehicles.</li> <li>• RFI issued</li> </ul>	\$1 billion
<b>Grants to Reduce Air Pollution at Ports</b> <ul style="list-style-type: none"> <li>• A program to award grants and rebates to states for the purchase and installation of zero-emission equipment and technology at ports, as well as the development of climate action plans at ports.</li> <li>• RFI issued</li> </ul>	\$3 billion



## Inflation Reduction Act Programs

Program	Funding
<b>Neighborhood Access and Equity Grant Program</b> <ul style="list-style-type: none"> <li>Competitive grant program to reconnect communities divided by existing infrastructure barriers, mitigate negative impacts of transportation facilities or construction projects on disadvantaged or underserved communities, and support equitable transportation planning and community engagement activities.</li> </ul>	\$3 billion
<b>Low-Carbon Transportation Materials Grants</b> <ul style="list-style-type: none"> <li>A program to reimburse or provide incentives to state, local governments and metropolitan planning organizations for the use of low-embodied carbon construction materials and products in projects, and for the operations and administration FHWA.</li> </ul>	\$2 billion
<b>Alternative Fuel and Low-Emission Aviation Technology Program</b> <ul style="list-style-type: none"> <li>Competitive grant program for projects that develop, demonstrate or apply low-emission aviation technologies or produce, transport, blend or store sustainable aviation fuels (SAF).</li> </ul>	\$300 million
<b>Environmental Review Implementation Funds</b> <ul style="list-style-type: none"> <li>Program to facilitate the development and review of documents for the environmental review process for proposed projects for state, local governments and metropolitan planning organizations.</li> </ul>	\$100 million
<b>NOAA - Investing in Coastal Communities and Climate Resilience</b> <ul style="list-style-type: none"> <li>\$2.6 billion for NOAA for conservation, restoration and protection of coastal and marine habitats and resources, to prepare for extreme storms and climate change.</li> </ul>	\$2.6 billion



19

## Inflation Reduction Act Programs

Program	Funding
<b>Climate Pollution Reduction Grants</b> <ul style="list-style-type: none"> <li>Section 137 provides \$250 million for grants for the costs of developing plans to reduce GHG air pollution, and directs the EPA to make such a grant to at least one state, air pollution control agency, municipality, or Indian tribe in each state.</li> <li>RFI issued</li> </ul>	\$5 billion
<b>Low-Emissions Electricity Program</b> <ul style="list-style-type: none"> <li>\$17 million to educate and provide technical assistance to state, tribal and local governments on GHG emissions that result from domestic electricity generation and use</li> <li>RFI issued</li> </ul>	\$87 million
<b>Environmental and Climate Justice Block Grants</b> <ul style="list-style-type: none"> <li>A program to invest in community-led projects in disadvantaged communities and community capacity building centers to address disproportionate environmental and public health harms related to pollution and climate change.</li> </ul>	\$3 billion
<b>Assistance of Latest and Zero Building Energy Code Adoption</b> <ul style="list-style-type: none"> <li>Assistance to state and local governments to adopt updated building codes</li> </ul>	\$1 billion
<b>Grants to Facilitate the Siting of Interstate Electricity Transmission Lines</b> <ul style="list-style-type: none"> <li>A program to facilitate the construction and development of interstate transmission lines.</li> </ul>	\$760 million



20

Attachment: SCAG Money Monday Presentation (Legislative Advocacy Update)

# Questions

Holland & Knight

21

**Tell us how we did!**

Take a quick 2-minute survey to help us improve future Toolbox Tuesdays!



Holland & Knight

22

Attachment: SCAG Money Monday Presentation (Legislative Advocacy Update)



## 2023 Back to Session Memo *December 13, 2022*

---

### Legislative Update

Both the California State Senate and Assembly convened for an organizational session on December 5, 2022, to kick off the 2023-2024 legislation session. At this time, each house also formally elected their leadership. Senate Pro Tem Toni Atkins will continue to remain the leader of the Senate. In the Assembly, the Democratic Caucus met following the elections and determined that Assembly Speaker Rendon (termed out in 2024) will continue to serve as Speaker but will relinquish the position to Assembly Member Robert Rivas (Salinas) on June 30<sup>th</sup>, at the conclusion of the 2023-24 state budget deliberations.

With nearly a fourth of the Legislature being newly elected this year, we will see a number of new committee chairmanships and committee assignments. New members will face a challenging environment with the decline in expected state revenues and likely deficit. Additionally, the Governor has officially called a special session regarding oil and gas prices that started December 5<sup>th</sup>, but the Legislature will not start its deliberations until the new year.

### General Election Update

On November 8<sup>th</sup>, California held its General Election to vote on all state constitutional offices, all Assembly seats (80), and half (20) of the Senate seats. Although there are two races that may have a recount, it appears that the overall makeup of the Legislature will not significantly change. The Legislature will continue with a Democratic supermajority – **the Senate will include 32 Democrats and 8 Republicans, and the Assembly will include 61 Democrats and 19 Republicans.** The ability of Democrats to hold on to a supermajority, with more than two-thirds of the seats in each house, allows them to determine the Legislature's priorities and positions on an array of the state budget, tax, and policy issues.

Twenty-four (24) new Assemblymembers are preparing to make their way to Sacramento:

- Democrats Stephanie Nguyen (AD-10); Damon Connolly (AD-12); Liz Ortega (AD-20); Diane Papan (AD-21); Esmeralda Soria (AD-27); Gail Pellerin (AD-28); Dawn Addis (AD-30); Dr. Jasmeet Bains (AD-35); Gregg Hart (AD-37); Juan Carrillo (AD-39); Rick Chavez Zbur (AD-51); Corey Jackson (AD-60); Blanca Pacheco (AD-64); Avelino Valencia (AD-68); Josh Lowenthal (AD 69); David Alvarez (AD 80); and Republicans Joe Patterson (AD-5); Josh Hoover (AD-7); Juan Alanis (AD-22); Greg Wallis (AD- 47); Bill Essayli (AD-63); Tri Ta (AD-70); Kate Sanchez (AD-71) and Diane Dixon (AD-72).

The Senate also welcomed 10 newcomers to their ranks:

- Democrats Marie Alvarado-Gil (SD-4), Angelique Ashby (SD-8), Aisha Wahab (SD-10), Steve Padilla (SD-18), Caroline Menjivar (SD-20), Lola Smallwood-Cuevas (SD-28), and Catherine Blakespear (SD-38). Republican Assemblyman Kelly Seyarto (SD-32) is moving from one chamber to the other, and former Republican Assemblymember Janet Nguyen is returning to represent Senate District 36. Similarly, former Assemblymember Roger Niello will be representing SD-9.

County elections officials completed final official results by December 8, 2022. The Secretary of State will certify the results on December 16, 2022. The last two closely contested races included:

- Assembly District 47 (Holstege, D < > Wallis, R): Greg Wallis beat Christy Holstege by 85 votes.
- Senate District 16 (Hurtado, D < > Shepard, R): Incumbent Melissa Hurtado beat David Shepard by 20 votes.

Below, we have included a short bio of all **new** Assemblymembers and Senators and flagged a few priority policy issues of focus in their campaign.

**New Legislative Members Elected in November 2022**

**Senate**

- District 4 - Maria Alvarado-Gil (D)
- District 6 - Roger Niello (R)
- District 8 - Angelique Ashby (D)
- District 10 - Aisha Wahab (D)
- District 18 - Steve Padilla (D)
- District 20 - Caroline Menjivar (D)
- District 28 - Lola Smallwood Cuevas (D)
- District 32- Kelly Seyarto (R)
- District 36 – Janet Nguyen (R)
- District 38 - Catherine Blakespear (D)

**Assembly**

- District 5 - Joe Patterson (R)
- District 7 – Josh Hoover (R)
- District 10 - Stephanie Nguyen (D)
- District 12 - Damon Connolly (D)
- District 20 - Liz Ortega (D)
- District 21 - Diane Papan (D)
- District 22 - Juan Alanis (R)
- District 27 - Esmeralda Soria (D)
- District 28 - Gail Pellerin (D)
- District 30 - Dawn Addis (D)
- District 35 - Jasmeet Bains (D)
- District 37 - Gregg Hart (D)
- District 39 - Juan Carrillo (D)
- District 47 - Greg Wallis (R)
- District 51 - Rick Chavez Zbur (D)
- District 60 - Corey A. Jackson (D)
- District 63 - Bill Essayli (R)
- District 64 - Blanca Pacheco (D)
- District 68 - Avelino Valencia (D)
- District 69 – Josh Lowenthal (D)
- District 70 - Tri Ta (R)
- District 71 - Kate Sanchez (R)
- District 72 - Diane Dixon (R)
- AD 80 – David Alvarez (D)

## California State Senate

### District 4 - Maria Alvarado-Gil (D)

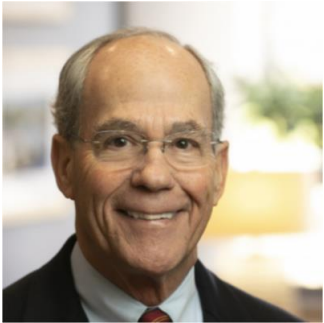


Marie was a public-school administrator and an advocate for education equity and increased funding for public schools. Throughout her career, Marie has impacted the lives of thousands of victims of violent crimes, people with disabilities, the mentally ill, the uninsured, and working-class individuals. She is an ally to the legal community, law enforcement, probation, and Cal Fire. Marie has a bachelor's and master's degree in Public Administration from the University of San Francisco and is a widely recognized and awarded leader in public service. Marie lives in Amador County with her husband Cesar; they are parents of a blended family of six children and one grandbaby.

*Top priorities include:*

- Opposes tax hikes - campaign promise to never vote to raise taxes.
- Provide more police funding and fire, while introducing legislation to repeal Props 47 and 57.
- Ensure access to safe and affordable housing for working families and seniors.

### District 6 - Roger Niello (R)



Roger is a former California Assembly member. From 2004 to 2010 he represented the Assembly District that included Sacramento County and neighboring towns. Niello was born in San Francisco and has lived in Sacramento for nearly all his life with his wife and 5 children. Niello attended the University of California at Berkeley for his undergraduate studies, then completed his graduate studies at the University of California at Los Angeles. Niello worked as a Certified Public Accountant until he joined his family's business at Niello Auto Group in 1974 and spent the next 25 years running retail automobile dealerships with his family partners. In 1995, Niello served as the President of the Sacramento Metropolitan Chamber of Commerce and was a member of the Capital Area Political Action Committee.

*Top priorities include:*

- Lead a new approach to treating homelessness by addressing the root causes.
- Work to keep our streets, neighborhoods, and communities safe from crime and drugs.
- Fight for reforms to make California a leading state in creating businesses and jobs.

### District 8 - Angelique Ashby (D)



Angelique was most recently a Sacramento City Council Member for District 1 and was the longest-standing member. She served over half of her time in office as the only female representing the City of Sacramento. Ashby obtained her BA in Sociology with an emphasis on Law and Society from the University of California at Davis and her Juris Doctorate from the University of the Pacific's McGeorge School of Law. She owns a consulting firm she started with her father, the focus of which is to build programs for populations who confront barriers to success. She and her husband, an emergency room nurse, live in Natomas with their two young children.

*Top priorities include:*

- Budgetary investment in the Sacramento region, including funding for schools and libraries, the digital divide, food access, and employment.
- Affordable housing, including solutions to help those experiencing homelessness that include wraparound services.
- Protecting the environment and achieving climate and greenhouse gas emissions reduction goals.

### District 10 - Aisha Wahab (D)



Aisha served on the Hayward City Council in 2018 and made national headlines as the first Afghan American woman elected to public office in the United States. As Mayor Pro Tempore and a City Council Member of Hayward, Aisha has implemented policies that reduce economic inequality, and expand homeownership opportunities. Aisha previously served as the Chair of the Alameda County Human Relations Commission and a Board Member for the nonprofits Afghan Coalition, Abode Services, and Tri-City Volunteers. She has also served as an Alameda County Public Health Commissioner. Aisha has a B.A. from San Jose State University, M.B.A. from CSU East Bay, and a doctoral degree in progress.

*Top priorities include:*

- Housing at all income levels - addressing the housing affordability crisis.
- Supporting small businesses that create local jobs - tackling income inequality and opportunity inequality.
- Protecting the environment and combating climate change.



### District 18 - Steve Padilla (D)



Steve Padilla made history as Chula Vista’s first Latino and first LGBTQ Mayor, and previously, when he was elected to the City Council, was the first person of color ever to serve in city office. Steve also serves as Chairman of California’s Coastal Commission, the powerful state agency charged with environmental protection and conservation along our coast. He previously served as a commissioner for the Port of San Diego. His first career venture was into law enforcement for 13 years. Steve holds undergraduate degrees in Liberal Arts and Public Administration and studied law at WSU College of Law. He lives in the Otay Ranch neighborhood of Chula Vista and is a single father to his daughter Ashleigh.

*Top priorities include:*

- Fighting for working families – healthcare, housing, quality schools, and more.
- Combating climate change - the state needs to take bold action.
- Protecting communities – ensure police are well-trained and protect all communities equally.

### District 20 - Caroline Menjivar (D)



Growing up in the San Fernando Valley, Caroline watched her parents, immigrants from El Salvador, wake up every morning in their small Tarzana apartment and get ready for work tending to wealthier people’s needs. At 18, her and her mom found themselves evicted and housing unstable due to the subprime mortgage crisis. Caroline enlisted in the Marine Corps and served from 2009 – 2016. Caroline returned to work as an EMT and earned her Bachelor of Arts from California State University, Northridge, and a Master of Social Welfare from UCLA. Caroline served as a city field deputy and then as East Valley Representative for the LA Mayor’s office. Caroline was a director at a non-profit in Pacoima and is a homeowner in Panorama City where she resides with her wife and two dogs.

*Top priorities include:*

- Environment: pledged not to take fossil fuel contributions from those harming our communities and to hold them accountable for their actions, bringing public health dollars to our district.
- Education/Jobs: create sustainable, good-paying jobs and ensure that every child has access to quality education.
- Mental Health/Homelessness: increase the access and affordability of mental health services and provide more effective treatment, housing, and services for the unhoused.

### District 28 - Lola Smallwood Cuevas (D)



Lola Smallwood Cuevas began her career in journalism; she wrote for the Oakland Tribune Long Beach Press-Telegram and the Chicago Tribune. She obtained a B.S. in Communications from Cal State Hayward. She entered the labor movement and served as the political and community coordinator for SEIU Local 1877 (now SEIU USWW). Lola co-founded the Los Angeles Black Worker Center and served as the treasurer for the LA County Workforce Development Board. Most recently she served as a Project Director at the UCLA Labor Center, where she directed the Center for the Advancement of Racial Equity at Work project. Lola is married with two school-aged children. They have resided in the View-Park neighborhood for over 20 years.

*Top priorities include:*

- Protecting and expanding the right to collectively bargain.
- Creating good union jobs in the new green economy.
- Expanding access to affordable healthcare.

### District 32- Kelly Seyarto (R)



On January 21, 1962, Seyarto was born in La Puente, California. Seyarto grew up in Baldwin Park, California and La Verne. He also earned an associates degree in fire science from Mt. San Antonio College and earned a bachelor of science degree from California State University, Los Angeles. After college, Seyarto joined the La Verne fire department as a paid reserve firefighter. Shortly after, he was elected to the Murrieta city council in 1997 and then was selected to serve as mayor in the years of 2000, 2003, 2006, and 2019. On November 3, 2020, Seyarto won his general election for the California State Assembly as a Republican. Currently, Kelly Seyarto resides in La Verne and is married to his wife Denise and they have 3 children together.

*Top priorities include:*

- Addressing the runaway cost of living crisis - Suspend the gas tax, end damaging regulations that are crippling businesses, give people their money back through lower taxes, encourage job growth and attainment.
- Keeping our communities safe - safe from criminal activity, safe from wildfires, safe from illicit drugs like Fentanyl, and safe from child predators
- Focus on our infrastructure - fund and build the needed roads in growing communities, fix the state water problem.

### District 36- Janet Nguyen (R)



Nguyen was born in Saigon, South Vietnam, on May 1, 1976, roughly one year after the Fall of Saigon on April 30, 1975. Her family joined millions of others in becoming “boat people” when she was five, coming to California in 1981. They first lived in San Bernardino, but settled in Garden Grove in the early 1990s. She attended the University of California, Irvine, at first to become a doctor but later majored in political science after she was inspired by then-Supervisor Bill Steiner. She is married to Tom Bonikowski, Jr., with whom she has two sons, Thomas III and Timothy.

*Top priorities include:*

- Modernize and improve classrooms
- Combating the cost of living by providing tax credits
- Combat homelessness by building more housing and expanding healthcare

### District 38 - Catherine Blakespear (D)



Catherine Blakespear grew up in Del Mar and Cardiff. She attended Northwestern University in Chicago, where she earned her bachelor’s and master’s degrees in journalism. She also attended law school at the University of Utah. As an attorney, Catherine clerked at the Utah Court of Appeals before eventually co-founding a woman-owned law firm focusing on estate planning. Catherine was elected to the Encinitas City Council in 2014. She was subsequently elected Mayor in 2016 and re-elected in 2018 and 2020. Catherine and her husband Jeremy live in Cardiff with their two teenage children.

*Top priorities include:*

- Protecting a woman’s right to choose.
- Supporting small businesses - small businesses create good-paying jobs and are the engine of the state’s economy.
- Housing affordability and homelessness - create more housing opportunities for people at all income levels.

## California State Assembly

### District 5 - Joe Patterson (R)



Joe graduated with a B.A. in Government from California State University Sacramento and was selected for the post-graduate Jesse M. Unruh Assembly Fellowship where he began his career working in the California State Assembly. Joe was recognized by the California State Assembly as being “respected by his peers for his policy acumen, strategic instincts, and political skills.” In November 2016, Joe was elected to the Rocklin City Council as the top-vote getter and served as its mayor in 2019. Re-elected in 2020, he also served for 5 years as the Treasurer of the Rocklin Public Safety Foundation and sits on several local boards and commissions. Joe and his wife have four children.

*Top Priorities include:*

- Protect quality of life.
- Restore liberty.
- Keep communities safe.

### District 7- Josh Hoover (R)



Hoover was born in Folsom, California. He earned a bachelor's degree in political science and public policy at the University of California, Los Angeles and a master's degree in public administration from the University of Southern California. Hoover had worked as a legislative aide for 11 years.<sup>[2]</sup> Prior to being elected to the State Assembly, Hoover was the Chief of Staff for California State Assemblyman Kevin Kiley. He also served in the Folsom Cordova Unified School District. Currently, Hoover is married to his wife Nicole and they have 3 children together.

*Top Priorities include:*

- Bringing down the cost of gas and solve the inflation crisis
- Finding solutions for homelessness
- Combat crime

### District 10 - Stephanie Nguyen (D)



Stephanie Nguyen has lived in Sacramento and Elk Grove communities almost all her life. She grew up in Sacramento's Little Saigon district and attended Sacramento schools before graduating from Sacramento State University. For the past 15 years, Nguyen has worked as the Executive Director of Asian Resources, Inc. (ARI). Prior to ARI, Nguyen was the Director of the Sacramento Asian Pacific Chamber (SACC) Foundation, administering programs that foster leadership skills of young Asian Pacific Islanders (API) and help them recognize their strengths. On February 2, 2017, Nguyen was unanimously appointed to serve as the Council Member for District 4 in the City of Elk Grove, making her the first Asian American woman to serve as a Council Member for the City. She and her husband, an Elk Grove police officer, have lived in Elk Grove for over 18 years along with their two young daughters

#### *Top priorities include:*

- Collaborating with law enforcement to ensure that all neighborhoods and communities are safe.
- Address the growing unhoused population that is linked to mental health and substance abuse.
- Ensure that there is a pathway for economic growth and a strong workforce.

### District 12 - Damon Connolly (D)



Damon served as a Marin County Supervisor, Vice-Mayor of San Rafael, School Board President, and California Deputy Attorney General. He attended college and law school at UC Berkeley. In addition, he co-founded Marin Clean Energy and helped start Sonoma Clean Power, giving the North Bay reliable green energy. Damon has served as the President of the Workforce Alliance of the North Bay. Most recently, he was a member of the Marin County Flood Control and Water Conservation District, Marin County Housing Authority, and Marin County Open Space District. Damon also served as Marin County's representative on the Metropolitan Transportation Commission. Damon has lived in San Rafael for the last 25 years with his wife and their two daughters.

#### *Top priorities include:*

- Climate Change
- Wildfire Prevention
- Affordable Housing

### District 20 - Liz Ortega (D)



Liz has spent the past 20 years working with labor unions and community organizations to advance economic opportunities, social justice, and immigrants' rights. Most recently, she served as the Statewide Political Director for AFSCME (American Federation of State, County, and Municipal Employees) Local 3299, the University of California system's largest employee union. Liz also served on the Alameda County Workforce Investment Board. Liz, her husband Jason, (a former school board member) and her daughter, Yamara, live in San Leandro, where Yamara attends a local public high school.

*Top priorities include:*

- Job creation/healthcare - fought successfully for higher East Bay minimum wages, paid sick leave, and support for working families struggling to make ends meet.
- Affordable housing - will champion development that generates local jobs and homeownership opportunities for teachers, firefighters, essential workers, and future generations.
- Great schools - passionate about quality education.

### District 21 - Diane Papan (D)



Diane Papan grew up in San Mateo County. She previously served as Chair of Baywood School's Site Council, President of Baywood Neighborhood Association, and Second Vice-President of San Mateo United Homeowners. She engaged her neighbors and the public in improving local schools and the community's services. A graduate of UCLA, Diane also received her law degree from Hastings Law School. Her legal practice specializes in representing small businesses and commercial clients. She is also a Director of John's Closet, a Peninsula nonprofit that has provided new clothes, scholarships, and essential items to over 15,000 school-age children and young adults. She and her husband Dan live in the Baywood neighborhood with their 9-year-old daughter who attends a local public school.

*Top priorities include:*

- Housing affordability, while maintaining safe neighborhoods, and creating compassionate, effective solutions to homelessness.
- Protecting against the impacts of climate change such as rising sea levels
- Fight for San Mateo County's fair share of state and federal funds to improve the quality of life for this generation and those to come.

## District 22 - Juan Alanis (R)



Sergeant Juan Alanis is a Stanislaus County Sheriff's Sergeant who supervises a team of forty-two deputies. He has served as Patrol Watch Commander, acting police chief, and SWAT Team Member. He has also worked as a School Resource Officer and worked closely with the Stanislaus County Board of Education to provide active shooting scenarios and guidance on how to make schools safer. Juan began his career in law enforcement on his 21st birthday and has proudly pinned on a badge for the last 27 years. Juan received a B.A., in Criminal Justice from California State University, Stanislaus. Juan and his wife Barbara have three children.

*Top priorities include:*

- Lowering gas prices.
- Fight the high cost of housing, food, and other essentials.
- Protect communities from rising crime.

## District 27 - Esmeralda Soria (D)



Esmeralda was elected to represent Council District 1 in the City of Fresno on November 4th of 2014. She represents over 72,000 residents in her district. Esmeralda was born and raised in Tulare County by Mexican immigrant farmworkers. She has served on several non-profit boards such as Hands on Central California, Fresno Barrios Unidos, and UC Davis Immigration Law Clinic Council. She is a proud alumna of HOPE Leadership Institute, graduating from the program in 2013. Esmeralda was the only woman on the Fresno City Council, the second Latina to ever serve on the council and the first Latina to serve as Council President. She has been an adjunct professor at Fresno City College for the last 8 years. Esmeralda graduated from UC Berkeley and earned a JD from the UC Davis School of Law.

*Top priorities include:*

- Creating more affordable housing for middle- and low-income families as well as more paths to homeownership.
- Fighting to ensure the Central Valley gets its fair share of resources.
- Protecting and growing the Central Valley's economy.

### District 28 - Gail Pellerin (D)



Gail Pellerin served as the chief elections official in Santa Cruz County from 1993 until her retirement in December 2020. Gail has 35 years of experience in public service, including over seven years working for the Speaker's Office of Majority Services in the State Legislature (1985-1992). In June 2018, Gail was elected to her 4th term as County Clerk. Gail has a BS in Journalism from Cal Poly, San Luis Obispo. Prior to her experience in public service, Gail worked as a campaign assistant to political campaigns, a newspaper reporter and photographer, and a community college instructor. Gail has two adult children Jacob and Emily.

*Top priorities include:*

- Tackling the housing shortage and homelessness.
- Stimulating jobs, wages, and our economy.
- Addressing environmental impacts and climate change.

### District 30 - Dawn Addis (D)



Dawn Addis is a City Councilmember, teacher, and mom, with a 20-year record of leadership in our Central Coast communities. As a Morro Bay Councilmember, Dawn has worked to promote economic development, improve local infrastructure, and protect the things that make the Central Coast such a special place to live. She has worked for the San Luis Coastal Unified School District, the largest Unified School District in the 30th Assembly District, since 2000. Dawn was named the 2017 "Woman of the Year" for the 24th Congressional District, because of her public advocacy efforts. Dawn is also an active member of the Morro Bay Chamber of Commerce and the Rotary Club. She holds a Master of Arts degree in special education from San Francisco State University. She has teaching credentials in elementary education, secondary education and special

education and is fluent in Spanish. Dawn and her husband, Marcus, are the proud parents of two sons.

*Top priorities include:*

- Housing - fight to provide dignified, permanent housing for all.
- Universal healthcare.
- Education - as a special education teacher, recognize the importance of getting dollars to classrooms and providing a world-class education to California's students.



### District 35 - Jasmeet Bains (D)



Dr. Bains grew up in the Valley to immigrant parents. Dr. Bains is a family doctor providing primary health care to families throughout our Valley and a champion for children, fighting to improve health outcomes for vulnerable communities. Dr. Bains serves as a volunteer with Global Family, an organization dedicated to combating human trafficking and child abuse, on the San Joaquin Valley Air District's Environmental Justice Advisory group she was appointed by then Governor Brown to the California Healthcare Workforce Policy Commission and was awarded the 2019 Hero of Family Medicine by the California Academy of Family Physicians, and the 2021 Beautiful Bakersfield Award from the Greater Bakersfield Chamber of Commerce.

*Top priorities include:*

- Ensure greater Medi-Cal coverage for underserved and rural communities.
- Help small businesses rebuild after the COVID-19 pandemic, create high-wage jobs, and ensure everyone can retire with dignity.
- Ensure our students can safely return to the classroom; invest in our students at every level from pre-K through community college and beyond and make Career Technical Education a top priority.

### District 37 - Gregg Hart (D)



Gregg grew up in Santa Barbara, attended local schools, and graduated from Santa Barbara City College and UC Santa Barbara with degrees in Political Science. He began his career as a legislative assistant for State Assemblymember Jack O'Connell. He is a founding manager of the Santa Barbara County Association of Government's (SBCAG) Traffic Solutions program. Gregg was appointed to the Santa Barbara City Planning Commission and elected to four terms on the Santa Barbara City Council. Gregg was appointed to the California Coastal Commission from 2000-2004. In 2018, he was elected to the Santa Barbara County Board of Supervisors. For more than twenty years, Gregg Hart owned and operated Transitions Preschool, a local, family business dedicated to early-childhood education and quality childcare.

*Top priorities include:*

- Protect air and water quality and the natural environment, advocate for ambitious climate goals.
- Promote policies that improve the quality of life of all Californians. This includes investing in public education, making sure our communities and neighborhoods are protected through traditional law enforcement and prevention programs.
- Address the state's housing and homelessness crises; increase state support for the development of affordable housing and the necessary supportive services that will keep people housed.

### District 39 - Juan Carrillo (D)



Juan was born and raised in Guadalajara Jalisco, Mexico, and immigrated to Los Angeles when he was 15. He earned his Associate Degree in Architecture from College of the Desert, Bachelor Degree in Urban and Regional Planning from California State Polytechnic University Pomona, and Master's in Public Administration from California State University Northridge. Before entering public office, Carrillo served as a city planner for 15 years. Juan serves as a member of the Palmdale City Council. He lives with his wife Vanessa, who works in early childhood education, in east Palmdale. Their four children attended Palmdale public schools.

*Top priorities include:*

- Address the homelessness crisis.
- Increase green space.
- Support local small businesses.

### District 47 - Greg Wallis (R)



Greg Wallis is a third-generation Californian. He grew up in the Silicon Valley and graduated from California Lutheran University, where he studied political science. Before running for public office and for the last 8 years, Greg served as the district director for local Assemblymember Chad Mayes where he advocated for sustainable water, lowering taxes, and renewable energy. In addition, he was also a youth sports coach and a church leader. Greg and his wife Desiree live in Bermuda Dunes with their two dogs.

*Top priorities:*

- Reducing the cost of living - stop reckless government spending and support significant tax cuts in.
- Education - wants to make it easier for parents to take their children out of public schools and into charter schools.
- Homelessness - cut program spending on homelessness and spend more on mental health and drug addiction prevention.

### District 51 - Rick Chavez Zbur (D)



Rick grew up in a rural farming community in the Rio Grande Valley in New Mexico, the same area where his mother Erlinda Chavez, and her family lived for generations. Rick ultimately became the first person in his rural community to attend an Ivy League university. After graduating from Yale College and Harvard Law School, Rick moved to Los Angeles in 1985 and joined Latham & Watkins, one of the nation's most respected law firms. In 2014, Rick left his law firm to become the Executive Director of Equality California, the nation's largest statewide LGBTQ+ civil rights organization. Rick lives in Los Angeles and is the proud co-parent of a 17-year-old daughter and 13-year-old twins, who attend public schools.

*Top priorities include:*

- Housing and homelessness: develop comprehensive housing strategies that result in building more affordable and workforce housing near transit, while at the same time protecting the integrity, livability, and character of neighborhoods.
- Advance social justice, civil rights, and criminal justice reform.
- Combat climate change: act boldly and with a sense of urgency.

### District 60 - Corey A. Jackson (D)



Corey A. Jackson, MSW, was elected to the Riverside County Board of Education in 2020 and represents portions of the cities of Riverside, Moreno Valley, Perris, and the unincorporated community of Mead Valley. Corey is a local nonprofit and civil rights leader who is one of the leading social justice advocates in the region. He recently served as the founder and Chief Executive Officer of SBX Youth and Family Services whose mission is to break the cycle of poverty and violence through mentoring education, and community organizing. Corey continues to serve his community as the Political Action Chair of the Riverside NAACP. He is also a graduate of California Baptist University where he received his Master of Social Work degree.

*Top priorities include:*

- Making home ownership more affordable.
- Help the homeless get into healthy and safe homes.
- Increase high-quality education.

### District 63 - Bill Essayli (R)



Bill Essayli was a former federal prosecutor and Riverside County Deputy District Attorney. Today, he is a partner at the law firm of Essayli & Brown LLP where he practiced as an experienced trial attorney with a reputation for vigorously defending the interests of his clients. Bill has been a resident of Riverside County for three decades. After graduating from Centennial High School, he was the first in his family to graduate college. Bill received his undergraduate degree from the Kellogg Honors College of California State Polytechnic University, Pomona. He received his law degree from Chapman University School of Law. He is the proud son of Lebanese American immigrants.

Top priorities include:

- Combat crime: previously worked with the riverside sheriff's office to advocate for crime and safety bills.
- Economy: tackle the high gas prices by suspending the gas tax.
- Energy: ease the pressure on the private sector to allow them to make loan decisions on energy development across the state.

### District 64 - Blanca Pacheco (D)



Blanca is the first-ever Latina to serve in the position as the Mayor of the City of Downey. She was first elected to the Downey City Council in 2016 and became Mayor in 2020. Blanca attended UCLA, receiving her bachelor's degree in Political Science and a specialization in Chicano/a Studies in 1996. She went on to Loyola Law School and worked at the Loyola Law School Center for Conflict Resolution where she helped mostly Spanish-speaking community members mediate disputes and resolve conflicts between neighbors and businesses. She later graduated from Loyola and passed the California State Bar Exam in 2003. Blanca has a dog named Mr. Belvedere.

Top priorities include:

- Education: wants to serve on the Assembly Education Committee or Assembly Higher Education Committee to fight for access to good, high-quality education.
- Housing: as the former chair of the League of California Cities' Housing, Community and Economic Development Policy Committee, she is committed to addressing housing insecurity.
- Transportation: modernize the state's transportation system to tackle our climate crisis.

### District 68 - Avelino Valencia (D)



Avelino grew up in Orange County, the son of immigrant parents who built a successful small business. Avelino earned an associate degree from Fullerton College and a bachelor's degree from San Jose State University. As a member of the Anaheim City Council, Avelino worked to speed up the rollout of COVID-19 vaccines, expand access to mental health resources, develop a new city park, and establish a small business assistance program. Avelino most recently served as the Chief Deputy for State Assemblymember Tom Daly. In this role, he worked to craft state policies and help residents navigate state government. Avelino is married to this high school sweetheart, Dr. Monica Valencia, who is a local elementary school vice principal.

*Top priorities include:*

- Reduce homelessness and protect public health.
- Restore lost jobs and decrease crime.
- Combat climate change and enhance infrastructure.

### District 69- Josh Lowenthal (D)



Lowenthal worked as an entrepreneur and business owner with a long, successful record of accomplishment in tech and telecom startups. Growing up and working in Long Beach, Josh committed himself to improve the community we live in by working to alleviate homelessness, help at-risk children, and create good, 21st-century jobs. Josh Lowenthal grew up in Long Beach, where he attended public schools. He worked as a local teacher, is a local business owner, and has three daughters in public schools.

*Top priorities include:*

- Making neighborhoods safe
- Helping the unhoused
- Strengthening our economy and creating jobs

### District 70 - Tri Ta (R)



Tri Ta is the current Mayor of Westminster and made history and became the first Vietnamese American elected mayor in the United States. Tri Ta's American Dream started when, seeking political freedom, his family immigrated to the United States from Saigon, Vietnam, when he was 19 years old. Within just a couple of years of arriving here, with hard work and determination, Tri graduated from Cal State Los Angeles. From 1998 to 2006, Tri worked as a career consultant and then an employment counselor. He is fiscally conservative and believes that when there is a budget surplus, the government shouldn't simply go on a spending spree, but give part of it back to taxpayers, and put part of it in the reserves for a rainy day.

*Top priorities include:*

- Public Safety - increase support for law enforcement officers; believes police units are stretched thin due to "Defund the Police" budget cuts.
- Cost of Living - hold Sacramento politicians accountable for their endless spending and pass a tax cut for the middle class.
- Homelessness - find out what works, cut the programs that don't, and get serious about addressing this problem instead of throwing money down the drain.

### District 71 - Kate Sanchez (R)



Kate received her undergraduate degree from Salve Regina University with a concentration in Political Science/Law. She is a Marian Bergeson Excellence in Public Service Series graduate, former California Women's Leadership Association Executive Director, and State Finance Director for the California Young Republican Federation. She served California residents as Field Representative for a prominent U.S. Congressman and at the California Policy Center, working to secure a more prosperous future for all Californians. Kate is a mother and vice president of a small business.

*Top priorities include:*

- Cost of Living – lower the cost of living and help support working-class families and small businesses.
- Public Safety – repeal (Prop 47, Prop 57) and stop (SB 300) pro-criminal laws and make sure D.A.s, law enforcement agencies, and fire have the resources they need to keep our families and communities safe.
- Education - revamp our education system by creating competition and school choice.

## District 72 - Diane Dixon (R)



Diane Dixon spent 40 years in the private sector as a business executive before being elected to the Newport Beach City Council in 2014. She was serving her second term as Mayor and has served as Chair of the Water Quality and Tidelands Committee and as Chair of the Finance Committee. Diane was the immediate past President of the Association of California Cities-Orange County. She was a member of the regional council of the Southern California Association of Governments (SCAG) and a board member of Orange County Council of Governments (OCCOG). Diane has three grandsons and has been married for 46 years to Pat Dixon, a career prosecutor who currently serves as Special Counsel to the Orange County District Attorney. Diane and Pat's daughter, Colleen, is a former prosecutor with the Manhattan District Attorney's office.

*Top priorities include:*

- Make crime illegal again.
- Address the California affordability crisis.
- Tax relief for Californians.



November 21, 2022

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

The Honorable Robert Hertzberg  
Senator, 18th District  
6150 Van Nuys Blvd. #400  
Van Nuys, CA 91401

REGIONAL COUNCIL OFFICERS

- President  
**Jan C. Harnik, Riverside County  
Transportation Commission**
- First Vice President  
**Art Brown, Buena Park**
- Second Vice President  
**Curt Hagman, County of  
San Bernardino**
- Immediate Past President  
**Clint Lorimore, Eastvale**

COMMITTEE CHAIRS

- Executive/Administration  
**Jan C. Harnik, Riverside County  
Transportation Commission**
- Community, Economic &  
Human Development  
**Frank Yokoyama, Cerritos**
- Energy & Environment  
**Deborah Robertson, Rialto**
- Transportation  
**Ray Marquez, Chino Hills**

Dear Senator Hertzberg:

On behalf of the Southern California Association of Governments (SCAG), I would like to thank you for your service to the state of California and the constituents of the 18th District.

Public service is a noble calling and SCAG wishes to acknowledge your public service and leadership in support of our mission to innovate for a better tomorrow. We especially appreciate your steadfast commitment to education, water, and environmental policy. During your tenure in the California State Legislature, you have demonstrated leadership by serving as Speaker of the 64<sup>th</sup> Assembly, the Majority Leader Emeritus of the Senate, and Chair of the Senate Committee on Natural Resources and Water.

On behalf of the 191 cities, six counties, 16 federally recognized tribal governments, six county transportation commissions, and four air quality management districts in the SCAG region, thank you for allowing us the opportunity to work alongside you in making California a better place for all. We wish you all the best in your retirement.

Sincerely,

Kome Ajise  
Executive Director

Attachment: Thank you Senator Hertzberg (Legislative Advocacy Update)





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

Southern California Association of Governments  
Remote Participation Only  
**December 20, 2022**

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Federal Midterm Elections and IJA Updates

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The midterm elections took place on Tuesday, November 8, 2022. In California, voters faced an extensive ballot due to various local, state, and federal races, in addition to the statewide ballot measures. Holland & Knight, who represent SCAG in Washington, D.C., will provide a presentation on the results of the federal elections and their implications on House and Senate leadership in key committees for the 2023 legislative session. Additionally, the Infrastructure Investment and Jobs Act (IIJA) celebrated its one-year anniversary in November. Included is a memo on grants that have been awarded in California as of November 2022.*

**BACKGROUND:**

Federal Midterm Election Update

Election Day took place on Tuesday, November 8, 2022. When an election does not coincide with a presidential election, it is called a “midterm election.” All 435 seats in the U.S. House of Representatives and 35 of the 100 seats in the U.S. Senate were contested to determine the 118<sup>th</sup> United States Congress. This was the first election impacted by the 2022 U.S. redistricting that followed the 2020 U.S. census.

Holland & Knight represents SCAG in Washington D.C. and will provide a presentation to the Legislative/Communications and Membership Committee (LCMC) on the outcomes of the November 2022 midterm election.

IIJA Anniversary Update

President Biden signed the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), into law on November 15, 2021. To celebrate the one-year anniversary of its signing, the White House created fact sheets detailing funds awarded by state as of November 2022. The fact sheet outlining funds received by California is attached.

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. California BIL State Fact Sheet 2022
2. SCAG Post-Election-Analysis 2022

**PRESIDENT JOE BIDEN**

# **BUILDING A BETTER AMERICA**

**BUILD.GOV**

## **President Biden's Bipartisan Infrastructure Law is Delivering in California**

As of November 2022

The Biden-Harris Administration has hit the ground running to implement the Bipartisan Infrastructure Law, and it is already delivering results for the people of California. To date, over \$16.3 billion in Bipartisan Infrastructure Law funding has been announced and is headed to California with at least 480 specific projects identified for funding. Since the Bipartisan Infrastructure Law passed, California is set to receive \$14 billion for transportation to invest in roads, bridges, public transit, ports and airports and over \$1.2 billion for clean water. And, as of today, more than 1.75 million households across the state are receiving affordable internet due to the Bipartisan Infrastructure Law. Many more projects will be added in the coming months, as funding opportunities become grant awards and as formula funds become specific projects. By reaching communities all across California – including rural communities and historically underserved populations – the law makes critical investments that will improve lives for Californians and position the state for success.

**Roads and Bridges:** In California there are 1,536 bridges and over 14,220 miles of highway in poor condition. The Bipartisan Infrastructure Law will rebuild our roads and includes the single largest dedicated bridge investment since the construction of the interstate highway system. Based on formula funding alone, California is expected to receive approximately \$28 billion over five years in federal funding for highways and bridges.

- **Announced funding to date:** To date, \$11.2 billion has been announced in California for roads, bridges, roadway safety, and major projects. This includes:
  - \$9.8 billion in highway formula funding and \$1.1 billion in formula funding for bridges in 2022 and 2023.
  - Nearly \$120 million through the RAISE program and \$150 million through the INFRA program in Fiscal Year 2022.

**Internet:** High-speed internet is necessary for Americans to do their jobs, participate in school, access health care, and stay connected. Yet nearly 18% of Californians do not have an internet subscription. The Bipartisan Infrastructure Law invests \$65 billion to provide affordable, high-speed internet to every American. California will receive a minimum allocation of at least \$100 million to help ensure high-speed internet coverage across the state. Additionally, experts estimate that as many as 5.6 million households in California are eligible for the Affordable Connectivity Program, which cuts internet bills by up to \$30 per month, or \$75 for households on Tribal lands, and provides a one-time \$100 discount off a connected device. The Biden-Harris Administration is providing further cost savings by working with internet providers to offer high-speed internet plans that are fully covered by the Affordable Connectivity Program — meaning most eligible households can now get high-speed internet without paying a dime.

- **Progress to date:** About 1.75 million households in California are enrolled in the Affordable Connectivity Program, with more signing up every day. Households can check their eligibility, sign up, and find fully covered internet plans at [GetInternet.gov](https://www.getinternet.gov).

**Water:** Currently, up to 10 million American households across the country connect to water through lead pipes and lack access to clean, safe drinking water. The Bipartisan Infrastructure Law represents the largest investment in clean drinking water in American history, including the first-ever dedicated federal funding to replace lead service lines and address dangerous PFAS chemicals.

- **Announced funding to date:** \$647.1 million has been announced to California to provide clean and safe water across the state and improve water infrastructure. This includes:
  - \$609 million available in fiscal year 2022 to provide clean and safe water across the state through the Environmental Protection Agency. Of this funding, \$250 million is dedicated to lead pipe and service line replacement, with another \$159 million for safe drinking water investments that can also support lead pipe replacement in fiscal year 2022.

**Public Transit:** The Bipartisan Infrastructure Law makes the largest investment in public transit in U.S. history. Based on formula funding alone, California would expect to receive about \$10.3 billion over five years under the Bipartisan Infrastructure Law to improve public transit across the state.<sup>1</sup> This funding will expand healthy, sustainable transportation options in California, where non-white households are 1.6 times more likely to commute via public transportation and over 18% of transit vehicles in the state are currently past useful life.

---

<sup>1</sup> Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA's National Transit Database.

- **Announced funding to date:** To date, California has been allocated nearly \$2 billion to improve public transportation options across the state in fiscal year 2022.

**Clean Buses:** The Bipartisan Infrastructure Law invests over \$10 billion for clean public transit and school buses. This includes a \$5 billion investment over the next five years to replace existing school buses with zero-emission and low-emission models. Use of clean school buses promotes cleaner air, reduced health risks, especially for children, and reduced greenhouse gas emissions. This year alone, funding from the Bipartisan Infrastructure Law will help double the number of clean public transit buses on America's roads.

- **Announced funding to date:** To date, California has been awarded \$68.3 million for the Environmental Protection Agency's Clean School Bus Program. In addition, communities in California were awarded \$237 million for clean transit buses and improved bus service through DOT's Low- and No- Emission Bus and Bus and Bus Facilities Program.

**Electric Vehicle Charging:** The Bipartisan Infrastructure Law invests \$7.5 billion to build the first-ever national network of electric vehicle chargers in the United States and is a critical element of President Biden's plan to address the climate crisis and support domestic manufacturing jobs. Through the National Electric Vehicle Infrastructure Program alone, California should expect to receive about \$384 million in formula funding over five years to support the expansion of electric vehicle charging in the state.

- **Announced funding to date:** California has been allocated \$139 million in 2022, pending the approval of the state's Electric Vehicle Charging Plan.

**Clean Energy & Power:** Power outages cost the U.S. economy more than \$70 billion annually. The Bipartisan Infrastructure Law makes a historic investment to upgrade our power infrastructure by making the grid more resilient and building thousands of miles of new transmission lines to deliver clean, affordable electricity. The law also makes a historic investment in clean energy technologies like advanced nuclear, clean hydrogen, and carbon capture, as well as a historic \$3.5 billion investment in weatherization to improve energy efficiency of homes and lower energy costs for impacted households by an average of \$372 per year.

- **Announced funding to date:** To date, approximately \$207 million has been allocated to California for clean energy, energy efficiency, and power in 2022. This includes:
  - \$125 million for weatherization;

- \$30 million through the State Energy Program;
- \$49 million to prevent outages and make the power grid more resilient. Additional grid funding will be made available in the coming months.

**Airports:** According to some rankings, no U.S. airports rank in the top 25 of airports worldwide. The Bipartisan Infrastructure Law invests \$25 billion in airports to replace and modernize airport infrastructure, which helps the US become more economically competitive globally, creates good jobs, and revitalizes and supports more efficient and enhances traveler experience.

- **Announced funding to date:** To date, California \$389 million in 2022 for airports.

**Ports and Waterways:** Like airports, our ports and waterways are in need of repair and reimagination. The Bipartisan Infrastructure Law invests \$17 billion in port infrastructure to strengthen our supply chains, address maintenance backlogs, and reduce congestion and emissions near ports— ultimately helping our country move goods more quickly and at lower cost.

- **Announced funding to date:** To date, California \$152 million in 2022 for ports and waterways. California was recently awarded \$94 million for 6 port projects through the Port Infrastructure Development Program.

**Resilience:** Millions of Americans feel the effects of climate change and extreme weather every day. More frequent hurricanes, wildfires, heat waves, floods, unprecedented power outages, and persistent droughts devastate our communities and threaten our infrastructure. In the last two decades, California has experienced 32 extreme weather events, costing the state up to \$100 billion in damages. The Bipartisan Infrastructure Law makes a \$50 billion investment to bolster our resilience against pressing challenges like impacts of climate change, extreme weather events, and other hazards like cyberattacks.

- **Announced funding to date:** To date, approximately \$708.1 million has been allocated to California for infrastructure resilience in 2022 including \$329 million through the Army Corps of Engineers for flood mitigation.

**Legacy Pollution Cleanup:** Across the country, thousands of former industrial, chemical, and energy sites emit harmful pollutants into surrounding communities. These sites pose harms to health, welfare, and economic prosperity — and disproportionately impact communities of color: 26% of Black Americans and 29% of Hispanic Americans live within 3 miles of a Superfund site, a higher percentage than for Americans overall. The Bipartisan Infrastructure Law will deliver the largest investment in tackling

legacy pollution in American history by cleaning up Superfund and brownfield sites, reclaiming abandoned mines, and capping orphaned oil and gas wells.

- **Announced funding to date:** To date, more than \$61 million has been allocated to California in 2022 for capping orphaned oil and gas wells and reclaiming abandoned mine lands and \$3 million has been allocated to cleaning up Superfund and brownfield sites.

For more information, click [here](#) to see a map of funding and announced projects announced in your community through the Bipartisan Infrastructure Law.

## CALIFORNIA PROJECT SPOTLIGHTS

### ***Airport Project Spotlight***

#### **LAX Modernization**

Overview: The Federal Aviation Administration awarded \$50 million to modernize Los Angeles' LAX airport to increase passenger capacity by reconfiguring and repaving roadways around the airport, along with upgrading the entrance to the central terminal area parking.

See [here](#) for a map and list of the 2022 Airport Terminal awards announced in early July.

### ***Ports Project Spotlight***

#### **Port of Long Beach Navigation**

Overview: The Army Corps of Engineers awarded \$8 million to improve commercial navigation at the Port of Long Beach, the second-busiest container port in the nation. The project will expand channels in the harbor to allow larger and more ships to pass, helping to address supply chain challenges.

### ***Wildfire Prevention Project Spotlight***

#### **Stanislaus National Forest Wildfire Risk Reduction**

Overview: The Department of Agriculture has committed \$22 million to reducing wildfire risk in the Stanislaus National Forest. The project will reduce hazardous fuels at scale, decreasing exposure of people, communities, infrastructure, and natural resources to the risk of catastrophic wildfire. It aims to impact 8,500 acres in FY22.

***Resilience Project Spotlight***

**San Diego County Shoreline**

Overview: The Army Corps of Engineers will invest \$30.5 million to support coastal resilience in Encinitas and Solana in San Diego County. The project will add sand to the shoreline to raise and widen the beach, protecting coastal infrastructure by diminishing wave action against coastal bluffs and maintaining a buffer between infrastructure and the ocean.

***Resilience Project Spotlight***

**Encinitas and Solana Beach Coastal Storm Damage Reduction**

Overview: The U.S. Army Corps of Engineers in collaboration with the Encinitas and Solana Beach will invest \$30.5 million in Bipartisan Infrastructure Law funds to implement a 50-year coastal storm damage reduction project. The project will entail use of offshore sand deposits to widen the beach and provide a buffer to protect coastal infrastructure from wave damage. The beach will be replenished every five years in Encinitas and every ten years in Solana Beach as a means of protecting the areas from sea level rise and intense storms caused by climate change.

***Forest Restoration Project Spotlight***

**Restoration in San Diego and Orange County**

Overview: The USDA Forest Service will invest \$2.6 million of Bipartisan Infrastructure Funds in the Cleveland National Forest Aquatic Organism Passage Project. The focus of this project is the restoration of fish passage and enhancement of stream health by replacing three concrete fords with bridges, to complete an on-going fish passage project. The project constructs bridges that can better accommodate the larger flood flows that are occurring with climate change. The restoration is expected to contribute substantially to recovery of the endangered southern steelhead in San Diego and Orange Counties. The project is part of the Forest Service's Collaborative Aquatic Landscape Restoration Program, whose mission is to restore forests, make them more resilient to drought, wildfire, insects, disease, and to address the climate crisis.



***Resilience Project Spotlight***

**Tulelake Irrigation District**

Overview: The Department of Agriculture has awarded \$830,000 to modernize irrigation infrastructure first built in the early- to mid-1900s. The project will convert unlined delivery canals to a pipe delivery system which will leave enough water to flow into Tule Lake, which is a critical habit area for migratory birds.

See [here](#) for the full list of Natural Resources and Conservation Service projects announced earlier this year.

***Resilience Project Spotlight***

**South San Francisco Waterfront Storm Damage Reduction**

Overview: The Army Corps of Engineers invested \$5 million to deliver recommendations that will reduce flooding and restore wetlands along the south bay shoreline.

***Resilience Project Spotlight***

**BF Sisk Dam Safety**

Overview: The Department of the Interior’s Bureau of Reclamation will invest \$100 million in Bipartisan Infrastructure Law funding to protect the BF Sisk Dam from seismic events. The dam provides water for farms, wildlife refuges, and households across the central valley.

# Southern California Association of Governments Post-Election Analysis

Holland & Knight

December 2022

1

1

Attachment: SCAG Post-Election-Analysis 2022 (Federal Update)

## Executive Summary:

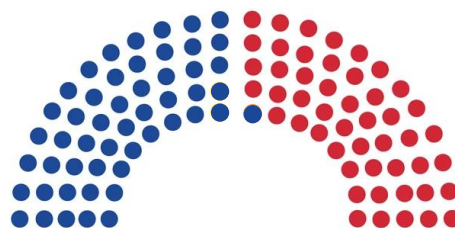
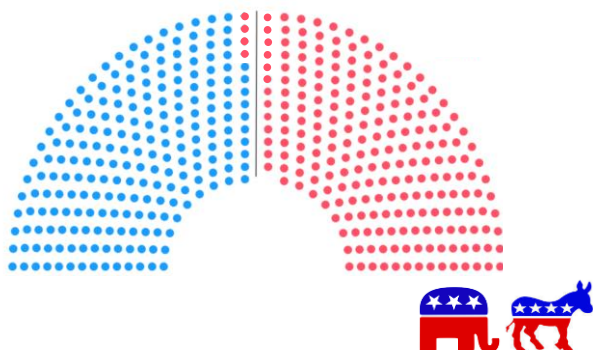
2022

### House of Representatives

- Democrats: 213
- Republicans: 222 ✓

### Senate

- Democrats: 51 ✓
- Republicans: 49



Results and Graphic from Bloomberg, as of Dec. 13

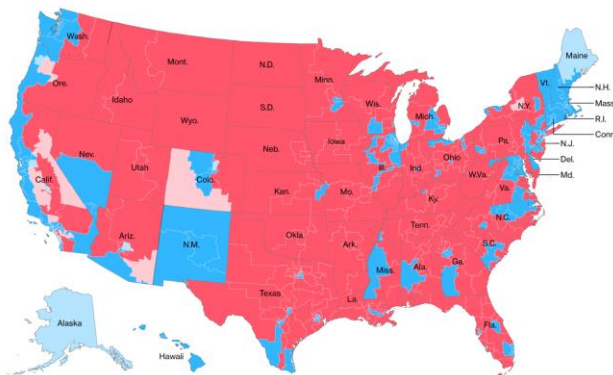
2

HK

2

1

# Key Voting Demographics

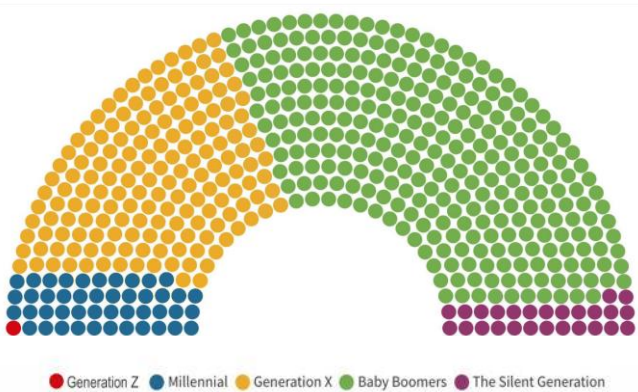


- Young people voted disproportionately in favor of Democrats this cycle: 63% of voters between 18-29 went in favor of Democrats.
- Similarly, women made up 52% of all midterm votes, and chose Democratic candidates 53% of the time, eight points ahead of Republicans.
- While Republicans have been courting the Latino vote in recent years, Latinos nonetheless voted 60% in favor of Democratic candidates this cycle, 20 points more than Republicans.

3

3 HK

# Generational Breakdown of Congress



● Generation Z ● Millennial ● Generation X ● Baby Boomers ● The Silent Generation

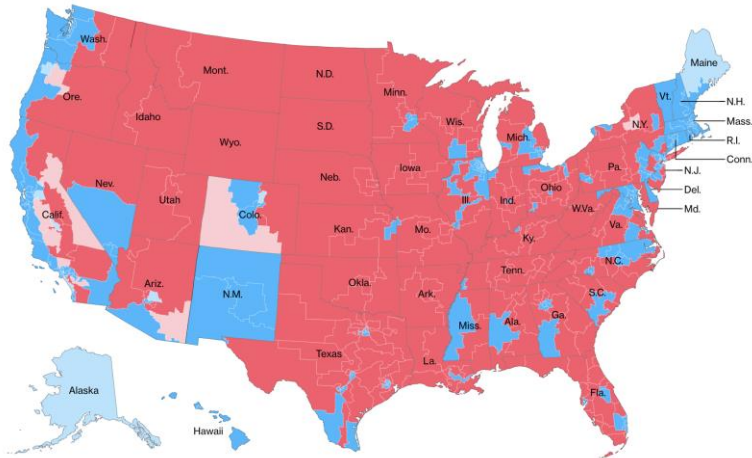
- Headlining the generational gap in Congress is newly elected Rep. Maxwell Frost (D-FL). Rep.-elect Frost is the first member of “Gen Z” (those born after 1996) to be elected to Congress.
- The new freshman class is the youngest in recent history – 1 in 5 of the newly elected members are Millennials, while 3 in 5 are Gen X.
- The average age of newly elected House members in Congress is 46 years old, while the average newly elected Senator is 50 years.
- There is greater than a 60-year gap between the nation’s oldest lawmakers, Sen. Dianne Feinstein (D-Calif.) and Sen. Chuck Grassley (R-Iowa), and the youngest, Rep.-elect Maxwell Frost (D-FL).

4

4 HK

Attachment: SCAG Post-Election-Analysis 2022 (Federal Update)

# The New House of Representatives 2022



Democrats: 213  
Republicans: 222



Results and Graphic from Bloomberg, as of Dec. 13

5

HK

5

Attachment: SCAG Post-Election-Analysis 2022 (Federal Update)

# Key SCAG Races 2022

## SCAG Delegation – Competitive Races

- CA-26 - **Rep. Julia Brownley (D)** v. Matt Jacobs (R)
- CA-27 - **Rep. Mike Garcia (R)** v. Christy Smith (D)
- CA-40 - **Rep. Young Kim (R)** v. Asif Mahmood (D)
- CA-41 - **Rep. Ken Calvert (R)** v. Will Rollins (D)
- CA-45 - **Rep. Michelle Steel (R)** v. Jay Chen (D)
- CA-47 - **Rep. Katie Porter (D)** v. Scott Baugh (R)
- CA-49 - **Rep. Mike Levin (D)** v. Brian Maryott (R)

## SCAG Delegation - New Members

- CA-42 - **Robert Garcia (D)** v. John Briscoe (R)
- CA-37 - **Sydney Kamlager (D)** v. Jan Perry (D)

6

HK

6

## Key SCAG Races (Continued)

2022

### SCAG Delegation – Returning Members

- CA-23 – **Rep. Jay Obernolte (R)** v. Derek Marshall (D)
- CA-24 – **Rep. Salud Carbajal (D)** v. Brad Allen (R)
- CA-25 – **Rep. Raul Ruiz (D)** v. Brian Hawkins (R)
- CA-28 – **Rep. Judy Chu (D)** v. Wes Hallman (R)
- CA-29 – **Rep. Tony Cardenas (D)** v. Angelica Duenas (D)
- CA-30 – **Rep. Adam Schiff (D)** v. G. Pudlo (D)
- CA-31 – **Rep. Grace Napolitano (D)** v. Daniel Martinez (R)
- CA-32 – **Rep. Brad Sherman (D)** v. Kucie Volotzky (R)
- CA-33 – **Rep. Pete Aguilar (D)** v. John Porter (R)
- CA-34 – **Rep. Jimmy Gomez (D)** v. David Kim (R)
- CA-35 – **Rep. Norma Torres (D)** v. Mike Cargile (R)
- CA-36 – **Rep. Ted Lieu (D)** v. Joe Collins (R)
- CA-38 – **Rep. Linda Sanchez (D)** v. Eric Ching (R)
- CA-39 – **Rep. Mark Takano** v. Aja Smith (R)
- CA-43 – **Rep. Maxine Waters (D)** v. Omar Navarro (R)
- CA-44 – **Rep. Nanette Barragan (D)** v. Paul Jones (R)
- CA-46 – **Rep. Lou Correa (D)** v. Christopher Gonzales (R)
- CA-48 – **Rep. Darrell Issa (R)** v. Stephen Houlahan (D)

7 HK

7

Attachment: SCAG Post-Election-Analysis 2022 (Federal Update)

## Republican House Leadership

2022

Role	Member Running:	Current Role:
<b>Speaker</b>	Rep. Kevin McCarthy (R-CA-23)	Republican Leader
<b>Leader</b>	Rep. Steve Scalise (R-LA-01)	Republican Whip
<b>Conference Chair</b>	Rep. Elise Stefanik (R-NY-21)	Conference Chair
<b>Majority Whip</b>	Rep. Tom Emmer (R-MN-06)	NRCC Chair

8 HK

8

## Democrat House Leadership

2022

Role	Member Running:	Current Role:
<b>Leader</b>	Rep. Hakeem Jeffries (D-NY-8)	Democratic Caucus Chair
<b>Assistant Leader</b>	Rep. James Clyburn (D-SC-6)	Democratic Whip
<b>Whip</b>	Rep. Katherine Clark (D-MA-5)	Assistant Democratic Leader
<b>Caucus Chair</b>	Rep. Pete Aguilar (D-CA-31)	Vice Chair of Democratic Caucus

9

HK

9

## House Committee Leadership (Expected)

2022

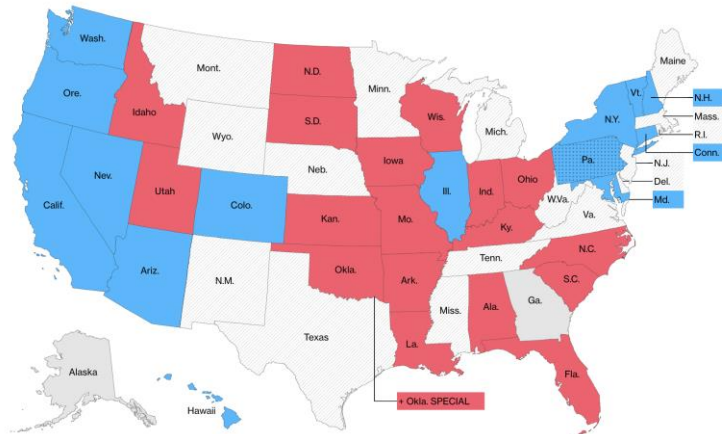
Committee	Chairman	Ranking Member
<b>Appropriations</b>	Rep. Kay Granger (R-TX-12)	Rep. Rose DeLauro (D-CT-3)
<b>Budget</b>	Reps. Buddy Carter (R-GA-1) <u>QR</u> Jody Arrington (R-TX-19) <u>QR</u> Lloyd Smucker (R-PA-11)	Rep. Brendan Boyle (D-PA-2) <u>QR</u> Brian Higgins (D-NY-26)
<b>Energy &amp; Commerce</b>	Rep. Cathy McMorris Rodgers (R-WA-5)	Rep. Frank Pallone (D-NJ-6)
<b>Financial Services</b>	Rep. Patrick McHenry (R-NC-10)	Rep. Maxine Waters (D-CA-43)
<b>Homeland Security</b>	Reps. Scott Perry (R-PA-10) <u>QR</u> Clay Higgins (R-LA-3)	Rep. Bennie Thompson (D-MS-2)
<b>Natural Resources</b>	Rep. Bruce Westerman (R-AR-4)	Rep. Raúl Grijalva (D-AZ-3)
<b>Oversight &amp; Government Reform</b>	Rep. Jim Comer (R-KY-1)	Reps. Jamie Raskin (D-MD-8) <u>QR</u> Gerry Connolly (D-VA-11) <u>QR</u> Stephen Lynch (D-MA-8)
<b>Transportation &amp; Infrastructure</b>	Rep. Sam Graves (R-MO-6)	Reps. Eleanor Holmes Norton (D-DC) <u>QR</u> Rick Larson (D-WA-2)
<b>Ways &amp; Means</b>	Reps. Vern Buchanan (R-FL-16) <u>QR</u> Jason Smith (R-MO-8) <u>QR</u> Adrian Smith (R-NE-3)	Rep. Richard Neal (D-MA-1)

10

HK

10

# The New Senate



Democrats: 51\*  
Republicans: 49

\*includes Independents voting with Democrats

Results and Graphic from Bloomberg,  
as of Dec. 8

11



11

Attachment: SCAG Post-Election-Analysis 2022 (Federal Update)

# Senate Committee Leadership (Expected)



Committee	Republican	Democrat
<b>Appropriations</b>	Sen. Susan Collins (R-ME)	Sen. Patty Murray (D-WA)
<b>Banking, Housing &amp; Urban Affairs</b>	Sen. Tim Scott (R-SC)*	Sen. Sherrod Brown (D-OH)
<b>Budget</b>	Sen. Lindsey Graham (R-SC)	Sen. Sheldon Whitehouse (D-RI) <u>OR</u> Sen. Jeff Merkley (D-OR)
<b>Commerce, Science, &amp; Transportation</b>	Sen. Ted Cruz (R-TX)	Sen. Maria Cantwell (D-WA)
<b>Energy &amp; Natural Resources</b>	Sen. John Barrasso (R-WY)	Sen. Joe Manchin (D-WV)
<b>Environment &amp; Public Works</b>	Sen. Shelley Moore Capito (R-WV)	Sen. Thomas Carper (D-DE)
<b>Finance</b>	Sen. Mike Crapo (R-ID)*	Sen. Ron Wyden (D-OR)

12



12

# 118<sup>th</sup> Congress – Congressional Agenda

2022

- **In the House, Republicans are planning a robust oversight and investigations agenda.**
  - Historically, Republican Congresses have focused on oversight of the Executive Branch when the President is a Democrat. Investigations of the Biden Administration’s actions could include: energy/climate policies; measures related to COVID-19 pandemic funding; decisions related to the southern border; and other matters in the lead-up to the 2024 presidential campaign.
  - Incoming Republican oversight leaders have made clear that much of their investigations will focus on sectors outside of government as well, including Big Tech, Green Tech, ESG efforts, and beneficiaries of Biden Administration spending programs.
- **FY 2024 Appropriations** – Members will begin crafting the FY 2024 appropriations upon their return to Washington. House Republicans voted to keep community project funding requests, or “earmarks,” in next year’s appropriations bills.
- **FAA Reauthorization** – Lawmakers are planning to pass a reauthorization bill for the Federal Aviation Administration (FAA) before the current authorization expires at the end of September 2023. Members of the transportation committees have already begun planning which bills they would like to see included in the final reauthorization.
- **Farm Bill** – Five-year authorization bill for the U.S. Department of Agriculture that will include mandatory and discretionary programs, such as food stamps, crop insurance, and rural development.

13



13

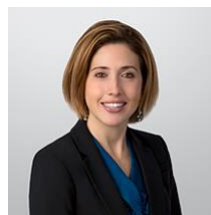
Attachment: SCAG Post-Election-Analysis 2022 (Federal Update)

# Contact Information

2022



**Lauri Hettinger**  
 Senior Policy Advisor  
 Lauri.Hettinger@hklaw.com  
 202-469-5134



**Leslie Pollner**  
 Senior Policy Advisor  
 Leslie.Poller@hklaw.com  
 202-469-5149

14



14





# AGENDA ITEM 7 REPORT

Southern California Association of Governments  
Remote Participation Only  
December 20, 2022

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

EXECUTIVE DIRECTOR'S  
APPROVAL

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

**Subject:** 2023 Legislative Platform Update

**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 2023-2024 California State Legislative Session and the 118<sup>th</sup> Congress will convene the week of January 2, 2023. Staff recommends a comprehensive update to SCAG’s adopted 2022 State and Federal Legislative Platform in preparation for the start of the legislative cycle. Staff presented recommendations for updating the platform resulting from collaboration between SCAG’s legislation department and the various departments within the planning division at the November Legislative/Communications & Membership Committee (LCMC). At that meeting, Legislation Department staff presented their recommendations: removing redundancies and outdated goals, updating language, and increasing conciseness. Legislation Department Staff also presented recommendations from the various planning departments, which included significant changes that update the platform to be consistent with the agency’s work, newly implemented laws, and other changes to the landscape under which SCAG operates.*

*After gathering feedback and incorporating changes directed by the LCMC at last month’s meeting, staff gathered additional feedback from member jurisdictions, stakeholders, and external partners. Today, staff is presenting a final draft update for the 2023 State and Federal Legislative Platform and is recommending that the LCMC vote to approve the draft. If approved, the draft platform will be presented to the Regional Council for review and final adoption at its January 2023 meeting.*

**BACKGROUND:**

As the midterm elections changed the makeup of SCAG's state and federal legislative delegations, staff recommends a comprehensive update to the adopted 2022 State and Federal Legislative Platform. As part of this update, staff from the Legislation Department led an outreach effort to all SCAG planning departments to identify opportunities to improve and update the platform to respond to new and emerging issues in preparation for 2023. Staff then presented its recommendations, including those from the Legislation Department and SCAG's various planning departments at the November LCMC, as an information item to gather feedback and further direction from the Committee. Since then, staff has worked to incorporate the committee's feedback and has reached out to member jurisdictions, stakeholders, and external partners to gather additional feedback.

While staff brought this item to the LCMC as "Information Only" at the November LCMC, it is now being brought to the December LCMC with the recommendation to approve. If approved, the draft platform will be presented to the Regional Council for review and final adoption at its January 2023 meeting.

Since staff recommended significant changes to the platform at the November LCMC, this report focuses on new changes to the platform made since then, which primarily respond to direction and suggestions for improvement based on feedback from the LCMC, member jurisdictions, and external partners. Additionally, staff recommends adding a Policy Statement on local knowledge and collaboration to the preface of the Legislative Platform. The proposed changes are summarized below.

**STATE**

First, staff recommends adding a policy statement on local knowledge and collaboration as a preface to the Legislative Platform. The recommended language for the policy statement is as follows:

*The Southern California Association of Governments (SCAG) seeks to work in partnership with the State on locally tailored solutions to address issues of regional and statewide concern.*

*Because of our region's rich diversity, we recognize that one size rarely fits all. With over 150 city councilmembers, mayors, and county supervisors serving on SCAG's Regional Council and policy committees, we believe that the best solutions to pressing public policy issues are made in collaboration with the elected officials closest to the people.*

*SCAG supports legislative efforts that provide funding, resources, and tools that help our region's 191 cities, six counties, six county transportation commissions, and other member and partner organizations implement locally tailored solutions that meet statewide policy*

---

*goals. We support efforts that promote the use of our local knowledge from our lived experiences and include our important contributions.*

*The guiding ethos of the points below reflect SCAG's belief that local levels of government need additional tools and resources to achieve the positive outcomes associated with the policy goals we share with the State.*

This draft statement is also included in the attached 2023 State and Federal Platforms.

Staff also recommends adding a point to the Affordable Housing & Housing Production section to express support for programs and legislation that provide more options for different housing types, including emergency, transitional, and permanent supportive, to help address the homelessness crisis. This point also demonstrates our support for supportive housing, which includes services for the homeless population ranging from workforce development to mental health. On the same issue, staff also recommends adding a new point to the *Public Health* section to support more funding to help provide navigation centers, housing options, and outreach efforts to address the needs of the unhoused. These additions are being recommended to address feedback from the LCMC.

Next, staff recommends adding a new point to the *Project Streamlining* section to support streamlining and simplifying the regulatory review process and increased coordination among state and federal agencies. This addition is also being recommended to address feedback from the LCMC. Lastly, staff recommends minor edits to various points in the newly proposed *Water* section, as recommended by a SCAG partner agency.

**FEDERAL**

Staff recommends various changes to the federal platform for consistency with the state platform. These include adding points in the *Affordable Housing, Homelessness, & Local Government* and *Public Health* sections to support more funding and to build more housing to address homelessness and the needs of the unhoused. This also includes a point in the *Project Streamlining* section to support streamlining, simplification, and collaboration amongst state and federal agencies concerning permitting and regulatory oversight.

Additionally, staff recommends editing point one in the *Aviation* section to clarify support for funding opportunities from the Federal Aviation Administration (FAA) to help Metropolitan Planning Organizations conduct surface transportation studies and planning activities near airports. This point was clarified to reflect the pending FAA reauthorization bill, which is on the agenda for 2023.

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. 06a - LCMC - 12202022 - 2023 Federal Leg Platform - Clean
2. 06b - LCMC - 12202022 - 2023 Federal Leg Platform - Redline
3. 06c - LCMC - 12202022 - 2023 State Leg Platform - Clean
4. 06d - LCMC - 12202022 - 2023 State Leg Platform - Redline



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

# 2023 FEDERAL LEGISLATIVE PLATFORM

## About SCAG

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

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

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

## SCAG’s Legislative Program

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

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

The following state and federal legislative principles for 2023 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

Attachment: 06a - LCMC - 12202022 - 2023 Federal Leg Platform - Clean (2023 SCAG Legislative Platform)

## AFFORDABLE HOUSING, HOMELESSNESS, & LOCAL GOVERNMENT

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

## AVIATION

1. Advocate for and seek funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport surface transportation passenger studies and planning activities.
2. Support legislation that raises and indexes the cap on the passenger facility charge (PFC), giving local airports the option to adjust their user fees to make needed infrastructure improvements to airport facilities and for projects that promote access to the airport.
3. Oppose efforts to divert September 11 Security Fees for uses unrelated to the nation's aviation transportation system.

## BROADBAND ACCESS

1. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions to bridge the digital divide exposed by the COVID-19 pandemic.
2. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
3. Support funding for studies that determine broadband opportunity zones that support shovel-ready last-mile projects or evaluate broadband's potential to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).
4. Support legislative efforts that promote the integration of broadband, land use, and transportation planning, and support legislative efforts that provide transportation agencies access to the middle-mile network to bolster the deployment of intelligent transportation systems.

## AIR QUALITY, ENVIRONMENT, & WATER

1. Support regional equity in funding allocations to ensure Southern California receives its fair share of grant and formula programs pertaining to climate resiliency, EV charging and fueling infrastructure, and greenhouse gas emissions reduction. Factors to consider include population, need (cumulative impacts), higher relative risks for natural hazards, opportunity for improvement, and other quantifiable measures.
2. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure proper battery reuse, recycling, and disposal.

3. Building upon SCAG’s work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-income neighborhoods.
4. Support legislative efforts that provide increased resources for water infrastructure, including investments in repairs, modernization, storage, and enhancements to the region’s aging water infrastructure that can serve the Southern California region’s needs and ensure effectiveness, efficiency, and resiliency of the region’s water systems.
5. Support programs that increase the affordability of water for low-income customers. Support the distribution of federal funds at the state level through an equity lens, such that Southern California communities receive their fair share of funding based upon population, opportunity, and other quantifiable measures.
6. Support additional flexibility in the use of federal resources to support integrated planning and technical assistance from MPOs for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater, and air quality.

## FREIGHT & GOODS MOVEMENT

1. Support increased funding that maintains and expands transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
2. Support increased transparency measures for competitive grant awards.
3. Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.
4. Support the creation of programs designed to assist in leveraging technology and data to improve freight mobility, establish public-private partnerships, increase goods movement efficiency independently and through shared-use corridors, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).
5. Support funding strategies that strengthen the federal commitment to the nation’s goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and, consequently, the disproportionate impacts carried by Southern California.

## PROJECT STREAMLINING

1. Support measures that expedite and streamline both project development and delivery.
2. Support legislative streamlining and simplification of regulatory review processes, permitting and oversight at the state and federal level, as well as increased coordination among state and federal agencies.

## PUBLIC HEALTH

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

4. Recognizing the link between public health, mental health and homelessness, support funding for navigation centers, housing options, and outreach efforts, to address the needs of the unhoused.

## PUBLIC-PRIVATE PARTNERSHIPS

1. Support further development and implementation of public-private partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.
2. Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond in order to enable savings to be reinvested in additional infrastructure upgrades at airports, seaports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.
3. Support efforts to protect the tax exemption of municipal bonds.

## TRANSIT & RAIL

1. Support efforts that expand public transit and passenger rail projects and services in the region to reduce congestion and enhance sustainability.
2. Support legislative efforts that incentivize the implementation of Mobility as a Service (MaaS), which integrates transportation services into a single mobility platform that encourages mode shift and fosters sustainable travel choices.
3. Support federal grant or pilot programs for comprehensive planning that encourages transit-oriented development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.
4. Oppose efforts that undermine the authority of states and local governments to enact their own regulations related to autonomous vehicles.
5. Support new funding and planning opportunities for EV infrastructure and programs for private vehicles and public transit fleets to ensure electric vehicle coordination across regions. Programs should focus on increasing mobility and minimizing transportation costs for low-income households.

## RACIAL JUSTICE

1. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, programs, processes, and practices to address the legacy and impact of past planning decisions in the region.

## SURFACE TRANSPORTATION POLICY & FUNDING

1. Support increased federal funding to provide stable national infrastructure and transportation system investments.
2. Expand eligibility for any planning grant programs to include MPOs as eligible recipients.
3. Support incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local investments while leveraging federal dollars to deliver transportation improvements.
4. Support efforts to increase planning funds that help state and regional governments to increase infrastructure resiliency and address climate change impacts.
5. Support a transition to a mileage-based user fee funding mechanism as a replacement to federal gas taxes to provide sustainable funding to meet our nation's transportation infrastructure needs and



maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. Before a transition period, support adjustments to the federal gasoline taxes to maintain purchasing power.

6. Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.
7. Support new dedicated funding for transportation demand management (TDM) programs and strategies.
8. Support increased investment in the Transportation Alternatives Program (TAP), which is a key funding source for the state's Active Transportation Program (ATP).

## TECHNOLOGY & DATA

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



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

# **20222023 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 20222023 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

Attachment: 06b - LCMC - 12202022 - 2023 Federal Leg Platform - Redline (2023 SCAG Legislative Platform)

## AFFORDABLE HOUSING, HOMELESSNESS, & LOCAL GOVERNMENT

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

## AVIATION

1. Advocate for and seek ~~out~~ funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport surface transportation passenger studies, and planning activities, and forecasting models.
2. Support legislation that raises and indexes the cap on the passenger facility charge (PFC), giving local airports the option to adjust their user fees to make needed infrastructure improvements to airport facilities and for projects that promote access to the airport.
3. ~~Oppose efforts to divert September 11 Security Fees for uses unrelated to the nation's aviation transportation system.~~
3. ~~\_\_\_\_\_~~

## BROADBAND ACCESS

1. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions ~~such as schools, health clinics, public housing, and other community support organizations,~~ to bridge the digital divide ~~exacerbated/exposed~~ by the COVID-19 pandemic.
2. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
3. ~~Support funding for technical studies that determine broadband opportunity zones that would establish baseline conditions in unserved and underserved communities support shovel-ready last-mile projects or evaluate broadband's potential to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).~~
4. Support legislative efforts that promote the integration of broadband, land use, and transportation planning, and support legislative efforts that provide transportation agencies access to the middle-mile network to bolster the deployment of intelligent transportation systems.

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

1. Support regional equity in funding allocations to ensure Southern California receives its fair share of grant and formula programs for pertaining to climate resiliency, EV charging and fueling infrastructure, and greenhouse gas emissions reduction. Factors to consider include population, need (cumulative

impacts), higher relative risks for natural hazards, opportunity for improvement, and other quantifiable measures.

2. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure ~~that~~ proper battery reuse, recycling, and disposal ~~are in place~~.
3. Building upon SCAG’s work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to ~~middle-middle~~-income neighborhoods.
4. Support legislative efforts that provide increased resources for water infrastructure, including investments in repairs, modernization, storage, and enhancements to the region’s aging water infrastructure that can serve the Southern California region’s needs and ensure effectiveness, efficiency, and resiliency of the region’s water systems.
5. Support programs that increase the affordability of water for low-income customers. Support the distribution of federal funds at the state level through an equity lens, such that Southern California communities receive their fair share of funding based upon population, opportunity, and other quantifiable measures.
6. Support additional flexibility in the use of federal resources to support integrated planning and technical assistance from MPOs for groundwater resources and associated infrastructure along with transportation, land use, energy, stormwater, and air quality.

## FREIGHT & GOODS MOVEMENT

1. Support increased funding that maintains and expands transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
2. Support increased transparency measures for competitive grant awards.
3. Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.
4. Support the creation of programs designed to assist in leveraging technology and data to improve freight mobility, establish public-private partnerships, increase goods movement efficiency independently and through shared-use corridors, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).
5. Support funding strategies that strengthen the federal commitment to the nation’s goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and, consequently, the disproportionate impacts carried by Southern California.

## PROJECT STREAMLINING

1. 1. Support measures that expedite and streamline both project development and delivery.
2. Support legislative streamlining and simplification of regulatory review processes, permitting and oversight at the state and federal level, as well as increased coordination among state and federal agencies.

## PUBLIC HEALTH

1. Support legislative efforts that further a “Health in All Policies” approach to facilitate equitable health outcomes related to SCAG’s core public health focus areas, as included in the Connect SoCal:

accessibility ~~(to healthy food, parks and open space, and other services)~~, affordable housing, air quality, climate resiliency, economic ~~well-being~~wellbeing, health equity, physical activity, and safety.

2. Recognizing that climate change, public health, and racial justice are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
3. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.
4. Recognizing the link between public health, mental health and homelessness, support funding for navigation centers, housing options, and outreach efforts, to address the needs of the unhoused.

## PUBLIC-PRIVATE PARTNERSHIPS

1. Support further development and implementation of public-private partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.
2. Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond in order to enable savings to be reinvested in additional infrastructure upgrades at airports, seaports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.
3. Support efforts to protect the tax exemption of municipal bonds.

## ~~PUBLIC TRANSIT & MOBILITY~~TRANSIT & RAIL

1. Support efforts that expand public transit and passenger rail projects and services, ~~both bus and rail~~, in the region to reduce congestion and enhance sustainability.
2. Support legislative efforts that incentivize the implementation of Mobility as a Service (MaaS), which integrates transportation services into a single mobility platform that encourages mode shift and fosters sustainable travel choices.
- ~~2.3.~~ Support federal grant or pilot programs for comprehensive planning that encourages transit-oriented development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.
- ~~3.4.~~ Oppose efforts that undermine the authority of states and local governments to enact their own regulations related to autonomous vehicles.
5. Support new funding and planning opportunities for EV infrastructure and programs for private vehicles and public transit fleets to ensure electric vehicle coordination across regions. Programs should focus on increasing mobility and minimizing transportation costs for low-income households.

## RACIAL JUSTICE

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

## SURFACE TRANSPORTATION POLICY & FUNDING

1. Support increased federal funding to provide stable ~~investments into the~~ national infrastructure and transportation system investments.
2. Expand eligibility for any planning grant programs to include MPOs as eligible recipients.
3. Support incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local investments while leveraging federal dollars to deliver transportation improvements.
4. Support efforts to increase planning funds that help state and regional governments to increase infrastructure resiliency and address ~~impacts associated with~~ climate change, ~~with the goal of making our infrastructure more resilient~~ impacts.
5. Support a transition to a mileage-based user fee funding mechanism as a replacement to federal gas taxes to provide sustainable funding to meet our nation's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. Before a transition period, support adjustments to the federal gasoline taxes to maintain purchasing power.
6. Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.
- ~~7. Support innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.~~
- ~~8-7.~~ Support new dedicated funding for transportation demand management (TDM) programs and strategies.
- ~~9-8.~~ Support increased investment in the Transportation Alternatives Program (TAP), which is a key funding source for the state's Active Transportation Program (ATP).

## TECHNOLOGY & DATA

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



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

# 2023 STATE LEGISLATIVE PLATFORM

## About SCAG

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

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

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

## SCAG’s Legislative Program

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

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

The following state and federal legislative principles for 2023 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

Attachment: 06c - LCMC - 12202022 - 2023 State Leg Platform - Clean (2023 SCAG Legislative Platform)

## Policy Statement

The Southern California Association of Governments (SCAG) seeks to work in partnership with the State on locally tailored solutions to address issues of regional and statewide concern.

Because of our region's rich diversity, we recognize that one size rarely fits all. With over 150 city councilmembers, mayors, and county supervisors serving on SCAG's Regional Council and policy committees, we believe that the best solutions to pressing public policy issues are made in collaboration with the elected officials closest to the people.

SCAG supports legislative efforts that provide funding, resources, and tools that help our region's 191 cities, six counties, six county transportation commissions, and other member and partner organizations implement locally tailored solutions that meet statewide policy goals. We support efforts that promote the use of our local knowledge from our lived experiences and include our important contributions.

The guiding ethos of the points below reflect SCAG's belief that local levels of government need additional tools and resources to achieve the positive outcomes associated with the policy goals we share with the State.

### ACTIVE TRANSPORTATION

1. Support increased funding to the State's Active Transportation Program (ATP) to provide the resources necessary to implement Active Transportation strategies in Connect SoCal.
2. Support legislation that protects the safety of active transportation users and ensure any legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these active transportation modes.
3. Support legislation that empowers local agency control and design standards where local streets cross state right-of-way.

### AFFORDABLE HOUSING & HOUSING PRODUCTION

1. Advocate for a major expansion and investment in the Infill Infrastructure Grant Program, which provides funding for infrastructure improvements that support infill housing development and prioritizes projects near access to transit, in proximity to the essentials of life, and implements sustainable land-use strategies that achieve our greenhouse gas reduction goals.
2. Support the establishment of new incentives that serve as a motivating force for local communities to approve new housing development in the face of opposition.
3. Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, adapt to a changing climate, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax increment financing districts and emphasize tax increment as a public financing tool that does not increase taxes to residents.
4. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, jobs-rich area, or urban infill site.
5. Advocate for the consistency within state law, the sometimes-competing demands contained within SB 375, and the Regional Housing Needs Assessment (RHNA).



6. Advocate for stronger coordination and flexibility between the California Department of Housing & Community Development (HCD) and local jurisdictions to realize shared housing production goals, particularly for the development and implementation of local housing elements.
7. Advocate for specific opportunities that allow cities and counties to share or trade RHNA allocations as a tool to facilitate effective planning for and development of housing in an equitable and collaborative manner.
8. Maintain active participation in the Department of Housing and Community Development and Office of Planning and Research's stakeholder engagement process to improve the development of the regional housing need allocation and regional methodology.
9. Advocate for funding programs and guidelines that support regional equity to accommodate the SCAG region's 6th Cycle RHNA allocation of 1.34 million units.
10. While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.
11. Support programs and legislation that expand the capacity to preserve both naturally occurring affordable housing as well as affordable housing with expiring covenants.
12. Support programs and legislation that provide more options for emergency, transitional and permanent supportive housing options to address the homelessness crisis and oppose efforts to withhold these funds from local jurisdictions.

## BROADBAND ACCESS

1. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions to bridge the digital divide exposed by the COVID-19 pandemic.
2. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
3. Support funding for studies that determine broadband opportunity zones that support shovel-ready last-mile projects or evaluate broadband's potential to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).
4. Support legislative efforts that promote the integration of broadband, land use, and transportation planning, and support legislative efforts that provide transportation agencies access to the middle-mile network to bolster the deployment of intelligent transportation systems.

## BUILDING RESILIENCE

1. Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall greenhouse gas (GHG) reduction goals.
2. Support programs that provide the resources, including staff capacity, necessary for communities to prepare for the consequences of a changing climate and rebuild from resulting natural disasters.
3. In collaboration with other MPOs and stakeholders, explore potential improvements to SB 375 (Steinberg, 2008) with the goal of focusing on ambitious yet achievable actions that will reduce greenhouse gas emissions in partnership with the State.
4. Support the investment of General Fund and GGRF resources for urban greening, healthy soils, carbon sequestration, context-sensitive forest health, and fire prevention activities.

5. Support the preservation of net-GHG-reducing agriculture with a focus on economic development, local food production, and supply.
6. Promote the integrated planning for land use with water supply and quality.

## CONGESTION REDUCTION

1. Support new sources of dedicated funding for transportation demand management (TDM) programs and strategies at the regional, county, and local levels.
2. Support legislation that would provide new funding sources for existing strategies or develop new strategies for reducing congestion caused by school trips.
3. Support local pilot programs and funding mechanisms that employ innovative transportation strategies that reduce congestion and improve mobility, such as congestion or cordon pricing systems, while promoting equity measures.

## EXPANDING ECONOMIC OPPORTUNITY & ECONOMIC DEVELOPMENT

1. Support the State in the rollout of the Community Economic Resiliency Fund (CERF) program such that the SCAG region's population is reflected equitably in the allocation of grant funds.
2. Support identification of new and ongoing funding sources for economic and workforce development centered on inclusive growth, support for small businesses, family-supporting jobs, access to capital, and entrepreneurship.
3. Support the establishment of a new California State University campus in the City of Palm Desert (Coachella Valley) to increase educational and economic opportunities in the SCAG region.
4. Support the consistency within state law of the federal Opportunity Zones program in which private investments in economically distressed communities may, under certain conditions, be eligible for capital gains tax incentives.
5. Support efforts to expand access to homeownership, particularly for first-time homebuyers and communities of color.

## FREIGHT & GOODS MOVEMENT

1. Recognizing both the pivotal role that the SCAG region plays in domestic and international trade and, consequently, the disproportionate impacts carried by Southern California, support increased funding to the Trade Corridors Enhancement Program (TCEP) to preserve and maintain transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
2. Support the creation of programs designed to assist in leveraging technology and data to improve freight mobility, establish public-private partnerships, increase goods movement efficiency independently and through shared-use corridors, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

## GOVERNMENT EFFICIENCY

1. Update the Ralph M. Brown Act to give public agencies the flexibility to omit a lengthy and time-consuming "Roll Call" process during a public vote while maintaining the existing practice of recording and publishing the individual members' votes and making those votes available for public review.
2. Support legislative efforts to modernize the Ralph M. Brown Act to increase public participation, keep up with emerging technology, and allow local government agencies flexibility in conducting official meetings through virtual format.

## PROJECT STREAMLINING

1. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.
2. Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
3. Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.
4. Support efforts to improve the implementation of SB 743's vehicle miles traveled (VMT) analysis provisions, including: (a) more comprehensive CEQA guidance on quantifying VMT mitigation measures, (b) determining whether a specific mitigation action independently serves to decrease VMT (additionality), (c) assessing (and accounting for) any unintended consequences on housing development, (d) implementing regionally-based VMT mitigation mechanisms, and (e) establishing project-specific design considerations to reduce VMT within the context of the State's unique and diverse landscapes.
5. Support legislative streamlining and simplification of regulatory review processes, permitting and oversight at the state and federal level, as well as increased coordination among state and federal agencies.

## PUBLIC HEALTH

1. Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas, as included in the Connect SoCal: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic wellbeing, health equity, physical activity, and safety.
2. Support statewide and county efforts to collect public health-related data stratified by race and ethnicity to allow for improved health equity analyses.
3. Recognizing that climate change, public health, and racial justice are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
4. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or active transportation options.
5. Recognizing the link between public health, mental health and homelessness, support funding for navigation centers, housing options, and outreach efforts, to address the needs of the unhoused.

## RACIAL JUSTICE

1. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, programs, and practices to address the legacy and impact of past planning decisions in the region.

## TECHNOLOGY & DATA

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

autonomous vehicles, aviation, maritime, commerce, and micro-mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.

2. Support funding for Smart Cities plans and initiatives, which aim towards reducing GHG impacts, deploy systems that allow for efficient water and energy usage, safer roadways and highways.
3. Support energy resilience policies that minimize the impact that electric vehicles have on the power grid, such as encouraging bi-directional charging, making on-site energy storage available, and using smart metering to maximize the use of renewable energy sources.
4. Support energy resilience policies that minimize the impact that electric vehicles have on the power grid, such as encouraging bi-directional charging, making on-site energy storage available, and using smart metering to maximize the use of renewable energy sources.
5. Support a technology-neutral position when promoting different fuel and vehicle types while considering local conditions and engaging with stakeholders to determine technology needs.
6. Secure funding to support the coordination among state agencies, MPOs, and other governmental entities to collect and share data, which reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.
7. Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike-share systems that ensure new regulations adequately protect users of all modes and supports the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes, while maintaining anonymity and privacy of the individual user.
8. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, support policies and plans that consider life-cycle analysis and prioritize proper battery reuse, recycling, and disposal.
9. Building upon SCAG's work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-income neighborhoods.

## TRANSIT & RAIL

1. Support legislative and budgetary efforts that expand public transit and passenger rail projects, operations, and maintenance, a critical social service that supports Connect SoCal's congestion reduction and sustainability goals.
2. Support legislative efforts that incentivize the implementation of Mobility as a Service (MaaS), which integrates transportation services into a single mobility platform that encourages mode shift and fosters sustainable travel choices.
3. Support state grant or pilot programs for comprehensive planning that encourage transit-oriented development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.

## TRANSPORTATION DEVELOPMENT ACT

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

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

## TRANSPORTATION FUNDING

1. Protect all existing and new transportation funding sources from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.
2. Support a transition to a mileage-based user fee funding mechanism as a replacement to state gas taxes to provide sustainable funding to meet our state's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source.
3. Support regional equity considerations for any funding source to ensure Southern California receives its fair share of funding based upon population, opportunity, and other quantifiable measures corresponding with the funding source.
4. Support new funding for transportation agencies to offset the cost of implementing climate change initiatives, such as the Innovative Clean Transit regulation and the purchase of zero-emission vehicles and infrastructure.
5. Support legislation that would decrease the voter approval threshold—from the current requirement of 67% to 55%—for the creation, extension, or increase of local transportation tax measures like the authority given to school districts.

## TRANSPORTATION SAFETY

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

## WATER

1. Support an "all of the above" approach to the State's drought and water shortage emergency, including: (a) improving water efficiency and reuse, (b) enhancing water systems' health and resilience, (c) developing new water supply and storage, and (e) supporting investments in water infrastructure, efficiency, and conservation practices that support the region's economic and population growth and foster planning for the region's housing needs identified in Connect SoCal.
2. Support legislative efforts that reduce barriers and create efficiencies to development and provide increased resources for water infrastructure, including investments in repairs, modernization, storage, and enhancements to the region's aging water infrastructure that can serve the Southern California region's needs and ensure effectiveness, efficiency, and resiliency of the region's water systems.
3. Support programs and state and federal investments that increase the affordability of water for low-income customers. Support the distribution of federal funds at the state level through an equity lens,

such that Southern California communities receive their fair share of funding based upon population, opportunity, and other quantifiable measures.

4. Support additional flexibility in the use of state resources to support integrated planning and technical assistance from MPOs for water resources and associated infrastructure along with transportation, land use, energy, stormwater, and air quality.



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

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

### **About SCAG**

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

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

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

### **SCAG’s Legislative Program**

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

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

The following state and federal legislative principles for 20222023 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.



## Policy Statement

The Southern California Association of Governments (SCAG) seeks to work in partnership with the State on locally tailored solutions to address issues of regional and statewide concern.

Because of our region's rich diversity, we recognize that one size rarely fits all. With over 150 city councilmembers, mayors, and county supervisors serving on SCAG's Regional Council and policy committees, we believe that the best solutions to pressing public policy issues are made in collaboration with the elected officials closest to the people.

SCAG supports legislative efforts that provide funding, resources, and tools that help our region's 191 cities, six counties, six county transportation commissions, and other member and partner organizations implement locally tailored solutions that meet statewide policy goals. We support efforts that promote the use of our local knowledge from our lived experiences and include our important contributions.

The guiding ethos of the points below reflect SCAG's belief that local levels of government need additional tools and resources to achieve the positive outcomes associated with the policy goals we share with the State.

### ACTIVE TRANSPORTATION

1. Support increased funding to the State's Active Transportation Program (ATP) to provide the resources necessary for ~~First/Last Mile Improvements; separated, on-street bike facilities to increase safety; multi-use trails; Safe Routes to School Programs; cool streets and urban forestry initiatives to reduce extreme heat impacts; and other strategies to increase safe walking and biking~~ to implement Active Transportation strategies in Connect SoCal.
2. Support legislation that protects the safety of active transportation users and ensure any legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these active transportation modes.
3. Support legislation that empowers local agency control and design standards where local streets cross state right-of-way.

### AFFORDABLE HOUSING & HOUSING PRODUCTION

1. Advocate for a major expansion and investment in the Infill Infrastructure Grant Program, which provides funding for infrastructure improvements that support infill housing development and prioritizes projects near access to transit, in proximity to the essentials of life, and implements sustainable land-use strategies that achieve our greenhouse gas reduction goals.
2. Support the establishment of new incentives that serve as a motivating force for local communities to approve new housing development in the face of opposition.
3. Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, adapt to a changing climate, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax increment financing districts and emphasize tax increment as a public financing tool that does not increase taxes to residents.
4. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, jobs-rich area, or urban infill site.





5. Advocate for the consistency within state law, the sometimes-competing demands contained within SB 375, and the Regional Housing Needs Assessment (RHNA).
6. Advocate for stronger coordination with and flexibility between the California Department of Housing & Community Development (HCD) ~~to support the efforts of and local~~ jurisdictions to realize shared housing production goals ~~by providing greater flexibility, particularly for local jurisdictions conducting housing element updates and for jurisdictions that have completed their the development and implementation of local~~ housing elements ~~and oppose punitive measures that detract from meeting state and regional housing goals, such as restricting grant funding.~~
7. ~~In the spirit of collaboration and equity, advocate for the reinstatement of the practice that allows~~ Advocate for specific opportunities that allow cities and counties to share or trade RHNA allocations as a tool ~~that equips local jurisdictions to to facilitate not only effective planning for housing, but its actual and development of housing in an equitable and collaborative manner.~~
- 7.8. Maintain active participation in the Department of Housing and Community Development and Office of Planning and Research's stakeholder engagement process to improve the development of the regional housing need allocation and regional methodology.
- 8.9. Advocate for funding programs and guidelines that support regional equity to accommodate the SCAG region's 6th Cycle RHNA allocation of 1.3 million units, as provided by HCD, a number that is nearly three times larger than the determination provided under the 5th cycle and support regional equity goals for the programming of competitive housing programs. ~~34 million units.~~
1. ~~As the population of unhoused individuals and families continues to grow in our region, and eviction and homelessness may be exacerbated by the ongoing COVID-19 pandemic, support pandemic rental assistance programs to assist renters and landlords by providing financial assistance for rent and utilities to prevent housing instability, potential eviction, and financial hardship due to the public health emergency.~~
- 9.10. ~~While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.~~
1. ~~Support efforts to expand access to homeownership, particularly for first time homebuyers and communities of color.~~
11. Support programs and legislation that expand the capacity to preserve both naturally occurring affordable housing as well as affordable housing with expiring covenants.
- 10.12. Support programs and legislation that provide more options for emergency, transitional and permanent supportive housing options to address the homelessness crisis, and oppose efforts to withhold these funds from local jurisdictions.

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

## BROADBAND ACCESS

1. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions ~~such as schools, health clinics, public housing, and other community support organizations,~~ to bridge the digital divide ~~exacerbated~~ exposed by the COVID-19 pandemic.
2. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
3. Support funding for ~~technical studies that determine broadband opportunity zones that would establish baseline conditions in unserved~~ support shovel-ready last-mile projects or evaluate broadband's



~~potential to reduce vehicle miles traveled (VMT) and underserved communities~~greenhouse gas emissions (GHG).

~~3.4. Support legislative efforts that promote the integration of broadband, land use, and transportation planning, and support legislative efforts that provide transportation agencies access to the middle-mile network to bolster the deployment of intelligent transportation systems.~~

### BUILDING RESILIENCE

1. ~~Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall greenhouse gas (GHG) reduction goals.~~
2. ~~Advocate that communities affected by natural disasters receive the resources they need to rebuild.~~
3. ~~2. Support programs that provide the resources, including staff capacity, necessary for communities to prepare for the consequences of a changing climate and rebuild from resulting natural disasters.~~
4. ~~3. In collaboration with other MPOs and stakeholders, explore potential updates/improvements to SB 375 (Steinberg, 2008) with the goal of focusing on ambitious yet achievable actions that will reduce greenhouse gas emissions in partnership with the State.~~
4. ~~Support the expansion of General Fund and Greenhouse Gas Reduction Fund (GGRF) funded forest health and fire prevention activities, which are primarily focused on conifer tree forests, to include chaparral landscapes. Advocate for ongoing land management and the stewardship of lands that contain essential chaparral and associated habitats to be context-sensitive, focus on biodiversity maintenance, and restore native vegetation. Support the investment of General Fund and GGRF resources for urban greening, healthy soils, carbon sequestration, context-sensitive forest health, and fire prevention activities.~~
5. Support ~~the~~ preservation of net-greenhouse gas-(GHG)-reducing agriculture with a focus on economic development, local food production, and supply.
6. Promote the integrated planning for land use with water supply and quality.

### CAP & TRADE

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

### CONGESTION REDUCTION

1. Support new sources of dedicated funding for transportation demand management (TDM) programs and strategies: at the regional, county, and local levels.
2. Support legislation that would provide new funding sources for existing strategies or develop new strategies for reducing congestion caused by school trips, such as expanding access to free or reduced student transit passes, supporting school bussing programs, and funding ongoing Safe Routes to Schools programs.



3. Support local pilot programs and funding mechanisms that employ innovative transportation strategies that reduce congestion and improve mobility, such as congestion or cordon pricing systems, while promoting equity measures.

### ECONOMIC DEVELOPMENT EXPANDING ECONOMIC OPPORTUNITY & ECONOMIC DEVELOPMENT

1. Support the State in the rollout of the Community Economic Resiliency Fund (CERF) program such that the SCAG region's population is reflected equitably in the allocation of grant funds.
2. Support identification of new and ongoing funding sources for economic and workforce development centered on inclusive growth, support for small businesses, family-supporting jobs, access to capital, and entrepreneurship.

### EXPANDING OPPORTUNITY

3. Support the establishment of a new California State University campus in the City of Palm Desert (Coachella Valley) to increase educational and economic opportunities in the SCAG region.
4. Support the consistency within state law of the federal Opportunity Zones program in which private investments in economically distressed communities may, under certain conditions, be eligible for capital gains tax incentives.
5. Support efforts to expand access to homeownership, particularly for first-time homebuyers and communities of color.

### FREIGHT & GOODS MOVEMENT

1. ~~Recognizing both the pivotal role that the SCAG region plays in domestic and international trade and, consequently, the disproportionate impacts carried by Southern California, support increased funding to the Trade Corridors Enhancement Program (TCEP), building upon the success of the Trade Corridors Improvement Fund (TCIF), to provide the resources necessary to preserve and maintain transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation for critical infrastructure enhancements along the State's high-volume freight corridors~~
2. ~~Support funding to preserve and maintain transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.~~
3. ~~2~~ Support the creation of programs designed to assist in leveraging technology and data to improve freight mobility, establish public-private partnerships, increase goods movement efficiency independently and through shared-use corridors, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).
4. ~~Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and consequently the disproportionate impacts carried by Southern California.~~

### GOVERNMENT EFFICIENCY

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



2. Support legislative efforts to modernize the Ralph M. Brown Act to increase public participation, keep up with emerging technology, and allow local government agencies flexibility in conducting official meetings via teleconference and other electronic means through virtual format.

## PROJECT STREAMLINING

1. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.
2. Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
3. Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.
4. Support efforts to reform/improve the implementation of SB 743's vehicle miles traveled (VMT) analysis provisions, such as including: (a) more comprehensive CEQA guidance concerning "on quantifying VMT mitigation measures, (b) determining whether a specific mitigation action independently serves to decrease VMT (additionality)," (c) assessing (and accounting for) any unintended consequences for on housing development, and regional solutions (d) implementing regionally-based VMT mitigation mechanisms, and (e) establishing project-specific design considerations for to reduce VMT within the context of the State's unique and diverse landscapes.
- 4.5 Support legislative streamlining and simplification of regulatory review processes, permitting and oversight at the state and federal level, as well as increased coordination among state and federal agencies.

## PUBLIC HEALTH

1. Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas, as included in the Connect SoCal: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being/wellbeing, health equity, physical activity, and safety.
2. Support statewide and county efforts to collect public health-related data that is stratified by race and ethnicity to allow for improved health equity analyses.
3. Recognizing that climate change, public health, and racial justice are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
4. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized/active transportation options.
5. Recognizing the link between public health, mental health and homelessness, support funding for navigation centers, housing options, and outreach efforts, to address the needs of the unhoused.

## RACIAL JUSTICE

1. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, programs.



and practices to address the legacy and affirmatively advance equity and social justice as it relates to impact of past planning decisions in the region.

## TECHNOLOGY & DATA

1. Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, connected autonomous vehicles, aviation, maritime, commerce, and small electric micro-mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
2. Support funding for Smart Cities plans and initiatives, which aim towards reducing GHG impacts, deploy systems that allow for efficient water and energy usage, safer roadways and highways.
3. Support energy resilience policies that minimize the impact that electric vehicles have on the power grid, such as encouraging bi-directional charging, making on-site energy storage available, and using smart metering to maximize the use of renewable energy sources.
4. Support energy resilience policies that minimize the impact that electric vehicles have on the power grid, such as encouraging bi-directional charging, making on-site energy storage available, and using smart metering to maximize the use of renewable energy sources.
5. Support a technology-neutral position when promoting different fuel and vehicle types while considering local conditions and engaging with stakeholders to determine technology needs.
- 2.6. Secure funding to support the coordination among state agencies, MPOs, and other government/governmental entities to collect and share data, which reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.
- 3.7. Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike-share systems that ensure new regulations adequately protect users of all modes and supports the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes, while maintaining anonymity and privacy of the individual user.
- 4.8. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies and plans that ensure that consider life-cycle analysis and prioritize proper battery reuse, recycling, and disposal are in place.
- 5.9. Building upon SCAG's work to accelerate the electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-middle-income neighborhoods.

## TRANSIT & RAIL

1. Support legislative and budgetary efforts that expand public transit and passenger rail projects, operations, and maintenance, a critical social service that supports Connect SoCal's congestion reduction and sustainability goals.
2. Support legislative efforts that incentivize the implementation of Mobility as a Service (MaaS), which integrates transportation services into a single mobility platform that encourages mode shift and fosters sustainable travel choices.
3. Support state grant or pilot programs for comprehensive planning that encourage transit-oriented development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.



## TRANSPORTATION DEVELOPMENT ACT

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

## TRANSPORTATION FUNDING

1. Protect all existing and new transportation funding sources from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.
2. Support a transition to a mileage-based user fee funding mechanism as a replacement to state gas taxes to provide sustainable funding to meet our state's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source.
3. Support regional equity considerations for any funding source to ensure Southern California receives its fair share of funding based upon population, burdenopportunity, and other quantifiable measures corresponding with the funding source.
- ~~4.—Support increased funding for transportation projects based on applied regional performance metrics.~~
- 5.4 Support new funding for transportation agencies to offset the cost of implementing climate change initiatives, such as the Innovative Clean Transit regulation and the purchase of zero-emission vehicles and infrastructure.
- 6.5 Support legislation that would decrease the voter approval threshold—from the current requirement of 67% to 55%—for the creation, extension, or increase of local transportation tax measures like the authority given to school districts.

## TRANSPORTATION SAFETY

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

## WATER

1. Support an "all of the above" approach to the State's drought and water shortage emergency, including (a) improving water efficiency and reuse, (b) enhancing water systems' health and resilience, (c) developing new water supply and storage, and (e) supporting investments in water infrastructure, efficiency, and conservation practices that support the region's economic and population growth and foster planning for the region's housing needs identified in Connect SoCal.



2. Support legislative efforts that reduce barriers and create efficiencies to development and provide increased resources for water infrastructure, including investments in repairs, modernization, storage, and enhancements to the region's aging water infrastructure that can serve the Southern California region's needs and ensure effectiveness, efficiency, and resiliency of the region's water systems.
3. Support programs and state and federal investments that increase the affordability of water for low-income customers. Support the distribution of federal funds at the state level through an equity lens, such that Southern California communities receive their fair share of funding based upon population, opportunity, and other quantifiable measures.
4. Support additional flexibility in the use of state resources to support integrated planning and technical assistance from MPOs for water resources and associated infrastructure along with transportation, land use, energy, stormwater, and air quality.