



**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
SPECIAL JOINT MEETING OF THE JOINT POLICY COMMITTEES
(COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE (CEHD);
ENERGY AND ENVIRONMENT COMMITTEE (EEC); AND TECHNOLOGY COMMITTEE (TC))
MINUTES OF THE MEETING
THURSDAY, SEPTEMBER 7, 2023**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE JOINT POLICY COMMITTEES. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: <http://scag.igam2.com/Citizens/>

The Joint Policy Committees of the Southern California Association of Governments (SCAG) held its meeting both in person and virtually (telephonically and electronically). A quorum was present.

CEHD Members Present:

Hon. Frank Yokoyama (Chair)	<i>Cerritos</i>	District 23
Hon. David Shapiro (Vice Chair)	<i>Calabasas</i>	District 44
Hon. Cindy Allen	<i>Long Beach</i>	District 30
Hon. Valerie Amezcua	<i>Santa Ana</i>	District 16
Hon. Gary Boyer	<i>Glendora</i>	District 33
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Don Caskey	<i>Laguna Hills</i>	OCCOG
Hon. Tanya Doby	<i>Los Alamitos</i>	OCCOG
Ms. Lucy Dunn	Business Representative	Ex-Officio
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Bob Engler	<i>Thousand Oaks</i>	VCOG
Hon. Waymond Fermon	<i>Indio</i>	CVAG
Hon. John Gabbard	<i>Dana Point</i>	District 12
Hon. Camilo Garcia	<i>Imperial County</i>	CoC
Hon. Marshall Goodman	<i>La Palma</i>	District 18
Hon. Mark Henderson	<i>Gardena</i>	District 28
Hon. Cecilia Hupp	<i>Brea</i>	OCCOG
Hon. Lynda Johnson	<i>Cerritos</i>	GCCOG
Hon. Kathleen Kelly	<i>Palm Desert</i>	District 2
Hon. Tammy Kim	<i>Irvine</i>	District 14



Hon. Lauren Kleiman	<i>Newport Beach</i>	District 15
Sup. Matt LaVere	<i>Ventura County</i>	CoC
Hon. John Mirisch	<i>Beverly Hills, Pres. Appt.</i>	Member at Large
Hon. Joseph Morabito	<i>Wildomar</i>	WRCOG
Hon. Marisela Nava	<i>Perris</i>	District 69
Hon. Freddy Puza	<i>Culver City</i>	WSCCOG
Hon. Gabriel Reyes	<i>San Bernardino County</i>	CoC
Hon. Rocky Rhodes	<i>Simi Valley</i>	District 46
Hon. Sylvia Robles	<i>Grand Terrace</i>	SBCTA
Hon. Celeste Rodriguez	<i>San Fernando</i>	District 67
Hon. Sonny Santa Ines	<i>Bellflower</i>	GCCOG
Hon. Nicholas Schultz	<i>Burbank</i>	AVCJPA
Hon. Becky Shevlin	<i>Monrovia</i>	SGVCOG
Hon. Mary Solorio	<i>San Fernando</i>	SFVCOG
Hon. Acquanetta Warren	<i>Fontana</i>	SBCTA
Hon. Tony Wu	<i>West Covina</i>	SGVCOG

CEHD Members Not Present:

Hon. Ashleigh Aitken	<i>Anaheim</i>	District 19
Hon. Al Austin, II	<i>Long Beach</i>	GCCOG
Hon. Debra Dorst-Porada	<i>Ontario, Pres. Appt.</i>	Member at Large
Hon. Rose Espinoza	<i>La Habra</i>	OCCOG
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Claudia M. Frometa	<i>Downey</i>	District 25
Hon. Jed Leano	<i>Claremont</i>	SGVCOG
Hon. Anni Marshall	<i>Avalon</i>	GCCOG
Hon. Andrew Masiel, Sr.	<i>Tribal Gov't Reg'l Planning Rep.</i>	
Hon. Casey McKeon	<i>Huntington Beach</i>	District 64
Hon. George A. Nava	<i>Brawley</i>	ICTC
Hon. Ariel Pe	<i>Lakewood</i>	GCCOG
Hon. Misty Perez	<i>Port Hueneme, Pres. Appt.</i>	Member at Large
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Andrew Sarega	<i>La Mirada</i>	District 31
Hon. Helen Tran	<i>San Bernardino</i>	SBCTA
Hon. Mark Waronek	<i>Lomita</i>	SBCCOG
Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG



EEC Members Present:

Hon. Deborah Robertson (Chair)	<i>Rialto</i>	District 8
Sup. Luis Plancarte (Vice Chair)		Imperial County
Hon. Damon L. Alexander	<i>San Bernardino</i>	SBCTA
Hon. Ana Beltran	<i>Westmoreland</i>	ICTC
Hon. Art Bishop	<i>Apple Valley</i>	SBCTA
Hon. Phil Brock	<i>Santa Monica</i>	WSCCOG
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Jenny Crosswhite	<i>Santa Paula</i>	District 47
Hon. Rick Denison	<i>Yucca Valley</i>	SBCTA
Hon. Shari Horne	<i>Laguna Woods</i>	OCCOG
Hon. Britt Huff	<i>Rolling Hills Estates</i>	SBCCOG
Hon. Dan Kalmick	<i>Huntington Beach</i>	OCCOG
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Elaine Litster	<i>Simi Valley</i>	VCOG
Hon. Vianey Lopez		Ventura County
Hon. Lauren Meister	<i>West Hollywood</i>	District 41
Hon. Oscar Ortiz	<i>Indio</i>	District 66
Hon. Jeannette Sanchez-Palacios	<i>Ventura</i>	VCOG
Hon. Jennifer Stark	<i>Claremont</i>	SGVCOG
Hon. Tamala Takahashi	<i>Burbank</i>	SFVCOG
Hon. Connor Traut	<i>Buena Park</i>	OCCOG
Hon. Dale Welty	<i>Canyon Lake</i>	WRCOG
Hon. Edward H.J. Wilson	<i>Signal Hill</i>	GCCOG

EEC Members Not Present:

Hon. Robert Copeland	<i>Signal Hill</i>	GCCOG
Hon. Maria Davila	<i>South Gate</i>	GCCOG
Hon. Ned Davis	<i>Westlake Village</i>	LVMCOG
Hon. Cynthia Moran	<i>Chino Hills</i>	SBCTA
Hon. Stephanie Virgen	<i>Coachella</i>	CVAG

TC Members Present:

Hon. Tim Sandoval (Chair)	<i>Pomona</i>	District 38
Hon. Mike T. Judge (Vice Chair)		VCTC
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Kathryn Barger		Los Angeles County
Hon. Liz Becerra	<i>Victorville</i>	District 65
Hon. Brian Berkson	<i>Jurupa Valley, Pres. Appt.</i>	Member at Large



Hon. Russel Betts	<i>Desert Hot Springs</i>	CVAG
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Denise Delgado	<i>Coachella, Pres. Appt.</i>	Member at Large
Hon. Jonathan Dumitru	<i>Orange</i>	District 17
Hon. John Dutrey	<i>Montclair</i>	SBCTA/SBCCOG
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Jason Gibbs	<i>Santa Clarita</i>	NCTC
Hon. Brian Goodell		OCTA
Hon. Curt Hagman		San Bernardino County
Hon. Jan Harnik		RCTC
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Fred Jung	<i>Fullerton</i>	OCCOG
Hon. Trish Kelley	<i>Mission Viejo</i>	OCCOG
Hon. Linda Krupa	<i>Hemet</i>	District 3
Hon. Bridgett Lewis	<i>Torrance, Pres. Appt.</i>	Member at Large
Hon. Malcolm Lilienthal	<i>Hemet</i>	WRCOG
Hon. Richard Loa	<i>Palmdale</i>	NCTC
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Linda Molina	<i>Calimesa, Pres. Appt.</i>	Member at Large
Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
Hon. Maria Nava-Froelich		ICTC
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Sharona Nazarian	<i>Beverly Hills</i>	WSCCOG
Hon. Gil Rebolgar	<i>Brawley</i>	District 1
Hon. Ed Reece	<i>Claremont</i>	SGVCOG
Hon. Crystal Ruiz	<i>San Jacinto</i>	WRCOG
Hon. Suely Saro	<i>Long Beach</i>	District 29
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Jeremy Smith	<i>Canyon Lake, Pres. Appt.</i>	Member at Large
Hon. Ward Smith	<i>Placentia</i>	OCCOG
Hon. Jose Luis Solache	<i>Lynwood</i>	District 26
Hon. Wes Speake	<i>Corona</i>	WRCOG
Hon. Karen Spiegel		Riverside County



Hon. Michael Vargas	<i>CoC</i>	Riverside County
Hon. Don Wagner		Orange County
Hon. Wallace, Colleen	<i>Banning</i>	WRCOG
Hon. Alan Wapner		SBCTA/SBCOG
Hon. Thomas Wong	Monterey Park	SGVCOG
Hon. Jeff Wood	<i>Lakewood</i>	District 24
Mr. Paul Marquez	<i>Caltrans District 7</i>	Ex-Officio Member

TC Members Not Present:

Hon. Konstantine Anthony	<i>Burbank</i>	District 42
Hon. Daniel Brotman	<i>Glendale</i>	AVCJPA
Hon. Ross Chun	<i>Aliso Viejo</i>	OCCOG
Hon. Andrew Do	<i>CoC</i>	Orange County
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. Larry McCallon	<i>Highland</i>	District 7
Hon. Ara Najarian	<i>Glendale</i>	SFVCOG
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Hilda Solis		Los Angeles County
Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Scott Voigts	<i>Lake Forest</i>	OCCOG

Staff Present

- Kome Ajise, Executive Director
- Darin Chidsey, Chief Operating Officer
- Debbie Dillon, Chief Strategy Officer
- Javiera Cartagena, Chief Government and Public Affairs Officer
- Sarah Jepson, Chief Planning Officer
- Cindy Giraldo, Chief Financial Officer
- Julie Shroyer, Chief Information Officer
- Richard Lam, Deputy Legal Counsel
- Ruben Duran, Board Counsel
- Maggie Aguilar, Office of Regional Council Support
- Cecilia Pulido, Deputy Clerk of the Board

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Art Brown called the meeting to order at 9:35 a.m. A quorum was confirmed. President Brown asked the Honorable Frank Yokoyama, CHED Policy Committee Chair, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Brown opened the Public Comment Period and outlined instructions for public comments.

The Clerk of the Board announced that there were no written public comments received by email before and after the deadline. Additionally, the Clerk confirmed that there were no public comment speakers.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of items.

ACTION ITEM

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

1. Connect SoCal 2024 Update

Ms. Aditi Shakkawar, representing United Way of Great Los Angeles, stated they were in favor of adopting this plan and expressed support for goal #40 due to its potential to drive systemic change.

There were no additional comments on Item 1.

Kome Ajise, Executive Director, provided brief comments on the fourth iteration of the Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS). He noted that like the others before it, this plan satisfied their core requirements of meeting transportation conformity under the Federal Clean Air Act and their greenhouse gas emission reduction target under the State requirements. He shared that this plan was also critical to ensuring that they maintain their eligibility as a region for State and Federal transportation funding. He also noted that this plan would allow them to move forward as a region such that they can attain a robust and thriving future for the region. He explained that this plan also gave them direction for addressing long standing challenges like housing, affordability, equity, and sustainability. He indicated that the presentation would provide an update and summary on the purpose of the plan, include the

process they went through in developing the plan, an overview of what the plan contains, and a deeper look at some of the trends and challenges to which this plan responds. He shared that while much had changed since the adoption of the last plan in 2020, much more had persisted in terms of the region's challenges and opportunities. He indicated that the plan reflects the leadership of the Policy Committees and Regional Council in steering the region towards a brighter future. He highlighted that this plan would take them in the horizon year 2050 and that by that time, they would have invested an additional \$750 billion into their regional transportation system. He noted that the majority of these investments would be for operations and maintenance of transit, highways and their regionally significant local streets and roads. He emphasized that per dollar invested, this plan would yield a \$1.50 in return and in terms of growth, they anticipated adding two million people to the region by 2050, almost half as much as they had expected in the 2020 plan. He also indicated that they expected to accelerate housing production to address the under supply of housing and were forecasting that about half of these new homes and jobs would be near high quality transit and 65 percent of them in areas identified as priority for housing due to their likelihood to offer a range of mobility options or amenities within a short trip. However, he indicated that challenges still remained, and one was maintaining their transportation infrastructure in a state of good repair given declining revenues from traditional transportation funding sources like the gas tax and the escalating costs in both labor, construction, and material costs. Lastly, he shared that costs were also rising as climate related and other shocks imposed new resiliency needs on their list of regional projects.

Sarah Dominguez, Panning Supervisor, provided a brief overview of what Connect SoCal is and noted that it was their statutorily required RTP/SCS which was intended to represent their vision for Southern California's future, including policies, strategies, projects and programs to advance their region in terms of the mobility communities, the environment and the economy. Her presentation also addressed CEQA requirements that require SCAG, as the lead agency for Connect SoCal, to evaluate and disclose potential environmental impacts and mitigate or avoid significant environmental impacts. She also provided an overview of how they prepared the plan over the last three years which consisted of several milestones, including data collection, research, policy development and outreach, all culminating in a draft plan that would be ready for review in November. She explained that following approval to release the draft plan for public review and comment, they would open the public comment period, respond to all comments, and make any necessary adjustments to the plan before presenting the final in April 2024. She shared that in preparation of the plan they had benefited from leadership and direction from each of SCAG's Policy Committees and that after the last plan they had received some feedback about the need to have some more discussion throughout the plan development. As a result, she noted that this plan had certainly benefited from this and the additional review and deliberation. She also noted that there were three special subcommittees that allowed them to dive deeper into some key emerging policy areas. She indicated that during plan development they met with the county transportation commissions and their staff and local jurisdictions who provided key data inputs, hosted several

ongoing working groups and technical advisory committees, which helped to support the development process and technical elements of the plan, and engaged with the public and partnered with several community-based organizations to get public and additional stakeholder feedback on the draft elements of the plan. Her presentation also included information on the plan implementation since 2020 and noted that SCAG's role in implementing Connect SoCal was primarily in one of 4 ways: collaboration with other governments, funding administration, research, and resources. She also shared that over the past several years SCAG passed a series of resolutions that helped to shape and inform the work of the plan, specifically the Policy Priorities of Connect SoCal 2024, which dealt with climate change, racial equity and the digital divide, and were established as the plan policy priority areas in the Policy Development Framework that was adopted earlier this year. Her presentation included a preview of the plan outline [the main book] which was organized by chapters and summarized the region's existing conditions, the key plan elements, provided a financial summary, and included measurement of their progress and as well as supplemental materials. She also noted that the work was supported by 15 technical reports and expressed that for the first time, SCAG was including a housing technical report to provide extensive background on the housing challenge facing the region along with a series of best practices and strategies that can support housing production. She explained that the vision for the region in 2050 was based on public and stakeholder review which was for the region to have a healthy, prosperous, accessible, and connected region for a more resilient and equitable future. She noted that this was articulated in a set of goals around the areas of mobility, communities, the environment, and economy, and were further supported by subgoals. Her presentation also included information on how they achieve the vision by doing data collection and research, how they engage agencies and jurisdictions across the region to understand how they are planning for the future, looking at how the region changed since their last plan and what they have learned, and the need to understand the many challenges facing their region. With respect to shaping the plan elements, she emphasized that while SCAG's work and this plan help facilitate implementation, SCAG does not directly implement or construct projects or have land use authority. Instead, they are part of a large body of governments and public agencies that collectively plan, construct, operate and maintain the region's transportation system, plan for housing, and regulate land use. She briefly described the Plan Elements which included Regional Planning Policies that help provide guidance during plan implementation for transportation agencies or local jurisdictions, Project List that detail plan investments, Forecasted Regional Development Pattern which comes out of that local data exchange with local jurisdictions to show where future housing and employment will be located within the region, Regional Strategic Investments that are developed to address the gap between local plans and regional performance targets or goals, and Implementation Strategies that are areas where SCAG will lead, partner, or support plan implementation. She also displayed a draft Connect SoCal 2024 Investment chart with information on revenues and expenditures from FY2025 through FY 2050 and a chart that highlighted the Regional Strategic Investments.

Sarah Jepson, Chief Planning Officer, provided an overview of how the plan is responding to trends and challenges. Specifically, she focused on addressing what has changed in this plan, how the region is responding to the trends and challenges, and changes in the Federal and State policy landscape. Her presentation also included information on the accelerated growth in the region and noted that their local jurisdictions were projecting 30% more household growth by 2030 than they projected when they adopted their last plan. She further noted that their plan was projecting 1.6 million household growth by 2050. She also addressed how this plan aims to foster and continue to support household growth in the region through a variety of things like regional planning policies, regional investments, and implementation strategies. She also emphasized that it was important that this plan recognize that infrastructure is needed to support the housing growth. Her presentation also included information on the changing workplace patterns related to work from home. She explained that for Connect SoCal 2024, they assumed that 22-25% of workdays would be conducted at home through 2050 which was a significant increase from their last plan. She explained that as a result they would continue to carry forward their transportation demand management policies and strategies from past plans and would also introduce new strategies and policies specific to broadband to address the digital divide. She also shared that the last plan brought issues of resilience to the forefront with the pandemic and wildfires. As a result, it raised the importance of preparing for a more resilient region since they were seeing frequent climate hazards and climate events, including extreme heat, fires, and flooding. She explained that the plan carries forward and introduces new policies related to resilience that were based off feedback from the resilience subcommittee and that in their regional strategic investments they reflect that the money for housing supported infrastructure should be leveraged as an opportunity to make sure their communities are more resilient. She further explained that in the plan they increased the investments for operation and management of their transportation system as they recognize that transportation infrastructure is very susceptible to climate events. Additionally, she noted that in implementing this, their plan was to support local planning and help their local jurisdictions seek funding opportunities. She also shared that another significant change since the last plan was shift in transit which continues to serve as the backbone for sustainable development in their region. She explained that they needed to ensure transit ridership recovers which will require the provision of fast, frequent, safe, and reliable transit and rail service. She also emphasized that recovery depended on solid transit and rail asset management and the goal of ensuring a state of good repair on that system. From the 2020 plan, they were continuing to look at high quality transit corridors in partnership with their regional transit agencies. She noted that the plan further assumes regional strategic investments and transit service improvements on these corridors, contingent upon some new revenues that will help the region with both transit ridership recovery and meeting their greenhouse gas reduction targets. She indicated that new for 2024, they had re-envisioned and strengthened some of their concepts around dedicated transit lanes and added enhanced strategies around micro mobility and car share to create more mobility hubs around their transit network. She emphasized that they were also recognizing that accessibility to transit continued to be constrained for low-income households and as a result the plan continued equity

enhancements from the 2020 plan. She indicated that they have a program to support universal basic mobility which provides qualified residents with subsidies for transit and other mobility services. Her presentation also included information on a trend that was indicating that their roads were becoming more unsafe. She noted that earlier in the year SCAG had adopted the Regional Complete Streets policy, continuing the work from the last plan, which included strategies and analysis on safety. She indicated that this plan would strengthen this for safety and would have an equity focus. She also provided information on the goods movement and indicated that it remains very volatile and were faced with many old and new challenges, which is why it was important to recognize that freight cycles from expansion, to contraction, to recession, were much more volatile than overall economic gross domestic product performance. She briefly touched upon supply chain issues, the regulatory environment, operations, local community impacts and safety and security. She also explained that this plan continues to advance policies to promote more comprehensive system level planning of corridor and supply chain operational strategies that integrate the road and rail infrastructure and inland port concepts. She noted that their policies also prioritize community and environmental justice concerns, together with the economic needs, and support workforce development opportunities, particularly around zero emission and clean transportation technologies. She also shared that another significant policy change that was impacting this plan was the State's policies on electric vehicles. She explained that the California Air Resources Board recently enacted legislation that would accelerate a trend which was the shift to a largely zero emission vehicle fleet. She emphasized that the transitioning to clean transportation technology posed a great opportunity but would also require fundamental shifts in how they think about and plan for transportation, land use and energy. She also noted that while there were benefits in the shift to clean transportation technologies, there was also significant impacts to transportation funding, and indicated that they were projecting a loss in gas tax revenue of up to \$93 billion. She explained that the drop in revenues had real impacts to the SCAG region, especially in the case of maintaining their local streets and roads. She expressed that the decline in revenue and escalating costs to build, operate, and maintain their transportation infrastructure, requires that they have new and more sustainable revenue sources that are linked to how they use the system. She indicated that they needed to prioritize their limited resources to reserve and maintain their existing system and noted that the regional strategic investments and implementation strategies carried forward these themes and ensured that changes to how they fund their transportation system are equitable. Her presentation also included information on GHG reduction strategies and how SCAG meets the established targets through a combination of Plan strategies and exogenous factors.

Mr. Cesar Aranguri, member of the public, inquired about the demographic feedback that was provided by the community-based organizations (CBO). He asked if SCAG had numbers on the age and ethnics groups that provided feedback. Additionally, he asked if any tribal CBO's or affiliated organizations were consulted. Staff acknowledged they had numbers on the age and ethnic groups

that provided feedback and informed Mr. Aranguri that they would have to look at whether any of the CBO's identified themselves as tribal organizations.

Regional Council Member Adele Andrade-Stadler, Alhambra, District 34, noted the population plan for 2020 and emphasized the reduction in population. She asked if staff relied on the American Community Survey or if they used non-census data for their projections. SCAG staff acknowledge that they relied on a wide range of data inputs from the American Community Survey to input and review by their local jurisdictions for the projections.

Regional Council Member Oscar Ortiz, Indio, District 66, asked if they had any analysis on how much residential solar energy they had in the region and if there was a goal that they want to meet for residential solar energy in the region. SCAG staff indicated that this was not included as an element of the plan but that they did have policies in the plan that support sustainable development.

Regional Council Member Karen Spiegel, Riverside County, expressed concern about the lack of information on expansion and asked where they were looking at for infrastructure as they grow. She also brought up the issue of penalizing commuters who were paying more for gas and for the mileage track. She indicated it was a larger discussion that was focused on what's equitable financially for their constituents and allows the ability to improve and expand their infrastructure. SCAG staff expressed that they carried over many of the highway investments that were incorporated in the previous plan as well as incorporated the submissions by the CTC's. Staff also indicated that for the most part the highway investments included the continued expansion and build out of the express lane network. Staff also noted that they included bottleneck relief strategies to support their goods movement industry. Staff also provided clarity on the issue of equity and the mileage-based user fee [the road charge] and noted that in terms of the gas tax, they were assuming an actual replacement of the State and Federal gas tax so that they are not paying the gas tax and then on top of that a road charge.

Policy Committee Member John Mirisch, Beverly Hills, expressed that he thought the growth projections from both SCAG and DOF were a little optimistic and noted that he understood that no one wanted to admit a population trend that showed reduction in population. He indicated that people sometimes could interpret this as failure and that should not be the case. He expressed that instead it was opportunity to focus on improving the lives of people who are here rather than planning for growth and suggested that they carefully track the demographics. He also thanked staff for addressing the issue of remote work and suggested that they look at creating policies to leverage the potential of remote work to achieve goals in mobility and climate.

Policy Committee Member Crystal Ruiz, San Jacinto, asked if in the data they took into consideration overall debt and the possibility of another lockdown. If they did consider this, she

asked how it changed their estimates and if they did not, how they thought it would affect their projections. Staff explained that it was not taken into consideration but did note that this was long range planning. Staff indicated they would have another opportunity, if in fact there was a lockdown between now and 2028, for a recalibration of the system.

Regional Council Member Suely Saro, Long Beach, District 29, noted that page 73 cited “37 square miles bared from development” and page 68 “prioritize the benefit of natural and agricultural lands in the region” and asked if it was a regional planning policy goal. Staff explained that the statistics were coming from their preliminary analysis comparing what would occur with the plan and without the plan. Regional Council Member Saro also asked if they would have a goal set up for how much square feet, or parcels of land will be preserved for natural and agricultural lands in the document, and if it was in alignment with State goals. Staff indicated they had not articulated any sort of quantitative goal and it was more like policy and was up to each jurisdiction to apply that locally to their planning policies. Staff also noted that they were generally in connection with State goals and emphasized that SCAG did not have land use authority to make it a definitive policy goal but did work closely with the local agencies on the regional planning policies.

Policy Committee Member Dale Welty, Canyon Lake, expressed it was interesting that they were going to have a 10% increase in population and a 25% increase in households and thought it would be interesting for the developers to see these numbers. He also indicated that he thought the typical 3,000 square foot house they were developing now may not be the one they need in the future and noted that it would be interesting to see the demand broken out so they can look at smaller development or units in the future, and thought they needed more data in the report. Staff indicated that they had the data and were planning for many more multi-family units in this region as they moved forward. Additionally, staff noted that through the planning requirements around RHNA, cities were required to plan for units at all income levels given the higher density requirements around that planning, which was part of the reason why they anticipated more growth in those multi-family units in this region.

Regional Council Member Margaret Clark, Rosemead, District, expressed the road charge was very concerning to her given the unattended consequences. She indicated her concern was that putting a road charge would hurt low-income people and hoped they could get something equitable that won't hurt the low-income minority population. Staff indicated this was a deep concern of theirs as they were evaluating some of these concepts.

Regional Council Member Gil Rebollar, Brawley, District 1, thanked staff for their efforts, especially on outreach and engagement. He noted that when he looked at the survey respondents about a fourth of them were in the income over six figures and that the medium income in Imperial County was \$49,000. He asked if there were any takeaways or lessons learned, and if there were any efforts to ensure they are getting feedback from disadvantage communities. Staff indicated they

had also noticed this trend and that internally they were discussing future strategies such as exploring public opinion polling rather than a survey. Staff explained that one of the things that was really successful for this cycle was the partnership with community-based organizations who were the ones that drove a lot of the outreach to underrepresented communities.

Regional Council Member Gary Boyer, Glendora, District 33, indicated that he noticed they were putting a lot of emphasis on transit, which is good and asked if there was any emphasis being put on investing in safety as he did not see it in the plan. Staff indicated that safety was a large part of the operation maintenance costs, and that they had allocated a substantial number of resources towards operation maintenance of the transit system. Staff explained that they had included safety related policies where they were really highlighting the importance of ensuring that there is a safe and secure ride for those riding transit.

Regional Council Member Jenny Crosswhite, Santa Paula, District 47, noticed that part of the report talked about more transportation options for non-work trips but then it also talked about the fact that the majority of the people who were working remotely was skewed towards higher wage earners. She asked what assumptions they were making in the plan around remote work other than broadband. Staff indicated that one of the key assumptions they were making was around their policy goal of 15-minute communities. Staff explained that the idea was having destinations in close proximity where they can get to within a 15-minute walk, bike ride or having destinations in close proximity to each other so that when they get there, they make fewer trips. Staff indicated that they considered having different options around active transportation like walking, biking, and using transit.

Regional Council Member Lauren Meister, West Hollywood, District 41, asked if there were strategies in the plan to develop economic hubs in less dense areas where there's room for housing and housing is less expensive. Staff indicated they had strategies around the economy, and that there was policy language around workforce development, supporting entrepreneurial growth, and a resilient workforce. Staff shared that beyond that, one of the key things that they were thinking about, and perhaps it touches on the 15-minute community concept, was complete communities. Staff explained that as they are thinking about communities, they wanted to make sure that there was comprehensive planning that includes opportunities for jobs, destinations, housing, and recreation.

Policy Committee Member Tamala Takahashi, Burbank, thanked staff for all of the work that was put into this project. In regard to the household growth projection, she asked if they had a sense of what portion of that 26% projection would be increasing density and existing neighborhoods versus increasing sprawl on the outskirts of the network. Staff indicated that they look at the data and analysis from their plan and 65% of that household growth is in what they call their priority development areas. They indicated that those were going to be places that were focused on infill

development either around transit or in communities that have a good backbone where they have opportunities for shorter trips. Policy Committee Member Takahashi also asked if part of the planning was to take a look at density and the benefits of density, building density, and encouraging density in order to benefit both transportation network and the environmental front. Staff explained that the regional planning policies that relate to land use in the plan were going to support more sustainable development and noted that the technical report on land use and the strategies in the plan included some analysis on the additional benefits that they will get from their more sustainable development pattern that they put forward in this plan. With respect to mobility, safety and project planning, Policy Committee Member Takahashi asked if there was any incorporation of a concept that's part of what's called vision zero, and in particular about the quick builds and incremental builds to be able to plan projects faster and get them implemented faster so that they can increase safety faster, especially in the transit corridor that has high fatalities and injury. Staff indicated that they would have to go back and look at the plan but that they certainly promote active transportation and quick build projects. Staff shared that they had done a lot of work with their local jurisdictions to support safety planning and making it safer for walking and biking, and that they were funding quick build projects.

Regional Council Member Trish Kelley, TCA, asked staff to explain what is included in the new revenue strategies that would help to make up for that \$162 billion dollar shortfall. Staff explained that the predominance of the sources was an assumption of a federal gas tax increase in order to maintain purchasing power. Staff noted that the federal gas tax had not been adjusted since 1993, so they assumed an adjustment to the federal gas tax in 2029 through 2034, which would then get replaced with the mileage-based user fee alongside the State gas tax. Staff indicated it was also included as a part of their new revenue sources because if there was no conversion, they would see a substantial decline, so those were both components that were included. Staff also noted that they also assumed local recharge components, essentially congestion pricing, so they incorporated assumptions about this and about parking pricing, and the price managed lane network. Staff shared that the remaining strategies included tax increment financing to support their transit supportive housing, private equity investments that require public private partnerships, and bond financing to support the timing of some projects. Regional Council Member Kelley asked what their best estimate was and at what point in time would these new revenue sources need to be in place in order to generate the shortfall in the revenues, and would any of them need to be in place during the next four years. Staff indicated that the only revenue source that would have an immediate impact would be the price managed lands given the development of many of those projects that were actually in the pipeline. Beyond that, staff explained that these sources were longer term but ideally should be in advance of 2035.

Regional Council Member Brian Goodell, OCTCA, asked staff to repeat their comment about bus headway to reduce greenhouse gas. Staff indicated they were referring to the headways and the high-quality transit corridors that they assume reduced headways on the high-quality transit

corridors. Staff explained that for those corridors they were set at 15-minute headways and had been reduced down to about 10 minutes. Regional Council Member Goodell asked how this relates to the greenhouse gases. Staff explained that the transit service was more frequent, and therefore had to wait a shorter distance of time in between one bus coming from the next. Basically, they were looking at ways to make transit service more attractive in the corridor to get more people to take advantage of it which was better towards achieving their greenhouse gas goals.

Policy Committee Member Wes Speake, Corona, expressed a need to educate the public on how transportation will work in the future as there wasn't going to be any more general-purpose lanes or widening of freeways. He also indicated he was happy to see mention of workforce development in the plan and while the idea of 15-minute communities was great, he asked how they would make sure that people are living where they work. He also asked if the percent of land being preserved was based on density. Staff indicated it was due to some allocation of growth in some infill areas and not necessarily implied density. Staff explained that it could be putting a single-family house on a vacant lot within an existing jurisdiction as opposed to putting it in a greenfield area outside of a sphere of influence. Staff also indicated that the assumptions were based on information provided by the local jurisdictions who shared where they anticipated growth to occur.

Regional Council Member Wendy Bucknum, Mission Viejo, District 13, thanked staff for the approach they took in obtaining information from the local level and really doing a bottom-up analysis which has shown to be pretty fruitful. She also brought up the issue of the multifamily industry that was having issues getting fire insurance and as result sales were stopping. She indicated it was a result of state policies that have caused a major impact on insurance and wanted to make sure they talked about it because of the impact on the economic viability of projects. She also noted that staff had identified 18% of the GHG emissions would be achieved through the user fees and pricing and assumed that that user fee was synonymous with the fees that they had been discussing based on miles driven. She asked if there was a point in time where they felt that the user fees were soon to be operational to achieve the emission reduction and would it be possible to have this before the 2028 RTP/SCS. Staff indicated that they did not assume the operation of a user fee until 2035 as there needed to be substantial amount of work done ahead of that. Staff clarified that when they highlight the 19% reduction as a result of pricing, some of the resources to pay for other infrastructure was actually coming from the pricing component and without it they couldn't hit some of the other targets. Regional Council Member Bucknum asked 1) if the SCAG region would embark on user fees in parallel with the statewide effort, or would it be going at it alone; 2) if Connect SoCal included a specific assumption as to how much the user fee would be; 3) how much a statewide user fee would be; and 4) did they dive that far into it. Staff indicated they did and would definitely work in coordination and collaboration with the state. Staff indicated that they did have specific estimates and would get back to her with the specifics. Regional Council Member Bucknum also asked if the plan was going to include any technical study or policy

direction on how user fees would or would not be imposed on individuals that can't afford to pay the user fee. Staff noted that they did discuss the equity impacts and the equity implications of all of this and that they did assume an equity mobility fund which provides an access transportation option for the most vulnerable households. Regional Council Member Bucknum asked what the source of this funding would be. Staff explained that it would be generated from the user fees and that a portion of that would be taken to provide subsidies for low-income communities. Staff also noted that they are paying close attention to the insurance issue and shared they had been part of conversations going on in Sacramento. Staff indicated they were expecting some intervention at the state level to resolved some of this.

Policy Committee Member Gabriel Reyes, San Bernadino County CoC, asked staff to clarify if they were referring to Measure I or SB 1 funding in relation to the gas tax reduction and the expenditures on electric vehicles. Staff clarified that the gas tax was supporting SB 1 but ultimately resources to support SB 1 and other programs were declining and they needed to replace it with some sort of user charge. Policy Committee Member Reyes asked if they knew the percentage of renters because as remote work was becoming more of an option not many renters had access to solar as opposed to homeowners. He inquired whether SCAG had thought about doing some type of policy to incentivize homeowners who rent their homes to put solar. Staff explained that it would not be a regional policy and noted that they were promoting sustainability, but their expectation would be that they have local city ordinances and programs that encourage this. Staff shared that they were currently doing a program that would look at utilities supporting housing to promote housing production. Policy Committee Member Reyes also expressed concern about getting rid of gas cars and going to electric cars as it was going to have an impact on the low-income community that live in apartments.

Policy Committee Member Masha McLean, Santa Clarita asked if they took into consideration in their assumptions the quality of life for people that need to live in these dense properties and projects when developers are allowed to reduce the open space within the community, reduce parking or no parking, and no storage space for their units. She emphasized that quality of life should be taken into consideration in their assumptions, and wondered if they are based on the fact that people with lower incomes deserve to have safe quality of life as people who are able to afford to live elsewhere in single family homes. Staff explained they worked closely with their local communities and knew that the local planning process was very much geared towards developing a community to maximize quality of life. Staff noted that they continue to support the local planning that puts these things in balance like the need for housing, recreation, and economic development to develop complete communities.

Policy Committee Member Sylvia Robles, Grand Terrace, echoed the comments of others on transit and hoped they could focus on low-income communities having better commute times.

Policy Committee Member Tanya Doby, Los Alamitos, asked what consideration was given for small cities because in her city there was no retail, and she wanted her city to be a 15-minute community. Staff explained that the concept of a 15-minute community was really meant to be very broad, flexible, and applicable in many different place types. Staff indicated that many cities have a main street where they may not have a lot of stuff but it's a destination where there could be a park, a community center, or maybe a mom-and-pop store. Staff further explained that the idea was that there was place that allows for incremental change overtime that can be made to create a facility to have more proximity of destinations, and also those mobility improvements. Staff also shared that as part of the implementation strategies they were also looking at pilots to support implementation and further study 15-minute communities to see how it can be applied in different place types. Policy Committee Member Doby expressed she was interested in adding something that makes her city attractive.

Regional Council Member Damon Alexander, San Bernardino, District 7, asked how they plan to measure the user-based fee and miles and if they were going to build infrastructure on their freeways to measure it. Staff indicated that the measurement was still to be determined and that there had been a number of pilots conducted by the State of California looking at both more technology-based mechanisms, as well as other types of self-reported paper manual mechanisms, but there was still more work to be done.

Regional Council Member Ortiz shared information on some of the local strategies they put in place to address growth in housing and the continued improvement of their roads. He also shared that they had a huge need for electrical infrastructure and were looking at how they bring in federal loans, programs, and state grants to bring a residential solar program to their city.

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 Meetings – March 2, 2023

Receive and File

3. REAP 2: RUSH Industry Forum Summary and Path Guidelines Update

A MOTION was made (Plancarte) to approve **Item 1:** to recommend that the Regional Council approve release of the draft 2024 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024, including the associated draft transportation conformity analysis, for public review and comment; and the **Consent Calendar:** Item 2 and Receive and File Item 3. Motion was SECONDED (Shapiro). The motion passed by the following roll call votes:

AYES: (CEHD) Allen, Boyer, Bucknum, Caskey, Doby, Dorst-Porada, Eich, Engler, Fermon, Garcia, Gabbard, Goodman, Henderson, Hupp, Johnson, Kelly, Kim, Mirisch, Morabito, M. Nava, Puza, Reyes, Rhodes, Robles, Rodriguez, Santa Ines, Shapiro, Shevlin, Solorio, Warren, Yokoyama; (EEC) Alexander, Beltran, Brock, Clark, Crosswhite, Horne, Huff, D. Kalmick, J. Kalmick, Litster, Lopez, Meister, Ortiz, Plancarte, Stark, Takahashi, Traut, Welty, Wilson; (TC) Andrade-Stadler, Becerra, Berkson, Betts, Brown, Delgado, Dumitru, Dutrey, Gazeley, Hagman, Harnik, L. Hernandez, Judge, Kelley, Krupa, Lilienthal, Loa, Lorimore, Manos, R. Marquez, McLean, Michael, Molina, Moore, Nava-Froelich, Navarro, Nazarian, Rebollar, Ruiz, Sandoval, Saro, Simonoff, W. Smith, Speake, Spiegel, Vargas, Wallace, Wapner, Wong, and Wood (90)

NOES: None (0)

ABSTAIN: Goodell (1)

ADJOURNMENT

There being no further business, President Brown adjourned the Joint Policy Committee meeting at 11:58 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE JOINT POLICY COMMITTEES]

//