

**MINUTES OF THE MEETING OF THE
GATEWAY CITIES COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
Gateway Cities Council of Governments
16401 Paramount Blvd.
Paramount, California
June 3, 2020**

Zoom Conference

GCCOG 1st Vice President Maria Davila called the meeting to order at 6:11 PM.

PRESENT: 1st Vice President Maria Davila, City of South Gate (E)
Member Marisela Santana, City of Lynwood
Member Tony Lima, City of Artesia
Member Ali Saleh, City of Bell
Member Raymond Dunton, City of Bellflower (E)
Member Pedro Aceituno, City of Bell Gardens
Member Naresh Solanki, City of Cerritos (E)
Member Oralia Rebollo, City of Commerce (E)
Member Angie Jimenez, City of Montebello
Member Jesse Alvarado, City of Hawaiian Gardens
Member Brent Tercero, City of Pico Rivera
Member Edward H. J. Wilson, City of Signal Hill (E)
Member Alex Saab, City of Downey (E)
Member Heber Marquez, City of Maywood
Member Joe Angel Zamora, City of Santa Fe Springs (E)
Member Herlinda Chico, Office of Supervisor Janice Hahn (E)
Immediate Past President Fernando Dutra, City of Whittier (E)
Member Antonio Chapa, Office of Supervisor Hilda Solis
Member Steven Neal, Port of Long Beach
Member Elizabeth Alcantar, City of Cudahy
Member Martin Reyes, Office of Supervisor Hilda Solis
Member Marilyn Sanabria, City of Huntington Park (E)
Member John Lewis, City of La Mirada (E)
Member Roberto Uranga, City of Long Beach

ABSENT: President Diane DuBois, City of Lakewood (E)
2nd Vice President Cinde MacGugan Cassidy, City of Avalon (E)
Member Emma Sharif, City of Compton
Member William Davis, City of Vernon
Member Margarita Rios, City of Norwalk
Member Cory Moss, City of Industry
Member Vilma Cuellar Stallings, City of Paramount
Member Rex Richardson, City of Long Beach
Member Lacey Johnson, Office of Supervisor Mark Ridley-Thomas

(E) Executive Committee

ALSO PRESENT: Thaddeus McCormack, City Manager - City of Lakewood; Nina Turner, Local/Regional Liaison - Port of Long Beach; Julia Brown, Community Relations Manager - LA Metro; Norman Emerson – Emerson Associates; Nancy Pfeffer, Stephanie Cadena, Joel Arevalos, Ivy Tsai - COG staff; Tyler Bonanno-Curley, Legislative Director - Senator Lena Gonzalez; Vaniah De Rojas, Assistant to the City Manager – Downey; Sarah Patterson – SCAG; Kristine Guerrero – Public Affairs Manager – League of California Cities; Brenda Rodriguez, Administrative Analyst – City of Cudahy; Karen Lee, Administrative Analyst – City of Artesia; Mark Stowell, Director Public Works – City of La Mirada; Danielle Soto, Public Affairs Manager – AQMD; Luis Marquez.

Roll call was taken by GCCOG Office Assistant Joel Arevalos.

There were no amendments to the agenda.

There were no public comments.

Under Matters from Staff, Executive Director Pfeffer reported that the COG is applying for federal funding to update the Comprehensive Economic Development Strategy for the Gateway Cities Region (2015) and to augment our Complete Streets Corridor Plans. We are hoping to secure as much as a million dollars in funding. The program operates on a first-come, first-serve basis and staff is working quickly to submit a competitive application.

Pfeffer then reported she submitted a letter to the Executive Director of the Housing and Policy Division of the state's Department of Housing and Community Development (HCD). COG Office Assistant Joel Arevalos presented the letter on screen. The letter made various requests in regards to the state's funding for planning activities for affordable housing.

Pfeffer said she is pleased to report with good news from the state, that it is probable the COG will be getting another CivicSpark Fellow from the Local Government Commission's program. This year, we worked with CivicSpark Fellow Colin Cross, who has been working part time with the COG while based at HCD. Next year, HCD wants to provide us with another Fellow with 100% of their time allocated to the COG to support regional housing development efforts. It will be at no cost to the COG.

COG staff Arevalos shared onscreen a concept paper factsheet for an Innovative Mobility Strategy for the Gateway Cities region. Pfeffer reported that the first step towards this was the study conducted this past year by Annaleigh Yahata Ekman, a UCLA graduate student who has been working with local communities in Huntington Park. The second step would be pursuing Clean Mobility Transportation (CMO) Voucher Pilot Program funding for community transportation assessments, and the third step would be to pursue funding for a larger, regional transportation needs assessment through the Sustainable Transportation Equity Program (STEP) by the California Air Resources Board (CARB).

COG staff was ready to apply for CMO funds, however the news was that in one day the program open and closed due to being oversubscribed. The City of Paramount was successful in submitting an application, but unfortunately the COG was shut out. Staff will continue looking for other opportunities to fund this work.

On the I-710 Project, Pfeffer said there continues to be a holdup on getting the environmental document signed off by the Environmental Protection Agency (EPA) for federal conformity. That negotiation is in the hands of LA Metro and Caltrans. June 9th will be the next meeting between the 3 agencies to discuss the federal conformity issues. The big development is that LA Metro developed a \$50 million Clean Truck Program, and Metro and Caltrans are taking this as a commitment to EPA and request the air quality clearance that is needed.

Pfeffer reminded the Board of a Special Board Meeting scheduled for the following day with Assemblymember Speaker Anthony Rendon to discuss the state budget deal that was just announced. The meeting tomorrow will allow the Board to get a full report and ask questions about funding for local governments.

The June 3rd Transportation Committee meeting received an extensive report from various Metro staff on the topic of financial outlook for the agency. Pfeffer said the Board would hear additional details on that report from Sharon Weissman, Metro Board Deputy to Mayor Robert Garcia. Pfeffer also announced that Weissman will be retiring at the end of the month and leaving her position with the Mayor. Weissman shared that this is her last meeting and she has been appointed to the Harbor Commission by the Mayor. Board members congratulated Weissman on her move. This concluded Pfeffer's report.

First Vice President Davila moved on to consent calendar. Member Tony Lima motioned and Immediate Past President Fernando Dutra seconded. GCCOG staff Arevalos performed a roll call and the item was approved unanimously.

COG Counsel, Ivy Tsai stated that for Report Items A-C, the suggested action is to Receive and File. Item D is the only item with the suggested action as motion for approval. Therefore, if it is the Board's pleasure, we can hold off on moving Items A-C and at the end the Board can make one motion to approve Item D, if that is the motion, and receive and file all reports. First Vice President Davila agreed.

First Vice President Davila moved to Reports from Committees. As the presenter for Item A, Joe Buscaino was not present, Davila moved onto item B, a presentation by Judy Mitchell, South Coast Air Quality Management District (AQMD). Davila introduced Mitchell, who is a Councilmember of Rolling Hills estates, represents the GCCOG on the South Coast AQMD Board and serves as a member of CARB. COG staff has asked her to address a few items for the Board, including potential for a regional sales tax measure to address air quality. Another item of interest is the AB 617 program for community air monitoring within the Gateway Cities.

Mitchell first acknowledged the difficult times and constraints due to the COVID-19 pandemic and also acknowledged the death of George Floyd, and the protests in response. She began her presentation with the sales tax measure. The AQMD was interested in passing a bill through the legislature that would create a voter authorization district for the South Coast District. The reason is to be able to pass an initiative that would put a sales tax measure on the ballot and generate revenues for emissions reduction efforts. This was met with resistance from a number of different directions, including building trades, unions, and cities and counties who wanted to have their own measures on the ballot and were concerned about hitting the cap on sales tax measures and exhausting their residents with sales tax. Therefore, AQMD withdrew the bill last year and considered reintroducing it this year. However, due to the COVID-19 pandemic, AQMD will not pursue the bill this year and will reconsider reintroducing for next year. AQMD wanted to pursue this to address emissions from trucks, and turnover truck fleets. Trucks are a significant source of emissions in the South Coast and many independent truck owners lack the financial capability to turnover their trucks. AQMD has been seeking funding to assist them in this effort. Mitchell clarified It would be a sales tax measure only for the South Coast and not broadened to further air districts.

Mitchell also presented on the Community Air Protection program under AB 617. That bill changed the way that the AQMD approached air quality. They moved from a regional focus to a community-based level. AB 617 is designed to address disproportionate air pollution impacts on environmental justice communities. It requires local air districts to take specific actions developed through Community Steering Committees (CSC) to reduce air pollution, and focus on toxic air contaminants from local sources. AQMD is working closely with CARB to accomplish significant reductions. The funding for this has been allocated by the legislature through the Greenhouse Gas Reduction Fund. Some of the AB 617 communities are in the GCCOG area, with significant funding allocated for them. Two GCCOG communities designated under this program include the West Long Beach/Wilmington area and East LA/Boyle Heights/West Commerce area in 2018. AQMD has been working closely with them to develop a Community Air Monitoring Plan (CAMP) and a Community Emission Reduction Plan (CERP). These plans will soon be approved by CARB. The next step is to implement the plans developed by the CSCs. This year, the new community designated is the South Gate/Huntington Park/Bell Gardens area along with parts of unincorporated LA, such as Florence-Firestone and Walnut Park. This community is just beginning their work with the CSC. During the course of the year, they will also develop a CAMP and CERP.

AQMD is also working with the Ports of Long Beach and Los Angeles on the Clean Air Action Plan to achieve emission reductions that are needed to meet federal air quality requirements. The AQMD has the authority to regulate indirect source rules, and that is one of the tools that's on the backburner for the Ports. The AQMD and the Ports are hoping to develop a memorandum of understanding instead of resorting to indirect source rules. Trucks are the biggest opportunity for emissions reductions. The ports don't have much control of emissions from vessels, even though those are also large sources. CARB

is currently undertaking regulations for those kinds of emissions. This will come up on the June agenda for CARB's meeting. Mitchell is working on this with stakeholders that have interest in the ports, including those operating tankers and cruise ships. Ports are striving to develop a clean truck program for drayage trucks. AQMD worked with them to have fee imposed to have incentive money to develop this. In the March 2020 meeting of the Harbor Commission, they adopted a truck fee of \$10 dollars per TEU, which will generate about \$90 million dollars per year. That measure was passed knowing at the time that the economy was going to be severely impacted by COVID-19. The idea was to start low and come back later to reconsider and reassess that figure as the economy improves. Mitchell clarified that CARB is responsible for emission from mobile sources and AQMD is responsible for stationary sources. She said in the time she's been on the CARB Board she's been trying to bring the two agencies together to work on programs for emissions reductions. AB 617 has been helped in this effort, as both agencies are working together to bring emissions reductions from both sources in the designated communities.

Another thing AQMD is developing is an indirect source rule for warehouses, which impacts GCCOG communities. Warehouses are an attraction for diesel trucks that agencies are trying to control. The indirect source rule would operate on a menu-based concept, similar to a LEED program you might find for buildings. The proposal includes a menu of actions that warehouses can undertake to reduce emissions and get points for those actions. Instead of acquiring points, they can pay money into a mitigation fund that would be used to reduce emissions from other sources.

Mitchell also presented AQMD's Replace-a-Ride program, which offers as much as \$9,500 to low-income residents to scrap their older vehicles and replace with cleaner vehicles. The money provided depends on income level. AQMD has had really good success with this, with 93% of applicants located in disadvantaged communities and most are at the lowest federal poverty level. In the GCCOG area, almost \$4 million dollars in funding has been provided. The program also provides education on cleaner car technologies. Almost two-thirds of the vehicles are in the advanced category, which is better than expected. The idea was that most would scrap their combustion engine car and move to a better combustion engine car but instead most have opted for cleaner technology vehicles. The funding amount is the same for new and used vehicles, residents can turn in their old car and get a new or used vehicle. Sixty percent of the vehicles given out are used vehicles. The program provides a nice landing spot for vehicles that have been leased for 3 years and are now coming out of the lease into a secondary market. Mitchell also mentioned that the replacement vehicle may also be eligible for other incentives, such as the Clean Vehicle Rebate Program. Applicants can stack incentives to get more value, and they may also be eligible to get up to \$2,000 in rebate money to have chargers installed at homes. If applicants don't want to replace their car with a newer, cleaner vehicle, they can instead get money for a mobility action, such as using local transit, car sharing and in 2021 for e-bikes and e-bike sharing options.

Member Wilson asked for the link to the program to be shared with Board members. Mitchell will provide the link to Pfeffer to be shared. Member Wilson asked if the COG had previously addressed this sales tax measure from AQMD and if so, when and what direction the COG took from that discussion. Pfeffer responded that the AQMD Executive Officer had presented the sales tax measure idea to the COG Board in early 2019. The COG did not take a position.

Member Wilson commented that he would be opposed to any sales tax measure that would take away from cities, though there could be some caveats. He explained that every time there's a sales tax measure, it builds on the inequities with infrastructure and our communities get less back than what we put in. Member Wilson said it would be difficult for the City of Signal Hill to support something like this. He suggested the AQMD try to address allocations of revenues and how people would be able to equitably participate in these funds to make sure communities receive their appropriate share of the funding and benefits. Mitchell clarified that the sales tax proposal is exempt from the cap so it would not affect cities' sales tax limit. In regards to fair allocation, the AQMD would like input on how that could be accomplished. Mitchell noted that there is a regional aspect to this as trucks roll through all communities, beginning with the Ports on I-710 through the GCCOG and then to San Bernardino and Riverside.

Member Wilson mentioned the COG has worked in the past with the Ports to help replace, scrap and replace trucks. The COG has been very supportive of clean truck program and will continue to support such an effort, especially as trucks heavily impact many of our cities. Mitchell mentioned that because trucks impact all of our cities, under CARB's Truck and Bus Rule, all trucks must be 2010 or newer by the year 2023. There are about 6,000 drayage trucks in the Ports that are older than 2010, and these will have to turn over in a few years. AQMD hopes that they will turn over to much cleaner technologies, especially as there are now commercially available low nitrogen oxide (NOx) trucks that operate on clean natural gas that would reduce NOx emissions by about 90%. As NOx and particulate matter go hand-in-hand, these contribute to some of the biggest impacts to residents of the Gateway Cities region. Mitchell said AQMD is particularly concerned about trucks, and there is now new cleaner diesel technology too.

Member Wilson asked, if it's just the base model of 2010 or newer, the 2010 models are no cleaner than the 2007 or 2006, why was the 2010 date chosen? Mitchell responded that this was chosen in the regulation that was passed sometime ago. She also said there's another regulation coming, called the Advanced Clean Truck Rule, that will move these goals further ahead. Mitchell emphasized she's been vocal at the CARB Board about wanting to coordinate on these issues so that one rule isn't running into conflict with another. The idea of this rule will be to move all trucks into the cleanest technologies. Currently, AQMD is doing various demonstrations at the ports for battery-electric trucks and hydrogen trucks that are coming, though they are not currently available commercially. This could get our big-fleet owners to move to low NOx, the cleanest technologies, and their trucks can be passed down to smaller, independent truck owners.

Pfeffer mentioned that in regards to the I-710, the negotiation with the EPA is moving, and the COG is working with Metro on putting on an informational session on Tuesday, June 16th in English and Spanish for residents and communities up and down the corridor. The COG is also reaching out individually to every city council along the corridor and trying to get on council agendas to announce that the session will be happening. If COG staff is not able to get on council agendas, they are sending the information to all council members via email.

First Vice President Davila moved onto Item C, Report from the Gateway Cities COG Transportation Committee. Sharon Weissman, Metro Board Deputy Director to Robert Garcia, shared that in the past couple of months, the Metro Board approved \$50 million for an I-710 Clean Truck Program, that will be \$50 million in Metro controlled funding sources including but not limited to Measure R Funds. Metro hopes it will move forward the record of decision by the Federal Highway Administration and the conversations with the Environmental Protection Agency. The Metro Board approved free parking for transit at Metro facilities with 30% or below capacity on Saturdays, Sundays and federally-observed holidays. The Metro Board also approved an agreement with the Los Angeles County Development Authority to reallocate up to \$853,000 of transit-oriented small business program funds for the implementation of COVID-19 Business Recovery Program. This would restrict the funds to businesses in LA County that are within a quarter mile of major transit, and provide below-market interest loans and cover operating expenses, with specific requirements. Businesses will have to have been operating for not less than 24 months prior to the COVID-19 pandemic. Funding repayment will go back to the Metro Small Business program for transit-oriented communities and Metro will work with the County to ensure geographic distribution of funds across the region. The Board approved additional funding for the design phase of the Shoemaker bridge replacement project, as recommended by the I-710 TAC. This provides an additional \$12.9 million in Measure R, I-710 Early Action Funds for the design phase of the project. The Metro Board also saw the construction market analysis that showed that the changed labor market could make it easier for Metro to get project bids within budget and completed on time. The Board also approved a fare reduction of 50% of the usual cost of Metro passes during this period and for 6 months after normal boarding resumes, to assist those that have been affected by the economy. The Mayor took part in creating and passing a motion that would defer any future recommendations of unprogrammed, subregional equity program funding, pending development in partnership with Board offices, a uniform process for all subregions interested in using these funds, and if Metro wants to use funds for project completion, they must give notice to the Board and offices advance notice of at least 120 days for subregions to understand and approve funding recommendations.

The Board also made a change to the Open Streets Program, so that grants that were awarded can be used for alternative purposes as mass gatherings are currently not allowed. Instead, awarded funding can be used to expand a one-day event to a longer-term, temporary traffic intervention; replace large, single-corridor events intended for regional audiences to smaller, neighborhood scale interventions catered to local

audiences; create spaces along the public right-of-way to support economic development; and provide education, encouragement and monitoring for safe-physical distancing in support of the Safer At Home order and supporting community partnerships. In regards to the Metro Budget, Weissman shared that Metro received \$1.068 billion from the CARES Act to reimburse partial loss of revenue for transit operations. Metro has been working with municipal operators in Los Angeles County to come up with an agreement for funding amounts. They have all felt the amount that was allocated is fair. The Board also approved continuing the current budget for 3 months, with a new budget to be presented to the Board in September 2020, once there is a better understanding of the impacts from COVID-19. Metro does not yet have sales-tax numbers needed for a revenue projection for the coming year. Past projections done by Metro on local return are no longer accurate. Additionally, Phil Washington presented a briefing to the Metro Board in regards to the budget. Metro has two buckets they focus on, with the first being operations, transit and train service, and construction contracts that Metro is currently obligated to. These projects are continuing. All other activities fall into the second bucket, including projects of interest to the COG. These include West Santa Ana Branch and the East Side Goldline Extension. Metro anticipates these projects will be slowed down through the next 6 months. More information will be provided once sales-tax analyses are performed. Weissman shared that experts in our economy have projected that it could take as long as 10 years for our economy to recover. In regards to State activities, the budget will have to be approved by June 15th. What will not be part of the budget approved on that day is SB 1 funding, so Metro will have to wait to hear more on what will happen with that. Metro also expected cap-and-trade funding to be down, which has been a source for transportation projects. In D.C., the House of Representatives (House) passed the HEROES Act as part of the next stimulus bill, with funding for transportation, highways and transit. This will help fund transportation projects and jobs in our region. The bill will move on to the Senate. The House is also considering the Invest in America Act, a \$500 billion program spread out across 5-6 years. This bill will also likely go to the Senate. Lastly, staff made a presentation to the Metro Board on the Long-Range Transportation Plan, which is part of the Southern California Association of Government's (SCAG) regional plan. The last year Metro did a long-range transportation plan was in 2009, so it is now being updated. It is guided by Metro's Strategic Plan with considerations for sustainability and equity. From public input, Metro heard of 4 main areas the public really wants considered: better transit, less congestion, complete streets and access to opportunity. Metro believes they can accomplish 81% more transit trips, 31% reduction of time spent in traffic and reduced greenhouse gases as part of the updated long-range transportation plan. Part of the way to accomplish this will include bus speed improvements, expanding express lanes, transit-oriented communities, first-last mile connections, and more affordable transit fares.

First Vice President Davila moved onto Item D, Southern California Regional Energy Network Partnership. Pfeffer said this is a new program that staff has been working on for a while and that we feel can accomplish even in the current environment. While the program is new, it builds on our past work from our Climate Action Planning Framework.

The funding will be provided to the COG from the County of Los Angeles through the Energy Coalition organization for an effort called the Southern California Regional Energy Network. The funding is to work with member jurisdictions to fund energy efficiency projects. While this may not be a top priority at the current moment for cities, but when they can be implemented there are cost-savings associated with the projects. Previously, there was an Energy Leader Partnership program that was implemented by the utilities and that has been discontinued. This program will pick up where the past partnership left off. Pfeffer mentioned there were several cities that were engaged and interested in the Partnership, so there is a lot of interest in this type of work. The funding amount is going to be approximately \$50,000 that will go from July 2020 to the end of the calendar year. The funding will support COG staff, part of a CivicSpark Fellow, and a consultant who has worked with the COG in the past and with the cities on finding funding for climate-related projects. The COG anticipates we will be able to accomplish this work even with the restrictions due to the COVID-19, as much of the work can be completed virtually. Pfeffer also mentioned that TEC has already contracted with San Gabriel Valley COG and South Bay Cities COG for similar efforts, and this relates very closely to work the COG has engaged in with cities in the past, through our CivicSpark Fellows and our Climate Action Planning Framework. Pfeffer said we are asking the Board to approve the contract.

First Vice President Davila asked for a motion to receive and file Items A-C and to approve Item D. Member Steven Neal made a motion and it was seconded by Member Robert Uranga. GCCOG staff Arevalos performed a roll call and the item was approved unanimously.

First Vice President Davila moved onto Matters from the Board of Directors.

Member Wilson asked the Board if they have discussed and adopted meeting standards for virtual Zoom meetings. He mentioned he has experience with virtual meetings as part of his work at USC, and reminded the Board that while the Brown Act rules have been relaxed due to COVID-19, this is still an official meeting and asked Board members to keep this in mind. One of the things that he's experienced at USC is that for virtual meetings, if participants have video capability then they are asked to utilize it. He said this is a standing meeting, so it's no different than being here in person and he would like the Board to address this. There have been several individuals that have their video going and there are a number of people that are participating via phone so they don't have video capacity. He said he hopes at some point we will go back to meeting in person but we will also still have Zoom capability so we can have increased participation from the community and stakeholders so they won't have to drive and they can see the meeting live. Member Wilson expressed it is important to publish some standard on how to interact while the meeting is going.

Immediate Past President Dutra mentioned the days of protest recently and thanked Board members for their spirit of collaboration for mutual aid. He thanked the LA County sheriffs from Norwalk and Pico Rivera stations and the California Highway Patrol office from the Santa Fe Springs office. He also thanked the cities of Montebello, Bell, Downey,

South Gate, Bell Gardens, Vernon and Huntington Park for sharing their resources and sending police officers to other cities, such as Whittier, to assist with protest activities. He said Whittier is committed to helping others in the region as well. Past President Dutra also thanked and supported Member Wilson's comments.

Member Antonio Chapa announced there was a food distribution in the City of South Gate through a collaboration with the City, Assemblymember's office and the Supervisor's office, with 2,000 boxes of food provided for residents of South Gate and the larger Southeast LA area. The Supervisor also held one on Mother's Day weekend in Walnut Park. They are also partnering with a foundation to have another food distribution in the City of Huntington Park for this Sunday. Member Chapa said it's a much-needed service especially for our communities in Southeast LA. He mentioned in recent months, he has been overseeing the East LA District Office for the Supervisor. As of Monday, Kimberly Ortega, who used to be field deputy for Supervisor's office, is now the new District Director for the Southeast LA office and she will be participating more in the COG meetings. He also mentioned that unfortunately, AltaMed recently decided to close their COVID testing sites in the cities of Commerce and South Gate. However, the testing site in the City of Bell is still up, and the Supervisor's Office is engaging in conversations to see if they can get more testing sites in the southeast region. He also echoed comments made by other members and thanked LA County Sheriffs and County Fire Departments for their work.

Member Wilson added that as events continue to unfold nationwide and worldwide, one thing we're seeing is a major disruption in the system and it is important that it does happen. When we take into perspective COVID-19 and George Floyd, so many people and communities are surprised that this has happened where there are communities that have been complaining for decades of this issue going on and it's more than just death. It's trying to get to a position of equality for all people so that in any interaction, people are seen as equals and not lesser than. He added that just looking at the COG, there is now a larger amount of diversity that exists than when he first started with the COG. Member Wilson said that to move forward, we have to agree to find a way to come together for everyone to be treated equally in all interactions. That's the biggest message that we can get from this, and as each individual we all have power even if we think we don't. He emphasized that our individual power is in our experience and knowledge, and it's important to see something, say something and do something. It could just be taking a minute to think about a person's perspective that is different than yours. He encouraged for all individuals to take a moment, to live within the moment and added that our history is being recorded and what we do today is our history.

Member Elizabeth Alcantar commented that prior to Member Wilson's comments, there was no acknowledgement of George Floyd, though there was plenty of acknowledgement of the protests and looting, but not the reason for it. She said that communities need to be having these conversations and that the COG provides a good space for meetings but also for working on these issues. She shared she hopes that in the future we can have a dialogue of how we do policing in our communities and how our departments take care

of our residents. As elected officials, we love and care for our residents, even those that provide criticism. Elected officials need to make sure that our cities and all departments, including police, trash, fire, and everyone provides care for our residents.

Member Herlinda Chico elaborated on Member Alcantar's comments, saying that Supervisor Hahn has submitted a motion for next week's LA County Board of Supervisors meeting that she is calling the Responsible Policing and Use of Force Reform motion. She is asking to urge the sheriff's department and the 46 police departments within LA County to review their use of force policies and to adapt them to be consistent with the 8 reforms outlined by Campaign Zero and listed in the preamble of the motion. Supervisor Hahn is also directing the Civilian Oversight Commission of the LA County Sheriff's Department to report back to the Board in less than 30 days with their recommendations on strengthening LASD's use of force policies and practices. Member Chico said we've seen a lot of different law enforcement agencies and police officers come out and speak against the murder of George Floyd, which is something that hasn't really been seen before. She said she thinks that they also understand that this is the time to reevaluate and get a collaboration started to really look at serious reform.

Member Brent Tercero expressed that a lot of the comments made resonated with many of those of our communities. He encouraged Board members to think expansively of the Member Alcantar's comments and how the COG could facilitate a conversation for its member jurisdictions. This may be outside of what the COG normally does but it can be a forum that can be held outside of regular business as a way to be innovative. He expressed it is really important for us to talk about this. He acknowledged Whittier's thanks for Pico Rivera's sheriffs and said while it is important to correct crime, it's also important to listen to peaceful protests that are decrying actions that have cost many individuals their lives over several years. Member Tercero said it's important to talk more about this and think of ways to work together as elected officials, as we want all of our residents to feel safe and know that law enforcement treats them equally. We would want our residents to see law enforcement as a positive thing for our communities.

Member Neal concurred with the previous comments and added that we can convene a discussion where we can involve other communities and the Supervisor's office to have a unified discussion to discuss policies, procedures, and best practices together. The COG is uniquely positioned to facilitate that, in conjunction with the Supervisor's office.

First Vice President Davila agreed with the previous comments and said we all want to make sure it doesn't happen again. As leaders, we need to support our protestors. They are protesting something that continues to happen, and every time somebody gets killed by police officers is the time we remember that these things occur. However, these actions are continuously happening. She encouraged all leaders to come together at the COG level to discuss how we can take it back to our police departments and find a way to involve them as well. She also emphasized the need to support our youth, and expressed empathy for those that have lost their business in the community. Some individuals are unfortunately flipping the script and taking the focus away from George Floyd, and that is

not the point. She said it's about supporting families and making sure we do our part so it doesn't happen again.

Past President Dutra shared that he and another councilmember decided to go talk to the protestors and have a conversation, which was polite and respectful, and he expected that. He encouraged communication and open mindedness, while there is no guarantee that everything is going to work, we can always learn something new.

There were no Matters from the President.

First Vice President Davila asked for a motion to adjourn. Member Wilson made a motion to adjourn in honor of those that have lost their lives, and specifically for George Floyd. He said this has been a catalyst event that has the ability to lead to real change, and the system needs change. He emphasized it really does take the whole community to police itself and we do not have money to fund a police state. It will take all of us to work together to make a safe place for each and every one of us. Past President Dutra seconded the motion. Members said Aye.

Member Chico shared that she typed a link to information on Supervisor Hahn's proposal in the Zoom chat. Member Wilson let the Board members know that they can save the Zoom chat. Member Alcantar also typed the link to the 8cantwait.org website in the chat.

Adjournment: First Vice President Davila adjourned the meeting at 7:47 pm.

Respectfully submitted,

Nancy Pfeffer, Executive Director