



**NO. 653
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE REGULAR MEETING
THURSDAY, MARCH 2, 2023**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: <http://scag.iqm2.com/Citizens/>

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

Members Present

Hon. Jan Harnik, President

Hon. Art Brown, 1st Vice President

Hon. Clint Lorimore, Imm. Past President

Supervisor Don Wagner

Supervisor Karen Spiegel

Supervisor Vianey Lopez

Hon. Maria Nava-Froelich

Hon. Alan Wapner

Hon. Trish Kelley

Hon. Mike T. Judge

Hon. Kathleen Kelly

Hon. Linda Krupa

Hon. Zak Schwank

Hon. Frank Navarro

Hon. Larry McCallon

Hon. Deborah Robertson

Hon. Ray Marquez

Hon. Wendy Bucknum

Hon. Tammy Kim

Hon. Lauren Kleiman

Buena Park

Eastvale

Palm Desert

Hemet

Temecula

Colton

Highland

Rialto

Chino Hills

Mission Viejo

Irvine

Newport Beach

RCTC

District 21

District 4

Orange County

Riverside County

Ventura County

ICTC

SBCTA

TCA

VCTC

District 2

District 3

District 5

District 6

District 7

District 8

District 10

District 13

District 14

District 15



Hon. Benjamin Vazquez	<i>Santa Ana</i>	District 16
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Frank Yokoyama	<i>Cerritos</i>	District 23
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Mark E. Henderson	<i>Gardena</i>	District 28
Hon. Cindy Allen	<i>Long Beach</i>	District 30
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Gary Boyer	<i>Glendora</i>	District 33
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Lauren Meister	<i>West Hollywood</i>	District 41
Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. David J. Shapiro	<i>Calabasas</i>	District 44
Hon. Rocky Rhodes	<i>Simi Valley</i>	District 46
Hon. Jenny Crosswhite	<i>Santa Paula</i>	District 47
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Casey McKeon	<i>Huntington Beach</i>	District 64
Hon. Elizabeth Becerra	<i>Victorville</i>	District 65
Hon. Oscar Ortiz	<i>Indio</i>	District 66
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Patricia Lock Dawson	<i>Riverside</i>	District 68
Hon. Marisela Nava	<i>Perris</i>	District 69
Ms. Lucy Dunn		Business Representative

Members Not Present

Supervisor Curt Hagman, 2nd Vice President

- Supervisor Luis Plancarte
- Supervisor Kathryn Barger
- Supervisor Hilda Solis
- Hon. Gil Rebolgar
- Hon. Brian Goodell
- Hon. L. Dennis Michael
- Hon. Randall Putz

Members Not Present

- Brawley
- Rancho Cucamonga*
- Big Bear Lake*

Members Not Present

San Bernardino County

- Imperial County
- Los Angeles County
- Los Angeles County
- District 1
- OCTA
- District 9
- District 11



Hon. Sandy Rains	<i>Laguna Niguel</i>	District 12
Hon. Leticia Clark	<i>Tustin</i>	District 17
Hon. Ashleigh Aitken	<i>Anaheim</i>	District 19
Hon. Ray Hamada	<i>Bellflower</i>	District 24
Hon. Rex Richardson	<i>Long Beach</i>	District 29
Hon. Steve De Ruse	<i>La Mirada</i>	District 31
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Konstantine Anthony	<i>Burbank</i>	District 42
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Eunisses Hernandez	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49/Public Transit Rep.
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Katy Young Yaroslavsky	<i>Los Angeles</i>	District 52
Hon. Monica Rodriguez	<i>Los Angeles</i>	District 54
Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Traci Park	<i>Los Angeles</i>	District 58
Hon. John Lee	<i>Los Angeles</i>	District 59
Hon. Hugo Soto-Martinez	<i>Los Angeles</i>	District 60
Hon. Kevin de León	<i>Los Angeles</i>	District 61
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Karen Bass	<i>Los Angeles</i>	Member-at-Large
Hon. Andrew Masiel, Sr.	<i>Pechanga Dev. Corp.</i>	Tribal Gov't Reg'l Planning Brd.

Staff Present

Darin Chidsey, Chief Operating Officer
Debbie Dillon, Chief Strategy Officer
Cindy Giraldo, Chief Financial Officer
Sarah Jepson, Chief Planning Officer
Javiera Cartagena, Chief Government and Public Affairs Officer
Carmen Flores, Chief Human Resources Officer
Julie Shroyer, Chief Information Officer
Michael Houston, Chief Counsel, Director of Legal Services
Ruben Duran, Board Counsel
Maggie Aguilar, Clerk of the Board
Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Harnik called the meeting to order at 12:04 p.m. and asked Regional Councilmember Ali Saleh, Bell, District 27, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Harnik opened the Public Comment Period and outlined instructions for public comments. She noted this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda. She reminded the public to submit comments via email to ePublicComment@scag.ca.gov.

Ruben Duran, Board Counsel, acknowledged there no written public comments received before or after the deadline.

Seeing no public comment speakers, President Harnik closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

ACTION ITEM

In the interest of time, action on Items 1, 2 and the Consent Calendar, were acted upon together. The roll call vote is reflected below.

1. Goods Movement Supply Chain Resolution

There were no public comments speakers for Item No. 1.

Kome Ajise, Executive Director, reported that SCAG is home to the largest port complex in the country with an extensive multimodal freight network, which includes railroads and roads. He stated they were keenly aware of the importance of trade activity to our regional economy, which creates jobs in logistics and also feeds the jobs in manufacturing and other economic activities in our region. He noted that they had seen considerable disruption and volatility in freight activities, long before the pandemic, but it had come to the forefront in recent years. He indicated that these disruptions have reverberated across industries, affecting large and small businesses throughout the SCAG region. Therefore, he emphasized that ensuring our transportation system can continue to meet the needs of our regional businesses is a critical element of the work they do at SCAG. He

explained that SCAG simultaneously faces enormous responsibility in identifying and promoting effective policies and strategies to mitigate the community impacts of goods movement industry. As such, he noted that the Transportation Committee recommended that the Regional Council adopt this Goods Movement Resolution. He mentioned that the proposed Resolution acknowledges the need to update our comprehensive goods movement plan that: engages with traditionally underrepresented communities, integrates both road and rail infrastructure, considers inland port strategies, advances the transition to zero emissions technologies, and prioritizes community and environmental justice concerns together with economic needs and workforce development opportunities. Lastly, to provide additional context on freight challenges and opportunities, he introduced the following two speakers: Chris Shimoda, Senior Vice President of Government Affairs at the California Trucking Association and Thomas Jelenic, Vice President at the Pacific Merchant Shipping Association.

Mr. Shimoda provided background information on the California Trucking Association which is the nation's largest statewide association representing the trucking industry. He indicated that they represent about 1,000 members ranging from some of the largest trucking fleets in the country to a multi generation California based family run company of about 20 trucks. He mentioned that the resolution noted that one in three jobs in the region was being tied in some way to the goods movement industry, including manufacturing, retail, agriculture, and other industries that rely upon trucks to function, and because of the importance to jobs and the economy in the SCAG region, he encouraged SCAG to continue to plan for and invest in their goods movement infrastructure, including targeted capacity projects. On the environmental front, he noted that since 2008 the industry has spent about a billion dollars a year on average to upgrade to cleaner equipment, and as of January 1 2023, every single truck in the state must be an EPA 2010 model truck, which in the words of the Air Resources Board reduces smog forming emissions by over 90%. He also explained that extensive planning and coordination was going to be needed to make sure that they have the infrastructure in place to make this transition to zero emissions a success but that there was a challenge ahead of them. He indicated that 10 months from now the nation's first zero emission fleet regulation was set to go into effect at the San Pedro ports and this was going to require that any new truck entering the port needed to be zero emissions beginning January 1, 2024. He indicated that they estimated that by 2025 as many as a little over 2,000 trucks will need to be replaced and the old trucks which are no longer going to be eligible to operate in the ports, will need to be replaced by zero emission trucks. He indicated that he did not expect the charging infrastructure for those trucks to be in place by 2025. He pointed out that electric trucks and truck charging were fundamentally different than passenger cars and charging stations. He explained that class eight semis have very demanding use cases and duty cycles, and in many cases, need to be continuously operated throughout the day and will have very tight time windows to be charged. He indicated that the mix between the size of the battery and the charging speeds that are going to be needed for these trucks means that the challenges with respect to infrastructure and the electrical grid side of things are going to be massive from an operational standpoint. He indicated that from

an industry perspective, there was no opposition to zero emission technology and that they had members who had been in this space for over two decades trying to get technology that will work. He indicated that they were trying to figure out some immense challenges and were going to have to figure out the pinch points and constraints that they had on the way. He explained that there was a presentation by the Energy Commission that showed that in the Edison territory, around three quarters of the circuits on the Edison grid have zero additional capacity to integrate more electrical demand, and that was going to necessitate a huge build out on the utility to support the new demand of truck charging projects because the speed of the chargers are going to be in the multiple megawatts. He indicated that the projects could take upwards of 7-10 years to complete because of needing to upgrade substations transmission lines and distribution. He explained that the needed charging by 2025 was going to be on the order of 200 megawatts which in concrete terms means about enough power infrastructure to charge nearly 200,000 households. He emphasized that it was a huge build out that was needed and very quickly because they were running out of time and 2025 was right around the corner. He also noted that a study done by the Port of Long Beach to look at what they could do with available land within their control said that they could do a total potential charging infrastructure of 22 megawatts not 200, if they use every available plot of land, and that would take roughly two years if they started immediately to accomplish. He expressed that without solving these challenges they were simply not going to be able to meet the goals on the timelines that were being set out. Lastly, he indicated they were looking forward to partnering on a call to action to encourage continued investment in the region and that there needed to be a lot of collaboration in the years to come to make this happen.

Thomas Jelenic provided background information on the Pacific Merchant Shipping Association (PMSA) which is an independent trade association representing marine terminal operators and U.S. and foreign vessels operating in west coast ports. He addressed some of the issues facing the industry. He indicated that the challenges that he thought they were all painfully aware of over the course of the pandemic had significant consequences for their industry and for their competitiveness and raised issues in terms of what sort of investments they were going to be making in the ports which were a vital economic engine for this region. He highlighted the issues facing the industry were supply chain disruptions, market share loss, and uncertainty in the future. He slightly touched upon the progress of the Air Quality goals and noted that diesel particulate matter was down 86%, nitrogen oxides was down 46% and sulfur oxides was down 95%, which was a tremendous improvement. He also noted like the previous speaker that they were not oppose to zero emissions, it was just a question of how they get there, the technology that's going to be deployed, and how they finance it. With respect to supply chain disruptions, he briefly touched upon the number vessels that were offshore and posed several issues that started in 2020 and hit a high back up in 2022. He indicated that from a local community perspective it raised issues in terms of air quality, all those vessels sitting out there, but also posed safety issues. He indicated they were concerned about having that many ships in proximity to each other, and so the industry worked with PMSA and the marine exchanges in Southern California to develop a virtual queuing system

that was quickly implemented. What they saw by doing this was that the number of vessels offshore basically returned to baseline levels. He explained that container ships operate in what is known as a liner service. Basically, they operate in just in time mode and that has benefits both locally in terms of moving the ships away from the shore, but also allows the vessels to slow down as they are approaching and that saves fuel and reduces things like climate changing emissions. He also explained that during the pandemic there was a shift in consumer spending, and that rush of cargo came in and overwhelmed the system, which had consequences for the way the system operates. He further explained that Dwell Time is how long a container sits at the port and that was normally less than three days. During the pandemic, he noted that they saw those numbers climb and by 2021 it was six days and by 2022 over eight days. He indicated that over 50% of the cargo was sitting on the dock more than five days and that meant a number of things from not being able to unload the ships as quickly because they had nowhere to put that cargo, to the terminals being full and they had to wait, to turning vessels away because the terminal was absolutely full. He also provided brief explanation of supply chain beyond the waterfront and noted the port's warehouses were full and they had record low vacancy in terms of warehouse space in Southern California. In addition, they had to deal with a congested railroad network, and trucking capacity issues. He expressed concern over the next regulatory transition and stated that they would need a recession or else they would face chaos, and this was something that they needed to collectively think about in terms of the infrastructure they need to support zero emissions transition and the deployment of these trucks to provide the capacity. He also briefly addressed port cargo growth from 2006 to 2022 and touched upon market share loss temporarily being reversed by the pandemic. He also noted that 2022 was a difficult end and that San Pedro Bay ports were down 5.1% compared to 2021, which was a record year. He noted that the Port of Long Beach at the end of 2022 was the third in the nation while New York/New Jersey, for the first time in 30 years, was second in the country. He also noted that 2023 was off to a rough start and the San Pedro Bay ports were down by 22%. He expressed there was a need for investment and the issue was that they were not getting it from a lot of sources at the federal level. He indicated that East Coast and Gulf Coast ports were getting the federal dollars. He noted that \$11 billion had been provided to Eastern Gulf Coast ports compared to \$1.1 billion to West Coast ports like San Pedro Bay ports. He noted that the West Coast had been ignored by the feds and the state and that other states actively promote their ports and supply chain. He explained that they really don't have programs here in this state that really center their ports in terms of investment. He indicated that he thought it was important that they think about what they are doing as a region and as a state because they have great leaders in Los Angeles and at the Port of Long Beach. He indicated that they needed the help of agencies like this [SCAG] and the State of California to ensure that they remain competitive through infinite infrastructure investment and other tools.

The Regional Council Members engaged in robust discussions with the speakers that covered topics regarding what local and regional elected officials can do to provide support; what role automation has played in either improving or hindering the competitiveness in our ports; working together in

advocating for these issues that will affect southern California; the loss of jobs in the region and being able to share this information with Sacramento; what is keeping the hydrogen trucks behind in relation to this topic; why the speakers are ok with zero emissions if they are not going to be able to meet the timelines imposed on them; how much money has been spent in the region to meet these regulatory requirements to only have lost business; advocacy efforts needing to be with regulatory agencies like CARB and the South Coast Air Quality Management District rather than with the legislature; the lack of infrastructure to meet the goals; support from the business community with the good movement; the cost impact on small businesses having to transition to electric vehicles; the investments in freight capacity and efficiency Los Angeles County and California have made; the need to plan for freight rail system investments that protect human and environmental health; why is the federal government is giving more money to the east coast ports compared to the west coast ports, what would they do with billions of dollars of federal funding to increase competitiveness if they had it; and how much comes in from private investments and is it an attractive option for companies that want to use these ports.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

1. Approval of the Fiscal Year 2023-24 Draft Comprehensive Budget

Kome Ajise, Executive Director, provided brief comments on the Fiscal Year Draft Comprehensive Budget and noted it was the largest budget SCAG had ever seen as a result of the one-time state investment. He noted there was about \$238 million in REAP 2.0 funds that come through the budget and \$231 million of that was going directly to our member agencies. He indicated that the budget also covers a really broad variety of programs, about 33, which is also the largest that they have had to deal with. While the funds are concentrated in four programs, this is really by far the largest scope in terms of work that they were seeing at SCAG.

Cindy Giraldo, Chief Financial Officer, noted that the fiscal year 2024 budget was presented to the Executive/Administration committee and received unanimous support. She explained that the proposed budget provides funding to address regional challenges including transportation, the goods movement, housing equity, the digital divide, air quality, among others. She explained that Table 1 of the staff report provides the budget total, which was under \$349 million, nearly 133% up from the current fiscal year. She indicated that this increase was attributable to the full funding of REAP 2.0 programs totaling just over \$238 million. She noted that on the expenditure side, the largest component of the budget was the overall work program, which totals just under \$341 million. She further explained that the funding of the overall work program was spread across 33 different agency programs and that within the staff report of the agenda packet there was a chart that detailed the total budget for each of these programs within the overall work program. She noted that within the comprehensive budget documents in the agenda packet there were narratives of each program that described the objectives and how each one aligns with the strategic

plan. She also reported that the most major cost components of the budget include the salaries and benefits for employees, which totals \$45.2 million; \$231 million of direct technical assistance and pass through payments for agencies throughout our region to support the important work done by these agencies; and \$38.6 million of the consultant budget which will be predominantly used to support the development, outreach, and implementation of Connect SoCal. She also noted that the total salaries and benefit cost of \$45.2 million, which was an \$8.3 million increase over the current year, was predominantly attributed to the full-year funding of the limited-term positions brought on in support of REAP 2.0, the addition of seven new permanent positions offset by the net decrease of two limited-term positions, projected staff merit increases, and the cost of implementing phase 2 of the class and compensation study which includes changes in employee benefits. She also explained that Attachment 2 of the staff report provides details of the position changes incorporated in the proposed budget. She pointed out a correction on Attachment 2 which incorrectly labels a Human Resources (HR) position as an HR Analyst and should have been noted as a Senior HR Analyst, with a cost impact of an additional \$15,000 per year. She also highlighted that the proposed budget also includes \$1.1 million in Employee Benefit enhancements. She noted that this cost is offset by a reduction in the budget for vacation cash-out requests and the Transit reimbursement program for a net increase in the benefits budget of \$655K. She also explained that Attachment 3 of the staff report outlines in detail the proposed benefit changes, which include an increase in the employer contribution for employee health benefits, the introduction of an employee 457 match for non-management employees of 50% up to \$1,500 annually, an increase in the employee monthly technology allowance from \$110 to \$140, new fertility care coverage, pet insurance at no cost to SCAG, and the permanent implementation of the current vacation cash-out pilot program. Lastly, she noted that the general fund revenues include membership dues of approximately \$2.5 million and that the detailed breakdown of the main membership dues by agency was included in the comprehensive budget document, which was compiled and calculated in accordance with SCAG's Bylaws.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

2. Minutes of the Regular Meeting – February 2, 2023

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3. Contract Amendment Greater Than 30% of the Contract's Original Value and \$150,000 or Greater: Contract No. 21-012- C01, Amendment No. 2, Microsoft Enterprise Software License Agreement
 4. Connect SoCal 2024: Draft Active Transportation Approach and Regional Complete Streets Policy
 5. REAP 2021: Programs to Accelerate Transformative Housing (PATH) Program Funding Application
 6. Approval of Guidelines and Authorization to Release the Call for Fellowship Providers
 7. SCAG Memberships and Sponsorships

Receive and File

8. March 2023 State and Federal Legislative Update
9. Fiscal Year 2021-22 External Financial Audit
10. Purchase Orders, Contract and Amendments below Regional Council Approval Threshold
11. CFO Monthly Report

A MOTION was made (Becerra) to approve **Item No. 1**: adopt the Resolution No. 23-653-1 of the Southern California Association of Governments pertaining to Goods Movement Supply Chain, which the resolution affirms a call-to-action due to increasing supply chain volatility and complexity in the SCAG region and committing to ongoing collaboration with local, state, and federal partners to plan, fund, and implement projects and strategies that ensure a safe, resilient, and efficient supply chain and goods movement system; **Item No. 2**: that the Regional Council (RC): 1) Approve the Fiscal Year 2023-24 (FY 2023-24) Draft Comprehensive Budget in the amount of \$348,972,434; 2) Authorize the release of the FY 2023-24 Draft Overall Work Program (OWP) to initiate the 30-day public comment period; and 3) Approve the FY 2023-24 General Fund Budget and Membership Assessment and transmit to the General Assembly; 4) the correction on Attachment 2, which incorrectly labels the Human Resources (HR) position as an HR Analyst and should have been noted as a Senior HR Analyst, with a cost impact of an additional \$15,000 per year; the **Consent Calendar** Items 3 through 8 and Receive and File Items 9 through 12; and the corrected minutes reflecting attendance by Regional Council Member Steve Tye at the February 2nd Regional Council meeting. Motion was SECONDED (Bucknum). The motion passed by the following roll call votes:

AYES: Allen, Becerra, Boyer, Brown, Bucknum, M. Clark, Crosswhite, Eich, Finlay, Gazeley, Harnik, Henderson, Judge, J. Kalmick, Kelly, Kim, Kleiman, Krupa, Lock Dawson, Lopez, Lorimore, Mann, Manos, Marquez, McCallon, McKeon, Meister, Nava-Froelich, Navarro, Ortiz, Rhodes, Robertson, Saleh, Sandoval, Schwank, Shapiro, Solache, Spiegel, Tye, Wapner and Yokoyama (41)

NOES: None (0)

ABSTAIN: None (0)

President Harnik asked if there was any Public Comment on the remaining administrative items.

Seeing no public comment speakers, President Harnik closed the Public Comment Period.

BUSINESS REPORT

Regional Council Member Lucy Dunn provided an update on the press release issued by Governor Gavin Newsom related to changing a law blocking new housing at the University of California, Berkeley. She indicated that they talked to Chair Liane Randolph from the California Air Resources Board about this and had a good conversation about California Environmental Quality Act (CEQA) modernization. She urged SCAG to propose reforms during their legislative trip in April. She indicated there was three things that the business community really knows would make a difference even though it won't fix the problem. She indicated: 1) no more anonymous lawsuits; 2) one and done, no more serial lawsuits; and 3) for the impacts that have been determined under CEQA, mitigation is the only remedy. She also noted that they addressed the housing goals with Chair Randolph and emphasized that they cannot be successful on the climate change goals if they are not aligned with the housing goals. She also shared that on the for-sale housing side, new homes looked strong in Southern California, especially in the Inland Empire. She indicated that because of the economy and the recession, the cost of living was likely going up and home prices were coming down. She also noted that they continue to see an exit of people from California to markets where the cost of housing is lower. Particularly with folks retiring upper-level employees with strong incomes and pretty good wealth. She stated that dollars were leaving the state to go find places that are less expensive to live in. She also reported that the business community was in strong support of the Taxpayer Protection and Government Accountability Act measure that was headed for the November 2024 ballot. She explained that the measure requires the state legislation imposing any new or higher taxes to be approved by a majority of voters and reinstates the two-thirds approval for any new or higher special taxes proposed by initiative in a local election, while maintaining current majority vote for general tax increases. She suggested keeping an eye on this item as there may be some opposing views. Lastly, she reported that on April 3rd, the GLUE Council would receive an update on the Connect SoCal forecast data and would discuss small business,

specifically alfresco dining rules, and the impact post pandemic rules about keeping those on their streets and the builder's remedy coming from the building industry.

PRESIDENT'S REPORT

President Harnik welcomed the following new Regional Council Members: Lauren Meister, West Hollywood, District 41 and Trish Kelley, TCA Representative. She also reported that the Legislative, Communications and Membership Committee met, under the strategic leadership of Jose Luis Solache, and discussed legislative priorities they will focus on: 1) protecting transportation budget priorities that the Governor proposed cutting in his January budget; 2) communicating our region's Housing Progress, especially with all the good work they are doing with our REAP funds; 3) recognizing the important role that regions play in helping the State achieve our shared climate goals; and 4) asking the Legislature to establish a statewide Task Force to evaluate comprehensive modernization of CEQA. She extended an invitation to the Regional Conference and General Assembly, which was scheduled for May 4 and 5 at the JW Marriot Desert Springs Resort and Spa. She also invited members to the March 10 Mobile Workshop in Palm Desert, which would feature a tour of the Sunline Transit Agency and their Hydrogen Fuel Cell facility, as well as the Go Human-supported San Pablo Avenue and CV Link/PD-Link Bicycle and Pedestrian Project. Lastly, she reported that the next Regional Council meeting was scheduled on April 6, 2023 at 12:00 p.m.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Ajise provided an update on the Regional Advanced Mitigation Planning Policy Framework that was adopted by the Regional Council and noted that the next steps were to establish the Technical Advisory Committee (TAC) of the Greenprint tool that would convene in the spring. He indicated that they were currently recruiting TAC members from local jurisdictions, county transportation commissions, Caltrans, and the environmental and business communities and were sending letters to agencies and organizations asking for nominations. He also noted that SCAG staff would be initiating a competitive procurement process for a consultant to help develop the Greenprint tool with the TAC. He also mentioned that the tool once developed would be presented to the Energy and Environment Committee and the Regional Council for final review and approval. He highlighted the approval of the REAP 2.0 Path Program which was one of the three major funding areas in SCAG's REAP 2.0 Program Development Framework. He noted that the PATH program supports actions that accelerate infill development to facilitate housing supply, choice and affordability; affirmatively furthers fair housing; and reduces vehicle miles traveled. He also mentioned that there were three funding opportunities included in this program. The first two - the Notice of Funding Availability and Housing Infill on Public and Private Lands program – which were expected to open in April, following State approval of SCAG's REAP 2.0 application, and the third opportunity – the Regional Utilities Supporting Housing program – which was anticipated to open



this Summer. Lastly, he highlighted that they had \$88 million in programming that was available to all their jurisdictions to support housing production.

FUTURE AGENDA ITEMS

Regional Council Member Oscar Ortiz, Indio, District 66, requested an update on negotiations that are happening with the Colorado River Water. Executive Director Ajise acknowledged the request.

ANNOUNCEMENTS

Regional Council Member Jose Luis Solache, Lynwood, District 26, highlighted the legislative tour they would be doing in April to Sacramento to advocate SCAG's legislative priorities.

Regional Council Member Liz Becerra, Victorville, District 65, asked about the status of Joshua Tree. Executive Director Ajise acknowledged the request.

ADJOURNMENT

There being no further business, President Harnik adjourned the Regional Council meeting at 1:58 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE REGIONAL COUNCIL]

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