



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

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Energy & Environment
Linda Parks, Ventura County

Transportation
Cheryl Viegas-Walker, El Centro

MEETING OF THE

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

Tuesday, December 17, 2019
8:30 a.m. – 10:00 a.m.

**SCAG HEADQUARTERS
POLICY B CONFERENCE ROOM
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
(213) 236-1800**

VIDEOCONFERENCE/TELECONFERENCE AVAILABLE

Imperial SCAG Office
1530 N. Imperial Ave., Suite 104
Imperial, CA 92243

Riverside SCAG Office
3403 10th Street, Suite 805
Riverside, CA 92501

San Bernardino SCAG Office
1170 W. 3rd Street, Suite 140
San Bernardino, CA 92418

Ventura SCAG Office
4001 Mission Oaks Blvd., Ste. L
Camarillo, CA 93012

Teleconference Number: (669) 900-6833 or (646) 558-8656

Zoom Link: <https://zoom.us/j/805439887> **Meeting ID:** 805 439 887

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Perla Lopez at (213) 236-1896 or via email at lopezp@scag.ca.gov. Agendas & Minutes for the Legislative/ Communications and Membership Committee are also available at: www.scag.ca.gov/committees.

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE MEMBERSHIP, MEETING AND TELECONFERENCE INFORMATION

MEETING INFORMATION

Date: Tuesday, December 17, 2019

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

Location: SCAG Headquarters
Policy B Conference Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

TELECONFERENCE INSTRUCTIONS & INFORMATION *PURSUANT TO GOVERNMENT CODE §54953*

For Brown Act requirements, please post a copy of the agenda at your teleconference location.

If you have any questions regarding the meeting or the agenda, please contact Ms. Perla Lopez, Sr. Administrative Assistant, by phone at (213) 236-1896 or by email at lopezp@scag.ca.gov.

COMMITTEE MEMBERSHIP

Imperial County

Luis Plancarte
Cheryl Viegas-Walker

*Imperial County
District 1*

Los Angeles County

Margaret Clark (VICE CHAIR)
Margaret Finlay
Steve Hofbauer
Judy Mitchell
Rex Richardson
Ali Saleh

*District 32
District 35
District 43
District 40
District 29
District 27*

Orange County

Stacy L. Berry
Donald Wagner

*District 18
Orange County*

Riverside County

Jan Harnik (CHAIR)
Clint Lorimore
Steve Manos

*Riverside County Transportation Commission
District 4
District 63*

San Bernardino County

Curt Hagman
Ray Marquez
Larry McCallon
L. Dennis Michael
Frank J. Navarro
Alan Wapner

*San Bernardino County
District 10
District 7
District 9
District 6
San Bernardino County Transportation Authority*

Ventura County

David Pollock
Carmen Ramirez

*District 46
District 45*



LEGISLATIVE/COMMUNICATIONS AND
MEMBERSHIP COMMITTEE
MEMBERSHIP, MEETING AND
TELECONFERENCE INFORMATION

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

Stacy Berry

Cypress City Hall
5275 Orange Ave.
Cypress, CA 90630

Margaret Finlay

2221 Rim Rd.
Duarte, CA 91008

Steve Hofbauer

Palmdale City Hall
38300 Sierra Hwy.
Palmdale, CA 93550

Ray Marquez

Chino Hills Government Center
Second Floor – City Council Office
14000 City Center Dr.
Chino Hills, CA 91709

Judy Mitchell

Rolling Hills Estates City Hall
4045 Palos Verdes Drive North
Rolling Hills Estates, CA 90274

Donald P. Wagner

Orange County Hall of Administration
333 W Santa Ana Blvd, Fifth Floor
Santa Ana, CA 92701

Margaret Clark

Rosemead City Hall
8838 E Valley Blvd
Rosemead, CA 91770

Curt Hagman

County Government Center
385 N Arrowhead Ave, 5th Floor,
San Bernardino, CA 92415

Steve Manos

53180 Odyssey Street
Lake Elsinore, CA 92532

Dennis Michael

Rancho Cucamonga City Hall
10500 Civic Center Dr.
Rancho Cucamonga, CA 91703

Ali Saleh

Bell City Hall
6330 Pine Ave.
Bell, CA 90201

Alan Wapner

1500 San Pablo St.
Los Angeles, CA 90033



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Policy B Meeting Room
Los Angeles, California 90017
Tuesday, December 17, 2019
8:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Jan Harnik, Chair)

PUBLIC COMMENT PERIOD

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Item

- 1. Minutes of the November 19, 2019 Meeting h ..

ACTION/DISCUSSION ITEM

- 2. 2020 State and Federal Legislative Platform h ..
.....(Kevin Gilhooley, Legislation Manager)

RECOMMENDED ACTION:

Approve

INFORMATION ITEMS

- 3. Two-Year Bills in Sacramento h ..
.....(Estee Sepulveda, Legislative Analyst)
- 4. Communications Update - 10th Annual Southern California Economic Summit h ..
Recap
.....(Margaret de Larios, Media & Public Affairs)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

FUTURE AGENDA ITEMS

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

ANNOUNCEMENTS

ADJOURNMENT

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
December 17, 2019

The Legislative/Communications and Membership Committee held its November 19, 2019 meeting at SCAG’s offices at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017.

MEMBERS PRESENT

Imperial County

Cheryl Viegas-Walker *District 1*

Los Angeles County

Margaret Clark (VICE CHAIR) *District 32*

Margaret Finlay *District 35*

Steve Hofbauer *District 43*

Judy Mitchell *District 40*

Ali Saleh *District 27*

Orange County

Stacy L. Berry *District 18*

Donald Wagner *Orange County*

San Bernardino County

Curt Hagman *San Bernardino County*

Ray Marquez *District 10*

Larry McCallon *District 7*

Frank J. Navarro *District 6*

Alan Wapner *San Bernardino County Transportation Authority*

Ventura County

David Pollock *District 46*

Carmen Ramirez *District 45*

CALL TO ORDER

The meeting was called to order by the Vice Chair, Hon. Margaret Clark, at 8:30 a.m. A quorum was confirmed and roll-call was taken.

PUBLIC COMMENT PERIOD

There were no public comments presented.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

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CONSENT CALENDAR

Approval Items

1. Minutes of the October 15, 2019 Meeting

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

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

AYES: Berry, Clark, Finlay, Hagman, Hofbauer, Marquez, McCallon, Mitchell, Navarro, Saleh, Viegas-Walker, Wagner, Wapner (13).

NOES: None

ABSTAIN: None

INFORMATION ITEMS

2. 2020 State & Federal Legislative Platform

Kevin Gilhooley, Legislation Manager, provided the Committee with an introduction to the draft 2020 state and federal legislative platform. Mr. Gilhooley noted that because the State Legislature and the U.S. Congress were both at the halfway point of their respective legislative sessions, staff continued to build on the 2019 state and federal legislative platform, including removing certain policy provisions that were deemed complete and adding key provisions that address emerging issues in Sacramento and Washington, D.C.

Mr. Gilhooley continued by reading the five (5) questions in the staff report, providing background information on the policy provisions, and gathering feedback from the Committee. Regarding the first question on Senate Bill (SB) 5 and the restoration of redevelopment agencies (RDAs) and the expansion of tax increment financing, Hon. Steve Hofbauer inquired about the cost to the state when RDAs are in effect. Mr. Gilhooley focused his answer on what SB 5 would have accomplished if it was signed by Governor Newsom, including the shift in Educational Revenue Augmentation Funds (ERAF). Hon. Steve Hofbauer suggested that staff include in the 2020 state and federal legislative platform a provision supporting a more self-supporting tax increment financing tool in order to achieve Governor Newsom's goal for housing production. Hon. Cheryl Viegas-Walker agreed that more tools are needed to accomplish the governor's vision on housing but expressed caution about including the language of SB 5 in next year's

state budget given the budget's volatility. Hon. Cheryl Viegas-Walker also discussed the influence of some of SB 5's opponents in the state budget process, such as the California Teachers Association.

Mr. Gilhooley continued by reading the second question on transportation network companies (TNCs) and supporting local governments' ability to manage and place a tax. On this issue, Hon. Alan Wapner asked for clarification on whether the state or local governments had regulatory authority over TNCs, to which Mr. Gilhooley responded that the state did. Mr. Gilhooley further explained staff's reasoning to consider this issue was the City of San Francisco's recent measure to impose a tax on TNCs and noted that similar measures may be pursued in the SCAG region. Hon. Alan Wapner expressed concern over seeking to gain taxation authority on TNCs as the state may later decide to delegate regulatory authority to local jurisdictions. Hon. Cheryl Viegas-Walker agreed and suggested that instead of including a provision supporting local governments' ability to tax TNCs in the 2020 state and federal legislative platform, the Committee should support local governments' measures on a case-by-case basis if SCAG is asked to submit a letter in support of such a measure. At the conclusion of the discussion, Hon. Alan Wapner added that the Committee should get involved if legislation on taxation issues of TNCs is introduced in the Legislature that would apply statewide.

Mr. Gilhooley continued by reading the third question on affordable housing and homelessness initiatives and supporting federal programs that deal with these two issues. Mr. Gilhooley justified the inclusion of these provisions given SCAG's support of a federal housing bill in 2019, as well as the Trump Administration's efforts to eliminate the Community Development Block Grant (CDBG) Program in recent budget cycles. Hon. Steve Hofbauer indicated his strong support for programs such as CDBG. Hon. Carmen Ramirez also expressed strong support for these programs and advocated for an increase in funding. The Committee directed staff to include provisions in the 2020 state and federal legislative platform that support affordable housing and homelessness initiatives and related funding programs.

Mr. Gilhooley continued by reading the fourth question on whether the Committee should support an increase on the cap on passenger facility charges (PFC). Mr. Gilhooley noted that the U.S. Congress last raised the cap on PFC fees in 2000, which has led to the plummeting of purchasing power and hampered the ability of publicly controlled airports to deliver infrastructure improvements. Hon. Alan Wapner stated that this issue was not just an airport issue, but also an infrastructure issue. Hon. Alan Wapner added that increased PFC fees could be used for airport accessibility, and if the cap on PFC fees was not raised, local governments may use transportation funding to pay for accessibility issues. Hon. Alan Wapner drew parallels between the declining purchasing power of PFC fees and the federal gasoline tax. Hon. Alan Wapner concluded by expressing strong support for inclusion in the 2020 state and federal legislative platform of a provision advocating for an increase on the cap on PFC fees. Hon.

Cheryl Viegas-Walker agreed and added that the 2020 state and federal legislative platform should also include indexing language on PFC fees. Hon. Larry McCallon agreed with both of the previous comments. The Committee directed staff to include a provision in the 2020 state and federal legislative platform that supports an increase on the cap on PFC fees, and that the cap be indexed for inflation.

Mr. Gilhooley continued by reading the fifth question on whether the Committee should support adding a section on environment and air quality to reaffirm California's ability to establish its own tailpipe greenhouse gas emissions (GHG) standards and zero-emission vehicle requirements. Mr. Gilhooley cited the federal government's recent rulemaking on the subject that would rescind California's ability to establish requirements for zero-emission vehicle sales in the state, as well as California's ability to establish more efficient fuel economy standards for vehicles sold in the state. Mr. Gilhooley concluded by noting that this new federal rule would impact transportation modeling that metropolitan planning organizations (MPOs) use to conduct conformity analyses on projects in the region. Hon. Judy Mitchell highlighted the federal rule's interference on MPOs being able to conduct air quality conformity analyses and the jeopardizing of transportation funding as a result. Hon. Judy Mitchell also mentioned the challenges in California on reaching air quality goals, as well as the amount of vehicles in the SCAG region. Hon. Judy Mitchell concluded by expressing support for inclusion in the 2020 state and federal legislative platform of a provision supporting California's ability to establish its own tailpipe emission standards and zero-emission vehicle requirements. Regarding the news that four automakers agreed to follow California's stricter tailpipe emission standards, Hon. Cheryl Viegas-Walker inquired on whether city and county governments could fashion their fleet purchases to include only those four automakers. Hon. Judy Mitchell responded with recent news that California would only buy vehicles for its state fleet from the four automakers that agreed to follow its stricter standards. Hon. Cheryl Viegas-Walker expressed a desire for the Committee to be more emphatic on this issue and support local agencies' authority to fashion their fleets supporting those automakers who agreed to side with California on their stricter tailpipe emission standards. Joann Africa, Director of Legal Services/Chief Counsel, answered that cities can in fact fashion their vehicle fleets as they see fit, and suggested that SCAG attempt to follow the state's example on this issue. Hon. Margaret Clark requested that language for inclusion on the 2020 state and federal legislative platform be generic enough to support other automakers who decide to adopt California's tailpipe and zero-emission vehicle goals. Hon. Steve Hofbauer expressed caution on the wording of such a provision as local governments may receive a mandate from the state to purchase vehicles from only those four automakers, which may apply to emergency vehicles. The Committee directed staff to include a provision in the 2020 state and federal legislative platform which adds an environment and air quality section that expresses support for California's exemption to establish its own tailpipe greenhouse gas emissions (GHG) standards and zero-emission vehicle requirements, as well as a provision that supports the ability of county and local governments to follow the state's lead by

purchasing vehicles only from manufacturers that share California's commitment to its tailpipe and zero-emission vehicle goals.

Hon. Larry McCallon raised an issue concerning the provision on supporting efforts to increase planning funds to help state and regional governments identify and address the complexities around climate change with the goals of making infrastructure more resilient, under the Reauthorization of the Fixing America's Surface Transportation Act (FAST) section. Hon. Larry McCallon expressed skepticism on the wording of "complexities around climate change." Mr. Gilhooley answered that the U.S. Senate Committee on Environment and Public Works included in its version of the reauthorization of the FAST Act a title on climate change, along with planning grants for cities to prepare to address potential changes from climate change. Mr. Gilhooley stated that staff would alter the language on this provision to make it more understandable.

Hon. Larry McCallon also raised a separate issue on the lack of a provision in the 2020 state and federal legislative platform that addresses the transition to a vehicle miles traveled (VMT) model to fund transportation at the federal level. Hon. Larry McCallon noted that Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, contained a provision advocating for the transition to a VMT model and the phase out of the federal gasoline tax, and added that the 2020 state and federal legislative platform should also include a similar provision. Mr. Gilhooley stated that staff would include direct language from Connect SoCal supporting the transition to a VMT model under the Reauthorization of the FAST Act section on the 2020 state and federal legislative platform if the Committee was in agreement. Hon. Margaret Clark stated that a provision addressing this issue on the 2020 state and federal legislative platform should also include language protecting individuals' privacy. Hon. Larry McCallon again expressed a desire to ensure that the 2020 state and federal legislative platform remained consistent with Connect SoCal. Mr. Gilhooley cited previous years in which the Committee felt most comfortable including generic language in its state and federal platform supporting new transportation and infrastructure funding sources, but reiterated that if the Committee wishes to be more specific on issues concerning the increase and/or phase out of the gasoline tax and transition to a VMT model, staff would follow the Committee's directive. Hon. Alan Wapner agreed with Hon. Larry McCallon's point on including a provision addressing the transition to a VMT model in the 2020 state and federal legislative platform, but added that a VMT provision should include language supporting return-to-source. Hon. Steve Hofbauer expressed support for return-to-source language in a VMT model provision, but also stated that he was against the transition to a VMT model given his community's high population of commuters. Hon. Steve Hofbauer added that a VMT model unfairly targets commuter communities. Hon. Margaret Clark supported Hon. Steve Hofbauer's comments and expressed fear that the state would punish individuals who drive more despite needing to do so for work and other purposes. Hon. Judy Mitchell inquired on whether the goal

was for the elimination of the federal gasoline tax upon a successful transition to a VMT model. Hon. Judy Mitchell suggested that the 2020 state and federal legislative platform include a provision advocating for a reduction in the federal gasoline tax upon the transition to a VMT model. Hon. Margaret Clark reiterated that the state may choose to punish individuals who drive more, which would have adverse effects on low-income communities and individuals travelling to national parks. Hon. Larry McCallon cited the regressive nature of the current gasoline tax and the increased likelihood of low-income communities driving vehicles which use more gasoline. Hon. Cheryl Viegas-Walker added that future initiatives could be pursued to reduce the impact on low-income communities if a VMT model was adopted, similar to an earned income tax credit and other changes in the tax code. The Committee directed staff to draft alternative provisions on this issue and include them in the staff report for the Committee's December meeting, upon which the Committee could decide on what provision to include in the 2020 state and federal legislative platform. Hon. Alan Wapner stated that if members had issues with a transition to a VMT model, those concerns should have been raised during the formulation of Connect SoCal, and indicated that the 2020 state and federal legislative platform needs to be consistent with Connect SoCal.

Hon. David Pollock inquired about the dates for the 2020 Sacramento advocacy trip. Mr. Gilhooley indicated that the advocacy trip would take place February 18-19, 2020.

3. Communications Update – Connect SoCal Release

Margaret de Larios, Public Affairs Specialist, provided the Committee with an update on Connect SoCal, which was released for public comment by the Regional Council on November 7, 2019. Sarah Patterson, Regional Affairs Officer for Los Angeles County, also provided remarks on the numerous briefings taking place across the SCAG region to solicit feedback from elected officials, as well as three public hearing taking place at SCAG's headquarters.

4. 10th Annual Southern California Economic Summit Update

Houston Laney, Public Affairs Specialist, provided the Committee with an update on the upcoming Southern California Economic Summit. Mr. Laney discussed previous iterations of the event and its transformation into one of California's premier economic forums. Mr. Laney concluded his remarks by highlighting the agenda of event.

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Art Yoon, Director of Policy and Public Affairs, provided the Committee with an update on the work of the policy and public affairs division at SCAG, such as examining previous events which SCAG sponsored. Mr. Yoon specifically mentioned the UCLA Lewis Center and Institute of Transportation Studies 29th Annual Lake Arrowhead Symposium, which took place October 20-22, 2019. Mr. Yoon indicated that he was seeking input on the event, as a call between himself and the UCLA Institute of Transportation Studies' executive director was taking place to discuss ways in which the

symposium could be improved in the future. Mr. Yoon invited Committee members who attended the 29th Annual Lake Arrowhead Symposium to participate on the call and sought feedback from those members.

Hon. Judy Mitchell stated that this year's symposium was unique with a new theme focused on environmental justice and transportation. Hon. Judy Mitchell noted that although some of the panels felt abrasive, it was a discussion that attendees needed to hear on communities left behind by transportation planners. Hon. Alan Wapner stated that this year's symposium strayed from previous years and incorporated subjects beyond transportation, such as police brutality. Hon. Alan Wapner added that SCAG was not featured in any of the panels. Hon. Alan Wapner concluded by suggesting that SCAG no longer sponsor the annual symposium. Hon. Margaret Clark expressed similar reactions to the symposium in previous years. Hon. Larry McCallon stated that previous iterations of the symposium sparked dialogue and communication, but this year's symposium was different. Hon. Larry McCallon agreed with Hon. Alan Wapner that SCAG ought to consider pulling its sponsorship or significantly reducing it for next year. Mr. Yoon thanked those Committee members for providing feedback.

FUTURE AGENDA ITEMS

Hon. Steve Hofbauer inquired about the recent 2019 California Economic Summit that took place on November 7-9 in Fresno, CA. Mr. Yoon responded that both he and Hon. Cheryl Viegas-Walker were in attendance during the second day as the first day coincided with SCAG's Regional Council meeting. Mr. Yoon noted that on the first day of the summit, State Senator Scott Wiener discussed potentially fragmenting the SCAG region in order to better deal with the housing crisis in Southern California. Mr. Yoon then indicated that Senator Wiener thanked the leadership at SCAG during the second day of the summit and one day after the Regional Council meeting in which it approved the release of a draft Regional Housing Needs Assessment (RHNA) methodology for the California Department of Housing and Community Development's review. Hon. Cheryl Viegas-Walker also highlighted Senator Wiener's transition from negative comments about SCAG to more positive ones after the Regional Council meeting. Hon. Cheryl Viegas-Walker further discussed the summit's agenda, and also asked for an update from staff on the California Forward (CA Fwd) initiative, which was discussed at the summit.

ANNOUNCEMENTS

There were no announcements presented.

ADJOURNMENT

Vice Chair Margaret Clark adjourned the meeting at 9:43 a.m. The next regular meeting of the Legislative/Communications and Membership Committee is scheduled for 8:30 a.m. – 10:00 a.m. on Tuesday, December 17, 2019 at SCAG's offices at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017.

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
December 17, 2019

To: Legislative/Communications and Membership Committee (LCMC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: 2020 State and Federal Legislative Platform

RECOMMENDED ACTION:

Approve

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Each year, the Legislative/Communications and Membership Committee (LCMC) recommends and the Regional Council adopts a legislative platform for the state and federal legislative session for that year. The draft state and federal legislative platform for 2020 encompasses broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies. This year, staff submitted a draft 2020 state and federal legislative platform for the LCMC’s initial feedback at the Committee’s November 19, 2019 meeting. Feedback from that meeting has now been incorporated in the 2020 legislative platform.

Attachment one is a “clean copy” of the proposed draft 2020 legislative platform with the feedback and direction from the November 19, 2019 LCMC meeting included. Attachment two is the “tracked changes copy” that shows the specific changes made per the feedback and direction of the LCMC at its November 19, 2019 meeting. The tracked changes are included in red text, while proposed deletions are denoted by strikethrough text.

Pending any further changes and input requested by the LCMC, the 2020 state and federal legislative platform would be forwarded to the next meeting of the Regional Council on February 6, 2020 or a special meeting of the Executive Administration Committee, whichever comes first.

BACKGROUND:

State

OUR MISSION

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The State Legislature first convened for the 2019-20 session on December 3, 2018 when new members were sworn in and Senate and Assembly desks were opened for bill introductions. Since the start of session, more than 3,000 bills and resolutions were introduced. On the Assembly side, Assemblymembers are allowed to introduce not more than 50 bills in a regular two-year session. On the Senate side, Senators are limited to 40 bill introductions. The State Legislature concluded the first year of its two year session on September 13, 2019. It will reconvene for the second year on January 6, 2020.

Federal

The 116th United States Congress first convened in Washington, D.C. on January 3, 2019. Like the California State Legislature, Congress meets for two years. Congress is currently in the midst of its first session. The 116th Congress will conclude on January 3, 2021.

2020 State and Federal Legislative Platform

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 that need the leadership and support of the California State Legislature and Congress to resolve challenges facing the SCAG region. The staff-recommended draft state and federal legislative platform for 2020 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies. The policy areas include:

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

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

At the Committee's November 19, 2019 meeting, Committee members offered their feedback on staff's proposed draft, as well as policy direction on the restoration of redevelopment agencies and

the expansion of tax increment financing, transportation network companies, federal housing and homelessness programs, passenger facility charges, and California’s exemption to establish its own tailpipe greenhouse gas emission standards and zero-emission vehicle requirements.

The draft 2020 state and federal legislative platform before the Committee today addresses the direction from that meeting, as well as suggested language to make provisions in the platform more concise. For example, a provision related to homelessness is recommended to be added to the Affordable Housing and Redevelopment section under the State portion of the 2020 state and federal legislative platform.

Specific Policy Area Direction on Federal Transportation Funding

There was robust discussion at the November 19, 2019 meeting on whether the 2020 state and federal legislative platform should include a provision expressing support for the transition from the federal gas tax to a mileage-based user fee (also known as Vehicle Miles Traveled, VMT) to fund transportation at the federal level given that the funding strategy is already assumed in the current 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and is included in the draft Connect SoCal, the 2020 RTP/SCS. Several members of the Committee expressed support for a bullet point advocating for the VMT mechanism, consistent with SCAG’s planning documents, however, several concerns were raised by Committee Members related to consumer privacy, equity for low-income and rural users, and return to source for the regions generating the revenues. In addition, there was also discussion of the possibility of including an expression of support for an immediate increase to the federal gas tax during the transition period to a VMT mechanism.

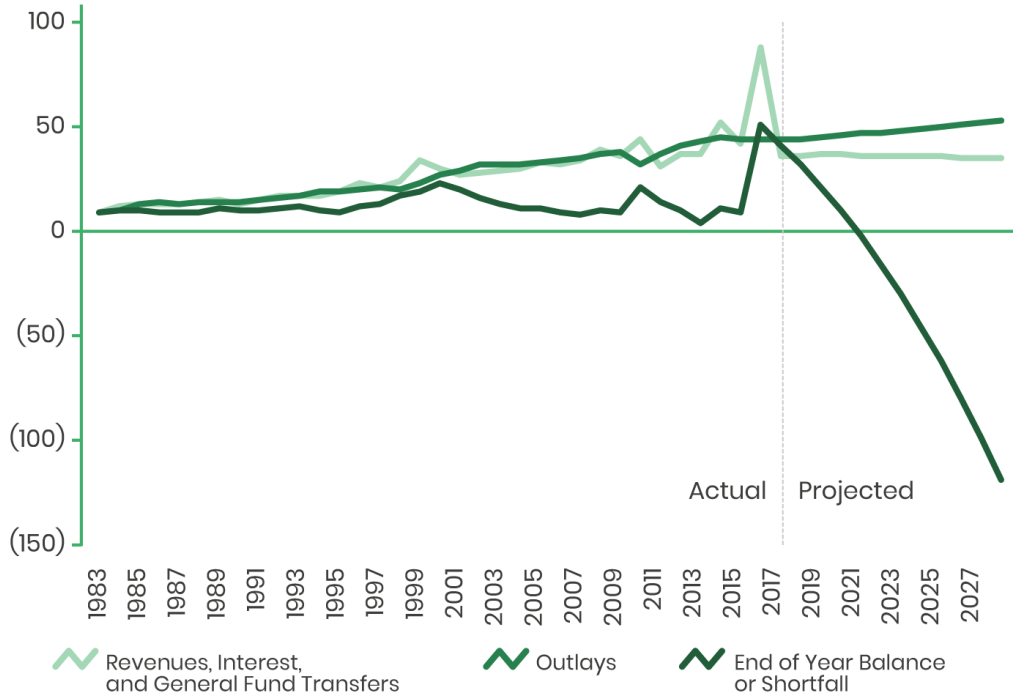
The Committee directed staff to construct three alternative bullet points to assist in their decision-making concerning the VMT funding mechanism. During the discussion on this item, the Committee is respectfully asked to select its preferred alternative at today’s meeting. The three (3) options are included in the table below.

Federal Transportation Funding

<p>1. Adopted bullet point from 2019 Legislative Platform – New Funding Sources</p>	<ul style="list-style-type: none"> • Support new transportation and infrastructure funding sources that provide additional investment into the national infrastructure and transportation system.
<p>2. Committee Request: Expresses Support for VMT with Privacy, Equity, and Return-To-Source Language</p>	<ul style="list-style-type: none"> • Support a mileage-based user fee funding mechanism as a replacement to state and federal gas taxes to provide sustainable funding to meet

	<p>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.</p>
<p>3. Committee Request: Expresses Support for VMT with Privacy, Equity, and Return-To-Source Language, and a Short-Term Increase in the federal Gas Tax</p>	<ul style="list-style-type: none"> • Support a mileage-based user fee funding mechanism as a replacement to state and federal gas taxes to provide sustainable funding to meet our nation’s transportation infrastructure needs and maintain system management, preservation and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. • Support modest increases to the federal gasoline tax to maintain purchasing power.

Status of the Federal Highway Trust Fund (\$ Billions)



Source: Congressional Budget Office and Federal Highway Administration

RECOMMENDATION:

During the discussion on this item, the Committee is respectfully asked to select its preferred alternative on the outstanding bullet point in the Federal Transportation Funding section of the 2020 state and federal legislative platform. After a preferred bullet point is selected, staff recommends that the LCMC forward a support recommendation to the Regional Council.

FISCAL IMPACT:

Work associated with the 2020 State and Federal Legislative Platform is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. 02a - LCMC - 12172019 - Legislative Platform (Clean Copy) - Draft - for December LCMC
2. 02b - LCMC - 12172019 - Legislative Platform (Tracked Changes Copy) - Draft - for December LCMC



2020 State & Federal Legislative Platform

ABOUT SCAG

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

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

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

SCAG'S LEGISLATIVE PROGRAM

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

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

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

STATE

Active Transportation

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

Affordable Housing & Redevelopment Agencies

5. Continue to refine and update cap-and-trade's Affordable Housing Sustainable Communities Program (AHSC) guidelines to better reflect the reality of Southern California's growth patterns, such as Integrated Connectivity Projects. Support a regional equity goal for the programming of AHSC revenues, and commit to continued resources for technical assistance and capacity building.
6. Advocate for the consistency within state law the sometimes competing demands contained within SB 375 and the Regional Housing Needs Assessment (RHNA).
7. Support the restoration of local redevelopment agencies (RDAs) as an important tool to build affordable housing stock, improve public transit, and reduce climate-warming carbon emissions.
8. Support expanded capability for tax increment financing programs, including existing Enhanced Infrastructure Finance District (EIFD) programs, while also supporting a higher "set aside" for low income housing, specifically for housing construction, with overall greenhouse gas (GHG) reduction strategy policy emphasis.
9. In supporting the expansion of tax increment financing programs such as EIFDs or RDAs, include certain fairness measures to potentially impacted jurisdictions, such as local educational agencies and special districts. Incentivize collaboration among various governmental agencies 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.
10. Advocate for the reinstatement of the practice that allows cities and counties to share or trade RHNA allocations as a tool that equips local jurisdictions to facilitate not only effective planning for housing, but its actual development.
11. As the homeless population continues to grow in our region, support new state funding programs to assist cities, counties, and regional collaborations to address the challenges associated with homelessness.

Building Resilience

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

Cap & Trade

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

Congestion Reduction

19. Support legislation that expands access to commuter benefit programs for employees.
20. Support legislation that would develop new strategies for reducing congestion caused by school trips, such as expanding access to free or reduced student transit passes, supporting school bussing programs, or funding ongoing Safe Routes to Schools programs.
21. 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.
22. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.

Freight & Goods Movement

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

Government Efficiency

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

Project Streamlining

27. 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.
28. Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
29. Support innovative approaches to reform and streamline CEQA where reasonable, including, but not limited to, proposals to establish a CEQA-specific court or judicial procedure that is specialized in CEQA case law and related statutes in an effort to expedite legal review of CEQA challenges.

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

Technology & Data

31. Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, autonomous vehicles, aviation, maritime, commerce, and small electric mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
32. Secure funding to support the coordination among state agencies, MPOs, and other government entities to collect and share data, which reflects emerging technologies and mobility choices.
33. Encourage and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike share systems to ensure new regulations adequately protect users of all modes and support the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.
34. Encourage and support the coordination between the State and the U.S. Census Bureau's effort for developing and using census products, including the decennial U.S. Census, America Community Survey, and Census Transportation Planning Package.

Transportation Development Act

35. Support the development of greater efficiencies within the Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.
36. 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

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

Transportation Safety

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

FEDERAL

Affordable Housing & Homelessness

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

Aviation

3. Support flexibility with respect to the Airport Improvement Program, a federal grant program that provides funding to airports to help improve safety and efficiency.
4. Advocate for and seek out funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport passenger studies, planning activities, and forecasting models.
5. Support legislation that raises and indexes the cap on the passenger facility charge giving local airports the option to adjust their user fees to make needed infrastructure improvements to airport facilities and for projects that promote access to the airport.

Environment & Air Quality

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

Freight & Goods Movement

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

Project Streamlining

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

Public-Private Partnerships

14. 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.
15. Oppose efforts that would seek to supplant existing transportation funding sources with P3 financing opportunities.
16. Support improved performance standards to measure success, curtail project delays, reduce expenditures, and increase expenditure accountability.
17. Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond in order to allow savings to be reinvested in additional infrastructure upgrades at airports, sea ports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.

Public Transit & Mobility

18. Support efforts that expand public transit projects and service, both bus and rail, in the region to reduce congestion and enhance sustainability.
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Reauthorization of the FAST Act

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

Transportation Funding

27. Support new transportation and infrastructure funding sources, including federal grant programs that provide additional investment into the national infrastructure and transportation system.
28. Placeholder for LCMC's pending decision regarding Vehicle Miles Traveled discussion.
29. 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.

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DRAFT



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- 34. ~~Support the ability of local governments to manage TNCs that operate on the public right of way through pricing and other tools.~~
- 35. Encourage and support the coordination between the State and the U.S. Census Bureau's effort for developing and using census products, including the decennial U.S. Census, America Community Survey, and Census Transportation Planning Package.

Transportation Development Act

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23. Renew the INFRA program, which provides dedicated, discretionary funding for projects that address critical issues facing our nation's major freight corridors.
24. Expand eligibility for any planning awards under the reauthorized FAST Act to include MPOs as eligible recipients.
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Transportation Funding

27. Support new transportation and infrastructure funding sources, including federal grant programs that provide additional investment into the national infrastructure and transportation system.
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30. Support innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
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32. Support continued investment in the Transportation Alternatives Program, which is a key funding source for the state's ATP program.

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
December 17, 2019

To: Legislative/Communications and Membership Committee
(LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Estee Sepulveda, Legislative Analyst III,

Subject: Two-Year Bills in Sacramento

RECOMMENDED ACTION:

For Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The California Legislature concluded the first year of its two-year session on September 13, 2019. It is scheduled to reconvene on January 6, 2020 to complete the second year. Bills introduced during the first year of session that did not meet certain bill deadlines may be reconsidered before the end of January 2020. These bills are referred to as “two-year” bills. This report provides an update on two noteworthy two-year bills, Senate Bill (SB) 50 and SB 732.

BACKGROUND:

In the Legislature, Assemblymembers are allowed to introduce not more than 50 bills in a two-year session. On the Senate side, Senators are limited to 40 bill introductions in a two-year session. The Legislature concluded its first year on September 13, 2019 and is scheduled to return on January 6, 2020 for the second year.

Bills introduced during the first year of session that did not meet certain bill deadlines can be reconsidered in the second year of session and are informally known as two-year bills. To continue to move forward in this second session, two-year bills must be approved by the remaining policy committees by January 17, 2020, fiscal committees by January 24, 2020, and be voted out of the house in which they were introduced by January 31, 2020 or they die. It should be noted that although a legislator may not introduce the same bill twice in a two-year session, nothing bars another legislator from introducing a similar bill.

SB 50

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Introduced by Senator Scott Wiener (D-San Francisco) on December 3, 2018, SB 50 would require cities and counties to provide an “equitable communities” incentive to developers constructing a residential development if the project meets certain criteria, including that the residential development is a 1) job-rich housing project; 2) transit-rich housing project; 3) site does not contain or has not contained occupied housing withdrawn from rent or lease; and 4) other state requirements. Residential developments eligible for this equitable communities incentive would receive waivers from controls on density and vehicle parking requirements. SB 50 is the second bill that Senator Wiener has introduced to increase density for projects meeting specified criteria. He originally introduced SB 827 on January 3, 2018, which was unsuccessful during the previous legislative session.

SB 50 faced its first policy committee vote in the Senate Housing Committee, where it passed on a 9-1 vote. It was referred to the Senate Governance and Finance Committee, which is chaired by Senator Mike McGuire (D- North Coast / North Bay). At the time, Senator McGuire was sponsoring a competing bill, SB 4. Senator Wiener and Senator McGuire reached a compromise and SB 50 was amended to reflect this agreement, making language on equitable community incentives and waivers from controls on density and vehicle parking applicable to counties with populations greater than 600,000. Smaller counties would be subject to different requirements. SB 50 was approved by the Governance and Finance Committee by a vote of 6-1 and referred to the Senate Appropriations Committee. In May 2019, Senator Anthony Portantino (D-La Cañada Flintridge), Chair of the Appropriations Committee, announced that he would hold SB 50. To continue to move forward, SB 50 must pass the Appropriations Committee by January 24, 2020 and the entire Senate by January 31, 2020 or it is ineligible for further action.

SB 50 Housing Development Incentives Matrix:

All Cities in California	
Fourplexes by-right	On vacant parcels
	On property with substandard structure(s) that has been unoccupied for at least five years
Large Counties: Population Over 600,000 (Los Angeles County, Orange County, Riverside County, San Bernardino County, and Ventura County)	
Exemption for cities with a population under 50,000 in coastal zone	
No cap on density	
½ parking spots per unit	
If within ½ mile of a major transit stop	Height up to 45 feet
	Floor Area Ratio of 2.5
	No parking requirements
If within ¼ mile of a major transit stop	Height up to 55 feet

	Floor Area Ratio of 3.25
	No parking requirements
Inclusionary housing requirements apply	
Density bonus available	
Small Counties: Population Less Than 600,000 (Imperial County)	
Exemption for cities with a population under 50,000	
Inclusionary housing requirements apply	
Density bonus available	
Cities with Population Over 50,000 in Small Counties	
If within ½ mile of a major transit stop	One additional story or 15 feet in height
	0.6 Floor Area Ratio
	½ parking spots per units
	No cap on density
If within ¼ mile of a major transit stop in city with population greater than 100,000	No minimum parking requirement
Inclusionary housing requirements apply	
Density bonus available	

SB 732

Introduced by Senator Ben Allen (D-Santa Monica) on February 22, 2019, SB 732 would authorize the South Coast Air Quality Management District’s (SCAQMD) board to impose a transactions and use tax within the boundaries of the south coast district, which include large areas of Los Angeles, Orange, Riverside and San Bernardino counties, including the Coachella Valley. The revenue generated from the transactions and use tax would be used to supplement existing revenues being used for south coast district purposes, such as accomplishing the priorities in the 2016 Air Quality Management Plan (AQMP) developed by SCAQMD. It should be noted that there is no sunset on the authority of the SCAQMD board to impose the tax.

Although there is no expenditure plan in the bill, at SCAQMD’s Legislative Committee meeting on November 8, 2019, staff presented the following preliminary spending scenario for the potential funding measure.

Draft Spending Scenario – South Coast AQMD (\$ millions)

Category	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	2046-2050	Total
Trucks	\$3,296	\$4,397	\$4,652	\$2,175	\$0	\$0	\$14,520
Off-Road Equipment	\$2,010	\$1,333	\$1,575	\$2,994	\$3,700	\$2,800	\$14,411
Transit Buses & Passenger Rail	\$859	\$875	\$597	\$597	\$597	\$597	\$4,122
School Buses	\$1,200	\$308	\$0	\$0	\$0	\$0	\$1,508
Port Cargo Handling Equipment	\$456	\$569	\$70	\$0	\$0	\$0	\$1,095
Locomotives	\$100	\$950	\$2,225	\$4,350	\$5,000	\$7,000	\$19,625
Cars & Pickups	\$375	\$375	\$0	\$0	\$0	\$0	\$750
Ships & Aircraft	\$35	\$250	\$645	\$310	\$2,303	\$2,510	\$6,053
ZE Infrastructure	\$100	\$250	\$500	\$750	\$500	\$100	\$2,200
Local Cities/Counties	\$100	\$100	\$100	\$100	\$100	\$100	\$600
Total	\$8,531	\$9,406	\$10,364	\$11,276	\$12,200	\$13,107	\$64,884

SB 732 faced its first policy committee vote in the Senate Governance and Finance Committee, where it passed by a vote of 4-3. SB 732 was then referred to the Senate Appropriations Committee and scheduled for a hearing on May 13, 2019. That hearing was cancelled at the request of Senator Allen. To continue to move forward, SB 732 must pass the Appropriations Committee by January 24, 2020 and the entire Senate by January 31, 2020 or it is ineligible for further action.

FISCAL IMPACT:

Work associated with the Two-Year Bills in Sacramento staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
December 17, 2019

To: Legislative/Communications and Membership Committee (LCMC)
From: Margaret de Larios, Media & Public Affairs
delarios@scag.ca.gov
Subject: Communications Update - 10th Annual Southern California Economic Summit Recap

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

For Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

Local civic and business leaders were in attendance at the 10th Annual Southern California Economic Summit on December 5, 2019 to assess the current state of the region’s economy, discuss ways to address challenges like the housing affordability crisis and define strategies for keeping Southern California an economic powerhouse. This report provides an overview of the event, post-event survey to attendees, and media coverage surrounding the event.

BACKGROUND:

SCAG, in partnership with the Southern California Leadership Council, co-hosted the 10th Annual Southern California Economic Summit at The L.A. Grand Hotel Downtown in the heart of Los Angeles on Thursday, December 5, 2019. This event was first held in 2009 as a convening of regional leaders to discuss how the region could work collectively to recover from the Great Recession. Approximately 400 local civic and business leaders were in attendance to assess the current state of the region’s economy, discuss ways to address challenges like the housing affordability crisis and define strategies for keeping Southern California an economic powerhouse. With strong attendance numbers and highly-praised program content, the event successfully enabled SCAG to share analysis of the regional economy, and increase knowledge and awareness of two SCAG priority areas – housing and the draft Connect SoCal plan, the 2020-2045 Regional Transportation Plan & Sustainable Communities Strategy.

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Event Highlights

Senator Toni Atkins, President pro Tem of the California Senate, joined us to open the summit and set the stage for the informative discussions that followed. We heard encouraging news during the Southern California Economic Update. Employment and income growth in the region have exceeded national averages since 2012, with construction, trade and goods movement, arts and entertainment, and hospitality among the key industry sectors that continue to outperform the nation. But high housing costs, long commutes and the threat of automation are widening the gap between rich and poor. This is exacerbated by a proliferation of low-skill jobs in many communities.

There is not a simple, easy fix to the region's housing challenge, but panelists from our morning panel -- California Assemblymember Miguel Santiago, Redfin Chief Economist Daryl Fairweather, Jennifer Hernandez of Holland & Knight and Olson Company CEO Scott Laurie – shared the many barriers to producing more housing.

In addition to housing, we made the case for a new vision for the region – SCAG's [Draft Connect SoCal plan](#), which seeks to meet our state's clean air goals while balancing future housing needs and transportation investments. Thanks to Noel Perry, founder of Next 10, who made an urgent case for the work we need to do in order to meet state climate targets and shone a light on California's growing Green Economy. And to help illustrate some of the shared strategies and future vision contained within SCAG's Connect SoCal plan, we heard from Metrolink CEO Stephanie Wiggins, California Forward CEO Micah Weinberg, Judy Kruger of the Los Angeles County Economic Development Corp. and Tiffany Chu, Co-Founder of Remix.

Photos, downloads and presentations from this year's event are available on the [10th Annual Southern California Economic Summit webpage](#).

Survey Results

As is customary, a post-event survey was sent to attendees. A link to the appropriate survey was emailed to conference attendees and sponsors the day following the conference. So far the survey has received 36 responses from a varied group of City and Agency staff, Regional Council and Policy Committee members and the general public. The results have been tabulated and key findings are as follows:

- A majority of respondents (50%) heard about the conference by "Email." The second-most effective recruitment method reported was "Word of Mouth," which brought in about 22% of attendees. A couple of respondents reported hearing about the conference through social media (5.6%) and none reported hearing of the conference through the agency website or flyer.

- Approximately 61% of respondents reported that they had attended previous SCAG events. A slight majority of respondents (52%) reported having attended at least one other economic summit in the past. The share of first-time attendees was higher this year than in years past.
- When asked about their primary reasons for attending the conference (in a ‘check all that apply’ question), nearly two-thirds of attendees said they were motivated by an interest in a specific conference topic, while 47% said “Support of SCAG” was a motivating factor for them. Many respondents also reported being drawn in by expected networking opportunities (25%).
- When rating the quality of different program sessions, attendees were generally favorable. The highest ratings went to the housing panel and the regional economic update. The second panel, which focused on transportation systems, received the next-highest marks. The audience responded less enthusiastically to the Connect SoCal presentation and the keynote speaker.
- A total of 94% of respondents said the conference met (69%) or exceeded (25%) their expectations. The number of respondents reporting unmet expectations (5.5%) is markedly lower than for last year’s economic summit, which is a positive development.
- 94% of respondents consider themselves either likely (41%) or highly likely (53%) to attend future SCAG conferences, which is also an improvement over survey results from the previous year.

Full results of the survey are provided in the attachment.

Media Report

The event, and the accompanying release of the county-by-county economic reports, received earned media attention in the region. A summary of earned media follows:

Date	Headline	URL	Hit Sentence	Source	Reach
9-Dec	Economic forecast is largely positive for Southern California, leaders say at summit	https://www.fontanaheraldnews.com/business/economic-forecast-is-largely-positive-for-southern-california-leaders-say/article_c25aff50-1acd-11ea-ac18-cfa0c0ea0933.html	<i>suggest that happening soon. Sponsored by SCAG and...</i>	Fontana Herald News	31,427
6-Dec	專家剖析6縣經濟 住房供不應求	https://www.worldjournal.com/6662564/	<i>...南加州政府協會 (SCAG) 5日舉辦第十屆南加州年度經濟峰會 (Southern California Economic</i>	World Journal	1.4 million

5-Dec	南加州年度經濟峰會這麼說六縣經濟狀況	https://www.worldjournal.com/6661955/	Summit)... ... 南加州政府協會 (SCAG) 5日舉辦第十屆南加州年度經濟峰會 (Southern California Economic Summit)...	<u>World Journal</u>	1.4 million
5-Dec	Future of SoCal's traffic and affordable housing crises tackled in SoCal leaders summit	https://abc7.com/traffic/traffic-and-affordable-housing-addressed-in-social-summit/5736036/	...live, says Kome Ajise, executive director. SCAG held a summit Thursday to...	<u>ABC7 KABC</u>	4.2 million

FISCAL IMPACT:

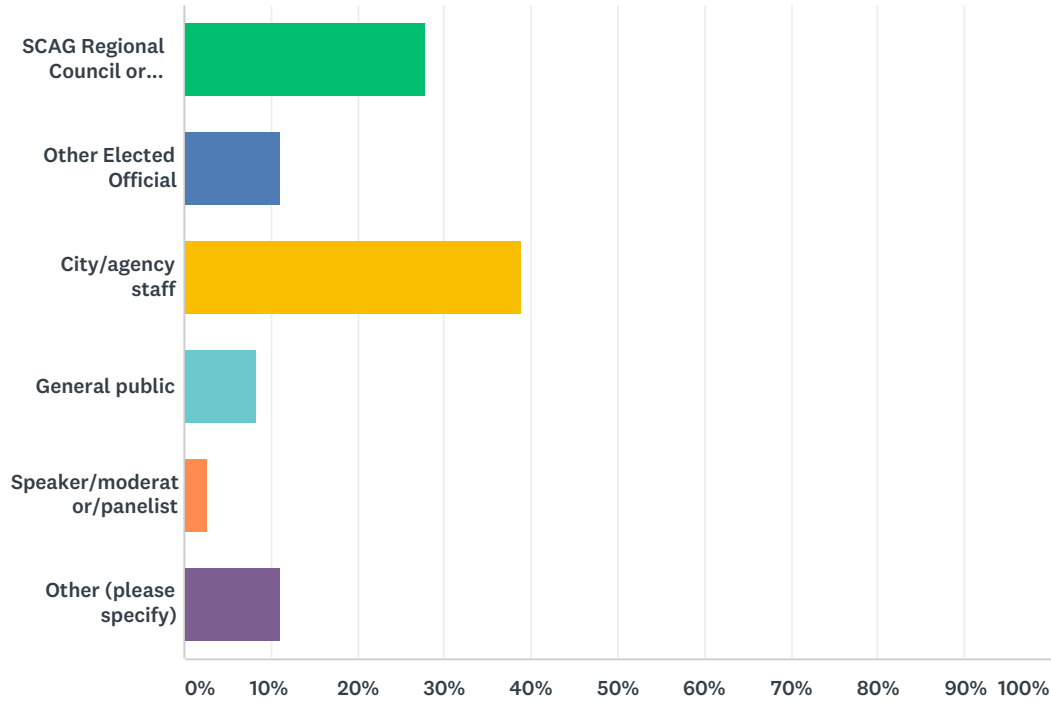
None

ATTACHMENT(S):

1. Feedback Survey Results: 10th Annual Southern California Economic Summit

Q1 Please check/indicate your affiliation:

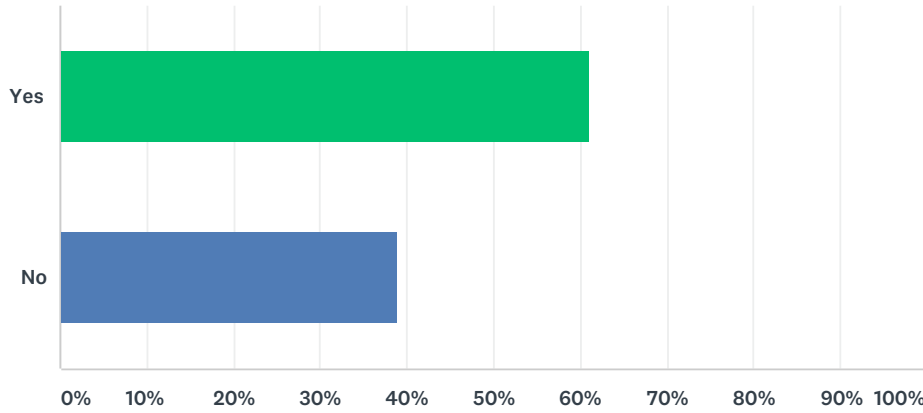
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
SCAG Regional Council or Policy Committee member	27.78%	10
Other Elected Official	11.11%	4
City/agency staff	38.89%	14
General public	8.33%	3
Speaker/moderator/panelist	2.78%	1
Other (please specify)	11.11%	4
Total Respondents: 36		

Q2 Have you attended a SCAG conference before? (e.g., Regional Conference & General Assembly, Southern California Economic Summit, Fifty Years into the War on Poverty Summit)

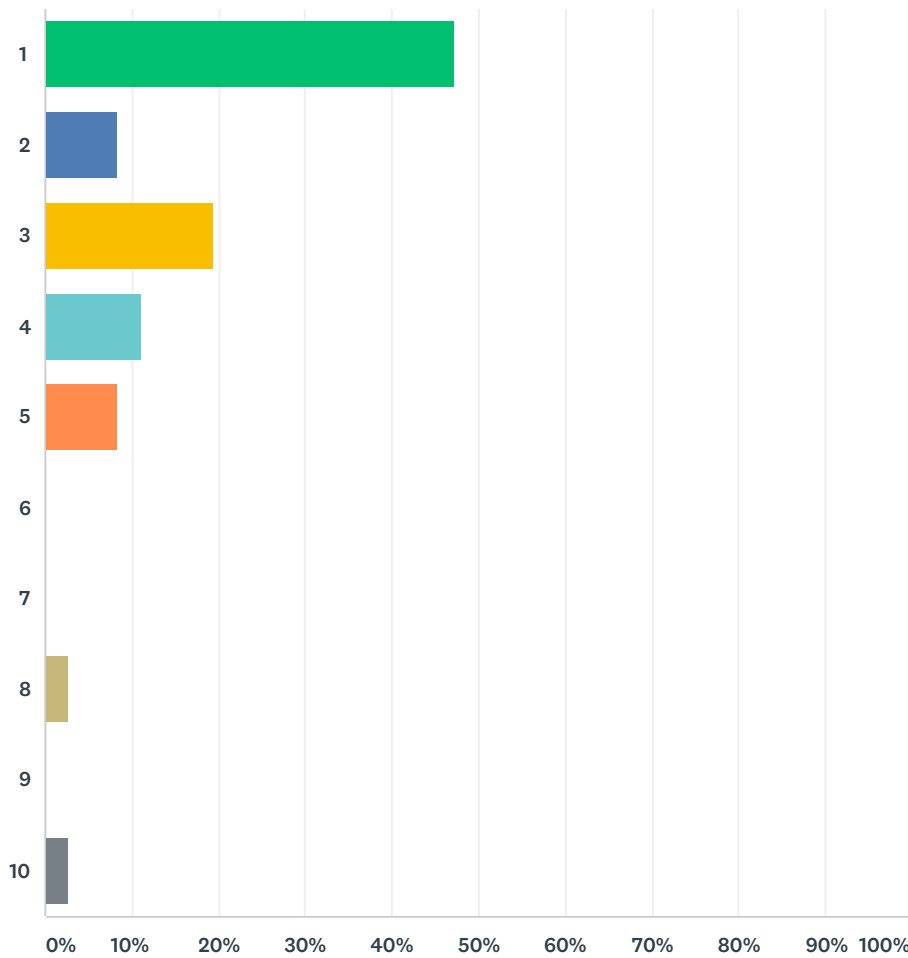
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	61.11%	22
No	38.89%	14
TOTAL		36

Q3 How many times have you attended the Southern California Economic Summit?

Answered: 36 Skipped: 0

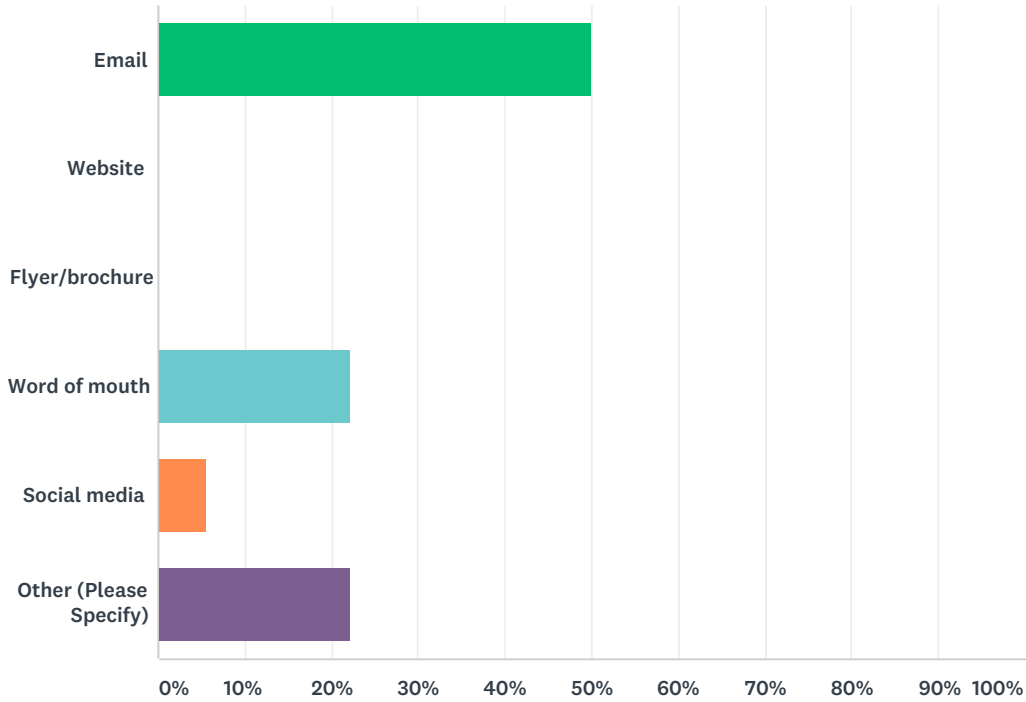


ANSWER CHOICES	RESPONSES	
1	47.22%	17
2	8.33%	3
3	19.44%	7
4	11.11%	4
5	8.33%	3
6	0.00%	0
7	0.00%	0
8	2.78%	1
9	0.00%	0
10	2.78%	1

Attachment: Feedback Survey Results: 10th Annual Southern California Economic Summit (Communications Update)

Q4 How did you hear about this conference?

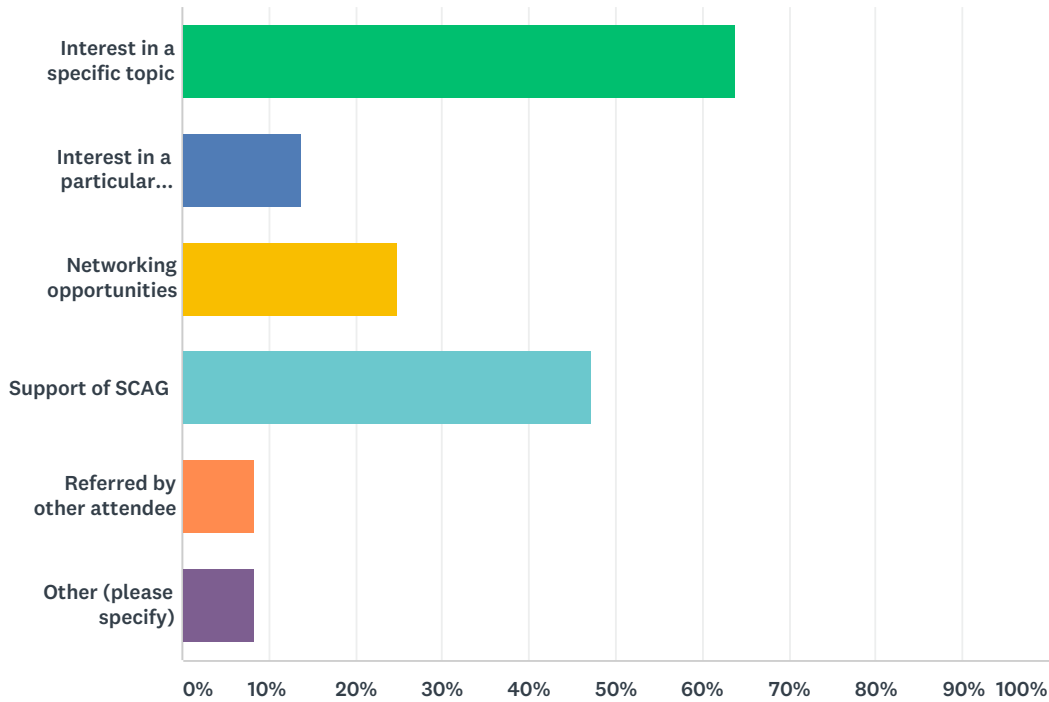
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
Email	50.00%	18
Website	0.00%	0
Flyer/brochure	0.00%	0
Word of mouth	22.22%	8
Social media	5.56%	2
Other (Please Specify)	22.22%	8
TOTAL		36

Q5 What were your main reasons for attending this conference? (Please check all that apply)

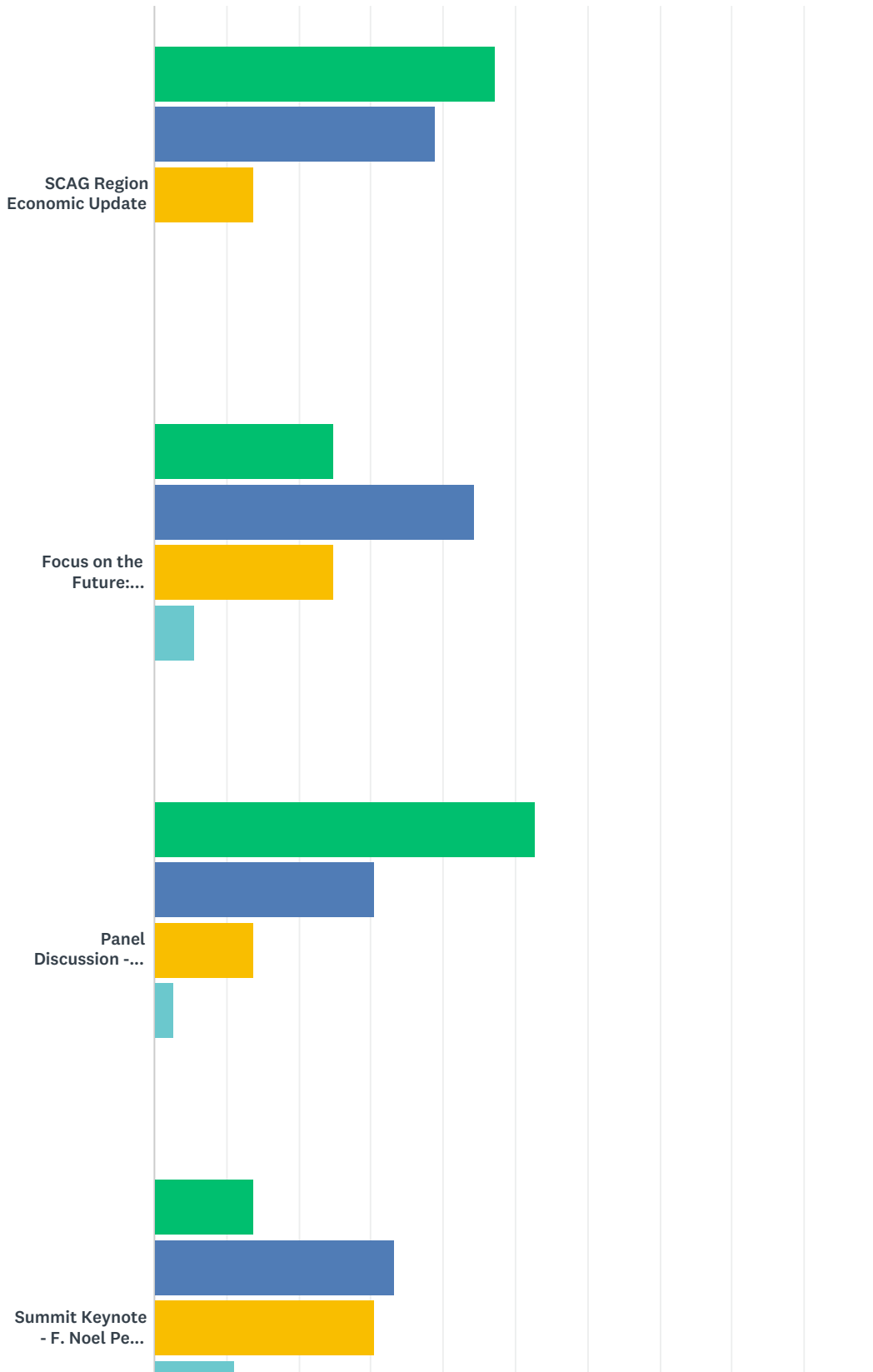
Answered: 36 Skipped: 0



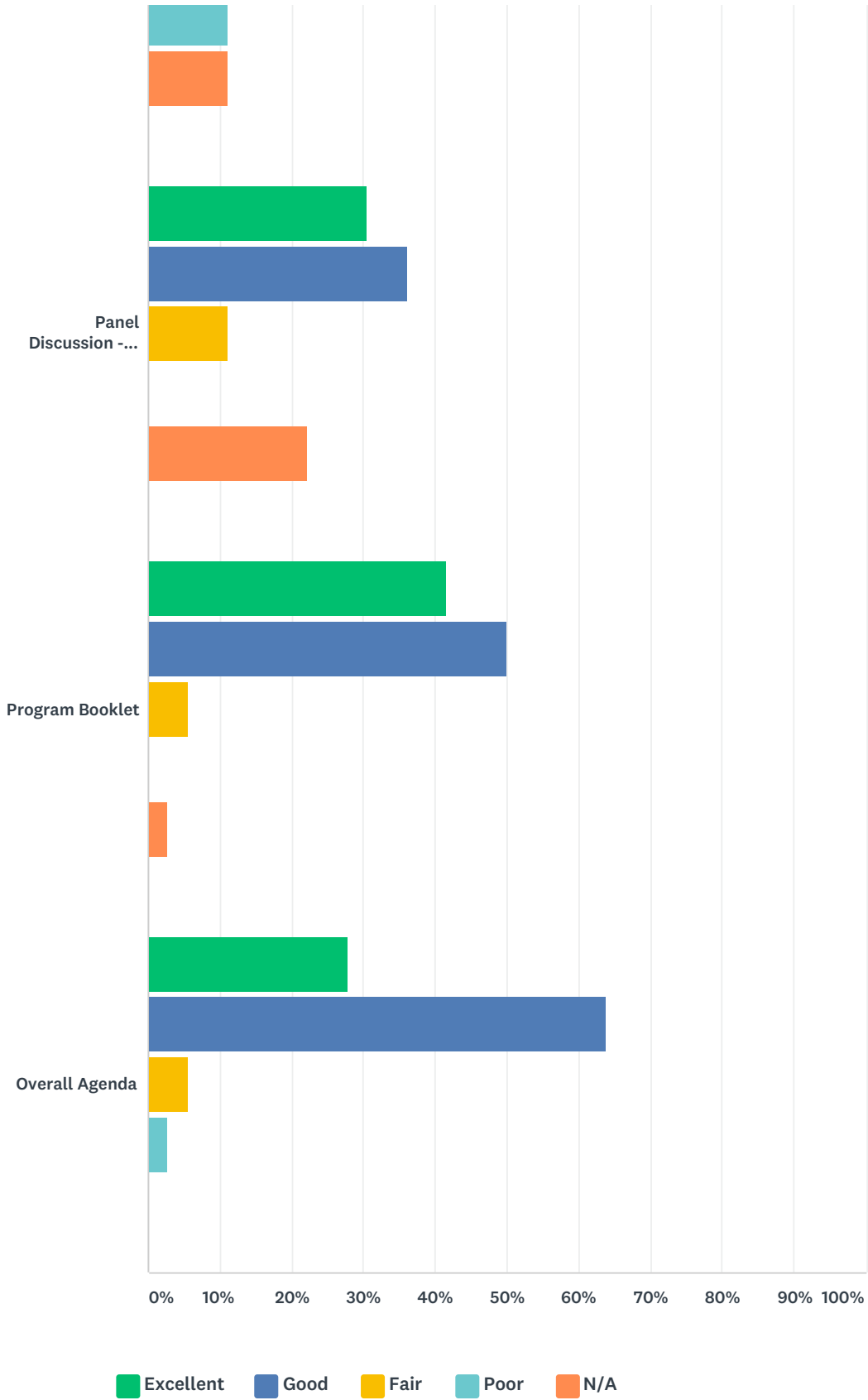
ANSWER CHOICES	RESPONSES	
Interest in a specific topic	63.89%	23
Interest in a particular speaker	13.89%	5
Networking opportunities	25.00%	9
Support of SCAG	47.22%	17
Referred by other attendee	8.33%	3
Other (please specify)	8.33%	3
Total Respondents: 36		

Q6 Thinking about the conference as a whole, please rate the quality of the following:

Answered: 36 Skipped: 0



Feedback Survey - 10th Annual Southern California Economic Summit



	EXCELLENT	GOOD	FAIR	POOR	N/A	TOTAL	WEIGHTED AVERAGE
SCAG Region Economic Update	47.22%	38.89%	13.89%	0.00%	0.00%	36	3.33
	17	14	5	0	0		

Attachment: Feedback Survey Results: 10th Annual Southern California Economic Summit (Communications Update)

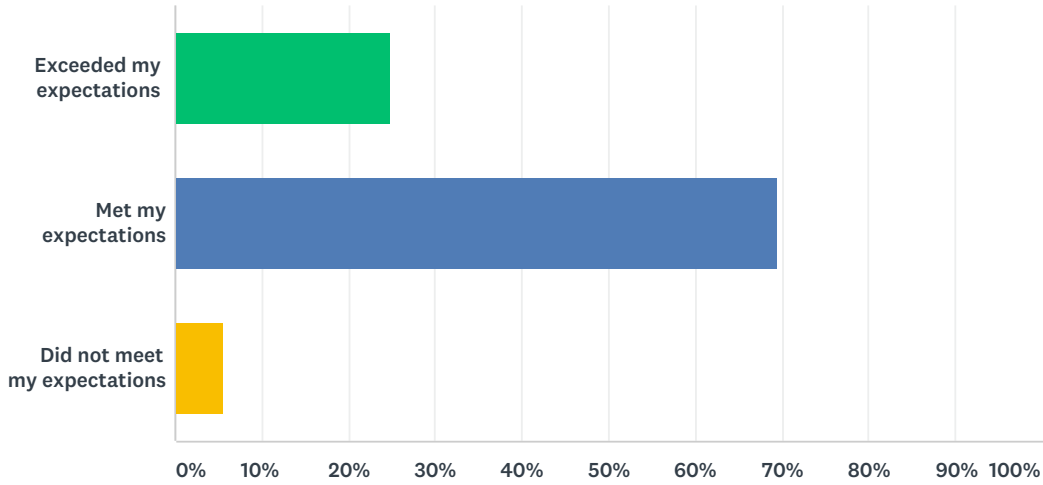
Feedback Survey - 10th Annual Southern California Economic Summit

Focus on the Future: Building a Better Southern California	25.00% 9	44.44% 16	25.00% 9	5.56% 2	0.00% 0	36	2.89
Panel Discussion - Tackling Southern California's Housing Crisis	52.78% 19	30.56% 11	13.89% 5	2.78% 1	0.00% 0	36	3.33
Summit Keynote - F. Noel Perry (Founder, Next 10)	13.89% 5	33.33% 12	30.56% 11	11.11% 4	11.11% 4	36	2.56
Panel Discussion - Strengthening the Region Through Connect SoCal	30.56% 11	36.11% 13	11.11% 4	0.00% 0	22.22% 8	36	3.25
Program Booklet	41.67% 15	50.00% 18	5.56% 2	0.00% 0	2.78% 1	36	3.37
Overall Agenda	27.78% 10	63.89% 23	5.56% 2	2.78% 1	0.00% 0	36	3.17

Attachment: Feedback Survey Results: 10th Annual Southern California Economic Summit (Communications Update)

Q7 Overall, the conference:

Answered: 36 Skipped: 0



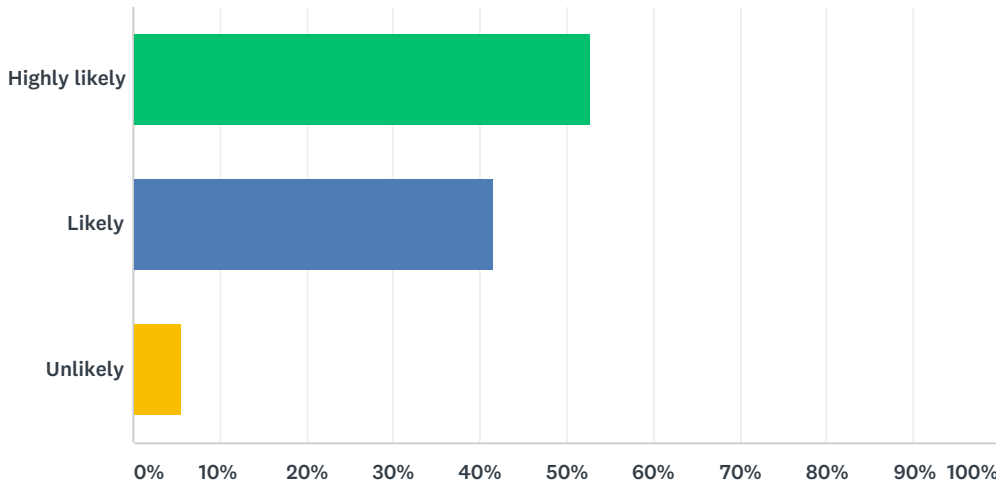
ANSWER CHOICES	RESPONSES	
Exceeded my expectations	25.00%	9
Met my expectations	69.44%	25
Did not meet my expectations	5.56%	2
TOTAL		36

Q8 How else can we improve the Southern California Economic Summit?

Answered: 18 Skipped: 18

Q9 Based on your experience at this particular conference, how likely are you to attend future SCAG conferences?

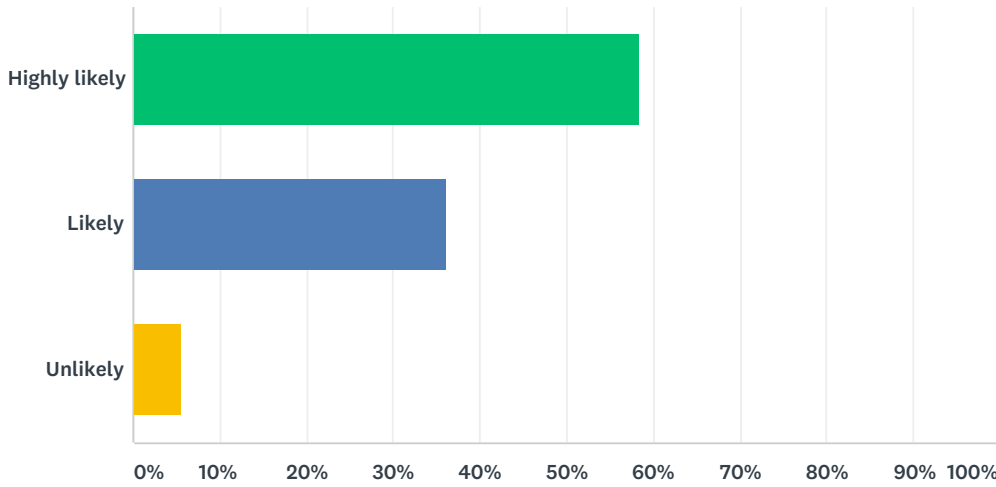
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
Highly likely	52.78%	19
Likely	41.67%	15
Unlikely	5.56%	2
TOTAL		36

Q10 Based on your experience at this particular conference, how likely are you to recommend future SCAG conferences to your colleagues?

Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
Highly likely	58.33%	21
Likely	36.11%	13
Unlikely	5.56%	2
TOTAL		36

Q11 Please share any further feedback you have on the conference.

Answered: 8 Skipped: 28

Q12 Optional

Answered: 17 Skipped: 19

ANSWER CHOICES	RESPONSES	
Name	100.00%	17
Organization	94.12%	16