



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

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Energy & Environment
Linda Parks, Ventura County

Transportation
Cheryl Viegas-Walker, El Centro

MEETING OF THE

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

Tuesday, November 19, 2019
8:30 a.m. – 10:00 a.m.

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

VIDEOCONFERENCE/TELECONFERENCE AVAILABLE

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

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

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

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

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

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

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

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 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

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

MEETING INFORMATION

Date: Tuesday, November 19, 2019

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

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

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

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

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

COMMITTEE MEMBERSHIP

Imperial County

Luis Plancarte
Cheryl Viegas-Walker

*Imperial County
District 1*

Los Angeles County

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

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

Orange County

Stacy L. Berry
Donald Wagner

*District 18
Orange County*

Riverside County

Jan Harnik (CHAIR)
Clint Lorimore
Steve Manos

*Riverside County Transportation Commission
District 4
District 63*

San Bernardino County

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

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

Ventura County

David Pollock
Carmen Ramirez

*District 46
District 45*



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

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

Stacy Berry

Cypress City Hall
5275 Orange Ave.
Cypress, CA 90630

Curt Hagman

County Government Center
Fourth District Conference Room
385 N Arrowhead Ave, 5th Floor
San Bernardino, CA 92415

Ray Marquez

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

Frank J. Navarro

City of Colton
650 N. La Cadena Dr.
Colton, CA 92324

Cheryl Viegas-Walker

LAX – Southwest Terminal
1 World Way
Los Angeles, CA 90045

Alan Wapner

1500 Orange Ave
Coronado, CA 92118

Margaret Finlay

2221 Rim Rd.
Duarte, CA 91008

Steve Hofbauer

Palmdale City Hall
38300 Sierra Hwy.
Palmdale, CA 93550

Judy Mitchell

62 Hidden Valley Rd.
Rolling Estates, CA 90274

Ali Saleh

Bell City Hall
6330 Pine Ave.
Bell, CA 90201

Donald P. Wagner

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



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Policy B Meeting Room
Los Angeles, California 90017
Tuesday, November 19, 2019
8:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Jan Harnik, Chair)

PUBLIC COMMENT PERIOD

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Item

1. Minutes of the October 15, 2019 Meeting Page 5

INFORMATION ITEMS

2. 2020 State & Federal Legislative Platform Page 9
(Kevin Gilhooley, Manager of Legislation)
3. Communications Update - Connect SoCal Release Page 29
(Margaret de Larios, Public Affairs Specialist)
4. 10th Annual Southern California Economic Summit Update Page 33
(Houston Laney, Public Affairs Specialist)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
November 19, 2019

The Legislative/Communications and Membership Committee held its October 15, 2019 meeting at SCAG’s offices at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017.

MEMBERS PRESENT

Imperial County

Cheryl Viegas-Walker *District 1*

Los Angeles County

Margaret Clark (VICE CHAIR) *District 32*
Margaret Finlay *District 35*
Steve Hofbauer *District 43*
Judy Mitchell *District 40*
Ali Saleh *District 27*

Orange County

Stacy L. Berry *District 18*
Donald Wagner *Orange County*

Riverside County

Jan Harnik (CHAIR) *Riverside County Transportation Commission*
Clint Lorimore *District 4*
Steve Manos *District 63*

San Bernardino County

Ray Marquez *District 10*
L. Dennis Michael *District 9*
Frank J. Navarro *District 6*
Alan Wapner *San Bernardino County Transportation Authority*

Ventura County

David Pollock *District 46*
Carmen Ramirez *District 45*

CALL TO ORDER

The meeting was called to order by the Chair, Hon. Jan Harnik, at 8:31 a.m. A quorum was confirmed and roll-call was taken.

PUBLIC COMMENT PERIOD

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There were no public comments presented.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

CONSENT CALENDAR

Approval Items

1. Minutes of the September 17, 2019 Meeting
2. SCAG Memberships and Sponsorships

Receive and File

3. Legislative Tracking Report

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

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

AYES: Berry, Clark, Finlay, Harnik, Hofbauer, Lorimore, Marquez, Michael, Navarro, Pollock, Saleh, Viegas-Walker, Wagner, Wapner (14).

NOES: None

ABSTAIN: None

INFORMATION ITEMS

4. Federal Appropriations Update

Melvin Sanchez, Legislative Analyst, provided the Committee with an update on the federal appropriations process. Mr. Sanchez began his remarks by noting that Congressional leaders and President Trump had reached an agreement on an eight-week continuing resolution (CR), which averted a federal government shutdown and allowed more time for Congress to finish its work on the appropriation bills that will form the Fiscal Year (FY) 2020 budget. Mr. Sanchez mentioned that the CR would expire on November 21, 2019. Mr. Sanchez concluded his remarks by highlighting the topline numbers of the Transportation, Housing and Urban Development (THUD) bill, as well as the funding differences between the House of Representatives version

and the Senate Appropriations Committee version of the THUD bill. Mr. Sanchez mentioned that funding differences between the House and Senate would have to be reconciled before the THUD bill could be sent to the President's desk.

Hon. Steve Hofbauer inquired on the status of dueling proposals dealing with the potential ban on transit agencies using federal dollars to purchase rail cars from Chinese state-owned, controlled, or subsidized companies. Estee Sepulveda, Legislative Analyst, responded to the question by stating that the issue would be resolved over the next month and likely included as an amendment to the THUD appropriations bill. Hon. Steve Hofbauer stressed the importance of this issue given that BYD, a Chinese-owned automobile and motor coach manufacturer, is based in Lancaster, CA and employs nearly 1,000 individuals. Ms. Sepulveda stated that staff would continue to monitor this issue as the appropriations process continued and would alert the Committee as formal language was introduced in Washington, D.C.

5. Governor's Action on Bills with SCAG Position

Mr. Sanchez provided the Committee with a report on how Governor Gavin Newsom acted on state bills with a SCAG position. Mr. Sanchez began by mentioning that the California Legislature had adjourned on September 13, 2019, concluding the first year of its two-year session. Mr. Sanchez provided the Committee with a chart in the staff report highlighting the 16 bills that SCAG had adopted positions on. Mr. Sanchez reported that of the 16 bills, only eight (8) were approved by the Legislature and sent to the Governor's desk. Mr. Sanchez concluded his remarks by reporting the status of three bills, including Assembly Bill (AB) 47, which was signed by the Governor, and Senate Bills (SB) 5 and 277, which were both vetoed.

Hon. Steve Hofbauer inquired about Governor Newsom's reasoning behind the veto of SB 5 and what action SCAG should take in response. Chair Harnik also expressed disappointment at the veto of SB 5 and asked whether this bill would come up again in the future. Hon. Steve Hofbauer expressed frustration that the \$2 billion cost was cited as the main reason for the veto, and also provided an example of the cost of building affordable housing units in the state.

Kevin Gilhooley, Legislation Manager, provided further background on SB 5 and the Governor's reason for the veto. Mr. Gilhooley noted that the veto of SB 5 should reinforce SCAG's advocacy in Sacramento next year, specifically on returning local financing tools to local governments and making sure that the language of SB 5 is included in next year's state budget bill. Hon. Steve Hofbauer once again cited the high cost of building affordable housing units and asked whether SB 5 would come up again. Mr. Gilhooley stated that all it would take is for another member of the Legislature to reintroduce the bill next year.

Chair Harnik continued discussion on this agenda item by stating that the veto of SB 5 is incongruous with the Governor's goal of building more affordable housing.

Hon. Judy Mitchell inquired about a separate bill, SB 50, and whether it would come up again in 2020. Mr. Gilhooley responded by stating that SB 50 was held in the Senate Appropriations Committee in 2019, but was made a two-year bill by Senate Appropriations Committee Chairman Anthony Portantino (D-La Cañada Flintridge), meaning it would come up again in 2020. Hon. Judy Mitchell remarked that SB 50 was another example of an unfunded mandate on local governments and stated more work needed to be done for the Legislature to understand SCAG's concerns.

Hon. Margaret Clark mentioned that the League of California Cities – Los Angeles Division had created a taskforce on SB 50 to figure out what was palatable in the bill as currently written.

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Art Yoon, Director of Policy and Public Affairs, provided the Committee with an update on current and upcoming events. Mr. Yoon mentioned that a third of the Policy and Public Affairs Division was working on the release of the Connect SoCal document, as well as the upcoming Economic Summit in December. Mr. Yoon also mentioned the adoption of the legislative platform, which the Committee will review at its November meeting. Mr. Yoon concluded his remarks by stressing the importance of the legislative platform as a guiding document for SCAG in Sacramento and Washington, D.C.

FUTURE AGENDA ITEMS

There were no future agenda items presented.

ANNOUNCEMENTS

Chair Harnik reminded the Committee of the Economic Summit on December 5, 2019, at the L.A. Grand Hotel Downtown and encouraged the Committee to attend.

ADJOURNMENT

Chair Harnik adjourned the meeting at 8:57 a.m. The next regular meeting of the Legislative/Communications and Membership Committee is scheduled for 8:30 a.m. – 10:00 a.m. on Tuesday, November 19, 2019 at SCAG's offices at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017.



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
November 19, 2019

To: Legislative/Communications and Membership Committee
(LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: 2020 State & Federal Legislative Platform

RECOMMENDED ACTION:

For Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Each year, the Legislative/Communications and Memberships Committee (LCMC) recommends that the Regional Council adopt a legislative platform for the state and federal legislative session for that year. The staff-recommended state and federal legislative platform for 2020 encompasses broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies. Because the state and federal legislative sessions both cover a two year period, the halfway point provides an opportunity for the Regional Council to respond to emerging issues, like adding principles concerning the reauthorization of the Fixing America’s Surface Transportation (FAST) Act. Likewise, the Regional Council may choose to remove certain policy proposals that were deemed accomplished, such as ensuring that the Regional Housing Needs Assessment (RHNA) is no longer an unfunded state mandate.

Attachment one includes the “clean” copy of the proposed 2020 Legislative Platform, while attachment two includes the “tracked changes” copy of last year’s adopted platform. Staff’s proposed changes are included in red text, while proposed deletions are denoted by strikethrough text.

Staff is presenting the draft legislative platform to the LCMC to solicit feedback, collect additional ideas, and receive direction on particular issue areas. Staff anticipates submitting the final draft legislative platform for the LCMC’s approval at its December 17, 2019 meeting.

BACKGROUND:

OUR MISSION

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

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State

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

Federal

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

2020 State and Federal Legislative Platform

SCAG maintains a State and Federal Legislative Program, which consists of the Regional Council's positions on policies and legislative initiatives related to SCAG's core planning and policy areas that need the leadership and support of the California State Legislature and Congress to resolve challenges facing the SCAG region. The staff-recommended draft state and federal legislative platform for 2020 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies. The policy areas include:

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

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

Specific Policy Area Direction

The 2020 State and Federal Legislative Platform adds four new issue areas, removes certain bullet points that were accomplished, and merges similar issue areas from last year's platform. Staff seeks specific direction and discussion in the following areas, which are framed through questions:

State

1. Notwithstanding Governor Gavin Newsom's veto of Senate Bill (SB) 5, should support for the restoration of redevelopment and the expansion of tax increment financing continue to be a priority area for legislative advocacy?

The loss of funding for housing that came with the elimination of redevelopment agencies (RDAs) has severely curtailed the development of affordable housing in the SCAG region and the entire state. It is estimated that as many as 8,000 affordable housing units are not built statewide each year due to the loss of RDA's 20 percent "set aside."

For several years now SCAG has supported expanded capability for tax increment financing programs, including enhanced infrastructure financing districts (EIFDs) and RDAs, as an important tool to build affordable housing stock, improve public transit, and reduce climate-warming carbon emissions. Since the elimination of RDAs, the State has enacted some financing tools, but few jurisdictions have taken advantage of them due to their limited financial capacity.

Despite widespread support from SCAG, numerous cities and councils of governments, home builders, and labor, Governor Newsom vetoed SB 5, which would have established the Affordable Housing and Community Development Investment Program. Notwithstanding the Governor's veto, does the LCMC support the inclusion of a bullet point that expresses continued support for the restoration of redevelopment agencies and the expansion of tax increment financing?

2. Should the LCMC support the ability of local governments to manage Transportation Network Companies (TNCs) that operate on the public right-of-way through pricing and other policy tools?

On November 5, 2019, citizens in the City and County of San Francisco voted on whether to impose a tax on each ride originating in the city provided by a TNC driver, such as Uber and Lyft. Proposition D captured 67 percent of the votes, pushing it over the two-thirds majority needed to pass. The measure is anticipated to generate up to \$35 million annually by placing a 3.25 percent surcharge on individual rideshare rides and a 1.5 percent surcharge on shared rides or for zero-emissions vehicles starting in January 2020 and expiring in 2045.

In order to place this measure on the ballot, special legislation was required. AB 1184 (2018), authored by Assemblymember Phil Ting (D-San Francisco), authorized the vote while also requiring moneys collected by the City and County of San Francisco from this tax be dedicated to fund transportation operations and infrastructure within the City and County of San Francisco.

After the success in San Francisco, other jurisdictions may approach the legislature for special legislation that would provide them with a similar ability to impose a tax on TNC rides with the proceeds dedicated to transportation purposes. If this instance were to occur, does the LCMC support the inclusion of a bullet point that expresses support for the ability of local governments to manage TNCs through pricing and other policy tools?

Federal

3. Given the LCMC's support for Senator Dianne Feinstein's Fighting Homelessness through Services and Housing Act in 2019, should the LCMC add a section on affordable housing and homelessness, including support for homelessness grant programs, community development block grants (CDBG), and HOME Investment Partnerships Program (HOME) grants?

SCAG's federal legislative platform has traditionally been limited to freight and goods movement, transportation funding, and surface transportation authorization legislation.

At its May 21, 2019 meeting, the LCMC recommended a support position on S. 923. Authored by Senators Dianne Feinstein (D-California) and Lisa Murkowski (R-Alaska), this legislation would authorize \$750 million per year in new funding for operations, capital building costs, intensive case management, and planning efforts related to establishing homeless shelters and combatting root causes of homelessness.

Additionally, increased federal scrutiny has been placed on the CDBG program including serious proposals to eliminate it altogether. CDBG provides federal funds to state and local community development activities with the goal of providing affordable housing, anti-poverty programs, and infrastructure development. CDBG funds are subject to less federal oversight and are largely used at the discretion of state and local governments and their sub-grantees.

The HOME program provides formula grants to states and localities that communities use, often in partnership with local nonprofit organizations, to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people.

Given the increased need for federal efforts in the housing and homelessness space, does the LCMC support the inclusion of a new section that expresses support for increased funding for

critical federal programs that are effective tolls for local governments to confront the challenges associated with affordable housing and homelessness?

4. In order for local airports to address infrastructure improvements, should the LCMC support Congressional efforts to raise the cap on the passenger facility charge (PFC)?

The PFC is a fee placed on eligible passengers at commercial airports controlled by public agencies. Currently, the cap on PFC fees is \$4.50 per flight segment or \$18 per round trip. Airports use these fees to fund Federal Air Administration (FAA)-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition. Generally, public airport authorities favor increasing the cap on PFC fees in order to deliver infrastructure improvements, while airlines oppose increased PFC fees as it adds to the cost of an airline ticket for passengers.

In the Southern California region, passenger activity has increased across numerous airports, including the Hollywood Burbank Airport and the Ontario International Airport. Given the increased passenger activity in the region, does the LCMC support the inclusion of a bullet point that expresses support for congressional efforts to raise the cap on PFC fees to help address airport infrastructure improvements?

5. Given California's unique air quality challenges and the federal government's Safer Affordable Fuel Efficient (SAFE) Vehicles Rule, should the LCMC support adding a section on Environment and Air Quality to reaffirm California's exemption to establish its own tailpipe greenhouse gas (GHG) emission standards and zero-emission vehicle requirements?

In August 2018, the Environmental Protection Agency (EPA) and National Highway Traffic Safety Administration (NHTSA) proposed the SAFE Vehicles Rule, which would weaken fuel economy and GHG emissions standards for cars and light trucks. On September 19, 2019, EPA and NHTSA issued a final action for parts of the SAFE Vehicles Rule and withdrew California's waiver to set its own stricter tailpipe GHG emissions standards. It made clear that federal law preempts state and local standards and zero-emission vehicle mandates. This first part of the rule will be effective November 26, 2019, and the EPA and NHTSA will finalize the remaining portions by the end of the year. On September 20, 2019, California in coordination with 22 states filed suit requesting the court grant permanent injunctive relief. Litigation is anticipated to reach the Supreme Court signaling that this will be a drawn-out process.

The change in standards could have significant impacts on transportation plans and projects throughout California, including SCAG's ability to perform required transportation conformity analyses. Therefore, as the rest of the rule is finalized by the end of the year and litigation continues, does the LCMC support the inclusion of a bullet point that expresses support for



preserving California's authority to establish its own stricter GHG emissions standards and ZEV requirements?

FISCAL IMPACT:

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

ATTACHMENT(S):

1. 2020 State and Federal Legislative Platform
2. 2020 Legislative Platform Final Tracked Changes



2020 State & Federal Legislative Platform

ABOUT SCAG

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

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

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

SCAG'S LEGISLATIVE PROGRAM

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

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

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

STATE

Active Transportation

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

Affordable Housing & Redevelopment Agencies

5. Continue to refine and update cap-and-trade's Affordable Housing Sustainable Communities Program (AHSC) guidelines to better reflect the reality of Southern California's growth patterns, such as Integrated Connectivity Projects. Support a regional equity goal for the programming of AHSC revenues, and commit to continued resources for technical assistance and capacity building.
6. Advocate for the consistency within state law the sometimes competing demands contained within SB 375 and the Regional Housing Needs Assessment (RHNA).
7. Support the restoration of local redevelopment agencies (RDAs) as an important tool to build affordable housing stock, improve public transit, and reduce climate-warming carbon emissions.
8. Support expanded capability for tax increment financing programs, including existing Enhanced Infrastructure Finance District (EIFD) programs, while also supporting a higher "set aside" for low income housing, specifically for housing construction, with overall greenhouse gas (GHG) reduction strategy policy emphasis.
9. In supporting the expansion of tax increment financing programs such as EIFDs or RDAs, include certain fairness measures to potentially impacted jurisdictions, such as local educational agencies and special districts. Incentivize collaboration among various governmental agencies by sharing the net proceeds from future RDAs.

Building Resilience

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

Cap & Trade

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

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

Congestion Reduction

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

Freight & Goods Movement

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

Government Efficiency

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

Project Streamlining

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

Technology & Data

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

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

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

Transportation Development Act

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

Transportation Funding

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

Transportation Safety

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

FEDERAL

Affordable Housing & Homelessness

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

Aviation

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

Environment & Air Quality

6. Recognizing California's unique air quality challenges, support the authority of the State of California to establish its own tailpipe greenhouse gas emissions standards and zero-emission vehicle requirements.

Freight & Goods Movement

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

Project Streamlining

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

Public-Private Partnerships

13. Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.
14. Oppose efforts that would seek to supplant existing transportation funding sources with P3 financing opportunities.
15. Support improved performance standards to measure success, curtail project delays, reduce expenditures, and increase expenditure accountability.

16. Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond in order to allow savings to be reinvested in additional infrastructure upgrades at airports, sea ports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.

Public Transit & Mobility

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

Reauthorization of the FAST Act

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

Transportation Funding

26. Support new transportation and infrastructure funding sources, including federal grant programs that provide additional investment into the national infrastructure and transportation system.
27. Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.
28. Support innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
29. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
30. Support continued investment in the Transportation Alternatives Program, which is a key funding source for the state's ATP program.



2019 2020 State & Federal Legislative Principles Platform

ABOUT SCAG

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

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

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

SCAG'S LEGISLATIVE PROGRAM

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

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

The following state and federal legislative principles for ~~2019~~ 2020 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

STATE

Active Transportation

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

Housing/Affordable Housing & Redevelopment Agencies

5. Continue to refine and update cap-and-trade's Affordable Housing Sustainable Communities Program (AHSC) guidelines to better reflect the reality of Southern California's growth patterns, such as Integrated Connectivity Projects. Support a regional equity goal for the programming of AHSC revenues, and commit to continued resources for technical assistance and capacity building.
6. Advocate for the consistency within state law the sometimes competing demands contained within SB 375 and the Regional Housing Needs Assessment (RHNA).
7. Support the restoration of local redevelopment agencies (RDAs), a casualty of the Great Recession, as an important tool to build affordable housing stock, improve public transit, and reduce climate-warming carbon emissions.
8. Support expanded capability for tax increment financing programs, including existing Enhanced Infrastructure Finance District (EIFD) programs and re-establishment of RDAs, while also supporting a higher "set aside" for low income housing, specifically be for housing construction, with overall greenhouse gas (GHG) reduction strategy policy emphasis. ~~Require that the low income housing set aside specifically be for housing construction.~~
9. In supporting the expansion of tax increment financing programs such as EIFDs or RDAs, include certain fairness measures to potentially impacted jurisdictions, such as local educational agencies and special districts. Incentivize collaboration among various governmental agencies by sharing the net proceeds from future RDAs.

Building Resilience:

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

Cap & Trade

12. Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall greenhouse gas (GHG) reduction goals.

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

Congestion Reduction:

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

Freight & Goods Movement

22. 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.
23. 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.
24. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

Government Efficiency:

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

Housing/Affordable Housing

26. ~~Support the inclusion of permanent supportive housing when the spending plans for 2018's Propositions 1 and 2 revenues are drafted.~~
27. ~~Continue to refine and update cap and trade's Affordable Housing Sustainable Communities Program (AHSC) guidelines to better reflect the reality of Southern California's growth patterns, such as Integrated Connectivity Projects. Support a regional equity goal for the programming of AHSC revenues, and commit to continued resources for technical assistance and capacity building.~~

28. ~~Advocate for the consistency within state law the sometimes competing demands contained within SB 375 and the Regional Housing Needs Assessment.~~
29. ~~Recognizing that administering the state mandated Regional Housing Needs Assessment (RHNA) is presently an unfunded mandate, SCAG supports providing COGs responsible for its implementation with additional funding sources for this responsibility, especially given the increased requirements resulting from AB 1771 (Bloom) and SB 828 (Wiener).~~

Project Streamlining

30. Support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, **especially for transportation, transit-oriented, infill, and/or housing projects.**
31. Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
32. ~~Support measures that provide CEQA relief or streamlining for the development of transportation, transit oriented, infill, and/or housing projects.~~
33. 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.
34. Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.

Redevelopment Agencies:

35. ~~Support the restoration of local redevelopment agencies (RDAs), a casualty of the Great Recession, as an important tool to build affordable housing stock, improve public transit, and reduce climate warming carbon emissions.~~
36. ~~Support expanded capability for tax increment financing programs, including existing Enhanced Infrastructure Finance District (EIFD) programs and re-establishment of RDAs, while also supporting a higher “set aside” for low income housing, with overall GHG reduction strategy policy emphasis. Require that the low income housing set aside specifically be for housing construction.~~
37. ~~In supporting the expansion of tax increment financing programs such as EIFDs or RDAs, include certain fairness measures to potentially impacted jurisdictions, such as local educational agencies and special districts. Incentivize collaboration among various governmental agencies by sharing the net proceeds from future RDAs.~~

Technology & Data

38. Support the incorporation of new technologies and innovations into ~~the~~ national and state transportation systems, such as **advancements in 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** small electric mobility devices such as scooters and e-bikes, ~~and other emerging technologies~~ that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
39. ~~Encourage and support the ability of local jurisdictions to secure access to public interest data, including ridership data collected by Transportation Network Companies (TNCs), motorized scooters and any other new mobility solutions.~~
40. Secure funding to support the coordination among state agencies, MPOs ~~Metropolitan Planning Organizations~~, and other government entities to collect and share data, which reflects emerging technologies and mobility choices (i.e., TNCs, electric vehicle sales/miles driven, and warehousing development).

41. ~~Monitor the continued expansion of~~ Encourage and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike share systems—~~legislation to ensure new regulations adequately protects users of all modes and~~ support the ability of local jurisdictions to secure ~~allow~~ access to public interest data, including ridership data, for local and regional planning purposes.
42. Support the ability of local governments to manage TNCs that operate on the public right-of-way through pricing and other tools.
43. Encourage and support the coordination between the State and the U.S. Census Bureau's effort for developing and using census products, including the decennial U.S. Census, America Community Survey, and Census Transportation Planning Package.

Transportation Development Act

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

Transportation Funding

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

Transportation Safety:

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

FEDERAL

Affordable Housing & Homelessness

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

Aviation

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

Environment & Air Quality

6. Recognizing California's unique air quality challenges, support the authority of the State of California to establish its own tailpipe greenhouse gas emissions standards and zero-emission vehicle requirements.

Freight & Goods Movement

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

Project Streamlining

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

Public-Private Partnerships

13. Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.

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

Public Transit & Mobility

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

Reauthorization of the FAST Act

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

Transportation Funding

26. Support new transportation and infrastructure funding sources, ~~including federal grants programs~~ that provide additional investment into the national infrastructure and transportation system.
27. ~~Support long term, stable, and sufficient funding sources to balance the Highway Trust Fund and provide funding stability for the future.~~
28. Support ~~sustainable solutions that restore the long-term solvency of 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.

29. Support innovative financing tools, **and** 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.~~
30. ~~Support continued investment in and expansion of federal grant programs, such as the BUILD and INFRA programs, which help SCAG region stakeholders implement their transportation projects and realize the RTP/SCS.~~
31. ~~Support continued investment in and expansion of federal grant programs, such as the Capital Investment Grants (New Starts, Small Starts), which helps the SCAG region implement important projects contained within the RTP/SCS.~~
32. **Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.**
33. Support continued investment in the Transportation Alternatives Program, which is a key funding source for the state's ATP program.



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
November 19, 2019

To: Legislative/Communications and Membership Committee
(LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Art Yoon, Director of Policy and Public Affairs,
(213) 236-1840, ArtYoon@scag.ca.gov

Subject: Communications Update - Connect SoCal Release

RECOMMENDED ACTION:

For Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

EXECUTIVE SUMMARY:

At the Nov. 7 Regional Council meeting, SCAG’s governing board voted to authorize the release of the Draft Connect SoCal plan for public comment and review from Nov. 14, 2019 through Jan. 24, 2020. During the 10-week comment period, SCAG will hold three public hearings and 21 briefings for local elected officials throughout the region to inform representatives from local jurisdictions, partner agencies, stakeholders and the general public on the Draft plan’s intended outcomes and benefits, as well as solicit feedback. SCAG is also planning additional engagement opportunities during the comment period, such as a webinar and tele-townhall.

BACKGROUND:

At the Nov. 7 Regional Council meeting, SCAG’s governing board voted to authorize the release of the Draft Connect SoCal plan for public comment and review starting on Nov. 14. Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, presents a long-range vision that balances future mobility and housing needs with economic, environmental and public health goals. It will help guide the region’s growth, and includes transportation improvements and land use ideas to shape the future of Southern California. The Draft Connect SoCal plan and 20 technical reports supporting the draft plan are available for download at connectsocial.org.

During the 10-week comment period, which will run through Jan. 24, 2020, SCAG will hold three

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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

public hearings, which serve as an opportunity for any member of the public to learn more and provide comments regarding the draft plan. SCAG will also host a series of 21 briefings for local elected officials throughout the region which are also open to the public. These hearings and briefings are intended to inform elected officials, stakeholders and interested citizens on the key investments and strategies in the Draft plan and solicit feedback.

Details on public events discussing the draft Connect SoCal plan are included in the attached flyer. Additional opportunities for the public to learn about the Draft plan virtually, such as a webinar and tele-townhall are being scheduled and details will be made available on the plan's website, connectsocial.org.

FISCAL IMPACT:

Funding for outreach on the Draft Connect SoCal is included within the FY 2019-2020 Overall Work Program.

ATTACHMENT(S):

1. Connect SoCal Public Events



Learn more about a plan for
**greater mobility,
cleaner air &
better access**
to job centers

Public Events Discussing the Draft Connect SoCal Plan

SCAG has released a draft of Connect SoCal, the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, for public review and comment through January 24, 2020. The Draft Connect SoCal plan presents a long-range vision that balances future mobility and housing needs with economic, environmental and public health goals. It will help guide the region's growth, and includes transportation improvements and land use ideas to shape the future of Southern California.

During the comment period, SCAG will hold three public hearings, which serve as an opportunity for any member of the public to learn more and provide comments regarding the draft plan. SCAG will also host a series of 21 briefings for local elected officials throughout the region. These meetings are intended to inform elected officials, stakeholders and interested citizens on the key investments and strategies in the draft plan and solicit feedback.



Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 | (213) 236-1800 | scag.ca.gov

ELECTED OFFICIAL BRIEFINGS

IMPERIAL COUNTY

Dec. 11, 2019, at 5:00 p.m.

Imperial County Transportation
Commission Meeting
County Board of Supervisors Chamber
County Administrative Building
940 Main St.
El Centro, CA 92243

LOS ANGELES COUNTY

Nov. 21, 2019, at 5:30 p.m.

San Gabriel Valley Council of Governments
Board Meeting
Upper San Gabriel Valley Municipal
Water District Office
602 Huntington Dr., Suite B
Monrovia, CA 91016

Nov. 21, 2019, at 6:00 p.m.

South Bay Cities Council of Governments
Board Meeting
202855 South Western Ave., #100
Torrance, CA 90501

Dec. 4, 2019, at 6:00 p.m.

Gateway Cities Council of Governments
Board Meeting
16401 Paramount Blvd., 2nd Floor
Paramount, CA 90723

Dec. 12, 2019, at 12:00 p.m.

Westside Cities Council of Governments
Board Meeting
Culver City Hall
Mike Balkman Council Chambers
9770 Culver Blvd.
Culver City, CA 90232

Jan. 16, 2020, at 1:30 p.m.

San Fernando Valley Council of
Governments Board Meeting
Van Nuys City Hall
14410 Sylvan St.
Van Nuys, CA 91401

Jan. 20, 2020, at 1:00 p.m.

North LA County Transportation Coalition
Board Meeting
Antelope Valley Transportation Authority
42210 6th St., West
Lancaster, CA 93534

Jan. 21, 2020, at 8:30 a.m.

Las Virgenes-Malibu Council of
Governments Board Meeting
Agoura Hills City Hall
Library Community Room
30001 Ladyface Ct.
Agoura Hills, CA 91301

ORANGE COUNTY

Nov. 21, 2019, at 10:30 a.m.

Orange County Council of Governments
Board Meeting
Irvine City Hall
Civic Center Plaza
Irvine, CA 92606

Dec. 9, 2019, at 9:00 a.m.

Orange County Transportation Authority
Board Meeting
550 South Main St.
Orange, CA 92868

Dec. 9, 2019, at 11:00 a.m.

Orange County Elected Official Briefing
550 South Main St., Conference Room 9
Orange, CA 92868

Jan. 21, 2020, at 4:00 p.m.

Orange County Elected Official Briefing
Laguna Niguel City Hall
30111 Crown Valley Pkwy.
Laguna Niguel, CA 92677

RIVERSIDE COUNTY

Dec. 2, 2019, at 2:00 p.m.

Western Riverside Council of Governments
Executive Committee Meeting
County of Riverside
Administrative Center Board Room
4080 Lemon St., 1st Floor
Riverside CA 92501

Dec. 2, 2019, at 4:30 p.m.

Coachella Valley Association of
Governments
Executive Committee Meeting
73710 Fred Waring Dr., #200
Palm Desert, CA 92260

Dec. 11, 2019, at 9:30 a.m.

Riverside County Transportation
Commission Meeting
County of Riverside Administrative Center
Board Room
4080 Lemon St., 1st Floor
Riverside, CA 92501

SAN BERNARDINO COUNTY

Nov. 14, 2019, at 9:30 a.m.

San Bernardino County Transportation
Authority Board of Directors
Metro Valley Study Session Meeting
1170 West 3rd St.
San Bernardino, CA 92410

Nov. 15, 2019, at 9:30 a.m.

San Bernardino County Transportation
Authority Desert Mountain Committee
Meeting
Mojave Air Quality Management District
14306 Park Ave.
Victorville, CA 92392

Jan. 8, 2020, at 12:00 p.m.

San Bernardino County
Elected Official Briefing
1170 West 3rd St., Suite 140
San Bernardino, CA 92410

VENTURA COUNTY

Nov. 14, 2019, at 5:00 p.m.

Ventura County Council of Governments
Board Meeting
Camarillo City Hall
601 Carmen Dr.
Camarillo, CA 93102

Jan. 9, 2020, at 1:00 p.m.

Ventura County Elected Official Briefing
GCTD Administration Office
1901 Auto Center Dr.
Oxnard, CA 93036

Jan. 10, 2020, at 9:00 a.m.

Ventura County Transportation
Commission Meeting
Camarillo City Hall
City Council Chambers
601 Carmen Dr.
Camarillo, CA 93102

PUBLIC HEARINGS

All public hearings will be held at SCAG's main headquarters in Los Angeles, with videoconferencing at regional offices. For locations, please visit scag.ca.gov

Dec. 3, 2019, at 7:00 p.m.

Dec. 10, 2019, at 10:00 a.m.

Dec. 14, 2019, at 10:00 a.m.

Need special accommodation or assistance per the Americans with Disabilities Act (ADA)?

Email ConnectSoCal@scag.ca.gov at least 72 hours prior to the workshop date.

Speak a language other than English?

¿Necesita interpretación durante una reunión? Para solicitar un intérprete, envíe un correo electrónico al: connectsocial@scag.ca.gov por lo menos 72 horas antes de la reunión

您有翻譯需求嗎? 請於會議開始72小時前電郵 connectsocial@scag.ca.gov 要求翻譯服務。

통역이 필요하시면 회의 시작 72시간 전에 connectsocial@scag.ca.gov에 요청하시기 바랍니다.

Nếu quý vị cần phiên dịch trong những buổi họp, xin vui lòng yêu cầu qua connectsocial@scag.ca.gov trước 72 tiếng



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
November 19, 2019

To: Legislative/Communications and Membership Committee
(LCMC)

From: Houston Laney, Policy and Public Affairs Division
(213) 236-1906, Laney@scag.ca.gov

Subject: 10th Annual Southern California Economic Summit Update

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

For Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

On Thursday, December 5, 2019 from 9:00 a.m. – 2:00 p.m., SCAG and the Southern California Leadership Council will host the 10th Annual Southern California Economic Summit at The L.A. Grand Hotel Downtown in Los Angeles. This report provides a summary of the event and a draft copy of the event agenda.

BACKGROUND:

SCAG held its first Southern California Economic Summit in 2010, bringing partners and stakeholders together from throughout the region to discuss ways in which Southern California could work together to recover the over 1 million jobs lost in the Great Recession. Since then, this event has evolved into one of the region's and state's premier economic conferences, with increasingly complex and focused analyses and discussions on the state of the Southern California economy and the myriad of factors that have shaped the region in the post-Great Recession era. One of the core elements of the program is the annual SCAG Region Economic Update, which provides a unique overview and forecast for the entire six-county region. Other notable products and events that have been developed directly or indirectly from the Southern California Economic Summit in the past decade include the Southern California Economic Recovery & Job Creation Strategy, analysis on the economic impact of the California Film and Television Tax Credit Program, the Fifty Years into the War on Poverty conference and subsequent Regional Action Plan on Poverty, and California Housing Summit.

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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

On Thursday, December 5, 2019 from 9:00 a.m. – 2:00 p.m., SCAG and the Southern California Leadership Council will host the 10th Annual Southern California Economic Summit at The L.A. Grand Hotel Downtown in Los Angeles. The program this year will dig into the major economic levers of the Connect SoCal plan, SCAG’s 2020 Regional Transportation Plan/Sustainable Communities Strategy. From generating new jobs to creating efficiency gains for commuters, shipping and travel, realizing the goal of a strong regional transportation system has economic benefits for all of the region’s 19 million residents. The program will also address the question of how our region is going to address the growing challenge of housing affordability. F. Noel Perry, the Founder of Next 10, will be the keynote speaker. Leading voices in business, industry, planning, and academia—with representatives confirmed from Redfin, Remix, Holland & Knight, Metrolink, Los Angeles Times, Los Angeles County Economic Development Corporation, and University of Southern California—will be present to assess the status of the region’s economy and define strategies for keeping Southern California an economic powerhouse.

Registration for the event is currently open at www.scag.ca.gov/economicsummit. The draft agenda for the event is attached.

FISCAL IMPACT:

Funding for work associated with the Economic Summit is contained in the General Fund budget, Economic Summit 800-0160.23

ATTACHMENT(S):

1. Draft Agenda - 10th Annual Southern California Economic Summit

12.05.2019
Thursday

10th annual southern california economic summit

The L.A. Grand Hotel Downtown
333 S. Figueroa Street
Los Angeles, CA 90071

a.m. Agenda

8:00 a.m. REGISTRATION & NETWORKING

9:00 a.m. WELCOME & OPENING REMARKS

Hon. Bill Jahn

SCAG President, City of Big Bear Lake

Hon. Toni G. Atkins

President pro Tempore, California State Senate

9:30 a.m. SCAG REGION ECONOMIC UPDATE

SCAG's team of economists will provide an insightful look at the state of the region's economy and the key issues that are affecting the region the most, as well as highlight opportunities for growth and updates on the region's most important industry clusters.

Presenter: **Wallace Walrod, Ph.D.**

Chief Economic Advisor, Orange County Business Council

Michael Bracken

Principal, Development Management Group, Inc.

Matthew Fienup, Ph.D.

Executive Director, Center for Economic Research & Forecasting, California Lutheran University

Eric Hayes

Associate Economist, Institute for Applied Economics, Los Angeles County Economic Development Corporation

John Husing, Ph.D.

Chief Economist, Inland Empire Economic Partnership

10:00 a.m. FOCUS ON THE FUTURE: BUILDING A BETTER SOUTHERN CALIFORNIA

Kome Ajise

Executive Director, SCAG

10:15 a.m. TACKLING SOUTHERN CALIFORNIA'S HOUSING CRISIS

Although the Great Recession is in our rear view mirror, Southern California is still facing some daunting challenges to sustainable, long-term growth. The lack of affordable housing throughout our region is a critical challenge to local, regional and statewide economies. The Governor and Legislature have signaled a strong intent to address the housing crisis head on, but what can our elected leaders, local governments and developers do to get more shovels in the ground to produce more housing? This panel will discuss the importance of meeting our region's housing needs and how an adequate housing supply will boost our economy.

Moderator: **Liam Dillon**

Staff Reporter, Los Angeles Times

Daryl Fairweather, Ph.D.

Chief Economist, Redfin

Jennifer Hernandez

Partner, Holland & Knight

Scott Laurie

Chief Executive Officer, The Olson Company

11:30 a.m. LUNCH

www.scag.ca.gov/EconomicSummit

CO-HOSTED BY



Packet Pg. 35

Attachment: Draft Agenda - 10th Annual Southern California Economic Summit (10th Annual Southern California Economic Summit Update)

p.m. Agenda

12:00 p.m. **SUMMIT KEYNOTE**

F. Noel Perry
Founder, Next 10

12:30 p.m. **STRENGTHENING THE REGION THROUGH CONNECT SOCAL**

The Connect SoCal plan features projects and strategies with major economic benefits – generating hundreds of thousands of new jobs through construction and maintenance, reducing congestion and creating efficiency gains across the regional transportation network – but also identifies challenges on the horizon. With ambitious greenhouse gas reduction goals to meet, and transportation-related emissions actually trending upward, the need for bold solutions is stronger than ever. This panel will investigate the economic benefits of a strong regional transportation system, examine the role of new technologies and the changing nature of work, and outline ways for Southern California to maintain its status as the 15th largest economy in the world.

Moderator: **Marlon Boarnet, Ph.D.**
Professor and Chair, Department of Urban Planning and Spatial Analysis, Sol Price, School of Public Policy, University of Southern California

Tiffany Chu
Chief Operating Officer and Co-Founder, Remix

Judy Kruger
Senior Director, Strategic Initiatives & Industry Cluster Development, Los Angeles County Economic Development Corporation

Stephanie Wiggins
Chief Executive Officer, Metrolink

1:45 p.m. **WRAP-UP & CLOSING REMARKS**

Kome Ajise
Executive Director, SCAG

2:00 p.m. **ADJOURN**

www.scag.ca.gov/EconomicSummit