



Advocacy Update

Receive and File

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Attachments: Yes

Approved by: James Corless

Referring Committee: Policy & Innovation

1. Issue:

An update on advocacy activities.

2. Recommendation:

None; this item is for information only.

3. Background/Analysis:

In Sacramento, the Legislature has been on recess for the month of July. It reconvened on August 1. On June 27, 2022, Governor Newsom signed budget bills that included several one-time investments in transportation, climate, and housing.

In Washington, D.C., the House passed the Fiscal Year 2023 funding bill, which included increased funding for several transportation programs. There is still considerable work to be done before a final appropriations bill becomes law. The U.S. Department of Transportation is continuing to develop and release Notices of Funding Opportunities (NOFOs) for discretionary grant programs that were part of the Bipartisan Infrastructure Law (BIL). Staff is working with SACOG's federal lobbyists to track these opportunities closely as we continue to work with members and partners on grant coordination and technical assistance.

4. Discussion/Analysis:

Federal Advocacy

SACOG's federal lobbyists, Devon Barnhart, Capitol Transportation Consulting, and Jason Pavluchuk, Pavluchuk & Associates, have prepared a Federal Policy Monthly Report (Attachment A) that summarizes the appropriations bill that passed the House and other recent federal activities. The Senate must release their bills and a topline number must be agreed upon for the Fiscal Year 2023 bill to become law. SACOG staff have also been working with federal lobbyists to advocate for funding of SACOG's RAISE planning grant application. Awards for RAISE grants could be announced as early as mid-August.

State Budget

SACOG's budget advocacy efforts this year were focused on securing funding for infrastructure to help accelerate infill development in Green Zones. SACOG's state lobbyists, KP Public Affairs, met with staff from the administration, budget committees, legislative delegation, and other offices to brief them on our proposal

to increase funding for and add a new program to the Infill Infrastructure Grant program. While these efforts

did not result in increased funding or changes to the Infill Infrastructure Grant program, we were able to build a coalition of partners from housing and environmental groups that will continue to work together on budget advocacy.

On June 30, 2022, California adopted a \$308 billion budget, with Governor Newsom signing more than two dozen budget bills. Of interest to SACOG, the budget includes a number of one-time investments in transportation, housing, and climate projects. Below is a summary of some of those investments.

Transportation

- \$3.65 billion for transit capital projects to be administered through the Transit and Intercity Rail Capital Program.
- \$4 billion for transit capital projects statewide, allocated via population-based formula
- \$4.2 billion in funding for the California high-speed rail project
- \$1.049 billion for the Active Transportation Program
- \$198 million for local climate adaptation projects.
- \$350 for grade separation projects
- \$3.53 billion for zero-emission vehicle deployment and charging/refueling infrastructure, with \$100 million allocated for zero-emission transit buses and supporting infrastructure

Housing

- \$500 million to the Infill Infrastructure Grant program over the next two years
- \$500 million in Low-Income Housing Tax Credits
- \$400 million to the Multifamily Housing Program
- \$410 million for Adaptive Reuse over the next two years
- \$150 million to Homekey 2.0

Climate & Environment

- \$3.795 billion for energy investments
- \$3.534 billion for zero-emission vehicles
- \$530 million for wildfire and forest resilience
- \$1.465 billion for drought resilience and response
- \$180 million for the state's Cap-and-Trade Program
- \$330 million in special funds, Beverage Container Recycling: Strengthening the Circular Economy with Consumer Recycling Credits and Market Incentives
- \$3.111 billion for other climate change projects

The Legislature has been on recess for the month of July and reconvened on August 1. Legislators will have until August 12, to move fiscally related bills out of the Appropriations committees in each house. August 31, is the deadline for the Legislature to send bills to the Governor for signature. Attachment B is a summary of the bills on which SACOG has a position.

SB 375 Related Legislation & Discussions

SACOG staff have also been continuing to engage in conversations on legislation related to SB 375. In May, SACOG staff reported we were tracking two bills authored by Assembly Member Friedman (AB 2237 and AB 2438) related to SB 375. AB 2237 focused on requirements that would have prohibited Regional Transportation Planning Agencies from funding projects or programs determined to be inconsistent with its most recently prepared Sustainable Communities Strategy or the state's climate goals. That bill never received a hearing in the Senate Transportation Committee and will not move forward. AB 2438 is still moving through the legislature and focuses on requiring state agencies to align state funding guidelines with state climate goals. Staff will continue to track this bill and engage in conversations related to SB 375-related legislation.

As part of the May advocacy update, staff also provided an overview on two SB 375-related reports that have been released this year that will continue to influence potential legislation, the [AB 285 Report](#), required by AB 285 (Friedman, 2019), and the [Draft SB 150 Report](#), required by SB 150 (Allen, 2017). SACOG sent comments to the Strategic Growth Council and the California Air Resources Board on these reports (Attachments C & D). The California Air Resources Board (CARB) also released the [Draft Scoping Plan](#), which assesses progress toward the statutory 2030 greenhouse gas emission reduction target, while laying out a path to achieving carbon neutrality no later than 2045. The Scoping Plan looks at emissions from all sectors, and while the report does not focus on the implementation of Sustainable Communities Strategies, it does include analysis and projects for emission reductions from the transportation sector and therefore does add to the conversation regarding the role of MPOs in reducing emissions. Staff is monitoring and will engage in work sessions that CARB will host in the coming months.

5. Fiscal Impact/Grant Information:

SACOG's advocacy activities and lobbying contracts are paid for through member dues.

6. This staff report aligns with the following SACOG Work Plan Objectives:

Goal 1 : Advance Economic Prosperity

Goal 2 : Connected Communities

Goal 3 : Vibrant Places