



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  
Carmen Ramirez, Oxnard

Transportation  
Curt Hagman, San Bernardino County

## MEETING OF THE

# LEGISLATIVE/ COMMUNICATIONS & MEMBERSHIP COMMITTEE

*Tuesday, February 20, 2018*  
*8:30 a.m. - 10:00 a.m.*

SCAG Headquarters  
Policy B Meeting Room  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
(213) 236-1800

#### TELECONFERENCE AVAILABLE AT THE FOLLOWING LOCATIONS

**SCAG Riverside Office**  
3403 10th St., Ste. 805  
Riverside, CA 92501

**SCAG Ventura Office**  
950 County Square Drive, Suite 101  
Ventura, CA 93003

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Houston Laney at (213) 236-1906 or via email at [laney@scag.ca.gov](mailto:laney@scag.ca.gov). Agendas and Minutes for the Legislative/Communications & Membership Committee are also available at <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) 236-1908. We request at least a 72-hour notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

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

COMMITTEE  
MEMBERSHIP

Clint Lorimore, Chair  
*District 4*

Greg Pettis, Vice-Chair  
*District 2*

Glen Becerra  
*District 46*

Margaret Clark  
*District 32*

Margaret Finlay  
*District 35*

Vartan Gharpetian  
*District 42*

Jeffrey Giba  
*District 69*

Curt Hagman  
*San Bernardino County*

Steve Manos  
*District 63*

Ray Marquez  
*District 10*

Michele Martinez  
*District 16*

Judy Mitchell  
*District 40*

James Mulvihill  
*District 7*

Kris Murray  
*District 18*

Pam O'Connor  
*District 41*

Carmen Ramirez  
*District 45*

Ali Saleh  
*District 27*

Cheryl Viegas-Walker  
*District 1*

Alan Wapner  
*SBCTA*

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

**Teleconference Number:** (213) 236-1801

**Conference ID Number:** 25238

***For Brown Act requirements, please have your agenda posted at your teleconference location.***

If you have any questions, please contact Houston Laney by phone at (213) 236-1906 or via email at [laney@scag.ca.gov](mailto:laney@scag.ca.gov).

MEETING INFORMATION

**Date:** Tuesday, February 20, 2018

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

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

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

**Glen Becerra**  
Metro  
One Gateway Plaza – 19th Floor  
Los Angeles, CA 90012

**Margaret Finlay**  
2221 Rim Rd.  
Duarte, CA 91008

**Steve Manos**  
Lake Elsinore City Hall  
Conference Room B  
130 S. Main St.  
Lake Elsinore, CA 92532

**Michele Martinez**  
1212 S. Parton St.  
Santa Ana, CA 92707

**Kris Murray**  
Anaheim City Hall  
200 S. Anaheim Blvd.  
Anaheim, CA 92805

**Alan Wapner**  
Monte Carlo Hotel  
3770 Las Vegas Blvd S  
Las Vegas, NV 89109

**Margaret Clark**  
Rosemead City Hall  
8838 Valley Blvd.  
Rosemead, CA 91770

**Curt Hagman**  
Chino Hills District Office  
14010 City Center Dr.  
Chino Hills, CA 91709

**Ray Marquez\***  
~~SCAG Riverside Office~~  
**City of Chino Hills**  
**14000 City Center Drive**  
**Chino Hills, CA 91709**

**Judy Mitchell**  
Rolling Hills Estates City Hall  
4045 Palos Verdes Dr. N  
Rolling Hills Estates, CA 90274

**Cheryl Viegas-Walker**  
Walker & Driskill  
3205 S. Dogwood Rd., Ste. B  
El Centro, CA 92243

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MEETING AGENDA

Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017
Tuesday, February 20, 2018
8:30 a.m. – 10:00 a.m.

The Legislative/Communications & 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 & ROLL CALL

(Hon. Clint Lorimore, 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

Page

- 1. Minutes of the January 16, 2018 Meeting Attachment 1

ACTION ITEMS

- 2. SCAG Memberships & Sponsorships Attachment 5
- Membership: Mobility 21 (\$25,000)
- Membership: Coalition for America's Gateways and Trade Corridors (\$6,500)
- Sponsorship: Mobility 21 2018 Summit (\$5,000)

(Houston Laney, Legislative Analyst)

Recommended Action: Approve

- 3. 2018 State & Federal Legislative Priorities Attachment 7
(Art Yoon, Director of Policy & Public Affairs)

Recommended Action: Approve

- 4. AB 1759 (McCarty) – General Plans: Housing Element: Production Attachment 13
Report: Withholding of Transportation Funds
(Kevin Gilhooley, Regional Affairs Officer)

Recommended Action: Oppose



LEGISLATIVE/COMMUNICATIONS &  
MEMBERSHIP COMMITTEE  
MEETING AGENDA (CONTINUED)

**ACTION ITEMS (CONTINUED)**

Page

5. Release of the Draft 2018 Public Participation Plan for Public Review and Comments      **Attachment**      17  
*(Jeff Liu, Manager of Media & Public Affairs)*

**Recommended Action:** Approve the release of the proposed Draft 2018 Public Participation Plan for a 60-day public review and comment period.

**INFORMATION ITEMS**

6. Federal Budget Update      **Attachment**      57  
*(Kevin Gilhooley, Regional Affairs Officer)*
7. Trump Administration Infrastructure Plan      **Attachment**      63  
*(Kevin Gilhooley, Regional Affairs Officer)*
8. Bills of Interest      **Attachment**      69  
*(Houston Laney, Legislative Analyst)*
9. June 2018 Statewide Ballot Measures      **Attachment**      73  
*(Houston Laney, Legislative Analyst)*
10. Legislative Tracking Report      **Attachment**      77  
*(Houston Laney, Legislative Analyst)*
11. NARC 2018 National Conference of Regions Update      **Oral Report**  
*(Kevin Gilhooley, Regional Affairs Officer)*
12. Policy & Public Affairs Department Update      **Oral Report**  
*(Art Yoon, Director of Policy & Public Affairs)*

**FUTURE AGENDA ITEMS**

Any Committee member or staff desiring to place items on a future agenda may make such a request.

**ANNOUNCEMENTS**

**ADJOURNMENT**

The next regular meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 a.m. on Tuesday, March 20, 2018 at SCAG's headquarters at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017.

Southern California Association of Governments  
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

**Agenda Item No. 1**  
**February 20, 2018**

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**To:** Legislative/Communications & Memberships Committee (LCMC)  
**From:** Art Yoon; Director of Policy & Public Affairs; (213) 236-1840; [artyoon@scag.ca.gov](mailto:artyoon@scag.ca.gov)  
**Subject:** Minutes of the January 16, 2018 Meeting

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The Legislative/Communications & Membership Committee held its January 16, 2018 meeting at SCAG's offices at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017.

#### **MEMBERS PRESENT**

Hon. Clint Lorimore, District 4  
Hon. Glen Becerra, District 46 **(Teleconference)**  
Hon. Margaret Clark, District 32  
Hon. Margaret Finlay, District 35 **(Teleconference)**  
Hon. Jeffrey Giba, District 69 **(Teleconference)**  
Hon. Steve Manos, District 63 **(Teleconference)**  
Hon. Ray Marquez, District 10  
Hon. Judy Mitchell, District 40 **(Teleconference)**  
Hon. James Mulvihill, District 7 **(Teleconference)**  
Hon. Kris Murray, District 18 **(Teleconference)**  
Hon. Pam O'Connor, District 41  
Hon. Greg Pettis, District 2 **(Teleconference)**  
Hon. Carmen Ramirez, District 45 **(Teleconference)**  
Hon. Cheryl Viegas-Walker, District 1 **(Teleconference)**  
Hon. Alan Wapner, SBCTA **(Teleconference)**

#### **CALL TO ORDER**

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

#### **PUBLIC COMMENT PERIOD**

There were no public comments presented.

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

There was no reprioritization of the Agenda.

#### **ACTION ITEMS**

#### **CONSENT CALENDAR**

1. Minutes of the November 21, 2017 Meeting  
A MOTION was made (Giba) 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:** Clark, Finlay, Giba, Lorimore, Manos, Marquez, Mulvihill, Murray, O'Connor, Pettis, Viegas-Walker, Wapner.

**NOES:** None

**ABSTAIN:** None

### **ACTION ITEMS**

#### 2. SCAG Memberships & Sponsorships

A MOTION was made (Wapner) to APPROVE the SCAG membership dues to the Southern California Leadership Council and Center of Economic Development (\$20,000) and sponsorship(s) for the Urban Land Institute Los Angeles: 2018 Urban Marketplace (\$7,500), the Local Government Commission 27<sup>th</sup> Yosemite Policymakers Conference (\$5,000), and the California Transportation Congressional Reception (\$30,000).

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

**AYES:** Clark, Finlay, Giba, Lorimore, Manos, Marquez, Mitchell, Mulvihill, Murray, O'Connor, Pettis, Viegas-Walker, Wapner.

**NOES:** None

**ABSTAIN:** Ramirez

Hon. Viegas-Walker commended Hasan Ikhata, Executive Director of SCAG, for his efforts in pushing for more diversity on the Southern California Leadership Council, noting that there were five women on the board.

### **INFORMATION ITEMS**

#### 3. Bills of Interest

Houston Laney, Legislative Analyst, provided a general summary of a number of bills that were introduced in Sacramento this session, ranging from housing allocations to transportation dollars.

Senate Bill 827, Senate Bill 828 and Senate Bill 829, all authored by Senator Scott Wiener, received particular attention by the Committee. Hon. Clark inquired about the impact of SB828 to increase a jurisdiction's Regional Housing Needs Assessment (RHNA) allocation by 200% and whether the Committee should take an action now on the housing bills. Hon. Manos asked whether these

housing bills were linked to SB 1 Funding; staff confirmed that they were linked. Hon. Manos followed up by asking whether the passage of ACA 5 could therefore make the SB 1 funding link to these housing bills moot. Ping Chang, Program Manager for Land Use & Environmental Planning, was also present to answer questions.

As result of this discussion, a MOTION was made (Manos) and SECONDED (Mitchell) for staff to conduct further analysis on SB 827, SB 828, and SB 829 and to bring them back to the Committee at a future meeting with ideas for a legislative proposal that SCAG could support in terms of increasing affordable housing, as well as information on tools cities need to increase housing.

A roll-call vote was taken and recorded as follows:

**AYES:** Becerra, Clark, Finlay, Giba, Lorimore, Manos, Marquez, Mitchell, Mulvihill, Murray, O'Connor, Pettis, Ramirez, Viegas-Walker, Wapner.

**NOES:** None

**ABSTAIN:** None

4. Federal Tax Reform Update

Kevin Gilhooley, Regional Affairs Officer, provided a brief update of the federal tax reform legislation, which was signed into law on December 22, 2017. Issue areas relevant to the SCAG region and whether they were maintained or eliminated in the legislation was the focal point of Mr. Gilhooley's update. No action was taken, but Hon. Ramirez requested that staff re-send the SCAG letter on House Resolution 1 to the entire Committee.

5. H.R. 4667 (Frelinghuysen) – Supplemental Appropriations for Disaster Assistance

Mr. Gilhooley provided a quick overview of H.R. 4667. The Southern California region, recently affected by wildfires, would be included for assistance in this bill. Mr. Gilhooley stated that the bill passed the U.S. House of Representatives by a vote of 251-169. No vote or discussion had been scheduled in the U.S. Senate.

Chair Lorimore asked about the delay on the Senate side, to which Mr. Gilhooley responded that the bill needed to be amended because the bill that passed the U.S. House of Representatives did not originally incorporate the Southern California region.

A MOTION was made (Ramirez) and SECONDED (Clark) for SCAG to take an official support position on the bill. A roll-call vote was taken and recorded as follows:

**AYES:** Becerra, Clark, Finlay, Giba, Lorimore, Manos, Marquez, Mitchell, Mulvihill, O'Connor, Pettis, Ramirez, Viegas-Walker, Wapner.

**NOES:** None

**ABSTAIN:** None

6. Dates of Interest

Art Yoon, Director of Policy & Public Affairs, noted the numerous retirements in both Sacramento and Washington DC that impact the election cycle. Mr. Yoon also noted SCAG's Legislative Advocacy trip on March 7-8, 2018 as important and the Executive Administration Committee would determine who would represent the Agency. All Committee members from the meeting expressed an interest in attending this trip.

7. Draft in Progress for the 2018 Public Participation Plan

Margaret de Larios, Public Affairs Specialist, was present to update the Committee on the formulation of SCAG's 2018 Public Participation Plan. Ms. De Larios expected to have a complete draft plan to present to the Committee for the next meeting on February 20, 2018. Hon. Mitchell commended staff's efforts in creating the survey and expressed interest in learning the results as public engagement is an area public agencies try to improve, noting her work at the Air Quality Management District.

8. Policy & Public Affairs Department Update

Mr. Yoon provided the Committee with an update on the hiring of the Legislation Manager position, noting that phase three interviews would be conducted in the following weeks. Mr. Yoon also noted that the Senior Administrative position was now open. Mr. Yoon concluded by informing the Committee that a lobbyist position in Washington DC would be available in April.

9. Legislative Tracking Report

Melvin Sanchez, Policy & Public Affairs Intern, provided the Committee with a report on bills SCAG is currently tracking.

**FUTURE AGENDA ITEMS**

There were no future agenda items presented.

**ANNOUNCEMENTS**

There were no announcements presented.

**ADJOURNMENT**

Chair LORIMORE adjourned the meeting at 9:31 a.m. The next regular meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 a.m. – 10:00 a.m. on Tuesday, February 20, 2018 at SCAG's offices at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017.

**REVIEWED BY:**



Art Yoon, Director of Policy & Public Affairs

Southern California Association of Governments  
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

**Agenda Item No. 2**  
**February 20, 2018**

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**To:** Legislative/Communications & Memberships Committee (LCMC)  
**From:** Houston Laney; Legislative Analyst; (213) 236-1906; [laney@scag.ca.gov](mailto:laney@scag.ca.gov)  
**Subject:** SCAG Memberships & Sponsorships

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**RECOMMENDED ACTION:**

Approve

**EXECUTIVE SUMMARY:**

*The Legislative/Communications & Membership Committee (LCMC) is asked to approve up to \$31,500 in memberships for: 1) Mobility 21 (\$25,000) and 2) Coalition for America's Gateways & Trade Corridors (\$6,500); and \$5,000 in sponsorships for the Mobility 21 2018 Summit.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

**Item 1:** Mobility 21

**Type:** Membership                      **Amount:** \$25,000

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

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

SCAG is a founding member of Mobility 21.

**Item 2:** Coalition for America's Gateways & Trade Corridors

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

The Coalition for America's Gateways and Trade Corridors (CAGTC) was established to bring national attention to the need to significantly expand U.S. freight transportation capabilities and to work toward solutions for this growing national challenge. CAGTC works with and through its members to

raise awareness with the public and Congress on the need for sufficient funding for trade corridors, gateways, intermodal connectors, and freight facilities.

As a founding member, SCAG's participation in CAGTC was the result of the perennial Board-adopted goal to seek a federal freight funding partnership. As a member of CAGTC, SCAG has the opportunity to help shape national freight policy and legislation with the organization. Regional Council Board Officers regularly travel to Washington, DC to attend their meetings and conferences. CAGTC is comprised of over sixty representative organizations, including state Departments of Transportations (DOTs), MPOs, ports, engineering firms, and freight corridors who work to improve national freight policy. All of the Southern California freight stakeholders are members of CAGTC.

**Item 3: Mobility 21 2018 Summit**

**Type:** Sponsorship      **Amount:** \$5,000

Mobility 21 will be holding their annual summit on Friday, October 19, 2018 at the JW Marriott at L.A. Live in downtown Los Angeles. This annual event brings together public and private stakeholders to address the region's transportation priorities and improve mobility for all that live, work, and play in Southern California.

SCAG has sponsored this event in the past and staff is recommending sponsorship at the "Gold" level in the amount of \$5,000, which includes the following benefits:

- Registration and reserved seating for five (5) attendees at the general sessions and luncheon;
- Attendance for one (1) representative at an exclusive VIP reception with Mobility 21's Board of Directors, speakers, and other guests;
- Exhibitor table at the Mobility 21 Expo with listing as an exhibitor on Mobility 21's website;
- Logo visibility on the conference sponsor slide show, event program and other Summit materials, and inclusion in pre-conference advertising (both print and electronic); and
- A half-page advertisement in the Summit program.

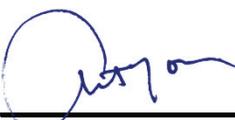
**FISCAL IMPACT:**

\$36,500 for memberships and sponsorships is included in the approved FY 17-18 General Fund budget.

**ATTACHMENT(S):**

None

**REVIEWED BY:**

  
\_\_\_\_\_  
*Art Yoon, Director of Policy & Public Affairs*

  
\_\_\_\_\_  
*Basil Panas, Chief Financial Officer*



Southern California Association of Governments  
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

**Agenda Item No. 3**  
**February 20, 2018**

**To:** Legislative/Communications & Memberships Committee (LCMC)  
**From:** Art Yoon; Director of Policy & Public Affairs; (213) 236-1840; [artyoon@scag.ca.gov](mailto:artyoon@scag.ca.gov)  
**Subject:** 2018 State & Federal Legislative Priorities

**RECOMMENDED ACTION:**

Approve

**EXECUTIVE SUMMARY:**

*Each year, the Regional Council adopts legislative priorities for the state and federal legislative session for that year. The staff-recommended state and federal legislative priorities for 2018 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies. Staff is submitting the slate of legislative priorities for the Legislative/Communications & Membership Committee’s (LCMC) approval. Pending any further changes and input requested by the LCMC, the slate of priorities would be forwarded to the Regional Council for further consideration and adoption at its March 2018 meeting.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

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 state and federal legislative priorities for 2018 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies. The policy and issue areas include:

**State**

Transportation Funding  
Freight & Goods Movement  
Cap & Trade  
Housing/Affordable Housing

Active Transportation  
Transportation Technology  
Project Streamlining  
Public-Private Partnerships

**Federal**

Transportation Funding  
Freight & Goods Movement  
Transportation Technology  
Project Streamlining

Staff is submitting the slate of state and federal legislative priorities for the LCMC’s approval. Pending any further changes and input requested by the LCMC, the slate of priorities would be forwarded to the Regional Council for further consideration and adoption at its March 2018 meeting.

**ATTACHMENT(S):**

- 1) Draft SCAG 2018 State & Federal Legislative Priorities

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## 2018 State & Federal Legislative Priorities

### **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 and Air Districts in the region 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 bottoms-up 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 priorities for 2018 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

## State

### Transportation Funding

- Support and preserve existing sources of transportation funding and revenue.
- Protect all existing and new sources of transportation funding from borrowing or use for any purpose other than transportation.
- Support a regional equity component or consideration for additional revenues from any source to ensure Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures corresponding with the funding source.
- Support increased funding for transportation projects selected based on applied regional performance metrics.
- Support legislation that would decrease the voter approval threshold—from the current requirement of 67% down to 55%—for the creation, extension, or increase of local transportation tax measures similar to the authority given to school districts.

### Freight & Goods Movement

- 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.
- 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.
- 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).

### Cap & Trade

- 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.
- Support investment priorities that reflect the physical and social realities of the diverse communities across California.
- Support program guidelines and scoring criteria that are sensitive to the needs of all California communities.
- Support state-funded technical assistance to assist communities throughout California to successfully access GGRF resources.

### Housing/Affordable Housing

- Support a broad range of proposals that advance incentive-based approaches to expedite the development of both affordable and market-rate housing.
- Support the establishment of a new planning grant that would provide assistance for local jurisdictions to identify locations for housing that are consistent with SB 375 and the Regional Housing Needs Assessment (RHNA).

- Support efforts to provide funding for previously successful housing development programs that are depleted of funds such as voter-approved bond funds like the Infrastructure Infill Grant (IIG) Program and the Transit Oriented Development (TOD) Housing Program.
- Encourage and support incentive-based efforts (e.g., tax incentives) for the development of TODs and/or projects that are consistent with sustainable local growth planning efforts.
- Support the creation and use of innovative financing mechanisms such as Enhanced Infrastructure Finance Districts (EIFD), Community Revitalization and Investment Authorities (CRIA), and transfer of development rights (TDR) programs to fund both affordable and market-rate housing developments.

#### Active Transportation

- Support expansion and funding of active transportation from all available sources at the state, regional, and local levels for programs including, but not limited to, First/Last Mile Improvements (walk/bike infrastructure to connect transit riders to stations); cycletracks; separated, on-street bike facilities to increase safety; multi-use trails (e.g., along river and utility corridors); Safe Routes to School Programs, including educational programs and infrastructure improvements around schools; and bike-share projects.
- Work with the state and local partners to identify new tools and funding mechanisms to achieve the region's safety targets, including exploring revisions to the California Vehicle Code and Manual on Uniform Traffic Control Devices to allow the DOT and local authorities to explore reducing speed limits when a roadway is found to pose significantly greater risk of injury or death than other roadways due to excessive speeding.

#### Transportation Technology

- Support the incorporation of new technologies and innovations into the national and state transportation systems such as the next generation of alternatively powered zero/near-zero emission vehicles and autonomous vehicles, aviation technology advancements, advancements in maritime related technologies and commerce, and other emerging technologies that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
- Encourage regulations that foster private sector innovations while maintaining the ability of local jurisdictions to adapt technological innovations to their local needs.
- Encourage and support the ability of local jurisdictions to secure access to public interest data.
- Secure funding to support and/or exceed the State's electric vehicle (EV) goals.

#### Project Streamlining

- Support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery.
- Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
- Support measures that provide CEQA relief or streamlining for the development of transportation, transit-oriented, infill, and/or housing projects.
- 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.

## Public-Private Partnerships

- Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and synergistically 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.
- Support improved performance standards to measure success, curtail project delays, reduce expenditures, and increase expenditure accountability.

## Federal

### Transportation Funding

- Support new transportation and infrastructure funding sources that provide additional investment into the national infrastructure and transportation system.
- Support long-term, stable, and sufficient funding sources to balance the Highway Trust Fund and provide funding stability for the future.
- Support new transportation and infrastructure funding sources that augment 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.
- Support innovative financing tools, expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, and reinstate advance refunding bonds to reduce the cost of transportation investment and debt service costs in order to allow savings to be reinvested in additional transportation infrastructure projects.

### Freight & Goods Movement

- Support the continuation of, and increased fund to, discretionary grant opportunities such as the Infrastructure For Rebuilding America (INFRA) and Transportation Investment Generating Economic Recovery (TIGER) grant programs.
- 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.
- 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.
- 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).

### Transportation Technology

- Encourage regulations that foster private sector innovations while maintaining the ability of local jurisdictions to adapt technological innovations to their local needs.
- Encourage and support the ability of local jurisdictions to secure access to public interest data.

### Project Streamlining

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

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Southern California Association of Governments  
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

**Agenda Item No. 4**  
**February 20, 2018**

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**To:** Legislative/Communications & Memberships Committee (LCMC)  
**From:** Kevin Gilhooley; Regional Affairs Officer; (213) 236-1878; [gilhooley@scag.ca.gov](mailto:gilhooley@scag.ca.gov)  
**Subject:** AB 1759 (McCarty) – General Plans: Housing Element: Production Report: Withholding of Transportation Funds

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**RECOMMENDED ACTION:**

Oppose

**EXECUTIVE SUMMARY:**

*Assembly Bill 1759 links a city or county's eligibility for Road Repair and Accountability Act, also known as Senate Bill 1 (SB 1), funds to its building permit activity relative to the jurisdiction's Regional Housing Needs Assessment (RHNA) allocation. Currently, local jurisdictions are required to submit an annual progress report to the California Department of Housing and Community Development (HCD) that reports on how many building permits have been issued by the jurisdiction for each RHNA income category. Under AB 1759, a jurisdiction would only be eligible for its share of SB 1 funds if it has met the minimum percentage of building permits in each of the RHNA income levels, with the minimum percentage requirements more stringent over the period from 2020 to 2050.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

California planning and zoning law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. The law requires the city or county, after it has adopted all or part of a general plan, to provide an annual report to the Department of Housing and Community Development (HCD) on the status of the general plan and progress in meeting the community's share of its regional housing needs. In addition, the law requires the city or county to include in its annual progress report a "production report," which details the number of units of net new housing, including both rental and for-sale housing, that have been issued a completed entitlement, building permit, or certificate of occupancy.

Separately, the Road Repair and Accountability Act of 2017, also known as SB 1 (Chapter 5, Statutes of 2017), creates the Road Maintenance Rehabilitation Account. After certain "off the top" allocations are made, 50% of the remaining funds from this account are distributed for maintenance of the state highway system or state highway operation and protection program and the other 50% for apportionment to cities and counties.

**AB 1759**

Under AB 1759 a jurisdiction would only be eligible to receive its share of SB 1’s Road Maintenance Rehabilitation Account funding if it has met a certain percentage production goal relative to its RHNA allocation. HCD would be required to certify a county or city’s compliance with the production goal starting on June 30, 2022, and on each June 30th thereafter. The requirement would expire June 30, 2051. Over the lifetime of the bill, the percentage production goal would increase (see chart below).

Reporting Periods	RHNA Production Goal
2020 – 2027	20%
2028 – 2032	40%
2033 – 2038	60%
2039 – 2044	80%
2045 – 2050	100%

The bill would provide that, if HCD determines that a city or county has met its applicable minimum production goal for that reporting period, the department shall, no later than June 30th of that year, submit a certification of that result to the State Controller.

For each city and county that is not in compliance with this requirement, the bill would require the State Controller to withhold the apportionment of SB 1 funds that would otherwise be apportioned and distributed for that fiscal year, and deposit those funds in a separate escrow account. The bill would require the Controller to distribute the funds in the escrow account to the applicable city or county only after the city or county is certified to be in compliance by HCD.

**Staff Recommendation**

Staff recommends the Committee oppose AB 1759 for the following reasons:

1. Reneges on SB 1 Deal: When transportation stakeholders supported and advocated for SB 1 to provide new and stable revenue streams for road safety improvements, to fill potholes and repair local streets, highways, and bridges, there were promises that SB 1 funds would only be used for transportation-related purposes. Within those promises was the implication that SB 1 funds would not be held ransom for unrelated policy priorities, regardless of how important those other priorities are.
2. Threatens SB 1 at the Ballot Box: Withholding transportation dollars because a city or county has not yet met its housing production goal relative to its RHNA allocation could give credence to those SB 1 detractors who incorrectly say that these recently passed tax and fee increases are being used for non-transportation purposes. Furthermore, opponents of certain types of land uses that are often associated with RHNA, such as medium or high density developments, could, given AB 1759, seize upon SB 1 repeal efforts as a way to relieve development pressures in their communities. AB 1759 could stoke anti-SB 1 sentiment and further galvanize efforts in support of repeal.

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3.  Ignores Market Realities: Since 1969, California has required that all cities and counties adequately plan to meet the housing needs of everyone in the community through an extremely detailed housing element process. These plans are subject to state approval by HCD. While local elected officials can plan for housing, they do not control the housing market. Cities and counties do not control investment decisions by developers or landowners. In addition, cities and counties do not control conditions in the national or state economy, interest rates, bank lending requirements, construction labor availability, environmental policies, or other issues that may affect housing production.

**ATTACHMENT(S):**

None

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Southern California Association of Governments  
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

**Agenda Item No. 5**  
**February 20, 2018**

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**To:** Legislative/Communications & Memberships Committee (LCMC)  
**From:** Jeff Liu; Manager of Media & Public Affairs; (213) 236-1998; [liuj@scag.ca.gov](mailto:liuj@scag.ca.gov)  
**Subject:** Release of the Draft 2018 Public Participation Plan for Public Review and Comments

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**RECOMMENDED ACTION:**

Approve the release of the proposed Draft 2018 Public Participation Plan for a 60-day public review and comment period.

**EXECUTIVE SUMMARY:**

*SCAG has developed an update to its Public Participation Plan that will allow the agency to reflect changes in communication technologies and public engagement best practices, as well as ensure compliance with state and federal regulations. SCAG's Public Participation Plan was last updated in March 2014, and in preparation for the development of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), SCAG seeks to ensure that the agency's approach to public engagement is current, effective and inclusive.*

*The proposed Draft 2018 Public Participation Plan explains how SCAG operates, establishes core values for public participation, and sets forth goals and strategies for increasing public information and engagement. SCAG engaged regional stakeholders to solicit feedback on outreach efforts and public participation processes, and that input has informed the development of the proposed Draft 2018 Public Participation. Consistent with federal guidelines, SCAG must release the Draft 2018 Public Participation Plan for a mandatory public review and comment period of at least 45 days. Staff is seeking approval to release the document for a 60-day public review and comment period.*

*At the end of the comment period, staff will review, address and incorporate as appropriate all comments received and seek the Legislative/Communications & Memberships Committee's (LCMC) recommendation for the Regional Council to adopt the Final 2018 Public Participation Plan at its June 2018 meeting.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

Since its inception, SCAG has engaged in a public involvement process in developing its regional transportation plans and programs. SCAG's Public Participation Plan serves as a guide for SCAG's public involvement process as well as a continuing, comprehensive, and coordinated planning process among stakeholders to ensure the ongoing opportunity for broad-based participation by as many affected and interested parties as possible in the development and review of regional plans and programs.

Strategies and best practices for public engagement, as well as the ways people consume information, continually change over time; periodic updates to the Public Participation Plan allow SCAG to better reflect those changes as well as ensure compliance with state and federal regulations. SCAG's Public Participation Plan was last updated in March 2014, and in preparation for the development of the 2020 RTP/SCS, SCAG seeks to ensure that the agency's approach to public engagement is current, effective, and inclusive.

SCAG's planning work serves a large and diverse region and relies on public participation as an essential component of our planning process. To that end, SCAG engaged regional stakeholders to solicit feedback on SCAG's outreach efforts and public participation processes. A brief survey was distributed to newsletter subscribers, individuals, and groups that attended public outreach workshops regarding the 2016-2040 RTP/SCS. Stakeholder survey responses were used to inform the development of the proposed Draft 2018 Public Participation Plan.

The proposed Draft 2018 Public Participation Plan explains how SCAG operates, establishes core values for public participation, and sets forth goals and strategies for increasing public information and engagement. The changes made for the 2018 update were designed to make the plan more accessible to a general audience and more adaptable in anticipation of evolving technologies and practices. The organization of the document was changed to make it less formal and easier to navigate. The content is now structured as answers to a series of questions. The dense technical and legal language has been moved to the appendices so that the body of the plan is accessible to a general audience and those who are specifically looking for details about statutory requirements and official processes can still find them. The updated plan includes more context, explaining SCAG's key operations and guiding principles for public participation. The draft plan also includes—and adapts to—public feedback on current strategies and methods for public engagement.

Consistent with federal guidelines, SCAG must release the Draft 2018 Public Participation Plan for a mandatory public review and comment period of at least 45 days. Staff is seeking approval from the LCMC to release the Draft 2018 Public Participation Plan for a 60-day public review and comment period. If the Draft PPP is recommended for release for public review, the 60-day comment period would close in April. Following the public review and comment period, staff will review, address and incorporate as appropriate, all comments received into a final draft. Upon completion of the final draft, staff will seek the LCMC's recommendation for the Regional Council to adopt the Proposed Final 2018 Public Participation Plan at their May 2018 meeting. If recommended for approval, the plan would then go before the Regional Council in June 2018 for final adoption.

**FISCAL IMPACT:**

Funding to support the development of the Public Participation Plan is identified in the agency's Overall Work Program (OWP) in 090-0148.01, Public Education and Participation.

**ATTACHMENT(S):**

- 1) Draft SCAG 2018 Public Participation Plan

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# Overview

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## What is SCAG?

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

SCAG is responsible for developing long range transportation, and environmental plans for the region. An example is the [Regional Transportation Plan/Sustainable Communities Strategy \(RTP/SCS\)](#), which details how the region will address its transportation and growth challenges and opportunities over the next 20+ years in order to achieve its regional emissions standards and greenhouse gas reduction targets.

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

## Why does SCAG have a Public Participation Plan?

Planning for such a large and diverse region is impossible without substantial input from the across the region. SCAG relies on public participation as the essential element to the bottom-up and integrated approach to SCAG's planning. The people who live, work and play here have varying, and sometimes conflicting, needs and priorities. Their voices must be heard if we are to develop planning policies that truly meet the needs of the region. To that end, SCAG is committed to conducting robust public outreach and engagement, and has outlined that commitment in this Public Participation Plan.

Updating our Public Participation Plan for 2018 has given SCAG the chance to reflect on our approach, and take into consideration the ways communication and information-sharing have changed since the last update in 2014. The changes in the 2018 update were designed to make the plan more accessible to a general audience, and more adaptable in anticipation of evolving technologies and practices. The organization of the document is a little different: To make it less formal and easier to navigate, we've structured the content as answers to a series of questions. We have also separated out the dense technical and legal language— if you are looking for details about statutory requirements and particulars about processes, you can find them in the appendices. The updated plan includes more context, explaining SCAG's key operations and guiding principles for public participation. We also include (and adapt to) public feedback on our current strategies and methods for public engagement.

This plan details SCAG's goals, strategies, and processes for providing the public and stakeholders with opportunities to be involved in the regional planning process. When we discuss "the public," we are referring to any person who lives, works or plays in the region. When we use the word "stakeholder," we are describing someone affiliated with an entity that has an official role in the regional transportation planning process.

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

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

## What does SCAG hope to achieve from public engagement?

SCAG's public participation efforts aim to:

- Ensure that a wide range of perspectives are heard so that planning outcomes reflect the interests and values of the region's diverse communities. To that end, SCAG will engage and consider the needs of traditionally underrepresented and/or underserved populations, such as low-income, minority, the disabled, and Limited English Proficient populations or individuals for whom English is not their primary language and who have a limited ability to read, write, speak or understand English.
- Provide opportunities for the public and stakeholders across the region to engage in meaningful dialogue during the decision-making process.
- Clearly define the purpose of each outreach method at each stage and how feedback will be used to shape the plan and/or program.
- Motivate more feedback from stakeholders, partners, and the public by making commenting on plans and programs easy, convenient, and accessible.
- Reduce geographic barriers by providing public participation opportunities online and via teleconference.
- Show how public and stakeholder viewpoints and preferences were incorporated, communicate the final decisions made, and identify how the received input affected those decisions.
- Encourage stakeholders and members of the public to remain engaged through the decision-making process, the implementation phase and beyond.

## What principles guide SCAG's outreach?

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

- Administer a transparent and clearly communicated process for public participation
- Ensure that opportunities for public involvement are accessible to all communities
- Provide information that is clear, concise, and current, making use of visualization and other techniques to enhance understanding
- Respect and consider all feedback received from members of the public, partners and stakeholders
- Adapt new communications strategies and technologies for public outreach

- Provide engagement opportunities that meet and exceed statutory requirements to ensure broad participation in SCAG’s planning activities
- Demonstrate how public input is addressed in SCAG plans, programs and policies

## What laws guide SCAG’s public participation process?

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

### Federal Requirements

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

### State Requirements

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

## Who participates in SCAG’s planning process?

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

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

(Note: When we discuss “the public,” we are referring to any person who lives, works or plays in the region. When we use the word “stakeholder,” we are describing someone affiliated with an entity that has an official role in the regional transportation planning process.)

## Public

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

## Stakeholders

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

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

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

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

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

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

# Methods

## How do we engage the public?

SCAG is committed to providing access to accurate, understandable, pertinent, and timely policy, program, and technical information to facilitate effective public participation in the agency’s decision-making process. There are numerous opportunities for continuing involvement in the work of SCAG through the following methods. SCAG aims to increase early and meaningful participation through targeted outreach strategies.

## General Public Participation Approach

Programs that have a public outreach component will use these methods as a guide in developing individual, project-specific public participation plans tailored according to scope and audience.

### Public Meetings and Events

- Customized presentations offered to existing groups and organizations
- Workshops co-hosted with community groups, business associations and other partners
- Contracts with community-based organizations in low-income and minority communities for targeted outreach
- Sponsorship of topical forums or summits with partner agencies or universities, with the media or other community organizations (e.g. Demographic Workshop, Economic Summit)
- Opportunities for public input directly to policy board members
- Outreach at locations, destinations, or events where people are already congregating (e.g. transit hubs, farmers markets, community festivals, universities)

### Public Meetings and Events - Methods

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

### Visualization Methods

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

### Public Survey Methods

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

### Commenting Methods

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

## Methods for Communicating the Impact of Public Comments

- Summarize key themes of public comments in staff reports to SCAG's standing policy committees, working groups and to SCAG's main governing board, the Regional Council
- Newsletters and other emails to participants to report final outcomes
- Updated and interactive web content

## Public Participation Opportunities

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

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

## Regular Meetings

### ***SCAG's Regional Council***

All of SCAG's plans and programs are adopted by its Regional Council, an 87-member governing board of elected officials, including city representatives from throughout the region, at least one representative from each county Board of Supervisors, and a representative of the Southern California Native American Tribal Governments. The region is divided into districts of roughly equal population in order to provide diverse, broad-based representation. The Regional Council meets once a month and meetings are open to the public. Regional Council meetings are typically held on the first Thursday of the month at 12:15 p.m. Specific meeting dates and times can be found on SCAG's website, as well as agenda materials which are posted x days in advance. Members of the public are welcome to attend and provide input, either by submitting a comment on an individual agenda item or making general comments by submitting a comment card at the start of the meeting.

### ***SCAG's Policy Committees***

SCAG's policy-making process is guided by the work of three Policy Committees: Transportation Committee (TC); Community, Economic and Human Development (CEHD) Committee; and Energy and Environment Committee (EEC). Members of the Regional Council are appointed to one of the policy committees for two-year terms. Most of the discussion and debate on the "nuts and bolts" of a policy issue occurs in the committees. Issues to be considered by the Regional Council must come through one or more of the committees. As opposed to Regional Councilmembers, members of policy committees do not have to be elected officials. The policy committee meetings typically occur in the morning on the same day of the Regional Council meetings. Members of the public are welcome to attend and provide input, either by submitting a comment on an individual agenda item or making general comments by submitting a comment card at the start of the meeting.

### ***Various other Committees, Subcommittees, Task Forces and Working Groups***

These are focus groups convened to work on specific topic areas and vet highly technical matters. For example, the Technical Working Group (TWG) is an advisory peer group formed to provide SCAG staff with a venue to vet technical matters as they relate to SCAG's development of its regional plans,

including the RTP/SCS. For the 2016 RTP/SCS, multiple working groups were convened including: Active Transportation Working Group, Public Health Working Group, and Natural/Farm Lands Working Group.

### ***Special Public Meetings, Conferences, and Forums***

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

### ***Workshops, Community Forums, and Other Events***

SCAG conducts workshops, community forums, and other events to keep the public informed and involved in various high-profile transportation projects and plans, and to elicit feedback from the public, partners, and stakeholders. SCAG holds meetings throughout the six-county region to solicit comments on major plans and programs, such as the RTP/SCS. Meetings are located and scheduled to maximize public participation (including evening meetings). For major initiatives and events, SCAG typically provides notice through posting information on SCAG's website, and, if appropriate, through e-mail notices and news releases to local media outlets. At least once every year, SCAG convenes its General Assembly to bring together the official representatives of SCAG's membership and help set the agency's course for the coming year.

### ***Targeted Mailings***

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

## **How do we reach out to the public?**

### **Public Outreach Channels**

#### ***Digital channels***

##### ***Website***

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

##### ***Email***

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

##### ***Social media***

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

### *Targeted Mailings/Flyers*

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

### *Local Media*

- Press releases
- Invite reporters to news briefings
- Meet with editorial staff
- Opinion pieces/commentaries
- Explore advertising opportunities in local newspapers
- Visit minority media outlets to encourage use of SCAG press releases
- Place speakers on radio/TV talk shows
- Public Service Announcements on radio and TV
- Written notices published in local newspapers

### *Internet/Electronic Access to Information*

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

### *Targeted Notifications*

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

### *Methods for Involving Traditionally Underserved/Underrepresented Communities*

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

### *Methods for Involving Limited-English Proficient Populations*

- Translate select documents into the four largest Limited English Proficiency (LEP) languages – Spanish, Chinese, Korean and Vietnamese, making these documents available for download on the agency’s website.
- Have translators, including bilingual staff members, available for public meetings and workshops as needed, with 72-hour advance notice
- Survey LEP participants at public hearings to assess the effectiveness of the agency’s language services and whether alternate services may need to be employed
- Disseminating notices of availability and press releases to print, radio and broadcast media serving minority communities

## Which programs have established public participation procedures?

### Regional Transportation Plan/Sustainable Communities Strategy

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) represents the vision for Southern California’s future, including policies, strategies, and projects for advancing the region’s mobility, economy, and sustainability. The RTP/SCS details how the region will address its transportation and land use challenges and opportunities in order to achieve its air quality emissions standards and greenhouse gas reduction targets. An update of an existing RTP/SCS is required every four years, and SCAG is currently undertaking the development of the 2020 RTP/SCS to provide Southern California with a comprehensive vision for its transportation future to the year 2045.

Developing the long-range plan for the SCAG region takes between two and three years to complete and involves working with six county transportation commissions, 191 cities, and numerous other stakeholder organizations and the public. The 2020 RTP/SCS involves goal setting, target setting, growth forecasting, financial projections, scenario development and analysis, and significant issues exploration.

Throughout the 2020 RTP/SCS development, SCAG’s Regional Council; Community, Economic, and Human Development Committee; Energy and Environment Committee; and Transportation Committee will consider the challenges and opportunities facing our region and how to best address them, while considering public input.

The process will need to be flexible and subject to change, as needed, to reflect and respond to the input received as SCAG moves through the steps of updating the plan. SCAG will update its details regularly to help direct interested SCAG residents and organizations to participate in key actions or decisions being taken. Details will be on the plan website at [www.scagrtpsc.org](http://www.scagrtpsc.org).

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

### Program Environmental Impact Report for the RTP/SCS

Pursuant to the California Environmental Quality Act (CEQA), SCAG will prepare a Program Environmental Impact Report (PEIR) to evaluate the potential environmental impacts associated with the implementation of the 2020 RTP/SCS. The PEIR will focus on a region-wide assessment of existing conditions and potential impacts as result of the 2020 RTP/SCS, as well as broad policy alternatives and program-wide mitigation measures.

The PEIR will serve as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed plan by analyzing the projects

and programs on a broad regional scale, not at a site-specific level of analysis. Site specific analysis will occur as each project is defined and goes through individual project-level environmental review.

SCAG will hold various scoping meetings and workshops throughout the PEIR development process to solicit input from SCAG stakeholders and the public. SCAG will ensure the PEIR is accessible to the public for review and comment.

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

### Environmental Justice Program

Pursuant to regulatory compliance, SCAG has developed a policy to ensure that environmental justice principles are an integral part of the transportation and land use planning process, including the RTP/SCS. SCAG's environmental justice program has two main elements: technical analysis and public outreach. The two major elements of the program contribute to the development of the EJ Appendix of the 2020 RTP/SCS, which conducts a technical analysis of EJ issues of the region and discusses outreach strategies, and SCAG's role as a resource for local jurisdictions that are required to incorporate EJ policies, goals, and objectives into their General Plans per SB 1000 requirements.

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

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

### Regional Housing Needs Assessment

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

Both the RTP/SCS and RHNA use the local input survey as the basis for future demographic projections, including household growth. The next RHNA cycle, also known as the 6th cycle, will cover the planning period October 2021 through October 2029. The latest SCAG can adopt the 6th RHNA allocation is October 2020, but SCAG is looking at alternative schedules for a possible earlier adoption date, possibly to coordinate with the adoption of the 2020 RTP/SCS.

As part of its public outreach for the RHNA process, SCAG will hold public meetings, workshops and public hearings at different points in the RHNA process to receive verbal and written input. SCAG staff will also coordinate with subregional COGs and other groups to update local jurisdictions and other stakeholders on the RHNA process and allocation.

### Federal Transportation Improvement Program

SCAG's Federal Transportation Improvement Program (FTIP) is the short term capital listing of all transportation projects proposed over a six-year period. The listing identifies specific funding sources and funding amounts for each project. The proposed transportation projects are funded through a variety of federal, state and local sources. Projects consist of improvements such as, highway improvements, transit, high occupancy vehicle lanes, signal synchronization, intersection improvements, bikeways, and freeway ramps to name a few. The FTIP must include all transportation projects that are federally funded, and/or regionally significant regardless of funding source or whether subject to any federal action.

Projects in the FTIP are submitted to SCAG by the six County Transportation Commissions. SCAG analyzes the projects to ensure that they are consistent with state and federal requirements. Federal law requires the FTIP be consistent with the RTP.

SCAG works with transit operators and county transportation commissions on developing the FTIP. The public participation process and coordination is a tiered process within the SCAG region, beginning at the county level with each transportation commission developing their own transportation improvement program (TIP). There are several opportunities for the public to review and comment on projects and programs during the development of each county TIP and approval of the SCAG FTIP.

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

## Overall Work Program

Funding for SCAG's metropolitan planning activities are documented in an annual Overall Work Program, or OWP, pursuant to federal requirements. The OWP is developed each fiscal year, and details the agency's planning and budgetary priorities for the following fiscal year. SCAG's federal and state funding partners (FHWA, FTA and Caltrans) must approve SCAG's OWP each year before it takes effect.

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

# Evaluation

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## Why does SCAG evaluate public participation activities?

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

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

Major survey takeaways include:

- Respondents ranked email as their most frequently used SCAG communication channel by a clear margin. Local media announcements were reported as the most infrequently used.
- When asked about the most effective ways for SCAG to keep them engaged, those surveyed overwhelmingly supported email communications: 62% expressed a preference for "Regular, monthly e-mail newsletters with brief snippets of information," and 23% chose "Infrequent direct email on a singular issue," over alternative choices like social media and online video content.

- 81% of respondents reported feeling that they have adequate access and opportunity to comment on SCAG’s plans and publications.
- 94% of respondents reported being either “somewhat satisfied” or “very satisfied” by SCAG’s responsiveness to inquiries and comments.
- More than 75% of respondents indicated support for SCAG collecting demographic data (such as age, race, or primary language) in public engagement efforts, to support more inclusive outreach.
- Additional comments requested more frequent and up-to-date information sharing on digital channels, and multiple respondents expressed a desire for more frequent, or better publicized, opportunities to provide input (beyond annual meetings and on the Regional Transportation Plan).

This plan moves to address this feedback by placing a greater emphasis on online engagement efforts, particularly via email, and more clearly outlining SCAG’s regular public comment opportunities. The survey input will also inform some of our future evaluation methods, incorporating demographic data as a metric because of the expressed stakeholder support.

SCAG will continue to periodically survey the public and stakeholders to assess the effectiveness of the procedures and strategies contained in the Public Participation Plan, to ensure a full and open participation process.

## What does SCAG measure?

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

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

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

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

Goal	Example Metrics
Ensure that a wide range of perspectives are heard so that planning outcomes reflect the interests and values of the region’s diverse communities. To that end, SCAG will engage and consider the needs of traditionally underrepresented and/or underserved populations, such as low-income, minority, the disabled, and Limited English Proficiency populations.	Number of meetings held in traditionally under represented communities; availability of translation services and materials; availability of accommodations for seeing and hearing impaired; location accessibility.

Provide opportunities for the public and stakeholders across the region to engage in meaningful dialogue during the decision-making process, and clearly define the purpose of each type of outreach at each stage and how feedback will be used to shape the plan and/or program.	Number of meetings held in each county; how outreach methods are tailored to meet the needs of specific projects and/or communities; type and quality of materials presented; recurring surveys and opportunities for public evaluation of SCAG's outreach efforts.
Motivate more feedback from stakeholders, partners, and the public by making commenting on plan and programs convenient and accessible.	Number and scope of media advertisements for public comment opportunities; response rate to email blasts and other digital communication methods; SCAG website hits; and number of comments collected at meetings, online and through mail.
Evaluate and incorporate public and stakeholder viewpoints and preferences into final decisions where appropriate and possible, communicate the decisions made and how the received input affected those decisions.	Documentation of how public and stakeholder comments were addressed in final decisions, policies and plans; communication with commenting stakeholders informing them of how their input was addressed.
Encourage stakeholders and members of the public to remain engaged through the decision-making process, the implementation phase and beyond.	Recurring surveys and opportunities for public comment on public participation plans, and publish yearly public outreach report measuring success and ways of improvement for the next year.

## How does SCAG define success?

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

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

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

## What should you do now?

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### Find Information

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

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

*GROUP PRESENTATIONS* – SCAG’s planning staff are available to conduct presentations to community and stakeholder groups. Presentations can be tailored to address a specific topic, area of concern, or provide a general overview of how SCAG works on many different issues. Request a SCAG presentation to your organization or community by contacting [address].

### Stay Connected

*E-NEWSLETTERS* – SCAG SPOTLIGHT is the official newsletter of the Regional Council. It includes information on recent Regional Council actions, an update from SCAG’s Executive Director and news on upcoming events. SCAG UPDATE is the agency’s regular newsletter, which offers updates on agency programs and events. To view or subscribe to SCAG’s e-newsletters, visit [www.scag.ca.gov](http://www.scag.ca.gov).

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

*MULTILINGUAL ACCESS* – SCAG seeks to ensure that diverse populations are involved in the regional planning process. With a minimum advance notice of 72 hours, SCAG makes available

translation assistance at its workshop and public meetings. SCAG translates key outreach materials into several languages and makes them available on the SCAG website, [www.scag.ca.gov](http://www.scag.ca.gov).

## Share Input

SCAG welcomes the public to address the Regional Council and Policy Committees at every monthly meeting. Meetings for special subcommittees also include time for public comments. Visit the Public Participation Form on the SCAG website at [www.scag.ca.gov](http://www.scag.ca.gov) to weigh in on important issues in Southern California. Locations for SCAG's main office and regional offices are listed below:

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

If you have general comments or questions please feel free to email us at: [contactus@scag.ca.gov](mailto:contactus@scag.ca.gov).

### ***Regional Affairs Staff and Offices***

To address the challenges of coordinating participation activities and events across 38,000 square miles of the region, SCAG established regional offices in the counties of Imperial, Orange, Riverside, San Bernardino and Ventura. Each office is staffed by a Regional Affairs Officer who coordinates SCAG activities for each county.

# APPENDIX A.

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## Legal Public Participation Requirements

### Federal Planning Requirements

As the MPO designated for the six-county metropolitan planning area (MPA), SCAG is responsible under federal and state transportation planning law, to develop a metropolitan transportation plan, referred to by SCAG as the Regional Transportation Plan (RTP) and a transportation improvement program (TIP), referred to as the Federal Transportation Improvement Program (FTIP).

The 2005 “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU) set forth public participation requirements for MPOs in developing these transportation plans. Specifically, SAFETEA-LU required MPOs to develop, in collaboration with interested parties, a Public Participation Plan that would provide reasonable opportunities for all parties to participate and comment on regional transportation plans. The transportation reauthorization bill “Moving Ahead for Progress in the 21st Century” (MAP-21) continues an emphasis on providing early and continuous opportunities for public involvement.

In carrying out its planning work, SCAG must comply with federal metropolitan planning law and regulations (23 U.S.C. Section 134 et seq. and 23 CFR Part 450 et seq.), state transportation planning law (Cal Gov. Code Section 65080 et seq.) which incorporates the requirements of California Senate Bill 375 (Steinberg 2008). SCAG is further committed to developing and updating its regional transportation plans in accordance with the following requirements, including but not limited to: California Environmental Quality Act (CEQA) and Guidelines; Federal Clean Air; American with Disabilities Act of 1990 (ADA); Title VI of the Civil Rights Act; Executive Order 12898 regarding Environmental Justice; Executive Order 13166 regarding Improving Access to Services for Persons with Limited English Proficiency; Executive Order 13175 regarding Consultation and Coordination with Indian Tribes.

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

1. The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, business and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
2. The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
  - (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

- (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
  - (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
  - (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
  - (v) Holding any public meetings at convenient and accessible locations and times;
  - (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
  - (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
  - (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by SCAG and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;
  - (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part [regarding Consultation]; and
  - (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
3. When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
4. A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by SCAG. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

### **Consultation Requirements & Activities**

SCAG must consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the RTP. The consultation shall involve, as appropriate:

1. Comparison of transportation plans with State conservation plans or maps, if available; or
2. Comparison of transportation plans to inventories of natural or historic resources, if available.

*See 23 U.S.C Section 134(i)(5).*

SCAG's consultation requirements under federal planning regulations are set forth under 23 C.F.R. Section 450.316(b)-(e) as follows:

- (b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the areas that are provided by:
  1. Recipients of assistance under title 49 U.S.C. Chapter 53;
  2. Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
  3. Recipients of assistance under 23 U.S.C. 204.
- (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
- (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and TIP.
- (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under Section 450.314 [metropolitan planning agreements].

Consultation activities are accomplished primarily through our policy committees, other committees, subcommittees, task forces, and working groups. Policy committees are primarily made up of local elected officials. There are several issue-specific as well as mode-specific committees, subcommittees, task forces and working groups that are on-going as well as some that are created for a specific purpose and specific timeframe. All of these groups provide input to SCAG who thereafter forwards their recommendations to the policy committees. Examples include the Aviation Technical Advisory Committee, Technical Working Group, Transit Technical Advisory Committee, Modeling Task Force, and Transportation Conformity Working Group. (TCWG). Subsequent to the adoption of the 2012-2035 RTP/SCS SCAG convened six subcommittees: Active Transportation, Goods Movement, High-Speed Rail and Transit, Public Health, Sustainability, and Transportation Finance. These subcommittees were formed to follow up on implementing the 2012-2035 RTP/SCS and to help guide development of the 2016-2040 RTP/SCS. These subcommittees completed their work and reported to the SCAG Policy Committees in 2013. Membership on these groups includes elected officials as well as stakeholder agency representatives. The stakeholders have a direct pipeline to SCAG's planning processes through these groups.

SCAG conducts meetings with all 191 member city managers and provides individual city council briefings when requested. Also, SCAG conducts several workshops prior to releasing the Draft RTP/SCS involving stakeholders to ensure that their input on major issues is addressed in the plan. In addition, SCAG meets with State and local agencies responsible for land use management, natural resources, environmental protection, etc.

SCAG also utilizes the subregional council of governments (COG) structure to get the word out and solicit input on the content as well as the planning and programming process from local stakeholders.

SCAG mails out a notice of the Draft RTP and FTIP availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final RTP and FTIP. Comments as well as responses are fully documented and reflected in the final RTP.

SCAG engages Tribal Governments in the RTP and FTIP processes through Tribal Government representation on SCAG's governing board and policy committees.

### **Title VI and Environmental Justice**

Consideration of Environmental Justice in the transportation planning process stems from Title VI of the Civil Rights Act of 1964 ( Title VI). Title VI establishes the need for transportation agencies to disclose to the public the benefits and burdens of proposed projects on minority populations. Title VI states that "No person in the United States shall, on the ground of race, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Additionally, Title VI not only bars intentional discrimination, but also unjustified disparate impact discrimination. Disparate impacts result from policies and practices that are neutral on their face (i.e., there is no evidence of intentional discrimination), but have the effect of discrimination on protected groups. The understanding of civil rights has expanded to include low-income communities, as further described below.

In the 1990's, the federal executive branch issued orders on Environmental Justice that amplified Title VI, in part by providing protections on the basis of income as well as race. These directives, which included President Clinton's Executive Order 12898 (1994) and subsequent U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA) orders (1997 and 1998, respectively), along with a 1999 DOT guidance memorandum, ordered every federal agency to make Environmental Justice part of its mission by identifying and addressing the effects of all programs, policies and activities on underrepresented groups and low-income populations. Reinforcing Title VI, these measures ensure that every federally funded project nationwide consider the human environment when undertaking the planning and decision-making process.

On August 4, 2011, seventeen federal agencies signed the "Memorandum of Understanding on Environmental Justice and Executive Order 12898." The signatories, including the U.S. Department of Transportation (DOT), agreed to develop Environmental Justice strategies to protect the health of people living in communities overburdened by pollution and to provide the public with annual progress reports on their efforts. The MOU advances agency responsibilities outlined in the 1994 Executive Order 12898 and directs each of the Federal agencies to make Environmental Justice part of its mission and to work with other agencies on Environmental Justice issues as members of the Interagency Working Group on Environmental Justice.

In response to this MOU, DOT revised its Environmental Justice Strategy. The revisions reinforce the DOT's programs and policies related to Environmental Justice and strengthen its efforts to outreach to minority and low-income populations. In addition, in July 2012 the Federal Transit Authority (FTA) issued two Circulars on Title VI and Environmental Justice to clarify the requirements and offer guidance. FTA Circular 4702.1A, Title VI Requirements and Guidelines for Federal Transit Administration Recipients provides information required in the Title VI Program, changes the reporting requirement from every four years to every three years, and adds a requirement for mapping and charts to analyze the impacts of the distribution of State and Federal public transportation funds. The FTA Circular 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients (Docket number FTA-2011-0055) provides recommendations to MPOs (and other recipients of FTA funds) on how to fully engage Environmental Justice populations in the public transportation decision-making process; how to determine whether Environmental Justice populations would be subjected to disproportionately high and adverse human health or environmental effects as a result of a transportation plan, project, or activity; and how to avoid, minimize, or mitigate these effects. The Circular does not contain any new requirements, policies or directives. Nonetheless, SCAG complies with the framework provided to integrate the principles of Environmental Justice into its decision-making processes.

Under federal policy, all federally funded agencies must make Environmental Justice part of their mission and adhere to three fundamental Title VI/Environmental Justice principles:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

In addition to Federal requirements, SCAG must comply with California Government Code Section 11135, which states that, "no person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency that is funded directly by the state, or receives any financial assistance from the state."

The State of California also provides guidance for those involved in transportation decision-making to address Environmental Justice. In 2003, the California Department of Transportation (Caltrans) published the Desk Guide on Environmental Justice in Transportation Planning and Investments to provide information and examples of ways to promote Environmental Justice. The Desk Guide identified requirements for public agencies, guidance on impact analyses, recommendations for public involvement, and mitigation.

Finally, SCAG has in place a Title VI Program which was approved by FTA on February 22, 2012. The Title VI Program includes a process for investigating Title VI complaints as well as a copy of the agency's Limited English Proficiency (LEP) Outreach Plan. The key elements of the LEP Plan include: (1) Spanish speaking translators available upon request for meeting and workshops; (2) selected RTP materials available in English, Spanish, Chinese and Korean languages; and (3) utilization of a specialty outreach consultant to engage with the LEP and minority communities. SCAG will continue these efforts for the 2016 RTP/SCS cycle. SCAG will also be updating the Title VI Program and LEP

Plan by October 2014 as requested by the State Department of Transportation. More information about the agency's Title VI Program and LEP Plan is available on the SCAG website at: <http://www.scag.ca.gov/participate/Pages/CivilRights.aspx>.

## State Planning Requirements

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

1. Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with SCAG's adopted Public Participation Plan;
2. Consultation with congestion management agencies, transportation agencies, and transportation commissions;
3. Workshops throughout the region (A minimum of three public workshops in each county with a population of 500,000 or more) to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices;
4. Preparation and circulation of a draft SCS and APS, if one is prepared, not less than 55 days before adoption of a final RTP;
5. At least three public hearings on the draft SCS in the RTP and APS, if one is prepared, held in different parts of the region, if feasible;
6. A process for enabling members of the public to provide a single request to receive notices, information and updates.

Further, SB 375 requires that SCAG conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the SCS and APS, if any. The purpose of the meeting shall be to present a draft of the SCS to the members of the board of supervisors and city council members in that county and to solicit and consider their input and recommendations.

### *Interested Parties*

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

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

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

- affordable housing advocates
- business organizations
- city managers
- community development representatives
- commercial property interests
- community-based organizations
- educational community and institutions
- elderly and retired persons

- elected officials
- environmental advocates
- freight shippers
- general public
- governmental agencies and non-profit organizations that receive Federal assistance from a source other than the Department of Transportation (DOT) to provide non-emergency transportation services and recipients of assistance under section 204 of Title 23 U.S.C.
- health and wellness representatives
- home builder representatives
- homeowner associations
- landowners
- limited English proficiency populations
- minority and low-income populations
- neighborhood and community groups
- neighborhood councils
- organizations serving rural area residents
- planners
- private providers of transportation
- private sector
- providers of freight transportation services
- public agencies
- public health and wellness representatives
- public sector
- representatives of the disabled
- representatives of transportation agency employees
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of users of public transit
- special interest non-profit agencies
- subregional organizations
- transit operators
- transportation advocates
- Tribal Governments
- women's organizations

### **Bottom-Up Planning and Interagency Consultation**

SCAG's three Policy Committees (Transportation Committee, Energy & Environment Committee and Community, Economic & Human Development Committee) include members appointed to represent the 15 subregional organizations in the SCAG region. Further, the numerous subcommittees, technical advisory committees, working groups, and the AB 1246 process facilitate SCAG's ability to provide a framework for bottom-up planning and more frequent and ongoing participation by interested parties at all stages of the process.

Within the AB 1246 process, the multi-county designated transportation planning agency shall convene at least two meetings annually of representatives from each of the four commissions, the

agency, and the Department of Transportation for the purposes below. The region wide Transportation Agencies CEOs Group is currently fulfilling the function of the AB 1246 process.

1. To review and discuss the near-term transportation improvement programs prior to adoption by the commissions.
2. To review and discuss the Regional Transportation Plan prior to adoption by the agency pursuant to Chapter 2.5 (commencing with Section 65080) of Title 7 of the Government Code.
3. To consider progress in the development of a region wide and unified public transit system.
4. To review and discuss any other matter of mutual concern.

SCAG has a memorandum of understanding (MOU) with the South Coast Air Quality Management District (SCAQMD) on transportation and air quality conformity consultation procedures for the South Coast Air Basin and for the Riverside County portions of the Salton Sea Air Basin and the Mojave Desert Air Basin. Parties to the MOU include: SCAQMD, Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, California Department of Transportation (Caltrans), California Air Resource Board, and the Federal Highway Administration.

Likewise, SCAG has an MOU for transportation and air quality conformity consultation procedures with the Ventura County Air Pollution Control District (VCAPCD) for the Ventura County portion of the South Central Coast Air Basin (SCCAB). Parties to the MOU include: VCAPCD, Ventura County Transportation Commission, Caltrans, California Air Resources Board, Federal Highway Administration and the Federal Transit Administration.

To support interagency coordination and fulfill the interagency consultation requirements of the Federal Transportation Conformity Rule, SCAG hosts and participates in the Transportation Conformity Working Group (TCWG). The group meets on a monthly basis to address and resolve regional issues pertaining to transportation conformity for the RTP and FTIP; RTP and TIP amendments; and the region's air quality management plans. TCWG also is the forum for interagency consultation on project-level PM hot-spot analysis. SCAG serves as the regional PM hot spot analysis clearinghouse and maintains records on all projects on the TCWG website.

Participants in the Southern California TCWG include representatives from federal, state, regional and sub-regional agencies such as the United States Environmental Protection Agency (both national and regional representatives), Federal Highway Administration, Federal Transit Administration, California Air Resources Board, California Department of Transportation, Air Quality Management Districts, County Transportation Commissions, Transportation Corridor Agencies, and SCAG.

# APPENDIX B.

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## Programs with established public participation procedures

### Regional Transportation Plan/Sustainable Communities Strategy

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) represents the vision for Southern California's future, including policies, strategies, and projects for advancing the region's mobility, economy, and sustainability. The RTP/SCS details how the region will address its transportation and land use challenges and opportunities in order to achieve its air quality emissions standards and greenhouse gas reduction targets. SCAG updates the RTP/SCS every four years, as required by law, and SCAG is currently undertaking the development of the 2020 RTP/SCS to provide Southern California with a comprehensive vision for its transportation future to the year 2045.

California Senate Bill 375 (Steinberg, Chapter 728, 2008 Statutes) requires SCAG and other MPOs to engage the region in the development process of the SCS or an Alternative Planning Strategy (APS) through outreach efforts and a series of workshops and public hearings. For the SCAG region these workshops and public hearings include workshops for local elected officials and workshops in each county in the region (at least 16 public workshops.) SCAG will also conduct public hearings on the Draft RTP/SCS in different parts of the region.

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

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

#### Updating and Revising the RTP/SCS

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

#### *RTP/SCS Update*

This is a complete update of the most current RTP/SCS, which is prepared pursuant to state and federal requirements. RTP/SCS updates include extensive public consultation and participation involving hundreds of SCAG residents, public agency officials, and stakeholder groups over many months. SCAG's Regional Council and policy committees and other members of the public play key roles in providing feedback on the policy and investment strategies identified in the plan. Local and

Tribal governments, transit operators and other federal, state and regional agencies also actively participate in the development of an RTP/SCS update via existing working groups and ad hoc forums.

### RTP/SCS Amendment

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

### RTP/SCS Administrative Modification

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

### 2020 RTP/SCS Update Process and Schedule

Developing the long-range plan for the SCAG region takes between two and three years to complete and involves working with six county transportation commissions, 191 cities, and countless other stakeholder organizations and the public. The 2020 RTP/SCS involves goal setting, target setting, growth forecasting, financial projections, scenario development and analysis, and significant issues exploration. Considered at a high level, the 2020 RTP/SCS update will be completed in four phases: 1) Technical Bases & Data Collection; 2) Focus on Major Policy Directions; 3) Establish the Plan & Engage the Public; 4) Adopt 2020 RTP/SCS & PEIR (timeline illustrated in the graphic below.) Throughout the process, SCAG staff will engage the public and local, regional, and state partners to develop the 2020 RTP/SCS to meet current and future transportation needs over the next 25 years. Development of the 2020 RTP/SCS will be guided by an existing federal, state, and regional policy framework consisting of FAST Act/MAP-21, the California Transportation Plan and other relevant statewide plans, and the existing 2016 RTP/SCS.



In addition to the overall RTP/SCS development, SCAG also develops alternative scenarios for the Sustainable Communities Strategies to illustrate the outcomes of different policy and investment choices and identify pathways to meeting GHG reduction targets set by the Air Resources Board. In preparation of the 2020 SCS Scenarios, SCAG will be contracting directly with community based organizations and offering participation support to other organizations that are interested in informing scenario development. SCAG will also be developing a robust engagement tool to be used

by the general public and promoted through our regular outreach methods mentioned above on page. x in order to collect nuanced input on investment and policy priorities.

Throughout the 2020 RTP/SCS development, SCAG's Regional Council; Community, Economic, and Human Development Committee; Energy and Environment Committee; and Transportation Committee will consider the challenges and opportunities facing our region and how to best address them, while considering public input.

The process will need to be flexible and is subject to change, as needed, to reflect and respond to the input received as SCAG moves through the steps of updating the plan. To help direct interested SCAG residents and organizations to participate in key actions or decisions being taken, any changes as well as additional detail will be posted on the [www.scagrtpsc.org](http://www.scagrtpsc.org) website.

### Summary of Key Tasks and Milestones

<b>Step</b>	<b>Tasks</b>	<b>Details</b>	<b>Completion</b>
1	Update Planning Assumptions	<ul style="list-style-type: none"> <li>Review and update regional vision, goals, objectives, and performance measures.</li> </ul>	<i>Spring 2018 - Summer 2019</i>
2	Update Data (through the new horizon year)	<ul style="list-style-type: none"> <li>Update future population, household, and employment growth forecasts.</li> <li>Update land use assumptions.</li> <li>Assess projected land uses and identify major growth corridors.</li> <li>County Transportation Commissions review and update project lists.</li> </ul>	<i>Spring 2017- Winter 2019</i>
3	Transportation Financial Analysis	<ul style="list-style-type: none"> <li>Update revenue forecast.</li> <li>Define cost of multimodal transportation system needs, including operating and maintenance of the existing and future system, plus new and improved facilities and services.</li> <li>Discuss funding tradeoffs.</li> <li>Identify potential funding gap (i.e. limits so that revenues = expenditures).</li> </ul>	<i>Winter 2018 - Fall 2019</i>
4	Land Use/Transportation Scenarios Development	<ul style="list-style-type: none"> <li>Define land use scenarios. Also, assess land use options and compare options to existing local policies.</li> <li>Define transportation network scenarios.</li> <li>Assess scenarios against performance targets.</li> <li>Obtain stakeholder and public feedback on the scenarios and incorporate input.</li> </ul>	<i>Spring 2018 - Spring 2019</i>
5	Issues Exploration	<ul style="list-style-type: none"> <li>Work with stakeholders to explore issues such as public health, active transportation, and natural/farm lands.</li> <li>Incorporate recommendations into the plan (e.g. policies).</li> </ul>	<i>Winter 2017 - Summer 2019</i>

6	Preferred Scenario	<ul style="list-style-type: none"><li>• Based on stakeholder and public input, identify preferred land use and transportation investment strategy.</li><li>• Assess preferred scenario against targets.</li><li>• Approve preferred scenario.</li></ul>	<i>Spring 2019</i>
7	Program Environmental Impact Report	<ul style="list-style-type: none"><li>• Estimate the impact of transportation and land uses on air quality and greenhouse gas emissions within the region.</li></ul>	<i>Fall 2018 - Summer 2019</i>
8	Release Draft 2020 RTP/SCS and Program Environmental Impact Report	<ul style="list-style-type: none"><li>• Regional Council approves the release of the draft 2020 RTP/SCS and associated PEIR.</li></ul>	<i>September 2019</i>
9	Public Outreach and Comment Period	<ul style="list-style-type: none"><li>• Acquire public input on the draft 2020 RTP/SCS and PEIR and respond to public comments.</li></ul>	<i>September 2019 - November 2019</i>
10	Approve Draft 2020 RTP/SCS and Program Environmental Impact Report	<ul style="list-style-type: none"><li>• Regional Council reviews for certification PEIR for the 2020 RTP/SCS and review for approval the final 2020 RTP/SCS.</li></ul>	<i>April 2020</i>

## Congestion Management Process

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

## Program Environmental Impact Report

SCAG will prepare a Program Environmental Impact Report (PEIR) beginning in the fall of 2018 through summer 2019. The PEIR will evaluate the potential environmental impacts associated with the implementation of the 2020 RTP/SCS.

The 2020 PEIR will focus on a region-wide assessment of existing conditions and potential impacts as well as broad policy alternatives and program-wide mitigation measures. Potential or probable environmental effects of individual projects included in the 2020 RTP/SCS Project List will not be specifically analyzed in the PEIR. The PEIR will serve as a first-tier document for later CEQA review of individual projects included in the program. For large scale planning approvals (such as the RTP/SCS), where project-level environmental analyses will subsequently be prepared for specific projects broadly identified within a PEIR, the site-specific analysis can be deferred until the project level environmental document is prepared, provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

SCAG, as the lead agency of the 2020 RTP/SCS, is required to file all CEQA notices related to the PEIR (i.e. Notice of Preparation (NOP), Notice of Availability (NOA), Notice of Determination (NOD)) to the Office of Planning and Research and with the county clerk in each county within the project boundaries (which includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties) for public review for 30-60 days. All CEQA notices are also e-mailed out to SCAG stakeholders through SCAG's e-mailing list and posted at SCAG's main office in Los Angeles and regional satellite offices in each of the other five counties for the full comment period to solicit public comments. Public comments received during the NOP stage, the first stage in developing an environmental document of the CEQA process, will be incorporated into the Draft PEIR and public comments received during the NOA stage, the second stage, will be responded to in the Final PEIR. This process ensures public comments are collected and addressed per CEQA requirements.

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

## Regional Housing Needs Assessment

In addition to the tasks outlined above to develop the 2020 RTP/SCS, SCAG is required to update the eight-year Regional Housing Needs Assessment (RHNA). The RTP/SCS must demonstrate on a regional level, areas sufficient to house all the population of the region, including the eight-year projection of the RHNA.

Both the RTP/SCS and RHNA use the local input survey as the basis for future demographic projections, including household growth. The next RHNA cycle, also known as the 6th cycle, will cover the planning period October 2021 through October 2029. The latest SCAG can adopt the 6th RHNA allocation is October 2020, but SCAG is looking at alternative schedules for a possible earlier adoption date, possibly to coordinate with the adoption of the 2020 RTP/SCS.

## Federal Transportation Improvement Program

### FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

SCAG's Federal Transportation Improvement Program (FTIP) is a capital listing of all transportation projects proposed over a six-year period. The listing identifies specific funding sources and funding amounts for each project. The FTIP must include all transportation projects that are federally funded, and/or regionally significant regardless of funding source or whether subject to any federal action.

The FTIP includes improvements to projects on the state highway, local arterial, bridge, public transit, rail, bicycle, pedestrian, safety, maintenance, operational and planning projects to name a few. The projects are submitted to SCAG by the six County Transportation Commissions. SCAG analyzes the projects to ensure that they are consistent with state and federal requirements. Federal law requires the FTIP be consistent with the RTP.

The following outlines SCAG's strategies, procedures and techniques for public participation on the FTIP. SCAG intends to update this section of the Appendix as needed prior to commencing each FTIP cycle to reflect appropriate changes.

#### 1. FTIP Public Participation Process in the SCAG Region

SCAG has a Memorandum of Understanding (MOU) with transit operators and each of the County Transportation Commissions (CTCs) within the SCAG Region. These MOUs specify the role of the transit operators and CTCs with respect to approval of transportation projects utilizing federal, state highway, and transit funds within their respective jurisdiction. The County Transportation Commissions are also responsible for transportation programming and short range planning in their respective counties. The County Transportation Commissions transmit their approved County TIP to SCAG. The public participation process and coordination is a tiered process within the SCAG region. This tiered process initiates the public participation process at the CTC's county TIP development stage, which occurs long before the development of the SCAG FTIP.

There are several opportunities for the public to review and comment on projects and programs during the development of each county TIP and approval of the SCAG FTIP. These public participation opportunities are described below.

##### A. Project Identification

Public participation begins at the local agency level by identifying projects and associated work scopes based on local and regional transportation needs. Newly identified projects are commonly placed on funding needs lists, funding plans or capital improvement program plans and programs that identify projects to be funded. These lists, plans and programs are adopted by local agency boards (mostly elected officials) in meetings open to the general public. Stakeholders, interest groups and the general public have the opportunity to review and comment on these projects and local plans prior to local agency board approvals.

##### B. Project Funding

The general public, interested parties and stakeholders have an opportunity to review and comment on projects and programs during the allocation of funds by local agencies including cities, counties, special districts, and county transportation commissions (CTCs).

The process of assigning specific funding sources to projects normally occurs in meetings open to the general public by public policy boards. For example, the CTCs in the SCAG region conducts a "call for projects" when funding under their control (federal, state and/or local) is available for programming. Local agencies apply and compete for available funding based on adopted eligibility guidelines consistent with federal, state and local county requirements. Candidate projects usually have gone

through an initial public review process and are included in a local agency capital improvement needs programs or plans. The CTCs work through their respective committee review process to develop a list of projects recommended for funding and adoption by each respective policy board. CTCs review committees are comprised of local agency staff (stakeholders and interested parties), and in some cases include public elected officials. Review committee meetings are publicly noticed. The recommended project lists approved by the committees are forwarded to the respective policy boards for approval. Projects proposed for funding are made available for review by the general public, stakeholders and interested parties in advance of adoption by the CTCs policy boards. All allocation of funds by the policy boards occur in publicly noticed meetings open to the general public.

The allocation of public funds to projects by other entities meet the public review requirements that are consistent with the federal, state and/or local laws that govern the allocation of the funds.

C. County Transportation Improvement Program (TIP) Development

The CTCs develop their respective TIPs based on FTIP Guidelines prepared by SCAG in consultation with the CTCs, SCAG's TCWG, federal and state agencies staff, with approval by SCAG's Regional Council. The FTIP is the implementing document of the RTP/SCS. The CTCs' submittal of their county TIP to SCAG is their county implementation plan which is incorporated in its entirety into the SCAG FTIP. All projects programmed in County TIPs have been previously approved for funding by the entity responsible for allocating the project funds. When submitting County TIPs to SCAG, each CTC is required to adopt a financial resolution which certifies that it has the resources to fund the projects in the TIP and affirms its commitment to implement all projects. The financial resolution is approved by each policy board in publicly noticed meetings open to the general public.

D. SCAG FTIP Development

SCAG develops the FTIP for the six-county region based on the County TIPs prepared and submitted by the CTCs described above in Section iii. The Draft SCAG FTIP is noticed for a minimum 30-day public review, and public hearings are held at the SCAG office and where possible these public hearings will be available via video or teleconference. SCAG also conducts public outreach efforts through social media outlets. The Draft SCAG FTIP documents are made available for review and comment by stakeholders, interested parties and the general public through the SCAG internet website at <http://ftip.scag.ca.gov/Pages/default.aspx> and at public libraries throughout the six-county region prior to the public hearing.

In addition to the public hearings, SCAG committees and working groups also review and discuss the draft FTIP. These SCAG groups include the Executive Administration Committee, the Transportation Committee (TC), the Transportation Conformity Working Group (TCWG), and the Energy and Environment Committee (EEC). The SCAG Regional Council takes final action when they adopt the FTIP.

E. FTA Program of Projects

The designated recipient of FTA Section 5307 funds must develop a Program of Projects (POP). The POP is a list of proposed FTA funded projects that must undergo a public review process. Guidance provided by FTA allows the FTIP to function as the POP as long as the public is notified through SCAG's public notice that the FTIP public review process satisfies the public participation requirements of the POP. Once the FTIP is approved, the document will function as the POP for recipients of FTA funds in the SCAG region. SCAG's public participation process for the FTIP is intended to satisfy FTA Section 5307 funding recipients' public participation process for the POP.

F. SCAG FTIP Updates

The FTIP is amended throughout the year. This process is similar to developing the formal FTIP. Proposed amendments to the adopted FTIP are submitted by the CTCs to SCAG. After SCAG has completed its analysis of the proposed change(s) to the FTIP ensuring consistency with the various programming rules and regulations, SCAG electronically posts the proposed change(s) for a 10-day public review and comment period on the SCAG website at <http://ftip.scag.ca.gov/Pages/default.aspx>. In addition to posting the amendment information on the web, a notice is sent to the TCWG as part of the FTIP amendment public review process.

## 2. Other FTIP Public Participation strategies, procedures and techniques

- A. Enhance Website Capabilities:
  - I. Utilize SCAG's web site to provide information, announce draft and final program releases, encourage feedback and comments from the public, make draft and final programs and corresponding documents available, provide contact information, inform of upcoming events and meetings, post meeting agendas and minutes
  - II. Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.
- B. Update Contact Databases and Advisory Groups:
  - I. Review and update mailing lists for outreach efforts.
  - II. Expand contact databases to include all Interested Parties identified in the Plan.
- C. Coordinate Outreach Efforts with other Stakeholder Organizations:
  - I. Support interagency coordination by continuing to host and participate in the monthly TCWG meetings.
  - II. Mail Notice of Draft FTIP availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final FTIP. Ensure that the public comment period for the program is at least 30 days.
  - III. Participate in regular meetings with the county transportation commissions in the coordination of the draft and final FTIP.
- D. Conduct Public Hearings:
  - I. Announce public hearings in printed materials, on SCAG's website
  - II. Hold public meetings at convenient and accessible locations and times.
  - III. Conduct at least two public hearings on the draft FTIP.
  - IV. Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.
- E. Maintain a Log of Outreach Efforts:
  - I. Maintain a log of all agency-wide outreach presentations.
  - II. Review and consider all public comments in the regional transportation planning process.
  - III. Record, track and maintain a log of comments and SCAG's response to the comments
  - IV. Respond to all comments received in a timely manner.

## 3. Annual Listing of Projects

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

#### 4. FTIP Amendments

For the FTIP, the following summarizes the categories of amendments identified by FHWA for the FTIP and the public participation requirements for each amendment type.

- A. Category 1. Administrative Modification  
An administrative modification includes minor changes to project cost, schedule, and project description changes without affecting the scope, and/or funding sources. Please see the Federal Statewide Transportation Improvement Program (FSTIP) and Federal Transportation Improvement program (FTIP) Amendment and Administrative Modification Procedures for a complete definition of an administrative modification and eligibility.
- B. Category 2. Amendment – Changes that do not impact the existing conformity determination.  
The Amendment category may include changes that are not eligible under an administrative modification.
- C. Category 3. Amendment – Relying on the existing Conformity Determination.  
This amendment may include adding a project or a project phase to the program. This amendment category consists of projects that are modeled and are included in the regional emissions analysis.
- D. Category 4. Formal Amendment – New Conformity Determination.  
This amendment may include adding or deleting projects that are not currently included in the regional emissions analysis or part of the existing conformity determination. This amendment may involve adding or deleting projects that must be modeled for their air quality impacts: significantly changing the design concept, scope; or schedule of an existing project.
- E. Category 5. Technical Amendment – Changes to project information not required to be included in the FTIP per federal requirements. Changes are not subject to an administrative modification or an amendment such as changes to project codes, and changes to correct typographical errors. These technical corrections do not impact project scope or cost.

### Public Hearing – Public Review & Comment Period Requirement

Amendment Category	Public Hearing Requirements	Public Review Period (# of days)
<b>Category 1 - Administrative</b>	n/a	n/a
<b>Category 2 - Amendment Changes that do not impact the existing conformity determination</b>	No	1
<b>Category 3 Amendment relying on existing conformity determination</b>	No	10
<b>Category 4 – Formal Requires a new conformity determination</b>	Yes	30
<b>Category 5 - Technical Correction Not subject to funding agency approval for public review</b>	No	n/a

## FTIP Amendment and Administrative Modification Approval Procedures – SCAG Executive Director Authority

### *FTIP Amendment Procedures*

As part of the TIP approval process, the SCAG Regional Council granted authority to SCAG's Executive Director or designee to approve Federal Transportation Improvement Program (FTIP) amendments and associated conformity determination and to transmit to the state and federal agencies amendments to the most currently approved FTIP. These amendments must meet the following criteria:

- Changes that do not affect the regional emissions analysis.
- Changes that do not affect the timely implementation of the Transportation Control Measures.
- Changes that do not adversely impact financial constraint.
- Changes consistent with the adopted Regional Transportation Plan.

Amendments triggered by an RTP amendment must be approved by the Regional Council

### *FTIP Administrative Modification Procedure*

SCAG's Regional Council has the discretion to delegate authority to SCAG's Executive Director to approve FTIP Administrative Modifications to the Federal State Transportation Improvement Program (FSTIP) consistent with approved FSTIP/FTIP Administrative Modification and Amendment Procedures and as may be amended. Administrative Modifications are minor project changes that qualify under the FSTIP/FTIP Administrative Modification and Amendment Procedures. Because FTIP Administrative Modifications are considered minor changes, public review is not required.

The following procedures apply to this delegation of authority:

- SCAG will send copies of the approved administrative modification to Caltrans, FHWA, and FTA.
- Once the administrative modification is approved by SCAG, the administrative modification will be deemed part of the Federal State Transportation Improvement Program (FSTIP).
- SCAG will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for.
- Caltrans will conduct periodic reviews of SCAG's administrative modification process to confirm adherence to the procedures. Noncompliance with the procedures will result in revocation of the MPO's delegation

## Environmental Justice Program

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

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

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

SCAG also prepares additional companion documents, or appendices, to help support or add to the RTP/SCS. The environmental justice technical analysis and public outreach methodology are included in the RTP/SCS Environmental Justice Appendix.

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

- At least one (1) kick-off meeting at the beginning of the RTP/SCS development at the SCAG Headquarters located at Downtown Los Angeles (DTLA);
- At least four (4) outreach workshops during the RTP/SCS development and EJ Appendix development process. At least two (2) of the meetings will be held at SCAG's DTLA Headquarters while at least two (2) will be held in other geographical areas based on needs expressed by stakeholders;
- Several focus group discussions with various SCAG stakeholders to discuss EJ topics and concerns and the development of the EJ Appendix; and
- Interviews for SCAG stakeholders that cannot attending focus group meetings to discuss EJ topics and concerns and the development of the EJ Appendix.

All public meetings and workshops aim to be accessible to all groups and individuals interested or concerned with environmental justice. In efforts to make these meetings and workshops more accessible, meeting and workshop materials can be provided in different languages to engage individuals who are not proficient in English. Meeting details will be available to the public approximately 30 days before the meeting date to allow for adequate planning. Videoconferencing at SCAG's satellite offices (in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties) will be made available to ensure all populations within the SCAG region can be reached.

Comments and input gathered during the public outreach process will be incorporated into the Environmental Justice Appendix. There will also be another round of public review and comment when the RTP/SCS and its associated appendices, including the Environmental Justice Appendix, are released.

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

## **OVERALL WORK PROGRAM**

Funding for SCAG's metropolitan planning activities are documented in an annual Overall Work Program (OWP) (also known as a Unified Planning Work Program), pursuant to federal requirements, 23 CFR 450.308(b)-(c), and Caltrans guidance.

The OWP is developed each fiscal year, and details the agency's planning and budgetary priorities for the following fiscal year. SCAG's federal and state funding partners (FHWA, FTA and Caltrans) must approve SCAG's OWP each year before it takes effect.

The following describes SCAG's strategies, procedures and techniques with respect to public participation on the OWP.

1. Adopt OWP Preparation Schedule and Work Programs Outcomes: (September-October)
  - a. Regional Council adopts the OWP preparation schedule and work program outcomes for the coming fiscal year.
2. Conduct a Budget Workshop: (February).
  - a. SCAG staff conducts a Budget Workshop for the Regional Council and members of the public.
3. Distribute Draft OWP: (March).
  - a. The Regional Council approves the Comprehensive Budget which includes the draft OWP. The draft OWP is distributed to all Regional Council members and the Regional Council approves the release of the document for a minimum 45-day public comment and review period. The draft OWP is also placed on SCAG's website.
4. Distribute the Draft OWP for Public Comments: (March).
  - a. Staff mails letters to over 300 City Planners, Planning Directors and other Planning representatives within the SCAG region, including subregional coordinators, CTCs and

transit operators, encourages their feedback on the draft OWP, and notifies them of the availability of the draft document on SCAG's website.

5. Review and Consider Comments Received in the Final OWP Deliberations: (April).
  - a. Staff reviews and considers all public comments in the OWP planning process.
  - b. Staff records, tracks and maintains a log of comments and SCAG's response to the comments.
6. Adopt the Final Comprehensive Budget and Resolution Authorizing the Submittal to Funding Partners: (April).
  - a. The Regional Council adopts the Final Comprehensive Budget and Resolution authorizing the submittal of the Final OWP to Caltrans and other funding agencies as necessary for approval. Caltrans must submit the recommended Final OWP to FHWA/FTA by June 1 of each year.

Southern California Association of Governments  
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

**Agenda Item No. 6**  
**February 20, 2018**

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**To:** Legislative/Communications & Memberships Committee (LCMC)  
**From:** Kevin Gilhooley; Regional Affairs Officer; (213) 236-1878; [gilhooley@scag.ca.gov](mailto:gilhooley@scag.ca.gov)  
**Subject:** Federal Budget Update

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**RECOMMENDED ACTION:**

For Information Only – No Action Required

**EXECUTIVE SUMMARY:**

*President Donald Trump signed H.R. 1892, the “Bipartisan Budget Act of 2018,” into law on February 9, 2018, which funds the government for the next two fiscal years. In addition, the White House released its FY 2019 budget proposal on February 12, 2018, which outlines the Trump Administration’s fiscal priorities for the upcoming year. This report provides a summary of H.R. 1892’s major provisions, as well as details about the Trump Administration’s budget proposal.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

**The Bipartisan Budget Act of 2018**

On January 22, 2018, both chambers of Congress passed, and the President signed into law, H.R. 195, a continuing resolution to reopen the federal government and keep it funded through February 8, 2018. The legislation was first passed in the Senate by a vote of 81-18 and later in the House of Representatives by a vote of 266-150. The CR also extended the Children’s Health Insurance Program (CHIP) and once again postponed potential across-the-board sequester cuts until after the current CR expires. The vote was also accompanied with commitments to continue work on immigration issues including the Deferred Action for Childhood Arrivals (DACA) program and border security.

With the funding authority from H.R. 195 expiring at 12:00 a.m. on February 9, 2018, both houses of Congress eventually voted (House: 240-186; Senate: 71-28) to pass a bipartisan budget agreement—after a shutdown of the federal government for just over five hours—to repeal expenditure limits and fund the government for the next two years.

Below is a summary of the budget deal’s major provisions:

Continuing Resolution

The agreement includes a CR that funds the government at current levels through March 23, 2018 in order for both the House and Senate’s Committees on Appropriations to negotiate detailed

appropriations and deliver full funding for the remainder of FY 2018, as well as begin the process for FY 2019.

#### Supplemental Disaster Funding

The bill provides more than \$80 billion in disaster relief funds to communities affected by Hurricanes Harvey, Irma, Maria, and other hurricanes and wildfires occurring in calendar year 2017. Major funding provisions include:

- Department of Homeland Security
  - o \$23.5 billion to the Federal Emergency Management Agency's Disaster Relief Fund for immediate response to disasters.
- Department of Housing & Urban Development
  - o \$28 billion to the Community Development Fund for disaster relief, long-term recovery, restoration of infrastructure and housing, economic revitalization, and mitigation in the most impacted and distressed areas resulting from a major declared disaster that occurred in 2017.
- Department of Defense
  - o \$15.055 billion to the Department of the Army Corps of Engineers for necessary construction expenses to address emergency situations at Corps of Engineers projects, and to construct, rehabilitate, and repair damages caused by natural disasters.
- Department of Agriculture
  - o \$2.36 billion to the Office of the Secretary for assistance (in the form of block grants to eligible states and territories) for losses related to crops, trees, bushes, and vine losses related to the consequences of Hurricanes Harvey, Irma, Maria, and other hurricanes and wildfires occurring in calendar year 2017.
  - o \$400 million to the Farm Service Agency's Emergency Conservation Program for expenses related to the consequences of Hurricanes Harvey, Irma, and Maria and of wildfires occurring in calendar year 2017.
  - o \$541 million to the Natural Resources Conservation Service's Watershed and Flood Prevention Operations for expenses related to the consequences of Hurricanes Harvey, Irma, and Maria and of wildfires occurring in calendar year 2017.
- Department of Education
  - o \$2.7 billion to the Department of Education for necessary expenses—such as restarting school operations, impact aid for displaced students, emergency assistance to institutions of higher education and students attending such institutions of higher education, expenses associated with enrolling displaced students, and assistance to local educational agencies serving homeless children and youth—related to the consequences of Hurricanes Harvey, Irma, Maria, and other hurricanes and wildfires occurring in calendar year 2017.

- Department of Transportation
  - o \$1.374 billion to the Federal Highway Administration's Emergency Relief Program, of which the entire amount is to be expended in Puerto Rico to respond to damage caused by Hurricanes Irma and Maria.
  - o \$330 million to the Federal Transit Administration's Public Transportation Emergency Relief program for transit systems affected by Hurricanes Harvey, Irma, and Maria with major disaster declarations in 2017.
  
- Department of Commerce
  - o \$600 million to the Economic Development Administration's Economic Development Assistance Programs for necessary expenses related to flood mitigation, disaster relief, long-term recovery, and restoration of infrastructure in areas that received a major disaster designation as a result of Hurricanes Harvey, Irma, and Maria, and of wildfires and other natural disasters occurring in calendar year 2017.
  
- Department of Labor
  - o \$100 million to the Employment & Training Administration's Training and Employment Services for the dislocated workers assistance national reserve for necessary expenses directly related to the consequences of Hurricanes Harvey, Irma, and Maria, and of wildfires and other natural disasters occurring in calendar year 2017.

#### Budget Caps

Spending caps imposed by the Budget Control Act of 2011 were increased for both defense and nondefense spending, resulting in a nearly \$300 billion increase in spending over the next two years. The defense discretionary funding cap was increased by \$80 billion in FY 2018 and \$85 billion in FY 2019 while the non-defense domestic discretionary spending cap was increased by \$63 billion in FY 2018 and \$68 billion in FY 2019.

#### Budget Sequestration

Budget sequestration will not occur for both FY 2018 and FY 2019. To offset the cost of the relief, however, the process of mandatory sequestration is extended out to FY 2027.

#### Extension of Tax Provisions

The bill provides for an extension of several tax credits that had expired at the end of 2016 and were not dealt with in the Tax Cuts and Jobs Act reform package that was signed into law at the end of 2017. Among those included are credits for:

- Railroad track maintenance
- Nonbusiness energy properties
- Residential energy properties
- Qualified fuel cell motor vehicles
- Alternative fuel vehicle refueling properties
- Two-wheeled plug-in electric vehicles

- Second generation biofuel producers
- Biodiesel and renewable diesel
- Facilities producing energy from certain renewable resources
- Energy-efficient new homes

#### Debt Limit

The bill lifts the federal debt limit until March 1, 2019.

Staff will continue to keep the Legislative/Communications & Membership Committee (LCMC) apprised as budget negotiations continue in the House and Senate's Committees on Appropriations.

#### **President Trump's FY 2019 Budget Proposal**

On February 12, 2018, the White House released its \$4.4 trillion FY 2019 budget proposal (<https://goo.gl/cwNAAT>), which outlines the Trump Administration's fiscal priorities for the upcoming year. Although the proposal calls for significant cuts to federal spending—more than \$3 trillion over a decade—it does not call for balancing the budget within the next 10 years. While the Trump Administration's budget proposal is a request to Congress regarding spending and tax policy, and is essentially a statement of the Administration's priorities, it is important to note that the proposal itself just one part of the federal budget process—it is not law or legislation—and Congress will continue to negotiate the specifics of the budget in the coming months.

Highlights from the budget proposal pertaining to transportation and housing include:

#### Department of Transportation

For the Department of Transportation (USDOT), the budget request in the FY 2019 budget proposal is \$77.3 billion. The USDOT budget documents do not include any of the proposed \$200 billion in funding under the White House's proposed infrastructure initiative, which is a multi-department endeavor that is being handled directly by the White House.

- Surface Transportation: The budget proposal requests \$57.4 billion in mandatory funds and obligation limitation for the nation's transportation infrastructure. This includes \$46 billion for highway infrastructure and safety programs, \$9.9 billion for transit infrastructure, and \$1.4 billion safety programs. These levels match the authorized amounts under the Fixing America's Surface Transportation (FAST) Act for 2019.
- Highway Trust Fund: The new budget does not have a proposal to fix the solvency of the Highway Trust Fund after it runs out of money in FY 2021.
- Discretionary Budget: The budget proposal requests \$15.6 billion in discretionary budget authority for 2019, which would be a \$3.7 billion or 19% decrease from the 2017 enacted base discretionary level of \$19.3 billion (which excludes supplemental emergency relief funding). The budget proposal eliminates funding for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program, but maintains the Infrastructure For Rebuilding

America (INFRA) grant program. The budget proposal would also wind down the Federal Transit Administration’s Capital Investment Grant program (known as “New Starts”) by limiting funding to projects with existing full funding grant agreements only. The budget does not propose any funding for the various railroad discretionary grant programs created by the FAST Act, which received a combined \$90 million in the FY 2017 appropriations act.

- Amtrak: Like last year, the proposed FY 2019 budget proposes huge cuts in Amtrak subsidies (\$776 million below the House and Senate’s FY 2018 average). Instead of simply proposing to kill subsidies for long-distance routes, however, the new budget proposes that states pay one-half of the operating subsidy cost of long-distance routes going through their state.
- Airport Improvement Program: The budget proposal’s request is at the same level as in recent years (\$3.35 billion) pending reauthorization.
- Essential Air Service: The budget proposal’s request for funding for the Essential Air Service program is \$93 million, which is \$57 million less than the 2017 enacted level (\$150 million). The proposal also includes a legislative reform proposal to “modify the definition of essential air service, to ensure that Federal funds are efficiently targeted at the communities most in need.” The proposed reforms aim to reduce high per passenger subsidy costs and service to communities that are relatively close to other airports.

Department of Housing & Urban Development

For the Department of Housing & Urban Development (HUD), the budget request in the FY 2019 budget proposal is \$41.24 billion. The FY 2019 request is an increase of just over 1% from the \$40.7 billion requested for FY 2018, which itself was down \$6.2 billion or 13.2% from the prior year’s request.

- Homelessness: The budget proposal requests \$2.4 billion for the Homeless Assistance Grants (HAG) program, equal to the 2017 enacted level and an increase of \$133 million from the Trump Administration’s FY 2018 request.
- Rental Assistance: The budget proposal requests \$33.8 billion across HUD’s rental assistance programs, which is a decrease of 11.2% relative to the 2017 enacted level. The decrease in the request is a result of what the Administration sees as increasing and unsustainable Federal costs of rental assistance. There is no request for funding for the Public Housing Capital Fund as the Administration believes the provision of affordable housing should be a responsibility more fully shared with State and local governments. The Administration acknowledges that the requested funding levels are significantly reduced from the 2017 enacted level, but that the requested level should be able to support currently assisted households while simultaneously decreasing the federal government’s role in rental assistance programs over time.
- HUD-Assisted Households: The Administration’s budget proposes legislative reforms to encourage work and self-sufficiency across its core rental assistance programs, which is

consistent with broader Administration goals. The budget notes that tenants currently generally pay 30% of their adjusted income toward rent. The Administration's reforms would require able-bodied individuals to shoulder more of their housing costs and provide an incentive to increase their earnings. The budget, however, mitigates rent increases for the elderly and people with disabilities, requesting \$601 million for the Housing for the Elderly program and \$140 million for the Housing for Persons with Disabilities program. These represent an increase of \$91 million and \$19 million, respectively, from last year's budget request.

- Economic Mobility: The budget proposal requests \$75 million for the Family Self-Sufficiency program and \$10 million for the Jobs-Plus Initiative to connect HUD-assisted households to social services and employment resources in order to help tenants maximize their earning potential, improve their financial situations, and enjoy a higher quality of life.
- Block Grants: The Administration's budget proposes the elimination of HUD's community and economic development as well as affordable housing production programs. The budget also eliminates the Community Development Block Grant (CDBG) program. The budget proposal devolves responsibility to state and local governments, which the Administration feels are in a better position to assess local community needs and address unique market challenges.

#### General Services Administration

For the General Services Administration (GSA), the budget request in the FY 2019 budget proposal is \$10.7 billion. The proposed budget for the GSA reflects the Administration's priorities in making investments in the nation's infrastructure, modernizing the government's information technology (IT), and making government operate more efficiently.

- Federal Buildings Fund: The budget proposal requests \$275.9 million for improvements to the Calexico Land Port of Entry.
- Government Efficiency: The Administration's budget proposal requests \$6.1 million for the Federal Permitting Improvement Steering Council, which leads ongoing government-wide efforts to modernize the federal permitting and review process for major infrastructure initiatives.

The federal budget process is long and arduous process. As noted previously, the Trump Administration's budget proposal is just the beginning of the federal budget process. Next steps include the budget resolutions that both the House and Senate will need to pass in order to provide a framework for Congress to make decisions about expenditures and taxation, the various House and Senate subcommittee markups of appropriation bills, and reconciliation, debate, and votes on appropriations bills. Staff will continue to keep the LCMC apprised as negotiations over the FY 2019 budget move forward.

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

None

Southern California Association of Governments  
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

**Agenda Item No. 7**  
**February 20, 2018**

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**To:** Legislative/Communications & Memberships Committee (LCMC)  
**From:** Kevin Gilhooley; Regional Affairs Officer; (213) 236-1878; [gilhooley@scag.ca.gov](mailto:gilhooley@scag.ca.gov)  
**Subject:** Trump Administration Infrastructure Plan

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**RECOMMENDED ACTION:**

For Information Only – No Action Required

**EXECUTIVE SUMMARY:**

*President Donald Trump's long-awaited infrastructure plan was released on February 12, 2018. The Administration's document is a broad-based infrastructure proposal addressing surface transportation, water, broadband, and energy. The plan encourages state and local governments to spend more on infrastructure needs by providing matching funds, but also offers a smoother path to getting federal regulatory approvals.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

President Donald Trump has consistently emphasized that the nation's infrastructure needs to be rebuilt and modernized to create jobs, maintain America's economic competitiveness, and connect communities and people to more opportunities. On February 12, 2018, the Trump Administration officially released its long-awaited infrastructure plan (<https://goo.gl/xNZpZh>). The report below provides an overview of the four major components of the President's infrastructure plan.

**Part 1: Funding and Financing Infrastructure Improvements:**

Infrastructure Incentives Program: This competitive grant program would provide \$100 billion for projects that incentivize new, non-federal revenue streams that modernize infrastructure, increase economic growth, spur development, and/or use emerging infrastructure technologies. The program would be administered by the Department of Transportation, Army Corps of Engineers, and Environmental Protection Agency (EPA) in support of surface transportation and airports, passenger rail, ports, waterways, Superfund sites, and other infrastructure projects. A grant under this program would be limited to a maximum of 20 % of the project's cost.

Rural Infrastructure Program: This program would provide \$50 million for capital investments in rural infrastructure aimed at increasing rural economic growth and competitiveness. Eighty percent of the funds would be provided to the governor of each state via block grant formula distribution. The governors, in consultation with a designated federal agency and state directors of rural development, would have discretion to choose individual investments to respond to the unique rural needs of their states. The remaining 20% of the funds would be reserved for rural performance grants within eligible

asset classes and according to specified criteria. Eligible asset classes include transportation, broadband, power and electric distribution, and water resources.

Transformative Projects Program: The Transformative Projects Program would provide \$20 billion of Federal funding and technical assistance for bold, innovative, and transformative infrastructure projects that could dramatically improve infrastructure. Funding under this program would be awarded on a competitive basis to projects that are likely to be commercially viable, but that possess unique technical and risk characteristics that otherwise deter private sector investment. The project would be administered by the Department of Commerce.

Infrastructure Financing Programs: This proposal would dedicate \$20 billion to advance major, complex infrastructure projects by increasing the capacity of existing Federal credit programs to fund investments and by broadening the use of Private Activity Bonds (PABs). Specifically, \$14 billion would be made available to expand existing credit programs to address a broader range of infrastructure needs. Among other things, this program would expand the usage of Transportation Infrastructure Finance and Innovation Act (TIFIA) low-interest loans from only highway and transit capital projects to include non-federal waterways, ports, and airport projects (such as renovated or new passenger terminals, runways, and related facilities). Additional budget authority would be made available to the United States Department of Transportation for subsidy costs for Railroad Rehabilitation and Improvement Financing (RIFF) and to the EPA for subsidy costs under the Water Infrastructure Finance and Innovation Act. Lastly, the remaining \$6 billion would expand the usage of PABs to provide tools and mechanisms for market participants to invest in public infrastructure.

Public Lands Infrastructure: This provision would establish a new infrastructure fund in the U.S. Treasury entitled the Interior Maintenance Fund. The fund would be comprised of revenues from mineral and energy development on federal lands and waters. Specifically, the provision calls for half of the receipts generated by expanded federal energy development to be deposited into the fund until the cumulative amount deposited has reached \$18 billion. The Secretary of the Interior could then use the fund, without fiscal year limitation, to address deferred maintenance and capital needs for infrastructure in national parks and wildlife refuges. The infrastructure managed by the Department of the Interior includes approximately 100,000 miles of roads as well as dams, bridges, and irrigation and power infrastructure. The National Park Service has a deferred maintenance backlog of \$11.3 billion, half of which is for roads, bridges and tunnels, and the U.S. Fish and Wildlife Service also has a deferred maintenance backlog of \$1.2 billion.

Disposition of Federal Real Property: This section would streamline the process whereby the federal government divests assets no longer needed by any federal agency. It also allows for the proceeds of such sales to be reinvestment in federal facilities. In addition, this provision would authorize the divestiture of certain federal assets that the Administration proposes would be better managed by state, local, or private entities.

**Part 2: Additional Provisions for Infrastructure Improvements:**

Provisions in Part 2 would incentivize and remove barriers to the development and improvement of transportation infrastructure in our nation. These provisions would encourage and incentivize alternative project delivery, including state, tribal, local and private investment, in transportation; streamline federal procedures for delivering transportation projects; and decrease barriers and reduce unnecessary federal oversight to facilitate timely delivery of projects.

Tolling on Interstates: Providing states with the flexibility of tolling on Interstate highways and reinvest toll revenues in surface transportation infrastructure. Federal law currently allows tolling Interstates in limited circumstances.

Interstate Rest Areas: Federal law prohibits most commercial activity within the Interstate right-of-way, including at Interstate rest areas. The Administration proposes to provide states with the flexibility to commercialize Interstate rest areas, but would require the revenues to be reinvested in the corridor in which they are generated.

Major Project Definition: Current law defines a major project as any project that receives federal financial assistance and has an estimated total project cost of \$500 million or more. Financial plans and project management plans must be submitted to the Federal Highway Administration (FHWA) for all major projects. The Administration proposes to raise the threshold for major projects from \$500 million to \$1 billion to remove oversight requirements from smaller, less complex projects that are routinely managed by FHWA and state departments of transportation.

Utility Relocation Prior to NEPA Completion: Current law requires any utility relocation for a project to occur after completion of the National Environmental Policy Act (NEPA) review process. The Administration proposes to amend the law to allow utility relocation prior to NEPA completion to reduce overall construction time and lower costs.

Value Capture Financing for Capital Investment Grants: The Administration proposes to include value capturing financing (land value taxes, tax increment financing, special assessment districts, etc.) as a prerequisite for Section 5309 Capital Investment (Discretionary) Grants, excluding Small Starts projects.

**Part 3: Infrastructure Permitting Improvement:**

The Administration proposes the following provisions to deliver infrastructure projects in a less costly and more time-effective manner by creating a new, expedited structure for environmental reviews, delegating more decision-making to the states, and enhancing coordination between state and federal reviews. The Administration would accomplish this principally through the establishment of a new “One Agency, One Decision” environmental review structure, among other things.

Environmental Review Process: The Administration proposes a firm deadline of 21 months for lead agencies to complete their environmental reviews through the issuance of a Finding of No Significant Impact (FONSI) or Record of Decision (ROD), as appropriate. Additionally, the proposal would

establish a firm deadline of 3 months after the lead agency's FONSI or ROD for Federal agencies to make decisions with respect to the necessary permits. This 3-month deadline also would apply to any permits issued by state agencies under federal law pursuant to delegations of authority from a federal oversight agency where such permits are a prerequisite to the completion of a federal agency's ability to issue a permit.

Environmental Reviews: This provision would require the lead Federal agency under NEPA to develop a single federal environmental review document to be utilized by all agencies, and a single ROD to be signed by the lead federal agency and all cooperating agencies to reduce duplication and create a more timely review process.

Fast-Tracking: The Administration proposes to allow contractors for highway projects to conduct final design activities before NEPA is complete. In addition, allowing a project sponsor to acquire real property for rights-of-way before a NEPA is completed is also proposed.

Reducing Inefficiencies in Protecting Clean Air: This section would clarify that a Metropolitan Planning Organization would only need to conform to the most recent National Ambient Air Quality Standard (NAAQS). The Clean Air Act currently requires the EPA to establish the NAAQS for certain pollutants, but updates the standards prior to revoking the previous ones.

Delegating Environmental Review to States: The Administration proposes to streamline and expand certain procedures that allow states to conduct environmental reviews and permitting decisions.

Environmental Impact Pilot Programs: This provision would create a performance-based pilot program to experiment with new ways to address environmental impacts while delivering projects in a more timely and predictable way.

Judicial Reform: The Administration proposes several changes to existing judicial review standards for environmental reviews to avoid protracted litigation and to ensure that court decisions are consistent. Various provisions narrow the scope of judicial review by exempting certain actions or issues from challenge. The plan proposes to limit injunctive relief against a project to exception circumstances, allow environmental concerns to be addressed without unduly delaying the project, and revise the statute of limitations for many infrastructure projects to 150 days.

Statute of Limitations for Federal Infrastructure Permits or Decisions: Currently, for many infrastructure projects, the statute of limitations allows plaintiffs to file legal challenges to federal permitting and authorization decisions for up to six years after the decisions have been issued. In addition, under the program in which states can substitute comparable state laws for NEPA ("NEPA substitution program"), the statute of limitations is two years. The Administration proposes to establish a uniform statute of limitations of 150 days for decisions and permits on infrastructure projects.

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**Part 4: Workforce Development:**

Access to Education and Workforce Development Programs: The Administration proposes to expand Pell Grant eligibility to high-quality, short-term certifications to serve persons who are in skilled trades and who are achieving certifications as part of an apprenticeship program. The Administration further proposes to limit federal work study programs for undergraduate students only and then expand the federal work study programs for career-related internships, apprenticeships, or career pathway programs.

Labor-Related Issues: The Administration proposes to prohibit states that accept federal support for infrastructure projects from disallowing out-of-state skilled trade licenses from working on those projects.

**Conclusion**

The Administration's infrastructure proposal can be seen as a good start to an important national conversation about the existing condition and future of our nation's infrastructure. While \$200 billion is significantly less than the President had earlier promised, the Administration does offer several streamlining initiatives that would be permanent.

Staff notes that a revenue source to pay for the \$200 billion in federal investment has yet to be identified. In addition, there remains no proposal from the President to fix the nearly bankrupt Federal Highway Trust Fund. As legislative efforts concerning this proposal unfold, SCAG will continue to advocate for a greater federal partnership for infrastructure investments and for a long-term fix to the Highway Trust Fund.

**ATTACHMENT(S):**

None

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Southern California Association of Governments  
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

**Agenda Item No. 8**  
**February 20, 2018**

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**To:** Legislative/Communications & Memberships Committee (LCMC)  
**From:** Houston Laney; Legislative Analyst; (213) 236-1906; [laney@scag.ca.gov](mailto:laney@scag.ca.gov)  
**Subject:** Bills of Interest

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**RECOMMENDED ACTION:**

For Information Only – No Action Required

**EXECUTIVE SUMMARY:**

*This report includes the summary and status of bills of interest to SCAG. Staff will monitor the disposition of these and other bills on the legislative tracking report and bring forth recommendations to the committee where appropriate.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

**Bill:** AB 1745     **Author:** Assemblymember Philip Ting (D-19)  
**Title:** Vehicles: Clean Cars 2040 Act  
**Status:** Referred to the Assembly Committee on Transportation: 1/16/2018

AB 1745 would, commencing January 1, 2040, prohibit the Department of Motor Vehicles from accepting an application for original registration of a motor vehicle unless the vehicle is a zero emissions vehicle, as defined. The bill would exempt from that prohibition, a commercial vehicle with a gross vehicle weight rating of 10,001 pounds or more, and a vehicle brought into the state from outside of the state for original registration, as specified.

**Bill:** AB 1765     **Author:** Assemblymember Sharon Quirk-Silva (D-65)  
**Title:** Building Homes and Jobs Act: fee waiver: states of emergency  
**Status:** Referred to the Assembly Committee on Housing & Community Development: 1/22/2018

The Building Homes and Jobs Act, imposes a charge, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed \$225. Current law requires a county recorder to send revenues from the charge to the controller for deposit into a fund in the State Treasury to be expended for various purposes related to homes and jobs. AB 1765 would waive that charge with regard to any real estate instrument, paper, or notice recorded in connection with real property upon which repairs or reconstruction are taking place as a direct result of a disaster for which the Governor has declared a state of emergency.

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**Bill:** AB 1795     **Author:** Assemblymember Mike Gipson (D-64)  
**Title:** Emergency medical services: community care facilities  
**Status:** Referred to the Assembly Committee on Health: 1/22/2018

AB 1795 would authorize a local emergency medical services agency to submit, as part of its emergency services plan, a plan to transport specified patients to a community care facility, as defined, in lieu of transportation to a general acute care hospital. The bill would make conforming changes to the definition of advanced life support to include prehospital emergency care provided before and during, transport to a community care facility, as specified.

**Bill:** AB 1905     **Author:** Assemblymember Timothy Grayson (D-14)  
**Title:** Environmental quality: judicial review: transportation projects  
**Status:** Referred to the Assembly Committees on Natural Resources and Transportation: 1/22/2018

AB 1905 would, in an action or proceeding seeking judicial review under the California Environmental Quality Act (CEQA), prohibit a court from staying or enjoining a transportation project that is included in a sustainable communities strategy and for which an environmental impact report has been certified, unless the court makes specified findings.

**Bill:** ACA 21     **Author:** Assemblymember Chad Mayes (R-42)  
**Title:** State infrastructure: funding: California Infrastructure Investment Fund  
**Status:** Introduced: 1/3/2018

Would amend the California Constitution to create the California Infrastructure Investment Fund in the State Treasury. The measure would require the Controller, beginning in the 2019–20 fiscal year, to transfer from the General Fund to the California Infrastructure Investment Fund in each fiscal year an amount equal to up to 2.5% of the estimated General Fund revenues for that fiscal year, as provided. The measure would require, for the 2019–20 fiscal year and each fiscal year thereafter, the amounts in the fund to be allocated, upon appropriation by the Legislature, for specified infrastructure investments, including the funding of deferred maintenance projects.

**Bill:** ACA 22     **Author:** Assemblymember Kevin McCarty (D-7)  
**Title:** Middle Class Fiscal Relief Act  
**Status:** Introduced: 1/18/2018

This measure, for taxable years beginning on or after January 1, 2018, would impose a surcharge of 10% on the net income of all corporations that is over \$1,000,000. The measure would authorize the Legislature to increase or decrease the surcharge by a two-thirds vote of each house, as provided. The measure would require the deposit of those revenues, less refunds, into the Middle Class Fiscal Relief Fund, which would be created by the measure. Revenues in the fund would be allocated, upon appropriation by the Legislature, for specified purposes, including providing fiscal benefits to lower and middle-income Californians.

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**Bill:** SB 71      **Author:** Senator Scott Wiener (D-11)  
**Title:** Electricity: solar energy systems  
**Status:** Assembly (Two-Year Bill)

Regulations on building standards adopted by the Energy Commission require certain residential and nonresidential buildings to have a solar zone, as defined, on the roof of the building that is designated and reserved for solar electric or solar thermal systems and that meets certain specifications relating to minimum area, orientation, and shading, among other things. SB 71 would require the Energy Commission to consider requiring, and would authorize the Energy Commission to update the building efficiency standards to require, a rooftop solar energy generation system, appropriately sized to be cost effective, to be installed in the solar zone of those buildings, during the construction of those buildings, by January 1, 2020, for residential buildings and by January 1, 2023, for nonresidential buildings.

**Bill:** SB 827      **Author:** Senator Scott Wiener (D-11)  
**Title:** Planning and zoning: transit-rich housing bonus  
**Status:** Introduced on January 3, 2018

SB 827 would authorize a transit-rich housing project to receive a transit-rich housing bonus. The bill would define a transit-rich housing project as a residential development project the parcels of which are all within a 1/2-mile radius of a major transit stop or a 1/4 mile radius of a high-quality transit corridor, as those terms are further defined. This bill contains other related provisions and other existing laws.

**Bill:** SB 828      **Author:** Senator Scott Wiener (D-11)  
**Title:** Land use: housing element  
**Status:** Introduced on January 3, 2018

SB 828 would state the intent of the Legislature to enact legislation that would, among other things, require the department to take certain actions relating to unmet housing needs, including completing a comprehensive assessment on unmet need for each region and including the results of the assessment in regional allocations for the next housing element cycle.

**Bill:** SB 829      **Author:** Senator Scott Wiener (D-11)  
**Title:** Employee housing: farmworker housing  
**Status:** Introduced on January 3, 2018

SB 829 would state the intent of the Legislature to enact legislation that would expand the Employee Housing Act to: 1) further incentivize the creation of farmworker housing in agricultural communities; 2) authorize the Department of Housing and Community Development to partner private agricultural operators with independent nonprofits that will manage and operate residences; and 3) preserve and protect the civil rights of tenants living in employee housing.

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**Bill:** SCR 90      **Author:** Senator Richard Roth (D-31)

**Title:** Joseph Tavaglione Interchange

**Status:** Re-referred to the Senate Committee on Transportation & Housing on February 1, 2018

This measure would designate the interchange where State Highway Routes 60 and 91 meet Interstate 215 in the County of Riverside as the Joseph Tavaglione Interchange. The measure would request the California Department of Transportation (Caltrans) to determine the cost of appropriate signs showing this special designation and, upon receiving donations from non-state sources covering that cost, to erect those signs.

**ATTACHMENT(S):**

None

Southern California Association of Governments  
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

**Agenda Item No. 9**  
**February 20, 2018**

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**To:** Legislative/Communications & Memberships Committee (LCMC)  
**From:** Houston Laney; Legislative Analyst; (213) 236-1906; [laney@scag.ca.gov](mailto:laney@scag.ca.gov)  
**Subject:** June 2018 Statewide Ballot Measures

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**RECOMMENDED ACTION:**

For Information Only – No Action Required

**EXECUTIVE SUMMARY:**

*This report includes a summary of qualified statewide propositions that will be appearing on the June 5, 2018 Statewide Direct Primary Election ballot. Staff will keep the Committee apprised of any significant developments that may arise related to these ballot propositions.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

There are five qualified ballot propositions for the June 5, 2018 Statewide Direct Primary Election. SCAG has traditionally not taken positions on ballot propositions in prior elections unless there is a clear nexus between a proposed measure and a SCAG policy jurisdiction and/or an adopted legislative priority.

The propositions are briefly summarized below:

**Proposition 68**

*SB 5 (De León) – Chapter 852, Statutes of 2017*

California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018

A **YES** vote supports this measure to authorize \$4 billion in general obligation bonds for state and local parks, environmental protection projects, water infrastructure projects, and flood protection projects.

A **NO** vote opposes this measure to authorize \$4 billion in general obligation bonds for state and local parks, environmental protection projects, water infrastructure projects, and flood protection projects.

**Summary**

If approved by the voters, Proposition 68 would authorize \$4 billion in bonds, pursuant to the State General Obligation Bond Law, to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. The measure would also reallocate \$100 million in unissued bonds that voters approved via Proposition 1 in 2014 (\$7.545 billion in bond authorization), Proposition 84

in 2006 (\$5.388 billion in bond authorization), and Proposition 40 in 2002 (\$2.6 billion in bond authorization).

### **Proposition 69**

*ACA 5 (Frazier) – Resolution Chapter 30, Statutes of 2017*

Motor vehicle fees and taxes: restriction on expenditures: appropriations limit

A **YES** vote supports this amendment to:

- Require that revenue from the diesel sales tax and Transportation Improvement Fee, as enacted by Senate Bill 1 (SB 1), be used for transportation-related purposes; and
- Exempt revenue generated by SB 1's tax increases and fee schedules from the state appropriations limit.

A **NO** vote opposes this amendment to:

- Require that revenue from the diesel sales tax and Transportation Improvement Fee, as enacted by Senate Bill 1 (SB 1), be used for transportation-related purposes; and
- Exempt revenue generated by SB 1's tax increases and fee schedules from the state appropriations limit.

### **Summary**

Proposition 69 was part of a legislative package that included Senate Bill 1 (SB 1), also known as the Road Repair and Accountability Act of 2017, which will result in an estimated \$5.2 billion annual increase in revenues as a result of an increase in the gasoline excise tax and increases in the diesel excise tax and sales tax rate, an annual \$25-\$100 Transportation Improvement Fee, and an annual \$100 zero-emission vehicles fee. Although a majority of these funds are already set aside in the Constitution and protected for transportation-only purposes, the remainder will be allocated to new accounts that are not currently protected from non-transportation usage.

Proposition 69 would provide a Constitutional protection for revenue generated from the diesel sales tax and Transportation Improvement Fee (TIF) by limiting its usage to transportation-related purposes. As of 2018, the state constitution prohibited the legislature from using gasoline excise tax revenue or diesel excise tax revenue for general non-transportation purposes. The amendment would require the diesel sales tax revenue to be deposited into the Public Transportation Account, which was designed to distribute funds for mass transportation and rail systems. Proposition 69 would also require the TIF revenue be spent on public streets and highways and public transportation systems.

### **Proposition 70**

*ACA 1 (Mayes) – Resolution Chapter 105, Statutes of 2017*

Greenhouse Gas Reduction Reserve Fund

A **YES** vote supports this amendment to require a one-time two-thirds vote in each chamber of the state legislature in 2024, or thereafter, to pass a spending plan for revenue deposited into the

Greenhouse Gas Reduction Reserve Fund. Monies from this fund, with a two-thirds vote, would subsequently fill the non-reserve Greenhouse Gas Reduction Fund.

A **NO** vote opposes this amendment to require a one-time two-thirds vote in each chamber of the state legislature in 2024, or thereafter, to pass a spending plan for revenue that is currently deposited into the non-reserve Greenhouse Gas Reduction Fund.

### **Summary**

Assembly Constitutional Amendment (ACA) 1 (Proposition 70) resulted from negotiations in 2017 between Gov. Jerry Brown, legislative Democrats, and legislative Republicans over the future of the state's cap-and-trade program. The negotiations resulted in three bills passing on July 17, 2017—an extension of cap-and-trade until 2030 (AB 398), new air pollution regulations (AB 617), and a constitutional amendment to change how cap-and-trade revenues are spent (ACA 1).

At present, revenue from the California Air Resources Board's auctioning or sale of greenhouse gas emissions allowances under the state's cap-and-trade program are deposited into the Greenhouse Gas Reduction Fund (GGRF). Proposition 70 would place all revenue from the cap-and-trade program in the newly-created Greenhouse Gas Reduction Reserve Fund beginning on January 1, 2024. A one-time two-thirds vote in each chamber of the California State Legislature to use revenue anytime on or after January 1, 2024. Revenue would collect in the reserve fund until the one-time two-thirds vote occurred. Without a two-thirds vote, the reserve fund would continue to collect cap-and-trade revenues, which the state would be unable to spend. Between January 1, 2024, and the passage of the spending bill, the measure would also suspend a sales tax exemption for manufacturers, increasing tax revenue about \$260 million per year. With a two-thirds vote, revenue would begin to fill the non-reserve Greenhouse Gas Reduction Fund, from which a simple majority vote is required to use funds.

### **Proposition 71**

*ACA 17 (Mullin) – Resolution Chapter 190, Statutes of 2017*

Ballot measures: effective date

A **YES** vote supports this amendment to move the effective date of ballot propositions, including citizen initiatives and legislative referrals, from the day after Election Day to the fifth day after the secretary of state certifies election results.

A **NO** vote opposes this amendment to move the effective date of ballot propositions from the day after Election Day to the fifth day after the secretary of state certifies election results.

### **Summary**

At present, voter-approved ballot propositions go into effect the day following the election date unless the ballot proposition's language specifies a specific date. Proposition 71 would move the effective date of ballot propositions to the fifth day after the Secretary of State has certified election result. The reasoning behind Proposition 70 is that additional time is needed to account for the

process of counting vote-by-mail ballots. As of 2018, vote-by-mail ballots are allowed to be counted by election officials if they were cast by Election Day and received no later than three days after the election. Assemblymember Kevin Mullin, the author of the amendment, noted the following:

[In] 2016, with millions of ballots still left to be counted, initiatives and referenda deemed to have passed went into effect the day after the election, unless specified otherwise in the language of the measure. Even before the vote had been finalized and certified, these measures were considered law. This begs the question: what if a measure that was deemed to have passed was in fact shown not to have received enough votes by the certification of the vote? Allowing initiatives and referenda to go into effect essentially immediately following the election has the potential to create confusion and even the potential for an erroneous perceived change in the law.

**Proposition 72**

*SCA 9 (Glazer) – Resolution Chapter 1, Statutes of 2018*

Property tax: new construction exclusion: rain water capture system

A **YES** vote supports this amendment to allow the state legislature to exclude rainwater capture systems added after January 1, 2019, from property tax reassessments.

A **NO** vote opposes this amendment to allow the state legislature to exclude rainwater capture systems added after January 1, 2019, from property tax reassessments.

**Summary**

Proposition 72 would allow the California State Legislature to exclude the addition of rainwater capture systems to properties (after January 1, 2019) from counting as new construction. This exclusion pertains to property tax assessments. When a property owner adds new construction to their property, the new construction is assessed for taxable value. Adding a rainwater capture system currently counts as a new construction and is thus assessed for taxable value. Proposition 72 would exclude rainwater capture systems from the definition of new construction so that the taxable value of a property would not increase because the property owner added a rainwater capture system.

**ATTACHMENT(S):**

None

**AB 18 (Garcia, Eduardo D) California Clean Water, Climate, Coastal Protection, and Outdoor Access For All Act of 2018.**

**Introduced:** 12/5/2016

**Last Amended:** 8/30/2017

**Status:** 9/1/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (August 31). Re-referred to Com. on APPR.

**Location:** 9/1/2017-S. APPR.

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

**Summary:**

Under current law, programs have been established pursuant to bond acts for, among other things, the development and enhancement of state and local parks and recreational facilities. This bill would enact the California Clean Water, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, which, if approved by the voters, would authorize the issuance of bonds in an amount of \$3,470,000,000 pursuant to the State General Obligation Bond Law to finance a clean water, climate, coastal protection, and outdoor access for all program.

**History:**

**2016**

Dec. 5 Read first time. To print.

Dec. 6 From printer. May be heard in committee January 5.

**2017**

Jan. 19 Referred to Com. on W.,P., & W.

Feb. 8 From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 5.) (February 7). Re-referred to Com. on APPR.

Feb. 22 From committee: Amend, and do pass as amended. (Ayes 12. Noes 5.) (February 22).

Feb. 23 Read second time and amended. Ordered returned to second reading.

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

Mar. 8 Coauthors revised.

Mar. 20 Read third time. Urgency clause adopted. Passed. Ordered to the Senate. (Ayes 54. Noes 19. Page 645.). In Senate. Read first time. To Com. on RLS. for assignment.

Jun. 28 Referred to Coms. on N.R. & W. and GOV. & F.

Aug. 30 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on N.R. & W.

Aug. 31 Joint Rule 62(a), file notice suspended. (Page 2290.) (Coms. on N.R.&W. and GOV. & F.) From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 5. Noes 2.) (August 31). Re-referred to Com. on GOV. & F.

Sep. 1 From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (August 31). Re-referred to Com. on APPR.

**Organization:** SCAG

**Position:** Tracking

**AB 33 (Quirk D) Transportation electrification: electric vehicle service equipment: electrical corporations: rates.**

**Introduced:** 12/5/2016

**Last Amended:** 6/22/2017

**Status:** 7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was E. U., & C. on 6/14/2017)(May be acted upon Jan 2018)

**Location:** 7/14/2017-S. 2 YEAR

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

**Summary:**

Would require the PUC, by March 30, 2018, in consultation with the State Air Resources Board and the Energy Commission, to consider authorizing electrical corporations to offer programs and investments that support customers who purchase a used electric vehicle. If authorized by the PUC, the bill would require that the programs and investments be designed to accelerate widespread transportation electrification, achieve ratepayer benefits, reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases.

**History:**

**2016**

Dec. 5 Read first time. To print.

Dec. 6 From printer. May be heard in committee January 5.

**2017**

Mar. 23 Referred to Com. on C. & C. From committee chair, with author's amendments: Amend, and re-refer to Com. on C. & C. Read second time and amended.

Mar. 27 Re-referred to Com. on C. & C.

Apr. 27 From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 2.) (April 26). Re-referred to Com. on APPR.

May. 17 In committee: Set, first hearing. Referred to APPR. suspense file.

May. 26 From committee: Amend, and do pass as amended. (Ayes 12. Noes 4.) (May 26).

May. 30 Read second time and amended. Ordered returned to second reading. Assembly Rule 63 suspended. (Ayes 52. Noes 24. Page 1776.) Read second time. Ordered to third reading.

May. 31 Read third time. Passed. Ordered to the Senate. (Ayes 58. Noes 17. Page 1948.)

Jun. 1 In Senate. Read first time. To Com. on RLS. for assignment.

Jun. 14 Referred to Coms. on E., U. & C. and EQ.

Jun. 22 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E., U. & C.

Jul. 3 In committee: Set, first hearing. Hearing canceled at the request of author. In committee: Hearing postponed by committee.

**Organization:** SCAG

**Position:** Tracking

**AB 71 (Chiu D) Income taxes: credits: low-income housing: farmworker housing.**

**Introduced:** 12/16/2016

**Last Amended:** 5/18/2017

**Status:** 2/1/2018-Died on inactive file.

**Location:** 1/3/2018-A. INACTIVE FILE

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

**Summary:**

Would, under the law governing the taxation of insurers, the Personal Income Tax Law, and the Corporation Tax Law, for calendar years beginning in 2018, would increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by an additional \$300,000,000, as specified, and would allocate to farmworker housing projects \$25,000,000 per year of that amount.

**History:**

**2016**

Dec. 16 Introduced. To print.

Dec. 19 From printer. May be heard in committee January 18.

**2017**

Jan. 4 Read first time.

Jan. 19 Referred to Coms. on H. & C.D. and REV. & TAX.

Feb. 9 Coauthors revised.

Mar. 2 From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.

Mar. 6 Re-referred to Com. on H. & C.D.

Mar. 8 From committee: Do pass and re-refer to Com. on REV. & TAX. (Ayes 5. Noes 2.) (March 8). Re-referred to Com. on REV. & TAX.

May. 17 From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 3.) (May 15). Re-referred to Com. on APPR.

May. 18 From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.

May. 22 Re-referred to Com. on APPR.

May. 24 In committee: Set, first hearing. Referred to APPR. suspense file. Joint Rule 62(a), file notice suspended.

May. 26 From committee: Do pass. (Ayes 10. Noes 6.) (May 26).

May. 30 Read second time. Ordered to third reading.

**2018**

Jan. 3 Ordered to inactive file at the request of Assembly Member Chiu.

Feb. 1 Died on inactive file.

**Organization:** SCAG

**Position:** Tracking

**AB 87 (Ting D) Autonomous vehicles.**

**Introduced:** 1/5/2017

**Last Amended:** 1/3/2018

**Status:** 1/29/2018-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 1/29/2018-S. DESK

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

**Summary:**

Would require the Department of Motor Vehicles to include in regulations it adopts relating to application requirements for the testing of autonomous vehicles on public roads without the presence of a driver inside the vehicle, a requirement that the manufacturer certify that the local authorities within the jurisdiction where the autonomous vehicle will be tested have been provided with a written notification, as specified, and a requirement that the manufacturer provide certain law enforcement agencies with a copy of a law enforcement interaction plan.

**History:**

**2017**

Jan. 5 Read first time. To print.

Jan. 6 From printer. May be heard in committee February 5.

Jan. 19 Referred to Coms. on TRANS. and C. & C.

Mar. 20 In committee: Set, first hearing. Hearing canceled at the request of author.

**2018**

Jan. 3 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended. Assembly Rule 56 suspended. (pending re-refer to Com. on C. & C.)

Jan. 4 Re-referred to Com. on TRANS.

Jan. 9 From committee: Do pass and re-refer to Com. on C. & C. (Ayes 9. Noes 4.) (January 8). Re-referred to Com. on C. & C.

Jan. 11 From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 4.) (January 11). Re-referred to Com. on APPR.

Jan. 18 From committee: Do pass. (Ayes 12. Noes 5.) (January 18).

Jan. 22 Read second time. Ordered to third reading.

Jan. 29 Read third time. Passed. Ordered to the Senate. (Ayes 45. Noes 27. Page 3853.) In Senate. Read first time. To Com. on RLS. for assignment.

**Organization:** SCAG

**Position:** Tracking

**AB 91 (Cervantes D) High-occupancy vehicle lanes.**

**Introduced:** 1/9/2017

**Last Amended:** 6/20/2017

**Status:** 9/15/2017-Ordered to inactive file at the request of Senator Roth.

**Location:** 9/15/2017-S. INACTIVE FILE

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

**Summary:**

Would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions.

**History:**

**2017**

Jan. 9 Read first time. To print.

Jan. 10 From printer. May be heard in committee February 9.

Jan. 19 Referred to Com. on TRANS.

Mar. 21 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 11. Noes 2.) (March 20).

Mar. 22 Read second time and amended.

Mar. 23 Re-referred to Com. on APPR.

Apr. 5 In committee: Set, first hearing. Referred to APPR. suspense file.

May. 26 From committee: Amend, and do pass as amended. (Ayes 12. Noes 0.) (May 26).

May. 30 Read second time and amended. Ordered returned to second reading. Assembly Rule 63 suspended. (Ayes 52. Noes 24. Page 1776.) Read second time. Ordered to third reading.

May. 31 Read third time. Passed. Ordered to the Senate. (Ayes 73. Noes 1. Page 1951.)

Jun. 1 In Senate. Read first time. To Com. on RLS. for assignment.

Jun. 14 Referred to Com. on T. & H.  
 Jun. 20 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.  
 Jul. 12 From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (July 11). Re-referred to Com. on APPR.  
 Aug. 21 In committee: Referred to APPR. suspense file.  
 Sep. 1 From committee: Do pass. (Ayes 7. Noes 0.) (September 1).  
 Sep. 5 Read second time. Ordered to third reading.  
 Sep. 12 Ordered to special consent calendar.  
 Sep. 13 Ordered to third reading.  
 Sep. 15 Ordered to inactive file at the request of Senator Roth.

**Organization:** SCAG  
**Position:** Oppose

**AB 196 (Bigelow R) Greenhouse Gas Reduction Fund: water supply and wastewater systems.**

**Introduced:** 1/19/2017

**Last Amended:** 3/6/2017

**Status:** 9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 7/17/2017)(May be acted upon Jan 2018)

**Location:** 9/1/2017-S. 2 YEAR

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

**Summary:**

Current law requires moneys from the Greenhouse Gas Reduction Fund to be allocated for the purpose of reducing greenhouse gas emissions in this state and satisfying other purposes. Current law authorizes specified investments, including water use and supply, if the investment furthers the regulatory purposes of the California Global Warming Solutions Act of 2006 and is consistent with law. This bill would authorize the use of the moneys in the fund for electric pump efficiency, water and wastewater systems, pump and pump motor efficiency improvements, and drinking water transmission and distribution systems' water loss if the investment furthers the regulatory purposes of the act and is consistent with law.

**History:**

**2017**

Jan. 19 Read first time. To print.  
 Jan. 20 From printer. May be heard in committee February 19.  
 Jan. 30 Referred to Coms. on W.,P., & W. and NAT. RES.  
 Mar. 6 From committee chair, with author's amendments: Amend, and re-refer to Com. on W.,P., & W. Read second time and amended.  
 Mar. 7 Re-referred to Com. on W.,P., & W.  
 Mar. 21 From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 14. Noes 0.) (March 21). Re-referred to Com. on NAT. RES.  
 Apr. 18 From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (April 17). Re-referred to Com. on APPR.  
 May. 3 In committee: Set, first hearing. Referred to APPR. suspense file.  
 May. 26 From committee: Do pass. (Ayes 17. Noes 0.) (May 26). Read second time. Ordered to third reading.  
 May. 31 Read third time. Passed. Ordered to the Senate. (Ayes 77. Noes 0. Page 1891.)  
 Jun. 1 In Senate. Read first time. To Com. on RLS. for assignment.  
 Jun. 14 Referred to Com. on EQ.  
 Jul. 6 From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (July 5). Re-referred to Com. on APPR.  
 Jul. 17 In committee: Referred to APPR. suspense file.  
 Sep. 1 In committee: Held under submission.

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

**AB 344 (Melendez R) Toll evasion violations.**

**Introduced:** 2/7/2017

**Last Amended:** 7/3/2017

**Status:** 7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on 5/10/2017) (May be acted upon Jan 2018)

**Location:** 7/21/2017-S. 2 YEAR

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

**Summary:**

Would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion to pay the toll evasion penalty until after the processing agency or issuing agency finds as a result of an investigation, or the processing agency finds as a result of an administrative review, or a court finds as a result of a hearing, that the contestant did commit a toll evasion violation, whichever occurs later. The bill would authorize an administrative review to include reviews of multiple notices of toll evasion violation or notices of delinquent toll evasion of a person.

**History:**

**2017**

- Feb. 7 Read first time. To print.
- Feb. 8 From printer. May be heard in committee March 10.
- Feb. 21 Referred to Com. on TRANS.
- Mar. 28 From committee: Do pass. (Ayes 14. Noes 0.) (March 27).
- Mar. 29 Read second time. Ordered to third reading.
- Apr. 6 Read third time. Passed. Ordered to the Senate. (Ayes 80. Noes 0. Page 962.)
- Apr. 17 In Senate. Read first time. To Com. on RLS. for assignment.
- May. 10 Referred to Com. on T. & H.
- Jun. 27 In committee: Set, first hearing. Hearing canceled at the request of author.
- Jul. 3 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.
- Jul. 10 In committee: Set, second hearing. Hearing canceled at the request of author.

**Organization:** SCAG

**Position:** Tracking

**AB 636 (Irwin D) Local streets and roads: expenditure reports.**

**Introduced:** 2/14/2017

**Last Amended:** 6/27/2017

**Status:** 6/27/2017-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS. (Set for hearing ) (1/23/2018 - Immune to Deadlines according to JR61(f). Deadlines do not apply to bills in a Rules committee.)

**Location:** 5/10/2017-S. RLS.

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

**Summary:**

Current law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a county, city, or city and county. The bill would make other conforming changes.

**History:**

**2017**

- Feb. 14 Read first time. To print.
- Feb. 15 From printer. May be heard in committee March 17.
- Mar. 2 Referred to Com. on TRANS.
- Mar. 21 From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (March 20). Re-referred to Com. on APPR.
- Mar. 28 From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.
- Mar. 29 Re-referred to Com. on APPR.
- Apr. 5 From committee: Do pass. To Consent Calendar. (Ayes 17. Noes 0.) (April 5).
- Apr. 6 Read second time. Ordered to Consent Calendar.
- Apr. 20 Read third time. Passed. Ordered to the Senate. (Ayes 74. Noes 0. Page 1144.) In Senate. Read first time. To Com. on RLS. for assignment.
- May. 10 Referred to Com. on RLS.
- Jun. 27 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.

**Organization:** SCAG

**Position:** Tracking

**AB 686 (Santiago D) Housing discrimination: affirmatively further fair housing.**

**Introduced:** 2/15/2017

**Last Amended:** 7/17/2017

**Status:** 7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on 7/14/2017) (May be acted upon Jan 2018)

**Location:** 7/21/2017-S. 2 YEAR

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

**Summary:**

Would require a public agency to administer its programs and activities relating to housing and community development in a manner to affirmatively further fair housing, and to not take any action that is inconsistent with this obligation. The bill would make it unlawful under the California Fair Employment and Housing Act for a public agency to fail to meet its obligation to affirmatively further fair housing, and would provide that failure would constitute housing discrimination under the act.

**History:**

**2017**

Feb. 15 Read first time. To print.

Feb. 16 From printer. May be heard in committee March 18.

Mar. 2 Referred to Coms. on H. & C.D. and JUD.

Mar. 15 From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.

Mar. 16 Re-referred to Com. on H. & C.D. In committee: Hearing postponed by committee.

Apr. 5 From committee: Amend, and do pass as amended and re-refer to Com. on JUD. (Ayes 5. Noes 2.) (April 5).

Apr. 6 Read second time and amended.

Apr. 17 Re-referred to Com. on JUD.

Apr. 26 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 8. Noes 2.) (April 25).

Apr. 27 Read second time and amended.

May. 1 Re-referred to Com. on APPR. Measure version as amended on April 27 corrected.

May. 17 In committee: Set, first hearing. Referred to APPR. suspense file.

May. 26 From committee: Amend, and do pass as amended. (Ayes 12. Noes 5.) (May 26).

May. 30 Read second time and amended. Ordered returned to second reading. Assembly Rule 63 suspended. (Ayes 52. Noes 24. Page 1776.) Read second time. Ordered to third reading.

May. 31 Read third time. Passed. Ordered to the Senate. (Ayes 55. Noes 21. Page 1960.)

Jun. 1 In Senate. Read first time. To Com. on RLS. for assignment.

Jun. 14 Referred to Coms. on T. & H. and JUD.

Jun. 22 In committee: Set, first hearing. Hearing canceled at the request of author.

Jul. 17 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.

**Organization:** SCAG

**Position:** Oppose

**[AB 943](#) (Santiago D) Land use regulations: local initiatives: voter approval.**

**Introduced:** 2/16/2017

**Last Amended:** 7/19/2017

**Status:** 9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/21/2017)(May be acted upon Jan 2018)

**Location:** 9/1/2017-S. 2 YEAR

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

**Summary:**

The Planning and Zoning Law, among other things, authorizes the legislative body of any county or city to adopt ordinances to regulate land use. Current law also establishes procedures by which city or county ordinances may be enacted or amended by initiative. This bill, in the case of an ordinance or an amendment of an ordinance that would reduce density or stop development or construction of any parcels located less than one mile from a major transit stop, as defined, within a city, county, or city and county that is proposed by the voters of the city, county, or city and county in accordance with specified law, would require that the proposed ordinance or amendment of an ordinance receive 55% of the votes cast on the ordinance in order to become effective.

**History:**

**2017**

Feb. 16 Read first time. To print.

Feb. 17 From printer. May be heard in committee March 19.

Mar. 2 Referred to Coms. on L. GOV. and E. & R.

May. 4 From committee: Do pass and re-refer to Com. on E. & R. (Ayes 8. Noes 0.) (May 3). Re-referred to Com. on E. & R. From committee chair, with author's amendments: Amend, and re-refer to Com. on E. & R. Read second time and amended.

May. 8 Re-referred to Com. on E. & R.

May. 10 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (May 10).

May. 11 Read second time and amended.

May. 15 Re-referred to Com. on APPR.

May. 17 In committee: Hearing postponed by committee.

May. 24 From committee: Amend, and do pass as amended. (Ayes 16. Noes 0.) (May 24).

May. 25 Read second time and amended. Ordered returned to second reading.

May. 26 Read second time. Ordered to third reading.

May. 30 Read third time. Passed. Ordered to the Senate. (Ayes 72. Noes 2. Page 1802.) In Senate. Read first time. To Com. on RLS. for assignment.

Jun. 8 Referred to Coms. on GOV. & F. and E. & C.A.

Jun. 28 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on GOV. & F.

Jul. 5 From committee: Do pass and re-refer to Com. on E. & C.A. (Ayes 6. Noes 1.) (July 5). Re-referred to Com. on E. & C.A.

Jul. 18 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 4. Noes 0.) (July 12).

Jul. 19 Read second time and amended. Re-referred to Com. on APPR.

Aug. 21 In committee: Referred to APPR. suspense file.

Sep. 1 In committee: Held under submission.

**Organization:** SCAG

**Position:** Tracking

**AB 1250 (Jones-Sawyer D) Counties: contracts for personal services.**

**Introduced:** 2/17/2017

**Last Amended:** 9/5/2017

**Status:** 9/5/2017-Read second time and amended. Re-referred to Com. on RLS.

**Location:** 9/5/2017-S. RLS.

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

**Summary:**

Would establish specific standards for the use of personal services contracts by counties. The bill would allow a county or county agency to contract for personal services currently or customarily performed by employees, as applicable, when specified conditions are met. The bill would exempt certain types of contracts from its provisions, and would exempt a city and county from its provisions. By placing new duties on local government agencies, the bill would impose a state-mandated local program. The bill also would provide that its provisions are severable.

**History:**

**2017**

Feb. 17 Read first time. To print.

Feb. 19 From printer. May be heard in committee March 21.

Apr. 3 Referred to Com. on P.E., R., & S.S.

Apr. 4 From committee chair, with author's amendments: Amend, and re-refer to Com. on P.E., R., & S.S. Read second time and amended.

Apr. 5 Re-referred to Com. on P.E., R., & S.S.

Apr. 17 From committee chair, with author's amendments: Amend, and re-refer to Com. on P.E., R., & S.S. Read second time and amended.

Apr. 18 Re-referred to Com. on P.E., R., & S.S.

Apr. 19 In committee: Set, first hearing. Failed passage. Reconsideration granted.

Apr. 25 From committee chair, with author's amendments: Amend, and re-refer to Com. on P.E., R., & S.S. Read second time and amended.

Apr. 26 Re-referred to Com. on P.E., R., & S.S.

Apr. 27 From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (April 27). Re-referred to Com. on APPR.

May. 10 In committee: Set, first hearing. Referred to APPR. suspense file.

May. 26 From committee: Amend, and do pass as amended. (Ayes 9. Noes 5.) (May 26).

May. 30 Read second time and amended. Ordered returned to second reading. Assembly Rule 63 suspended. (Ayes 52. Noes 24. Page 1776.) Read second time. Ordered to third reading. Read third time and amended. Ordered to third reading. (Page 1853.)

Jun. 1 Read third time. Passed. Ordered to the Senate. (Ayes 45. Noes 30. Page 2085.)

Jun. 5 In Senate. Read first time. To Com. on RLS. for assignment.  
 Jun. 14 Referred to Com. on GOV. & F.  
 Jun. 21 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on GOV. & F.  
 Jul. 5 In committee: Hearing postponed by committee.  
 Jul. 12 From committee: Do pass and re-refer to Com. on RLS. (Ayes 4. Noes 2.) (July 12). Re-referred to Com. on RLS.  
 Jul. 13 Withdrawn from committee. Re-referred to Com. on APPR.  
 Aug. 21 In committee: Referred to APPR. suspense file.  
 Sep. 1 From committee: Amend, and do pass as amended and re-refer to Com. on RLS. (Ayes 5. Noes 0.) (September 1).  
 Sep. 5 Read second time and amended. Re-referred to Com. on RLS.

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

**AB 1745 (Ting D) Vehicles: Clean Cars 2040 Act.**

**Introduced:** 1/3/2018  
**Status:** 1/16/2018-Referred to Com. on TRANS.  
**Location:** 1/16/2018-A. TRANS.

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

**Summary:**

Would, commencing January 1, 2040, prohibit the Department of Motor Vehicles from accepting an application for original registration of a motor vehicle unless the vehicle is a zero emissions vehicle, as defined. The bill would exempt from that prohibition, a commercial vehicle with a gross vehicle weight rating of 10,001 pounds or more, and a vehicle brought into the state from outside of the state for original registration, as specified.

**History:**

**2018**

Jan. 3 Read first time. To print.  
 Jan. 4 From printer. May be heard in committee February 3.  
 Jan. 16 Referred to Com. on TRANS.

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

**AB 1756 (Brough R) Transportation funding.**

**Introduced:** 1/4/2018  
**Status:** 1/16/2018-Referred to Com. on TRANS.  
**Location:** 1/16/2018-A. TRANS.

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

**Summary:**

Would repeal the Road Repair and Accountability Act of 2017. This bill contains other related provisions.

**History:**

**2018**

Jan. 4 Read first time. To print.  
 Jan. 5 From printer. May be heard in committee February 4.  
 Jan. 16 Referred to Com. on TRANS.

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

**AB 1759 (McCarty D) General plans: housing element: production report: withholding of transportation funds.**

**Introduced:** 1/4/2018  
**Status:** 2/12/2018-Referred to Coms. on TRANS. and H. & C.D.  
**Location:** 2/12/2018-A. TRANS.

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

**Summary:**

Would require the Department of Housing and Community Development, on or before June 30, 2022, and on or before June 30 every year thereafter and until June 30, 2051, to review each production report submitted by a city or county in accordance with the provisions as specified to determine

whether that city or county has met the applicable minimum production goal for that reporting period. The bill would provide that, if the department determines that a city or county has met its applicable minimum production goal for that reporting period, the department shall, no later than June 30 of that year, submit a certification of that result to the Controller.

**History:**

**2018**

Jan. 4 Read first time. To print.  
 Jan. 5 From printer. May be heard in committee February 4.  
 Feb. 12 Referred to Coms. on TRANS. and H. & C.D.

**Organization:** SCAG

**Position:** Tracking

**AB 1765 (Quirk-Silva D) Building Homes and Jobs Act: fee waiver: states of emergency.**

**Introduced:** 1/4/2018

**Status:** 1/22/2018-Referred to Com. on H. & C.D.

**Location:** 1/22/2018-A. H. & C.D.

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

**Summary:**

The Building Homes and Jobs Act, imposes a charge, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed \$225. Current law requires a county recorder to send revenues from the charge to the controller for deposit into a fund in the State Treasury to be expended for various purposes related to homes and jobs. This bill would waive that charge with regard to any real estate instrument, paper, or notice recorded in connection with real property upon which repairs or reconstruction are taking place as a direct result of a disaster for which the Governor has declared a state of emergency.

**History:**

**2018**

Jan. 4 Read first time. To print.  
 Jan. 5 From printer. May be heard in committee February 4.  
 Jan. 22 Referred to Com. on H. & C.D.

**Organization:** SCAG

**Position:** Tracking

**AB 1795 (Gipson D) Emergency medical services: community care facilities.**

**Introduced:** 1/9/2018

**Status:** 1/22/2018-Referred to Com. on HEALTH.

**Location:** 1/22/2018-A. HEALTH

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

**Summary:**

Would authorize a local emergency medical services agency to submit, as part of its emergency services plan, a plan to transport specified patients to a community care facility, as defined, in lieu of transportation to a general acute care hospital. The bill would make conforming changes to the definition of advanced life support to include prehospital emergency care provided before and during, transport to a community care facility, as specified.

**History:**

**2018**

Jan. 9 Read first time. To print.  
 Jan. 10 From printer. May be heard in committee February 9.  
 Jan. 22 Referred to Com. on HEALTH.

**Organization:** SCAG

**Position:** Tracking

**AB 1866 (Fong R) Transportation funding.**

**Introduced:** 1/12/2018

**Status:** 1/29/2018-Referred to Com. on TRANS.

**Location:** 1/29/2018-A. TRANS.

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

**Summary:**

Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.

**History:**

**2018**

Jan. 12 Read first time. To print.  
 Jan. 13 From printer. May be heard in committee February 12.  
 Jan. 29 Referred to Com. on TRANS.

**Organization:** SCAG

**Position:** Tracking

**AB 1905 (Grayson D) Environmental quality: judicial review: transportation projects.**

**Introduced:** 1/22/2018

**Status:** 2/5/2018-Referred to Coms. on NAT. RES. and TRANS.

**Location:** 2/5/2018-A. NAT. RES.

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

**Summary:**

Would, in an action or proceeding seeking judicial review under the California Environmental Quality Act, prohibit a court from staying or enjoining a transportation project that is included in a sustainable communities strategy and for which an environmental impact report has been certified, unless the court makes specified findings.

**History:**

**2018**

Jan. 22 Read first time. To print.  
 Jan. 23 From printer. May be heard in committee February 22.  
 Feb. 5 Referred to Coms. on NAT. RES. and TRANS.

**Organization:** SCAG

**Position:** Tracking

**ACA 4 (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.**

**Introduced:** 2/17/2017

**Status:** 4/24/2017-Referred to Coms. on L. GOV. and APPR.

**Location:** 4/24/2017-A. L. GOV.

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

**Summary:**

Local government financing: affordable housing and public infrastructure: voter approval.

**History:**

**2017**

Feb. 17 Read first time. To print.  
 Feb. 19 From printer. May be heard in committee March 21.  
 Apr. 24 Referred to Coms. on L. GOV. and APPR.

**Organization:** SCAG

**Position:** Tracking

**ACA 11 (Caballero D) California Middle Class Affordable Housing and Homeless Shelter: funding.**

**Introduced:** 3/20/2017

**Last Amended:** 8/21/2017

**Status:** 8/22/2017-Re-referred to Com. on H. & C.D.

**Location:** 7/3/2017-A. H. & C.D.

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

**Summary:**

Would create the California Middle Class Affordable Housing and Homeless Shelter Account in the General Fund for the support of local and state programs that assist in the development or acquisition of housing, as specified. The measure would impose a tax upon all retailers at the rate of 0.25% of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in this state on and after January 1, 2019.

**History:**

**2017**

Mar. 20 Read first time. To print.

Mar. 21 From printer. May be heard in committee April 20.

Jul. 3 Referred to Coms. on H. & C.D. and REV. & TAX.

Aug. 21 From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.

Aug. 22 Re-referred to Com. on H. & C.D.

**Organization:** SCAG

**Position:** Tracking

**ACA 21 (Mayes R) State infrastructure: funding: California Infrastructure Investment Fund.**

**Introduced:** 1/3/2018

**Status:** 1/4/2018-From printer. May be heard in committee February 3.

**Location:** 1/3/2018-A. PRINT

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

**Summary:**

Would amend the California Constitution to create the California Infrastructure Investment Fund in the State Treasury. The measure would require the Controller, beginning in the 2019–20 fiscal year, to transfer from the General Fund to the California Infrastructure Investment Fund in each fiscal year an amount equal to up to 2.5% of the estimated General Fund revenues for that fiscal year, as provided. The measure would require, for the 2019–20 fiscal year and each fiscal year thereafter, the amounts in the fund to be allocated, upon appropriation by the Legislature, for specified infrastructure investments, including the funding of deferred maintenance projects.

**History:**

**2018**

Jan. 3 Read first time. To print.

Jan. 4 From printer. May be heard in committee February 3.

**Organization:** SCAG

**Position:** Tracking

**ACA 22 (McCarty D) Middle Class Fiscal Relief Act.**

**Introduced:** 1/18/2018

**Status:** 1/19/2018-From printer. May be heard in committee February 18.

**Location:** 1/18/2018-A. PRINT

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

**Summary:**

This measure, for taxable years beginning on or after January 1, 2018, would impose a surcharge of 10% on the net income of all corporations that is over \$1,000,000. The measure would authorize the Legislature to increase or decrease the surcharge by a 2/3 vote of each house, as provided. The measure would require the deposit of those revenues, less refunds, into the Middle Class Fiscal Relief Fund, which would be created by the measure. Revenues in the fund would be allocated, upon appropriation by the Legislature, for specified purposes, including providing fiscal benefits to lower and middle-income Californians.

**History:**

**2018**

Jan. 18 Read first time. To print.

Jan. 19 From printer. May be heard in committee February 18.

**Organization:** SCAG

**Position:** Tracking

**SB 71 (Wiener D) Electricity: solar energy systems.**

**Introduced:** 1/9/2017

**Last Amended:** 5/26/2017

**Status:** 7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was U. & E. on 6/12/2017) (May be acted upon Jan 2018)

**Location:** 7/14/2017-A. 2 YEAR

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

**Summary:**

Regulations on building standards adopted by the Energy Commission require certain residential and nonresidential buildings to have a solar zone, as defined, on the roof of the building that is designated and reserved for solar electric or solar thermal systems and that meets certain specifications relating to minimum area, orientation, and shading, among other things. This bill would require the Energy Commission to consider requiring, and would authorize the Energy Commission to update the building efficiency standards to require, a rooftop solar energy generation system, appropriately sized to be cost effective, to be installed in the solar zone of those buildings, during the construction of those buildings, by January 1, 2020, for residential buildings and by January 1, 2023, for nonresidential buildings.

**History:**

**2017**

- Jan. 9 Introduced. Read first time. To Com. on RLS. for assignment. To print.
- Jan. 10 From printer. May be acted upon on or after February 9.
- Jan. 19 Referred to Com. on RLS.
- Mar. 1 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.
- Mar. 8 Re-referred to Coms. on E., U. & C., T. & H., and APPR.
- Mar. 10 Set for hearing April 4.
- Apr. 17 From committee: Do pass as amended and re-refer to Com. on T. & H. (Ayes 8. Noes 3. Page 621.) (April 4).
- Apr. 18 Read second time and amended. Re-referred to Com. on T. & H.
- May. 1 Set for hearing May 9.
- May. 2 From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.
- May. 15 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 9. Noes 3. Page 1021.) (May 9).
- May. 16 Read second time and amended. Re-referred to Com. on APPR.
- May. 18 Set for hearing May 22.
- May. 22 May 22 hearing: Placed on APPR. suspense file.
- May. 23 Set for hearing May 25.
- May. 25 From committee: Do pass as amended. (Ayes 5. Noes 2. Page 1177.) (May 25).
- May. 26 Read second time and amended. Ordered to third reading. Published May 26 at 10 a.m.
- May. 31 Read third time. Passed. (Ayes 24. Noes 13. Page 1313.) Ordered to the Assembly.
- Jun. 1 In Assembly. Read first time. Held at Desk.
- Jun. 12 Referred to Coms. on U. & E. and H. & C.D.
- Jul. 5 July 5 hearing postponed by committee.

**Organization:** SCAG

**Position:** Tracking

**SB 93 (Committee on Budget and Fiscal Review) Budget Act of 2017.**

**Introduced:** 1/11/2017

**Last Amended:** 9/11/2017

**Status:** 1/4/2018-From inactive file. Re-referred to Com. on BUDGET.

**Location:** 1/4/2018-A. BUDGET

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

**Summary:**

The Budget Act of 2017 made appropriations for the support of state government for the 2017-18 fiscal year. This bill would amend the Budget Act of 2017 by amending and adding items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.

**History:**

**2017**

- Jan. 11 Introduced. Read first time. To Com. on RLS. for assignment. To print.
- Jan. 12 From printer. May be acted upon on or after February 11.
- Jan. 19 Referred to Com. on B. & F.R.

May. 8 Withdrawn from committee. (Ayes 26. Noes 11. Page 982.) Ordered to second reading.  
 May. 9 Read second time. Ordered to third reading.  
 May. 11 Read third time. Passed. (Ayes 26. Noes 9. Page 1033.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.  
 Jun. 5 Referred to Com. on BUDGET.  
 Aug. 31 Assembly Rule 96 suspended. (Ayes 51. Noes 24. Page 2825.) Withdrawn from committee. Ordered to second reading.  
 Sep. 1 Read second time. Ordered to third reading.  
 Sep. 7 Read third time and amended. Ordered to third reading. Re-referred to Com. on BUDGET pursuant to Assembly Rule 77.2. Joint Rule 62(a) suspended.  
 Sep. 11 September 11 hearing postponed by committee. Joint Rule 62(a) suspended. From committee with author's amendments. Read second time and amended. Re-referred to Com. on BUDGET.  
 Sep. 13 Joint Rule 62(a) suspended.  
 Sep. 14 From committee: Do pass. (Ayes 24. Noes 3.) (September 14).  
 Sep. 15 Read second time. Ordered to third reading. Ordered to inactive file on request of Assembly Member Calderon.

**2018**

Jan. 4 From inactive file. Re-referred to Com. on BUDGET.

**Organization:** SCAG

**Position:** Tracking

**SB 119 (Committee on Budget and Fiscal Review) Budget Act of 2017.**

**Introduced:** 1/11/2017

**Last Amended:** 9/11/2017

**Status:** 1/4/2018-From inactive file. Re-referred to Com. on BUDGET.

**Location:** 1/4/2018-A. BUDGET

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

**Summary:**

The Budget Act of 2017 made appropriations for the support of state government for the 2017-18 fiscal year. This bill would amend the Budget Act of 2017 by amending and adding items of appropriation. This bill would declare that it is to take effect immediately as a Budget Bill.

**History:**

**2017**

Jan. 11 Introduced. Read first time. To Com. on RLS. for assignment. To print.  
 Jan. 12 From printer. May be acted upon on or after February 11.  
 Jan. 19 Referred to Com. on B. & F.R.  
 May. 8 Withdrawn from committee. (Ayes 26. Noes 11. Page 982.) Ordered to second reading.  
 May. 9 Read second time. Ordered to third reading.  
 May. 11 Read third time. Passed. (Ayes 26. Noes 9. Page 1041.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.  
 Jun. 5 Referred to Com. on BUDGET.  
 Aug. 31 Assembly Rule 96 suspended. (Ayes 51. Noes 24. Page 2825.) Withdrawn from committee. Ordered to second reading.  
 Sep. 1 Read second time. Ordered to third reading.  
 Sep. 7 Read third time and amended. Ordered to third reading. Re-referred to Com. on BUDGET pursuant to Assembly Rule 77.2. Joint Rule 62(a) suspended.  
 Sep. 11 September 11 hearing postponed by committee. Joint Rule 62(a) suspended. From committee with author's amendments. Read second time and amended. Re-referred to Com. on BUDGET.  
 Sep. 13 Joint Rule 62(a) suspended.  
 Sep. 14 From committee: Do pass. (Ayes 19. Noes 7.) (September 14).  
 Sep. 15 Read second time. Ordered to third reading. Ordered to inactive file on request of Assembly Member Calderon.

**2018**

Jan. 4 From inactive file. Re-referred to Com. on BUDGET.

**Organization:** SCAG

**Position:** Tracking

**SB 268 (Mendoza D) Los Angeles County Metropolitan Transportation Authority.**

**Introduced:** 2/8/2017

**Last Amended:** 9/5/2017

**Status:** 9/5/2017-From committee with author's amendments. Read second time and amended. Re-

referred to Com. on L. GOV.

**Location:** 9/5/2017-A. L. GOV.

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

**Summary:**

Would require the Los Angeles County Metropolitan Transportation Authority, the Los Angeles County Division of the League of California Cities, the California Contract Cities Association, and the Los Angeles County City Selection Committee to prepare and provide to the Legislature by December 1, 2018, a plan agreed to by at least 3 of these entities, for reorganizing the membership of the authority to include 22 members, and to provide equitable and proportional voting representation for each area of the county on the authority, including more representation for cities other than the City of Los Angeles. The bill would require the plan to provide for the reconstitution of the authority no later than January 1, 2020.

**History:**

**2017**

Feb. 8 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Feb. 9 From printer. May be acted upon on or after March 11.

Feb. 16 Referred to Com. on RLS.

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

May. 1 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

May. 3 Re-referred to Com. on T. & H.

May. 5 Set for hearing May 9.

May. 10 From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 3. Page 1021.) (May 9). Re-referred to Com. on APPR.

May. 16 Set for hearing May 22.

May. 22 May 22 hearing: Placed on APPR. suspense file.

May. 23 Set for hearing May 25.

May. 25 From committee: Do pass as amended. (Ayes 5. Noes 2. Page 1180.) (May 25).

May. 26 Read second time and amended. Ordered to third reading. Published May 26 at 10 a.m.

May. 31 Read third time. Passed. (Ayes 22. Noes 12. Page 1309.) Ordered to the Assembly.

Jun. 1 In Assembly. Read first time. Held at Desk.

Jun. 12 Referred to Coms. on L. GOV. and TRANS.

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

Jun. 28 June 28 set for first hearing canceled at the request of author.

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

**Organization:** SCAG

**Position:** Oppose

**[SB 389](#) (Roth D) Department of Transportation: transportation project delivery services.**

**Introduced:** 2/14/2017

**Last Amended:** 7/17/2017

**Status:** 9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 8/23/2017) (May be acted upon Jan 2018)

**Location:** 9/1/2017-A. 2 YEAR

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

**Summary:**

Would authorize the Department of Transportation to establish a fee schedule and to charge a fee relative to transportation project delivery services requested by a local agency or other entity, as specified, including job mix formula verifications, material plant quality program inspections, and laboratory accreditations. The bill would authorize the department to adopt regulations to, among other things, specify the terms and conditions for performing these tasks and would require that the department's total estimated revenue from the fee schedule not exceed the department's estimated total cost for providing these services.

**History:**

**2017**

Feb. 14 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Feb. 15 From printer. May be acted upon on or after March 17.

Feb. 23 Referred to Com. on RLS.

Mar. 21 From committee with author's amendments. Read second time and amended. Re-referred to

Com. on RLS.  
 Mar. 29 Re-referred to Com. on T. & H.  
 Apr. 4 Set for hearing April 18.  
 Apr. 19 From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0. Page 750.) (April 18).  
 Re-referred to Com. on APPR.  
 Apr. 21 Set for hearing May 1.  
 May. 1 May 1 set for first hearing canceled at the request of author.  
 May. 2 Set for hearing May 8.  
 May. 3 May 8 hearing postponed by committee.  
 May. 4 Set for hearing May 15.  
 May. 15 From committee: Do pass as amended. (Ayes 7. Noes 0. Page 1080.) (May 15).  
 May. 16 Read second time and amended. Ordered to third reading. Published May 16 at 9 p.m.  
 May. 30 Read third time. Passed. (Ayes 40. Noes 0. Page 1247.) Ordered to the Assembly.  
 May. 31 In Assembly. Read first time. Held at Desk.  
 Jun. 8 Referred to Com. on TRANS.  
 Jun. 21 June 26 set for first hearing canceled at the request of author.  
 Jun. 26 June 26 set for first hearing canceled at the request of author.  
 Jul. 3 From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.  
 Jul. 13 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (July 10).  
 Jul. 17 Read second time and amended. Re-referred to Com. on APPR.  
 Aug. 23 August 23 set for first hearing. Placed on APPR. suspense file.  
 Sep. 1 September 1 hearing: Held in committee and under submission.

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

**SB 414 (Vidak R) Transportation bonds: highway, street, and road projects.**

**Introduced:** 2/15/2017  
**Last Amended:** 1/3/2018  
**Status:** 2/1/2018-Returned to Secretary of Senate pursuant to Joint Rule 62(a).  
**Location:** 2/23/2017-S. T. & H.

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

**Summary:**

Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.

**History:**

**2017**

Feb. 15 Introduced. Read first time. To Com. on RLS. for assignment. To print.  
 Feb. 16 From printer. May be acted upon on or after March 18.  
 Feb. 23 Referred to Coms. on T. & H. and GOV. & F.  
 Mar. 22 Set for hearing April 4.  
 Apr. 5 April 4 set for first hearing. Failed passage in committee. (Ayes 3. Noes 6. Page 627.)  
 Reconsideration granted.  
 Dec. 21 Set for hearing January 9.

**2018**

Jan. 3 From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.  
 Jan. 5 Set for hearing January 10 in GOV. & F. pending receipt.  
 Jan. 9 January 9 set for first hearing. Failed passage in committee. (Ayes 4. Noes 6.)  
 Feb. 1 Returned to Secretary of Senate pursuant to Joint Rule 62(a).

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

**SB 760 (Wiener D) Bikeways: design guides.**

**Introduced:** 2/17/2017

**Last Amended:** 1/23/2018

**Status:** 1/30/2018-In Assembly. Read first time. Held at Desk.

**Location:** 1/29/2018-A. DESK

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

**Summary:**

Would authorize a city, county, regional, or other local agency, when using the alternative minimum safety design criteria, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. The bill would authorize a state entity that is responsible for the planning and construction of roadways to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials.

**History:**

**2017**

Feb. 17 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Feb. 21 From printer. May be acted upon on or after March 23.

Mar. 9 Referred to Com. on T. & H.

Dec. 21 Set for hearing January 9.

**2018**

Jan. 3 From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

Jan. 9 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 8. Noes 3.) (January 9).

Jan. 10 Read second time and amended. Re-referred to Com. on APPR.

Jan. 12 Set for hearing January 16.

Jan. 16 January 16 hearing: Placed on APPR. suspense file.

Jan. 17 Set for hearing January 18.

Jan. 22 From committee: Do pass as amended. (Ayes 5. Noes 2.) (January 18).

Jan. 23 Read second time and amended. Ordered to third reading.

Jan. 29 Read third time. Passed. (Ayes 30. Noes 7.) Ordered to the Assembly.

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

**Organization:** SCAG

**Position:** Tracking

**SB 827 (Wiener D) Planning and zoning: transit-rich housing bonus.**

**Introduced:** 1/3/2018

**Status:** 1/16/2018-Referred to Coms. on T. & H. and GOV. & F.

**Location:** 1/16/2018-S. T. & H.

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

**Summary:**

Would authorize a transit-rich housing project to receive a transit-rich housing bonus. The bill would define a transit-rich housing project as a residential development project the parcels of which are all within a 1/2 mile radius of a major transit stop or a 1/4 mile radius of a high-quality transit corridor, as those terms are further defined. This bill contains other related provisions and other existing laws.

**History:**

**2018**

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

Jan. 4 From printer. May be acted upon on or after February 3.

Jan. 16 Referred to Coms. on T. & H. and GOV. & F.

**Organization:** SCAG

**Position:** Tracking

**SB 828 (Wiener D) Land use: housing element.**

**Introduced:** 1/3/2018

**Status:** 1/16/2018-Referred to Com. on RLS.

**Location:** 1/3/2018-S. RLS.

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

**Summary:**

Would state the intent of the Legislature to enact legislation that would, among other things, require the department to take certain actions relating to unmet housing needs, including completing a comprehensive assessment on unmet need for each region and including the results of the assessment

in regional allocations for the next housing element cycle.

**History:**

**2018**

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

Jan. 4 From printer. May be acted upon on or after February 3.

Jan. 16 Referred to Com. on RLS.

**Organization:** SCAG

**Position:** Tracking

**SB 829 (Wiener D) Employee housing: farmworker housing.**

**Introduced:** 1/3/2018

**Status:** 1/16/2018-Referred to Com. on RLS.

**Location:** 1/3/2018-S. RLS.

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

**Summary:**

Would state the intent of the Legislature to enact legislation that would expand the Employee Housing Act to (1) further incentivize the creation of farmworker housing in agricultural communities, (2) authorize the Department of Housing and Community Development to partner private agricultural operators with independent nonprofits that will manage and operate residences, and (3) preserve and protect the civil rights of tenants living in employee housing.

**History:**

**2018**

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

Jan. 4 From printer. May be acted upon on or after February 3.

Jan. 16 Referred to Com. on RLS.

**Organization:** SCAG

**Position:** Tracking

**SCA 6 (Wiener D) Local transportation measures: special taxes: voter approval.**

**Introduced:** 2/13/2017

**Last Amended:** 5/1/2017

**Status:** 5/25/2017-May 25 hearing: Held in committee and under submission.

**Location:** 5/25/2017-S. APPR. SUSPENSE FILE

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

**Summary:**

Would require that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by 55% of the voters voting on the proposition. The measure would authorize an ordinance submitted to the voters for approval under these provisions to provide, as otherwise authorized by law, for the issuance of bonds payable from the revenues from the special tax.

**History:**

**2017**

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

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

Feb. 23 Referred to Coms. on GOV. & F., T. & H., and RLS.

Mar. 8 Set for hearing April 5.

Mar. 29 From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

Apr. 5 From committee: Be adopted and re-refer to Com. on T. & H. (Ayes 5. Noes 2. Page 623.) (April 5). Re-referred to Com. on T. & H.

May. 1 From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H. Set for hearing May 9.

May. 10 From committee: Be adopted. (Ayes 8. Noes 3. Page 1022.) (May 9).

May. 11 Read second time. Ordered to third reading. Re-referred to Com. on RLS.

May. 17 Re-referred to Com. on APPR.

May. 19 Set for hearing May 22.

May. 22 May 22 hearing: Placed on APPR. suspense file.

May. 23 Set for hearing May 25.

May. 25 May 25 hearing: Held in committee and under submission.

**Organization:** SCAG

**Position:** Tracking

**SCR 90 (Roth D) Joseph Tavaglione Interchange.**

**Introduced:** 1/22/2018

**Last Amended:** 1/29/2018

**Status:** 2/1/2018-Re-referred to Com. on T. & H.

**Location:** 2/1/2018-S. T. & H.

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

**Summary:**

This measure would designate the interchange where State Highway Routes 60 and 91 meet Interstate 215 in the County of Riverside as the Joseph Tavaglione Interchange. The measure would request the Department of Transportation to determine the cost of appropriate signs showing this special designation and, upon receiving donations from nonstate sources covering that cost, to erect those signs.

**History:**

**2018**

Jan. 22 Introduced. Referred to Com. on RLS.

Jan. 29 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Feb. 1 Re-referred to Com. on T. & H.

**Organization:** SCAG

**Position:** Tracking

Total Measures: 34

Total Tracking Forms: 34