

COMMUNITY INPUT

# PUBLIC PARTICIPATION AND CONSULTATION

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



APPENDIX 4

PUBLIC HEARING TRANSCRIPTS  
ADOPTED ON SEPTEMBER 3, 2020



PUBLIC PARTICIPATION AND CONSULTATION

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PUBLIC HEARING TRANSCRIPTS

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# APPENDIX 4

## PUBLIC HEARING TRANSCRIPTS

Public Hearing Date	Page No.
December 3, 2019	1
December 10, 2019	43
December 14, 2019	70
Public Comment Cards	101

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
CONNECT SO CAL PLAN &  
2019 FEDERAL TRANSPORTATION IMPROVEMENT  
PROGRAM CONSISTENCY AMENDMENT NO. 12

WEDNESDAY, DECEMBER 3, 2019

7:00 P.M.

900 WILSHIRE BOULEVARD  
LOS ANGELES, CALIFORNIA 90017

REPORTER: Michele Wagner



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888 S. FIGUEROA STREET, SUITE 940, LOS ANGELES, CALIFORNIA 90017

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CONNECT SO CAL PLAN &  
2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
CONSISTENCY AMENDMENT NO. 12

WEDNESDAY, DECEMBER 3, 2019

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900 WILSHIRE BOULEVARD

LOS ANGELES, CA 90017

MICHELE L. WAGNER

COURT REPORTER

1 APPEARANCES :

2

3 SCAG STAFF MEMBERS :

4 KOME AJISE, SCAG EXECUTIVE DIRECTOR

5 JAVIERA CARTAGENA

6 HINA CHANHLANI

7 KIMBERLY CLARK

8 JASON GREENSPAN

9 PABLO GUTIERREZ

10 SARAH PATTERSON

11

12 MEMBERS OF THE PUBLIC :

13 MARK BAZA

14 HENRY FUNG

15 JORDAN SISSON

16

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1 LOS ANGELES, CA

DECEMBER 3, 2019

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3  
4 KOME AJISE: Good evening. Welcome. We have  
5 two members of the public here. I think just -- oh, mic  
6 is off? How did I do that? Sorry.

7 Just as a matter of courtesy -- we have a number  
8 of staff people here. So you know who's here. I'm going  
9 to start with Jason.

10 JASON GREENSPAN: Jason Greenspan. I'm the  
11 manager of sustainability for SCAG.

12 SARAH PATTERSON: Sarah Patterson, regional  
13 affairs.

14 HINA CHANCLANI: Hina Chanchlani,  
15 transportation planning and programming.

16 KIMBERLY CLARK: Kimberly Clark, sustainability.

17 PABLO GUTIERREZ: Pablo Gutierrez, program  
18 manager of federal transportation improvement program.

19 KOME AJISE: Okay. And...

20 THE REPORTER: I'm Michele Wagner. I'm a court  
21 reporter.

22 KOME AJISE: Michele, thank you.

23 You want to...

24 HENRY FUNG: My name is Henry Fung, and I'm a  
25 member of the public.

1 JORDAN SISSON: Jordan Sisson, member of the  
2 public.

3 KOMÉ AJISE: All right. Welcome. Well, good  
4 evening, everybody. My name is Kome Ajise. I'm the  
5 executive director of the Southern California Association  
6 of Governments.

7 We're here tonight hosting the public hearing on  
8 the Connect SoCal Plan, our 2020 RTP/SCS, and the 2019  
9 Federal Transportation Improvement Program Consistency  
10 Amendment No. 12.

11 Tonight is just one opportunity to hear from the  
12 public on their thoughts on this draft Connect SoCal plan  
13 that was released by our governing board, the regional  
14 council, a couple of weeks ago. It was authorized and  
15 released at the November 7th meeting and ultimately  
16 released on the 14th for public review.

17 For those of you that are not familiar with  
18 the plan, SCAG is the metropolitan planning organization  
19 responsible for developing a long-range transportation  
20 plan, as required by both federal and state law, and a  
21 sustainable community strategy for a vast and varied  
22 region.

23 This plan embodies a collective vision for the  
24 future and details the challenges facing our region, our  
25 shared goals, and transportation and land use strategies



1 and how we intend to realize these goals.

2 Connect SoCal is an important planning document  
3 for the region and one that's required to be done every  
4 four years. It is required under both federal and state  
5 law, as mentioned, and this public hearing today is in  
6 accordance with both federal and state law.

7 To get started, I think it might help to show a  
8 brief video to give you a little more overview detail of  
9 some of the details about the types of policies and  
10 projects that's contained in the plan. Then we will  
11 start with the L.A. office and take any public comments  
12 and from there, go to the regional offices and hear from  
13 anybody present at those offices as well.

14 So for now, I thank you very much for being  
15 here, and let me quickly introduce this video. I believe  
16 I'm supposed to push "play."

17 (Whereupon, a video presentation played.)

18 KOMÉ AJISE: We're going to go to the...

19 (Delay in proceedings due to technical  
20 difficulties.)

21 KOMÉ AJISE: All right. We have a number of  
22 slides here to run through just to, again, frame the plan  
23 and hopefully give you a better feel for the material  
24 that's out in circulation right now for public review.  
25 The draft plan was released for public review earlier

1 this month, I believe -- actually, early last month.  
2 We're in December now, so yeah. My months are running  
3 into each other.

4 So it was released for public review, and the  
5 public review process kind of runs through January 24th.  
6 We have about 55 days of public review that the plan is  
7 subjected to.

8 The goal of the presentation today is to give  
9 you sort of a broad overview of the plan and its content  
10 and also invite you to take the time to review and  
11 provide feedback for our board to consider in advance of  
12 plan adoption in the spring of 2020.

13 As the name suggests, this plan is about making  
14 connections across the six counties and 191 cities that  
15 comprise the Southern California region by linking  
16 transportation networks and communities and people.

17 It reflects investments from all of our county  
18 transportation commissions and relies on a growth  
19 forecast that is developed in collaboration with all  
20 191 cities and six counties to capture future growth and  
21 future development plans that are in verified plans.

22 SCAG, as the MPO, updates this regional plan  
23 every four years, and today what I'll review is the core  
24 vision of the plan with goals and objectives, existing  
25 conditions, the challenges in Southern California today,

1 and planning strategies that we are pursuing and the plan  
2 for funding these strategies and the expected outcomes  
3 that we hope to test in terms of performance monitoring.

4 The plan is guided by a set of ten overarching  
5 goals. The aim of these goals are to improve quality of  
6 life in our region by strengthening the economy,  
7 protecting the environment, and creating safe and healthy  
8 communities for everyone.

9 Specific goals include improving air quality,  
10 maximizing infrastructure -- in other words, optimizing  
11 infrastructure and contributing to a robust economy --  
12 increasing mobility. These are some of the goals.  
13 Obviously, it covers a bit more than that in the ten.

14 We also have -- I talked about increasing  
15 mobility, mostly increasing mobility choices. The plan  
16 also looks for resiliency in terms of how we harden for  
17 planet effects and maintain existing infrastructure over  
18 time and also basically be ready for the potential for  
19 both manmade and natural disasters as a result of climate  
20 action.

21 The plan also looks to encourage diverse types  
22 of housing. Those are part of the overarching goals that  
23 the plan covers.

24 In addition to advancing these goals, the plan  
25 must comply with a number of federal and state

1 requirements including keeping up with clean air  
2 requirements, aligning land use, and transportation  
3 investments to reduce greenhouse gas emissions.

4 Our GHG targets are higher for this plan in 2035  
5 than the previous planning cycles, and there are a number  
6 of financial consequences for not reaching this goal. So  
7 we have been pushed harder in this cycle to explore new  
8 ways of achieving these reductions in GHG.

9 In developing the plan, we had some extensive  
10 engagement. We have engaged with cities and counties as  
11 we normally do, but we also engaged even further by  
12 having more robust public outreach in terms of trying to  
13 reach communities that are usually harder to reach with  
14 the use of community organizations that have a better  
15 affinity with these communities. And we were able to add  
16 to, I think, the texture of our input in terms of local  
17 engagement by that quality of outreach that we added.

18 We also had the opportunity to hold public  
19 workshops across the region. I think we held about 27  
20 public workshops across the region and used a few other  
21 innovative ways, like the tele-town hall, to reach the  
22 larger public in the process of developing this plan.

23 This process has taken place over the last three  
24 years, and so we've been at this for about three years.  
25 Between one-on-one meetings with every single city and

1 county -- one-on-one meetings some maybe more than  
2 once -- to try and get a better sense of ground trooping  
3 of the information that's contained in the growth  
4 forecast -- the process included in-depth technical  
5 analysis, planning and policy discussions, as reflected  
6 in the timeline that's shown on this slide.

7           If you're looking at the slide, we're basically  
8 now at the winter 2019/2020. That's where we are.  
9 That's the stage at which we release the plan and the  
10 program environmental document, which will continue until  
11 next month for feedback. In other words, the plan is out  
12 there for review.

13           The PEIR will be released shortly and will also  
14 be out for a 45-day review. We will compile the feedback  
15 that we get from this plan. Typically it will be --  
16 I think in the past we have upwards of a thousand-plus  
17 comments that come in. So we're expecting maybe even  
18 more so in terms of comments that will come in that we'll  
19 compile in February/March and expect to bring those  
20 comments and a final draft plan to our board for  
21 consideration in April of 2020.

22           Getting to the content of the plan, we start  
23 with assessing the existing conditions and where we are  
24 today. We look at where we live today, including the  
25 location and type -- the location, type, and

1 affordability of housing available to our residents.

2           When you look, given where we are today,  
3 51 percent of our residents are renters, 61 percent of  
4 housing is single family. This includes town homes. And  
5 as you're all aware, housing in the SCAG region is quite  
6 expensive, so the affordability issue is a major crisis  
7 as it stands. And about 57 percent of renters today pay  
8 more than 30 percent of their income towards housing,  
9 which is the federal standard for affordability.

10           In the plan we also look at where we have grown  
11 to accommodate new housing and jobs. Between 2008 and  
12 2016, the region grew by about 200,000 households and  
13 added about 950,000 new residents. During this period,  
14 the urban core became more dense, growth in multifamily  
15 houses outpaced single-family homes, particularly in  
16 L.A. County; and, generally, we had positive trends when  
17 it comes to advancing towards our goals. But there is a  
18 whole lot more to do.

19           The plan also analyzes how we travel. In 2016  
20 SCAG region residents made over 71 million trips on a  
21 typical workweek -- on a typical weekday, I should say.  
22 Work trips accounted for almost one-third of the trips.  
23 The majority of the work trips were made in  
24 single-occupant vehicles.

25           Transit and walk play an important role for

1 school and short trips. We also noticed that income is  
2 an important factor in mode choice. Most bus and rail  
3 riders tend to be low income, minority, and recent  
4 immigrants. But these are some of the current trends.

5         Reviewing our existing conditions revealed  
6 numerous challenges. Obviously, like you saw in the  
7 video, we see worsening traffic congestion. We see a  
8 deterioration in the system, in the transportation  
9 system. We had done a study a couple of years ago  
10 looking at traffic congestion and estimated that on  
11 average we spend about 100 hours in traffic.

12         We've seen, obviously, a degradation of the  
13 environment, health impacts of poor air quality, and  
14 limited opportunities for walking and biking. We've also  
15 seen, unfortunately, a rise in fatalities and serious  
16 injuries on the system and a disproportionate impact of  
17 environmental hazards on disadvantaged communities of  
18 particular concern with climate change.

19         The plan needs to consider not only the  
20 challenges of today, but also anticipate what those  
21 challenges could look like tomorrow and begin to design  
22 for remediating those and mitigating for them.

23         We expect the region to grow by about  
24 1.6 million jobs and about 1.6 million households, and  
25 that's because we're going to be adding about 3.6 million

1 people over the plan period.

2 We also know that we are ageing as a society,  
3 and this is an important trend to consider. In looking  
4 forward, as we plan where we will live and how we will  
5 travel, considerations for the demographics of the  
6 future, I think, is important.

7 By 2045, one out of five people in our region  
8 will be 65 years and older, and \*55 percent of the future  
9 growth are going to be 65 and older as we've estimated.

10 To address these challenges -- I think I have it  
11 county by county --

12 JAVIERA CARTAGENA: Yeah, you have it county by  
13 county.

14 KOMÉ AJISE: -- slides here. Okay.

15 So basically, the slides, in terms of changes  
16 that we expect, are broken down by county. We see  
17 household growth, and between 2016 and 2045  
18 Imperial County will be about 40-plus thousand, and we  
19 also see the changing demographics for Imperial County.

20 And it varies from county to county, so we've  
21 tried to break it down by county. This is the slide for  
22 L.A. County, and that's the slide for Orange County,  
23 Riverside, and that's San Bernardino, and lastly,  
24 Ventura. So I've basically taken the regional numbers  
25 and broken it down by county in terms of household



1 growth, occupational growth, and changing demographics.

2 To address these challenges, the plan includes  
3 a range of strategies going forward. Many of the  
4 strategies included in the plan seek to advance the core  
5 vision for a more sustainable region, and this core  
6 vision basically evolved over several planning cycles.

7 So there are things that we've carried over from  
8 the last SCS into this SCS, sustainable community  
9 strategy. And so that evolution has taken place with the  
10 core vision. And so these are -- basically, we're trying  
11 to have this rooted in our planning framework, and  
12 there's a lot of work already at play in all of our  
13 counties and cities that have basically been predicated  
14 on this core vision.

15 The core vision focuses on maintaining and  
16 better managing the system -- the network that we have  
17 to make sure that the assets that are in place and  
18 investments that are in place are optimized. The core  
19 vision also focuses on locating housing and jobs and  
20 transit closer together. This is, again, in trying to  
21 maximize those investments, especially on the transit  
22 mode.

23 The core vision also looks to increase  
24 investment in transit and complete streets as a primary  
25 element of where we focus our investment in our region.

1 So over the last two planning cycles, this core vision  
2 has been maintained, and we're carrying those through.

3 We've also added a series of new strategies, so  
4 the key connections are elements that are a little bit  
5 varied from what we've done in the past. So we've also  
6 added these new strategies and program areas in this  
7 particular plan, and we call these the "key connections."

8 The key connections basically augment the core  
9 vision by looking at ways we can leverage and align new  
10 technologies with land use and transportation strategies.  
11 These strategies are also critical to closing the gap to  
12 meet more aggressive GHG targets that are required in  
13 this particular cycle.

14 The next series of slides highlight the  
15 strategies that form both the core vision and the key  
16 connections in our plan. And we're not going to actually  
17 go into detail on all of them, but I want to highlight a  
18 number of these and how the plan aims to enhance the  
19 effectiveness of these strategies.

20 For complete streets, it's really intended that  
21 we have advanced goals of providing more transportation  
22 options. We've talked about mobility choices. The  
23 notion and focus on complete streets is to advance that  
24 particular goal across the region by making our roads  
25 safer for all modes, enhanced focus on safety by mapping,

1 and focusing on improvements within the various corridors  
2 where we have the most deaths and serious injuries.

3 By working on the areas, particular areas that  
4 have the highest deaths and injuries -- begin to advance  
5 safety on these corridors and make some of these  
6 particular corridors more of a choice in mobility.

7 Under complete streets, we also have an expanded  
8 definition of "complete streets" and strategies to  
9 include e-scooters and also start thinking about the  
10 curbside as an asset that requires closer management.

11 These are an important element of completing our  
12 streets and making them more efficient for all modes as  
13 more mobility services like TNCs come onboard, and so  
14 focussing on the curbside and having that become a key  
15 element of our strategy going forward is to enhance  
16 mobility choices.

17 On sustainable development, our plan has  
18 historically and continues to have a large focus on  
19 transit ready development and placing housing and jobs  
20 near transit.

21 In this plan we also put greater emphasis on  
22 locating housing near jobs and in subregional job centers  
23 to reduce length of commute because that is one of the  
24 issues that has continued to be a problem in our area in  
25 terms of trying to reduce VMT and GHG. To the extent

1 that we make those location efficiency moves, we would be  
2 able to enhance this particular strategy of sustainable  
3 development.

4 Maintaining in terms of system management demand  
5 and system management in terms of managing those -- we've  
6 seen a lot of activity over the last several years to  
7 better manage the freeway system through HOV lanes,  
8 express lanes, and enhanced intelligent transportation  
9 systems to manage traffic flows in arterials. This plan  
10 enhances this approach and continues this effort to align  
11 system management efforts across the county.

12 We also look for new ways to leverage advanced  
13 ITS systems, advanced concepts, and regional travel  
14 demand management strategies to improve performance of  
15 this particular strategy. All inclusive, even including  
16 congestion pricing and congestion management.

17 All the elements of -- the core vision is the  
18 transit backbone. This plan continues to invest  
19 significantly in the development and ongoing operation  
20 of transit systems, enhance Metrolink service through  
21 implementation of Metrolink's SCORE program, and track  
22 improvements at Union Station to reduce real travel  
23 times. And allow more one-seat rides to more  
24 destinations is one key element of the plan.

25 Metrolink has been a bright spot in our regional

1 transit system in that it continues to increase in terms  
2 of ridership. Through increased focus on customer  
3 service and business planning, they've achieved record  
4 ridership gains.

5 In 2018 and 2019 they had 12 million annual  
6 boardings. So that's one area that gives us the  
7 impression that transit ridership can be arrested -- in  
8 terms of the decline that we're seeing, can be arrested  
9 with good customer service and providing a reasonable  
10 alternative to driving a single-occupant vehicle.

11 System preservation is an important element of  
12 our core vision. We already have infrastructure invested  
13 across the region that we need to fix first, and keeping  
14 this long-standing principle of "fix it first" is an  
15 element of our planning in this region.

16 The cost of rebuilding freeways is eight times  
17 more than preventive maintenance, and so rebuilding our  
18 roadways on which transit systems run, on which we bike  
19 and commute -- whether it's local roads or freeways, that  
20 preventive maintenance and preservation is more important  
21 than thinking about building new roadways.

22 Additional resources are invested in this plan  
23 for resiliency, recognizing that there will be occurrence  
24 of natural disasters resulting from climate change, and  
25 also allow us to better prepare for the inevitability of

1 a major earthquake event that we expect to see in our  
2 region.

3 Goods movement is a key element of the plan,  
4 obviously, given that a third of our -- a major part of  
5 our economy, I think about a third of our economy, is  
6 implicated in goods movement.

7 The plan continues to invest significant  
8 resources around goods movement both to increase the  
9 velocity and the capacity to move goods through the  
10 region to keep economic vitality, but at the same time  
11 to also help with the effect of goods movement on the  
12 communities. We're seeing demand growing really rapidly  
13 because of e-commerce, and so the capacity and velocity  
14 aspects are also important.

15 Elements of the key connections that we can  
16 expand on include smart cities and job centers. This is  
17 aimed at catalyzing investments across sectors to make  
18 virtual access a cost effective and reliable option for  
19 all types of trips. I think the best trip is the trip  
20 not taken. SCAG's Future Communities Pilot Program tests  
21 new strategies in this area, and some of those strategies  
22 are actually being implemented by a number of our cities  
23 already.

24 Housing supportive infrastructure is a key  
25 connection given the housing crisis we have. This plan

1 spends a little bit of time looking at ways we can  
2 continue to enhance housing starts and continue to  
3 encourage housing -- affordability of homes in our  
4 region.

5 We can just plan for new housing -- we can't  
6 just plan for new housing. We have to play a more active  
7 role in figuring out how it gets built, and this is what  
8 we've done in the past as an MPO.

9 We've never really had a role in housing other  
10 than the RHNA process, and the RHNA process is a cyclical  
11 process every eight years. With this plan, we are  
12 actually engaging more in housing and how we actually get  
13 more houses built across the region.

14 This strategy aims to reduce the cost of housing  
15 production, looking at parking reforms as mobility  
16 services become more prevalent, and also looking at new  
17 financing tools, like enhanced infrastructure finance  
18 districts to help implement housing -- affordable housing  
19 implementation across the region. We have an example of  
20 a successful pilot with the City of Placentia in  
21 Orange County.

22 A key connection in the plan is the Go Zones.  
23 These are geographic areas where you can employ a suite  
24 of mobility services that are provided together with  
25 incentives to reduce dependency on the personal

1 automobile. So these Go Zones are elements across the  
2 region where they make the most sense to apply, and they  
3 could include pricing as a way to enhance the choice of  
4 other-than-single-occupant vehicles.

5 Shared mobility and mobility as a service. This  
6 is a growing concern. Not concern as in negative, but a  
7 growing opportunity, I should say, in our region. There  
8 are a variety of new mobility services in the region.

9 We're also making room for those services that  
10 we are not even -- that we're not aware of right now and  
11 anticipate that as the market and technology evolves that  
12 you will see even more of these capacities brought to the  
13 region, and so within ten years to make it easier to get  
14 around without a car.

15 However, in order for these mobility services to  
16 reduce emissions and congestion, it is critical that they  
17 be designed and rolled out in a way that incentivizes  
18 ride share, and that really is the key to strategies.  
19 Whatever that service is and whatever technology is  
20 applicable, that it incentivizes ride sharing and limits  
21 single-occupant vehicle use.

22 In the plan we look at strategies for mobility  
23 services to complement transit and also tying back to  
24 complete streets. And we want to think about ways to  
25 design our streets to prioritize shared modes, and this



1 is focussing on the first and last mile and how we get  
2 people to transit.

3 We are also focussed on accelerated  
4 electrification. Given our challenges with greenhouse  
5 gases -- our greenhouse gas reduction, emission  
6 reduction -- decarbonizing the system is a major element  
7 of our plan. It aims to go above and beyond the state  
8 goals through regional efforts.

9 In other words, state goals are set. We needed  
10 to also apply a regional, basically, markup to the state  
11 goals to provide incentives to increase the sale of  
12 electric vehicles and strategies to increase our  
13 availability of charging infrastructure in our region.

14 How do we pay for all of these strategies?  
15 Connect SoCal must be financially constrained. In other  
16 words, we cannot propose things that we cannot reasonably  
17 be assured that could be funded. The total cost of the  
18 plan is approximately \$639 billion over the next  
19 25 years.

20 The available core funding, based on existing  
21 sources as projected out to the 2045, is about 449 -- 499  
22 billion. Just about 500 billion. So we're short about  
23 139 billion, and that's what this slide shows. We can  
24 reasonably account for about 500 billion in the funding  
25 sources that we see today projecting out to 2045.

1           The plan intends to address this shortage in a  
2 number of ways. And, again, these are not things that  
3 are in place yet, but these are proposals that we expect  
4 by 2030 at the latest will be in place. Otherwise you  
5 will see revisions to this assumption in the next  
6 iteration of the plan.

7           But these are very conservative proposals in  
8 terms of new revenue sources that we see out there and  
9 what the potential yield would be from each one of those  
10 sources to make up for the shortfall. The plan proposes  
11 these strategies, and really chief among the strategies  
12 are transitioning from our current gasoline-based excise  
13 tax system to a milage-based user fee over time in the  
14 future.

15           This in and of itself will create some stability  
16 and equity in how you actually can fund transportation  
17 and will yield additional resources over and beyond the  
18 declining gasoline tax process that -- gasoline tax  
19 funding system that we have in place.

20           Other strategies include bringing more private  
21 equity participation using value capture and of course  
22 enhanced infrastructure districts and TNC milage fees to  
23 close the \$134 billion gap.

24           It wouldn't make sense for us to propose all  
25 this and not try to figure out if any of this would work,

1 so we have some performance measures or performance  
2 metrics that are included in the plan. Implementation  
3 will result in many benefits to the region, and we've  
4 tested some of those.

5 One is we have to be able to hit the 2035 GHG  
6 target of 19 percent from the 2005 levels. The plan  
7 demonstrates that we can use that from our modeling.  
8 And we also have a 2020 target that's a carryover from,  
9 again, a requirement from -- the 2016 plan was 8 percent.

10 We're going to be able to hit the 8 percent by  
11 2020, but 19 percent is higher than the 2016 plan target,  
12 which was 13 percent at the time. So we have a higher  
13 target in this particular plan.

14 In terms of performance, this plan will also  
15 reduce VMT by about 4 percent, if implemented as  
16 proposed, as compared to the business as usual. We  
17 would reduce daily minutes of delay by about 22 percent  
18 compared to business as usual.

19 The implementation of the plan will result in  
20 the creation of about 167,000 jobs annually. Further  
21 economic benefits of investments would create an  
22 additional 197,000 jobs across the region annually. And  
23 then we break those benefits down across each county, and  
24 so these slides show -- the next six slides will show how  
25 the plan breaks out in terms of impact in each county as

1 compared to business as usual.

2 In L.A. County and, I think, across all  
3 counties, there is a reduction in land consumption as  
4 opposed to the business as usual with the plan. We see  
5 employment impacts. In L.A. County land consumption is  
6 reduced by 41 percent compared to trend. That same  
7 metric is about 33 percent in Orange County.

8 There are reductions in delay, reductions in --  
9 I'm trying to read this here -- job creation. Oh, it's  
10 actually easier to read it from there. I have a glare on  
11 my screen -- San Bernardino.

12 Inland Empire land consumption is -- it's a  
13 lower reduction because that's where active building is  
14 going on right now. But, again, compared to the trend,  
15 the plan showed a reduction of land consumed even in  
16 Inland Empire.

17 And in Ventura County, I think it's obvious  
18 because of -- there they have land -- they have programs  
19 that preserve land that actually makes it such that the  
20 plan has a greater effect in Ventura County.

21 So looking ahead, we expect that the plan  
22 as proposed will have a more direct impact on  
23 Southern California and even beyond. We're looking at  
24 investment of well over \$600 billion over the next  
25 25 years.

1           But in a greater sense, I think the plan looks  
2 to be more efficient with how land is used. Location  
3 efficiency becomes key and complements some of the work  
4 we're doing in preserving natural lands in open spaces.  
5 The plan intends to deliver significant benefits across  
6 the region, as we've shown, and generate up to or over  
7 300,000 jobs annually.

8           Connect SoCal continues to be a vision document  
9 because that's the intent both in state and federal law.  
10 It obviously does not guarantee that that vision will be  
11 realized, but what we've tried to do in the setup of the  
12 plan and the work that will follow the plan is to further  
13 assure that the elements of the plan become part of how  
14 we think and implement it across the region.

15           So it's a really needed platform for more  
16 regional collaboration as we deal with issues that are  
17 bigger than each community to deal with and need,  
18 therefore, regional collaboration and partnership; and  
19 that will be the way hopefully that the plan gets  
20 implemented across the region.

21           So here is a timeline. I think we alluded to  
22 the timeline earlier on. We are at this point -- at the  
23 draft release stage of the plan. We expect to go through  
24 the next 45 to 50 days of public comment. And I think  
25 the end of the public comment period is January 24th.

1           And for both the plan and the program  
2 environmental impact report -- I think both of them  
3 coincide in terms of end dates. It's a 55-day review  
4 period for planning and 45-day review period for the  
5 PEIR.

6           We've been engaged in a number of elected  
7 official workshops. These tend to be public meetings  
8 where we are briefing various boards across the region,  
9 and we'll continue to do that. So that increases our  
10 opportunity for public presentation of the plan beyond  
11 just the public hearing.

12           So we've been engaged in those across the  
13 region, and we have many more scheduled to occur between  
14 now and January. We will also have a couple more public  
15 hearings this month.

16           A couple more, I think; right?

17           SARAH PATTERSON: Two.

18           KOME AJISE: Yeah, so that's this month. So  
19 there will be ample opportunity for the public to  
20 participate. And with the intent that we'll bring all  
21 those in -- all those comments in March -- February/March  
22 and produce a final draft document that will be reviewed  
23 by our board for adoption in April of 2020.

24           With that, you can comment online on the plan.  
25 You can review the plan directly. All of the plan

1 documents are at this location, online, and you also have  
2 an opportunity to provide feedback.

3 And so with that, I think we're open for  
4 comments. So I think we'll start here in L.A. If you  
5 have a comment, just state your name and take your time  
6 and state your comments for the record.

7 HENRY FUNG: All right. Good evening, SCAG  
8 staff and folks watching. My name is Henry Fung, and I  
9 am a resident of Los Angeles County. I split my time  
10 between Covina and Pomona.

11 And, you know, I've watched a lot of these  
12 presentations about SCAG. I'm probably one of the few  
13 members of the public that have watched, you know, all of  
14 these regional council meetings. I've been very involved  
15 in the Regional Housing Needs Assessment, RHNA, process.  
16 So I've seen, you know, kind of the development of the  
17 plan.

18 One item that I think wasn't mentioned by, you  
19 know, Mr. Ajise, the executive director, is that, you  
20 know, the plan needs to meet the air quality conformity  
21 guidelines. So unfortunately that's a -- you know, I was  
22 watching these meetings, and I do echo the concerns of  
23 the regional council.

24 There should have been more discussion amongst  
25 the council members, and the regional council members

1 wanted -- some of them wanted a more robust discussion.  
2 And unfortunately because of this -- you know, this anvil  
3 that's hanging over us with the air quality conformity,  
4 you know, you really can't make too many changes, which  
5 is unfortunate; but that's something that, you know,  
6 should be considered in the future.

7           There's also a discrepancy between the RHNA and  
8 the RTP, and that was in the presentation that SCAG staff  
9 had made to a technical working group several months ago.  
10 And, you know, so RHNA pushes a lot of development, as it  
11 should, to meet greenhouse gas reduction requirements and  
12 to meet our, you know, housing demands, and, you know,  
13 the state housing committed development -- 1.34 million  
14 units.

15           So the SCAG regional council adopted a --  
16 they rejected staff's recommendation and adopted an  
17 alternative recommendation that put more units towards  
18 the coastal areas, especially Orange County and coastal  
19 cities, and also the City of Los Angeles.

20           But there is a discrepancy between the RHNA and  
21 the RTP, and that's something that, you know, I'm sure  
22 SCAG staff is obviously aware of, and they'll have to  
23 rectify that in the future.

24           Regarding local input, in the whole RHNA  
25 process, there was this whole discussion about local



1 input. You know, what is local input? Is local input  
2 just cutting and pasting, you know, general plans from  
3 the city?

4 A city doesn't want a lot of development in  
5 their cities, so they zoned very little development and  
6 they're just cutting and pasting. And what Kome had  
7 explained to the regional council and to the RHNA  
8 committee was that, no, it's not just a cut and paste.  
9 They do -- there's some vetting.

10 But in terms of transportation improvements, it  
11 seems like in past cycles and maybe in this cycle -- I  
12 have not, you know, read the document. It has not -- it  
13 has just been published really a very few days ago, so I  
14 haven't had the chance to go through it.

15 But, you know, in past RTP cycles, it does seem  
16 like more of a cut and paste, and there's not as much  
17 oversight, you know, where we're just taking -- or, SCAG  
18 is just taking, you know, the information for the FTIP.

19 When they're taking the information for the  
20 Federal Transportation Improvement Program, the FTIP,  
21 they're just taking it from the CTCs, the county  
22 transportation commissions, because all that information  
23 comes from the county transportation commissions and  
24 feeds up into the FTIP.

25 So the concepts of, you know, Connect SoCal are

1 great, and as the presentation stated, it's a -- you  
2 know, a visioning document. It's not a roadmap per se,  
3 but it just seems like a lot of times I see a cut and  
4 paste where we have projects that are really bad  
5 projects, like the 241 South extension, the foothill toll  
6 road extension, that has been rejected by state and  
7 federal governments, you know, because of its damage to  
8 the environment of Trestles and the impacts to national  
9 security at Camp Pendleton.

10 But in past cycles, you know, that used to just  
11 be kept going -- be kept on the FTIP even though it was  
12 not a good project. It was rejected, but because the  
13 county transportation commission wanted it to remain in  
14 the FTIP, it stayed in the FTIP and thus stayed in the  
15 Regional Transportation Plan.

16 In terms of coordination, I think, you know,  
17 living out in Pomona, where, you know -- I deal with so  
18 many counties with me and my folks. I mean, my parents  
19 no longer drive. So, you know, they use a lot of  
20 transit. I take them when I have to, but generally  
21 speaking, they use local transit.

22 And, you know, SCAG wants to be more of  
23 facilitation. They want to do more coordination. But  
24 one of their visions -- one of their mottos that's on the  
25 bottom of, you know, their documents -- you know,

1 Rusty Bailey, the mayor of Riverside, said, "Be bold."  
2 And this plan -- you know, we need to be more bold if  
3 we're going to meet these very ambitious greenhouse gas  
4 reduction targets.

5 So, you know, the facilitation is fine, but we  
6 need more greenhouse-gas-reducing improvements in other  
7 counties. So Los Angeles County, for example, has  
8 2 percent of transit sales tax. That's primarily  
9 focusing -- the vast majority is going to public transit.  
10 Some rapid transportation, but a relatively small portion  
11 is going to highways.

12 But you have counties like San Bernardino and  
13 Riverside where they're giving more of their money to  
14 highways. You know, we need to have these greenhouse gas  
15 reductions regionally distributed so everybody gets that.

16 You know, example -- for example, coordination.  
17 You know, Inland Empire and L.A./OC have different 511  
18 systems. There's no regional fare card, so living in  
19 Pomona, you know, you have to use different apps. You  
20 got to ride OmniTrans, use an app. You go to  
21 L.A. County, you have Metro. You have a tap card. You  
22 know, there's no real coordination.

23 Some transit systems, like OmniTrans, you know,  
24 they don't even run on holidays, like Thanksgiving and  
25 Labor Day, where people might need to go to work, they

1 need to go to events. And so low-income people who live  
2 in San Bernardino County, you know, they can't ride  
3 transit on holidays. So they have to drive, you know,  
4 or they have to use ride services.

5 And, also, there's new funding sources, like the  
6 air tax, which AQMD, South Coast Air Quality Management  
7 District, is proposing. What is SCAG's role in the air  
8 tax? And I'd like SCAG to take a more robust and bold  
9 role. Not just being a facilitator, but more, you  
10 know -- more pushing people to get in that direction.  
11 You know, encouraging ideas from the different regions.

12 I mean, we have great ideas throughout the  
13 regions. You know, South Bay COG has a neighborhood  
14 electric vehicle. You know, we have CV Link in  
15 Coachella Valley. You know, road pricing, I think, is  
16 something that SCAG has done with the express travel lane  
17 study. And those are all great ideas. We want to  
18 encourage that.

19 I mean, we have personal micro mobility. You  
20 know, just the other day on Cyber Monday, you know,  
21 Wal-Mart had a scooter, a personal electric scooter, that  
22 goes 14 miles an hour, travels about 15 miles. It was  
23 \$148. You know, \$148 where somebody could meet, you  
24 know, 70 percent of their needs because their trips are,  
25 you know, shorter than 3 miles. That's something that --

1 if this continues, that would be revolutionary.

2 KOME AJISE: Henry, you're going to need to wrap  
3 up because I want to make sure we get to everybody else.

4 HENRY FUNG: Okay. And then, also -- and I'll  
5 make my comments also in writing.

6 KOME AJISE: Yes.

7 HENRY FUNG: But, you know, we got to -- we got  
8 to pass this. Obviously, we got to beat the clock.

9 And, also, the public input, you know, I think  
10 it was -- you know, it needs to be a little bit better.  
11 Needs to be in San Fernando Valley. There wasn't a  
12 public meeting. L.A. meeting was a little bit last  
13 minute. So I like the telephone town hall, and the  
14 survey was good.

15 But hopefully the regional council members won't  
16 discount our input. They'll listen to input. You know,  
17 make whatever changes are necessary. But we do need to  
18 get that passed because we obviously don't want to lose  
19 the money. Thank you.

20 KOME AJISE: I appreciate that. And, again, by  
21 all means, make a full-detailed input online or to  
22 Michele if necessary. And you can actually fill out  
23 cards too, but I want to make sure we give everybody a  
24 chance before they start to feel like they have to go  
25 home.

1           Go ahead. You can take as much time as you need  
2 to.

3           JORDAN SISSON: Good evening. Jordan Sisson,  
4 super attorney, who lives and works here in Downtown  
5 Los Angeles.

6           First of all, I want to say thank you to SCAG  
7 for hosting us. This is a much nicer venue than your old  
8 office across the street, so I'm sure you're all enjoying  
9 it.

10           As my predecessor said earlier, the plan just  
11 came out. I've only scanned it in the last few days. So  
12 tonight I'll just make my questions preliminary since  
13 the program EIR has not come out yet, but I'll try to be  
14 as succinct as possible.

15           First point, it would be great if by the end of  
16 tonight we could get an idea of when that program EIR  
17 will be released. A date for certain will be helpful.

18           Point two, it would be great also if the slides  
19 that were shown tonight will be available. Not sure if  
20 that is the case, but that will also be nice.

21           Third, regarding the plan's air passenger  
22 forecasting, it seems as if that the passenger cargo  
23 compounded annual growth rate differs. I think the  
24 passenger is about 2.1. Cargo's about 3.5 over the  
25 entire planning horizon. From my quick review, it

1 doesn't seem like it's really flushed out how it's  
2 justified between the two.

3           Also, considering that in the last 17 years  
4 growth rate has been fairly consistent as compared to the  
5 last 7 years, which was impacted by 9/11 as well as the  
6 great recession. So I think that has to play an  
7 important role in terms of what is reasonably to be  
8 expected over this 27-year period.

9           Let's see. My fourth point, also on the  
10 airport, you provide the various airports and what's the  
11 intended growth. While there is some explanation about  
12 the overall growth in passenger and cargo for the entire  
13 region, there's not that same level of specificity  
14 regarding the specific airports.

15           Hopefully that's flushed out in the program EIR  
16 in the technical information. But as far as my quick  
17 review -- again, it just came out -- that's not really  
18 sufficiently made clear. So why is X amount of million  
19 going to this airport versus that airport? That needs to  
20 be cleared up.

21           Let's see. My fifth point, it was great to see  
22 that your environmental justice area had performance  
23 metrics -- I believe you had about 18 of them -- however,  
24 it needs to be more flushed out. These are a very  
25 generic type of metrics.

1           So when it comes down to implementation, as the  
2 executive director commented, it really comes down to  
3 project by project. And so what I've seen, as I said  
4 before, most projects that are being approved by the  
5 various lead agencies rely on these documents.

6           And when there's not specific, very detailed,  
7 clear-cut performance metrics, they tend to play  
8 loosey-goosey with the numbers where just about anything  
9 could fit within the big description of the performance  
10 metric itself.

11           So see that flushed out to provide more guidance  
12 to lead agencies that may be understaffed or maybe just  
13 overburdened by so many projects. Give them concrete  
14 details so that can really guide their determination of  
15 whether or not the project is consistent with this plan  
16 or not consistent. That'd be very helpful.

17           My sixth point is on the greenhouse gas impacts.  
18 As it was discussed earlier, this is going to be a  
19 tremendous job to go from 8 percent, by 2020, below the  
20 2005 levels to what our goal is in 2035, which is  
21 essentially 19 percent below 2005 levels. That's going  
22 to require far more aggressive, rigorous implementation  
23 on a project-by-project basis, at least from my  
24 perspective.

25           To reach that, again, we're going to need,



1 from the public's purview, much more specifics --  
2 concrete numbers that really demonstrate what you guys  
3 have modeled and whether or not a project really matches  
4 up.

5 Under the existing plan, you know, I've probably  
6 reviewed over 200 projects in the last three hundred  
7 years -- or, the last three years. I apologize. And I  
8 can tell you, from my perspective, applicants and their  
9 public consultants look at vague, generic, aspirational  
10 goals in the current plan. Essentially if it's infill,  
11 it's good. It's consistent. That's it.

12 Respectfully, that can't be it. There has to  
13 be a real clear kind of "what were the model  
14 assumptions?" And you guys are in a unique position,  
15 as the MPO, to provide some more detail. And whether a  
16 projects's in L.A., Glendale, Burbank, Commerce, or what  
17 have you, provide some more specifics on what your  
18 modeling assumed.

19 So whether it's the regional council, the  
20 public, or the lead agency, saying, "Hey, this is what  
21 the density assumed. This was the type of housing  
22 assumed in this area or this city," and providing that  
23 kind of regional, subregional detail so we can actually  
24 match to see whether or not the project really pencils  
25 out and if it's consistent with assumptions that you guys

1 made here on this plan.

2 And I'll try to wrap up so I don't take too much  
3 longer. And my last point is, as the slide identified,  
4 there's about \$139 billion dollars worth of gap funding.  
5 You know, only saw 3 million being kind of viewed as  
6 value captured.

7 Part of that is what you guys are going to  
8 produce, which is this plan, which on project to project,  
9 private developers are going to look at it and say, "What  
10 do I have to do?" If it's vague, if it's open ended, if  
11 it's aspirational, they don't have to do a whole lot.

12 If you provide specifics -- detailed performance  
13 metrics -- this is what we assumed. If you want to find  
14 consistency with this plan, this is what your project has  
15 to do. That is a way to require -- even though you guys  
16 are a facilitator, you guys are trying to guide. You  
17 guys don't have the authority to require certain lead  
18 agencies do certain controls.

19 This is how it plays out. This is how it gets  
20 implemented. Areas where there's no cap, where there's  
21 an allocated cap, this is the plan that they're going to  
22 look to. So I implore you, be specific. Provide detail.

23 Make it very clear to the lead agencies and the  
24 public what you guys assumed when you said, "We're going  
25 to hit that 18 percent below 2005 levels at 2035,"

1 because I tell you applicants are going to use this plan  
2 day in and day out. So the stronger it is now, the more  
3 you will see implemented in the private sector. Thank  
4 you again.

5 KOME AJISE: Thank you.

6 How about we go to Imperial?

7 MARK BAZA: Imperial. Thanks, Kome. And just a  
8 brief comment that -- you know, appreciate all the effort  
9 from the team to help us as we input our projects into  
10 the --

11 KOME AJISE: You want -- the name for the  
12 record, please.

13 MARK BAZA: Oh, sorry. Mark Baza, executive  
14 director for Imperial County Transportation Commission.

15 Just appreciative of all the work that SCAG  
16 staff has done to help us meet our air quality conformity  
17 requirements and our revenue-constrained elements of our  
18 projects in the plan.

19 And we -- you know, we're a small -- one of your  
20 smallest populations. But, you know, we certainly agree  
21 with all the guiding principles and goals of the plan  
22 even for us in Imperial. So thank you for all the  
23 effort.

24 KOME AJISE: Thanks, Mark. And I think we will  
25 probably be in Imperial.

1           Have we already gone to Imperial for public  
2 briefing?

3           MARK BAZA:   Next week.

4           KOME AJISE:   Next week.   Okay.   Just want to  
5 make sure.

6           MARK BAZA:   Yeah.   Next Wednesday, I believe it  
7 is.   Look forward to seeing you.

8           KOME AJISE:   Sure.

9           Let's go to Arnold.   He seems happy.

10          What's going on?

11          SAN BERNARDINO COUNTY OFFICE:   No public  
12 comments in San Bernardino County.   Thank you.

13          KOME AJISE:   Okay.   Thank you.

14          Let's go to Orange County.

15          Gentleman?

16          ORANGE COUNTY OFFICE:   No public comment in the  
17 Orange County Regional Office.   Thank you.

18          KOME AJISE:   Okay.   Let's go to Ventura.

19          Rachel?

20          VENTURA COUNTY OFFICE:   There are no public  
21 comments in Ventura County.

22          KOME AJISE:   All right.   Thank you.

23          How about Riverside?   Cheryl?

24          RIVERSIDE COUNTY OFFICE:   And there are no  
25 public comments in Riverside.

1 KOME AJISE: Okay. Thank you.

2 I think, with that, I want to thank everybody  
3 for coming out tonight. We officially close the public  
4 hearing at this point as SCAG for Connect SoCal.

5 The public comment period, however, remains open  
6 until the 24th. Even though you've made comments here,  
7 I would encourage you to, as you read the plan, maybe  
8 take some more time to pen us some more of your comments.  
9 You can attend another one of the public hearings, and  
10 there's a series of workshops throughout  
11 Southern California.

12 So I think those are also online. We have those  
13 listed online. So all of the opportunities for public  
14 participation are listed online. You can comment online.  
15 You can do so in writing, if you so desire, even tonight.

16 So, again, thank you all very much for coming,  
17 especially the members of the public. And I want to  
18 thank our staff for the work over the last couple of  
19 years to get us to this point, and I appreciate you all  
20 taking the time out today.

21 (Whereupon, the public hearing was adjourned at  
22 8:10 P.M.)

23

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**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**CONNECT SO CAL PLAN AND**

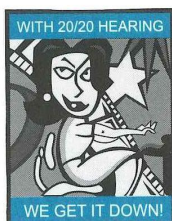
**2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**

**CONSISTENCY AMENDMENT NO. 12**

**TUESDAY, DECEMBER 10, 2019  
10:00 A.M.**

**900 WILSHIRE BOULEVARD  
LOS ANGELES, CALIFORNIA 90017**

**REPORTER:** Michele Wagner



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4 CONNECT SO CAL PLAN AND  
5 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
6 CONSISTENCY AMENDMENT NO. 12  
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13 TUESDAY, DECEMBER 10, 2019

14 10:00 A.M.

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16 LOS ANGELES, CA 90017  
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23 MICHELE L. WAGNER

24 COURT REPORTER  
25

1 APPEARANCES :

2

3 SCAG STAFF MEMBERS :

4 KOME AJISE, SCAG EXECUTIVE DIRECTOR

5 JUSTINE BLOCK

6 JAVIERA CARTAGENA

7 JASON GREENSPAN

8 OLIVIA LEE

9 NANCY LO

10 KARINA MACIAS

11 ANDRES MOLINA

12 SARAH PATTERSON

13 SARAH PEACOCK

14 LEZLIE KIMURA SZETO

15 TONY WANG

16 LANA WONG

17 ZHUO YAO

18

19 MEMBERS OF THE PUBLIC :

20 KARL EGGERS

21 VICTOR FERRER

22

23

24

25



1 LOS ANGELES, CA

DECEMBER 10, 2019

2 -0-

3  
4 KOME AJISE: Well, good morning. Again, I  
5 apologize for the delayed start. We're waiting for two  
6 of our locations to dial in, and unfortunately there were  
7 a couple of meetings in those two rooms that were just  
8 closing out, and we're trying to get them out so we can  
9 push the button to connect. So they will join us  
10 momentarily.

11 My name is Kome Ajise. I'm the executive  
12 director of the Southern California Association of  
13 Governments. We're here today hosting a public hearing  
14 on the Connect SoCal plan and the 2019 Federal  
15 Transportation Improvement Program Consistency Amendment  
16 No. 19-12.

17 Today is just one opportunity -- one of several  
18 opportunities to hear from the public on your thoughts on  
19 the draft Connect SoCal plan that was released by our  
20 governing board, the regional council, last month.

21 For those of you who are not familiar with  
22 the plan, SCAG, the Southern California Association of  
23 Governments, is the metropolitan planning organization  
24 responsible for developing long-range transportation  
25 plans and sustainable community strategies for our vast

1 and varied region.

2 This plan embodies a collective vision for the  
3 future and entails the challenges facing our region. It  
4 also includes our shared goals, transportation and land  
5 use strategies, and how we intend to realize them over  
6 the plan period.

7 Connect SoCal is an important planning document  
8 for our region. It is required under federal law and  
9 state law, and this public hearing today is in accordance  
10 with both federal and state law.

11 To get started, we're going to show you a brief  
12 video which gives you a little bit more of an overview  
13 and some detail about the types of policies and projects  
14 and information that's contained in the plan. Then after  
15 the video, we will start with the L.A. office and take  
16 any public comments that there are and then move  
17 throughout the region to hear from everybody else in the  
18 other offices.

19 Anyone wishing to make comments, please fill out  
20 a public -- I think we have a public comment card that  
21 will be handed out, and please indicate if the comment is  
22 for the 2019 FTIP Amendment or Connect SoCal. Just let  
23 us know which document you're commenting on or both. We  
24 will start with public comments in the L.A. office and  
25 then go around the regional offices like I said.

1           So thank you very much for being here, and let  
2 me introduce the quick video that we have ready to go.

3           (Whereupon, a video presentation played.)

4           KOME AJISE: Okay. And, of course, that video  
5 is online. You can view it at your leisure as well. It  
6 gives you a quick summary of what the plan's about. I'm  
7 going to take a quick run through a number of slides just  
8 as a matter of presentation to familiarize you with the  
9 plan.

10           And, again, the intent is to get people informed  
11 about the plan and hopefully excited enough to want to  
12 actually read the plan -- that's what we're hoping -- and  
13 then offer your comments. The plan is out in circulation  
14 for now through the 24th of January, so there's ample  
15 time to get your comments in.

16           As the MPO for the region, we're required every  
17 four years to put together a metropolitan transportation  
18 plan or a regional transportation plan under both state  
19 and federal law. This plan is typically referred to as  
20 the RTP/SCS -- regional transportation plan and  
21 sustainable community strategy.

22           This plan is about connecting people, connecting  
23 ideas, connecting and coordinating the many activities of  
24 our local jurisdictions and transportation agencies to  
25 bring the plan to fruition over time. Hence, we call it

1 Connect SoCal.

2 By law, Connect SoCal must have overarching  
3 goals and objectives. It must have a future growth  
4 forecast. It must have an action element of plans and  
5 programs that will achieve the goals and a finance plan  
6 that is reasonable. And the plan must be performance  
7 based to ensure accountability and ease of monitoring and  
8 managing progress.

9 Some of the overarching goals of the plan are  
10 to improve air quality, to optimize or maximize  
11 infrastructure -- in other words, the investments that we  
12 have in infrastructure, to make sure they go to the  
13 highest and best use -- contribute to a robust economy,  
14 to increase mobility choices, and to also offer some  
15 resiliency, especially as we face manmade and natural  
16 disasters, and more than anything also to encourage  
17 diverse types of housing.

18 On the state side, SB-375, which governs GHG or  
19 greenhouse reduction, requires, on a per capita basis,  
20 that we have reduction from auto and light-duty vehicles.  
21 And the target we have in the plan is 19 percent, and  
22 this plan seeks to achieve that established target.

23 On the federal side, the plan must be consistent  
24 with the Federal Clean Air Act. The Clean Air Act  
25 establishes the rules for demonstrating transportation

1 conformity, and demonstrating conformity not only entails  
2 meeting the emission budget established for each criteria  
3 pollutants, but also fiscal reasonableness test under the  
4 fiscal constraint element of the plan and also meeting  
5 consultation and public review requirements. So these  
6 are all requirements that the plan must meet under state  
7 and federal law.

8 Connect SoCal is based on a robust public and  
9 stakeholder engagement process. We spent a couple of  
10 months in the summer and since engaging the public. It  
11 starts with engaging our local jurisdictions, all 197 of  
12 them, on a one-on-one basis.

13 We met with each one of our jurisdictions --  
14 191 cities and six counties -- on a one-on-one basis to  
15 ensure that local growth and local land use data and  
16 policies are fully reflected in the plan.

17 We also received direct input from our county  
18 transportation commissions on projects and priorities  
19 from each of our counties so that the county priorities  
20 are fully and directly reflected in the plan.

21 Furthermore, we engaged stakeholders. Special  
22 interest groups and community based organizations were  
23 used to get at the communities that typically are hard to  
24 reach and typically don't participate in our planning  
25 process.

1           So all of these efforts were engaged to bring  
2 about more direct involvement in the regional planning  
3 process. We also had staff from agencies and interest  
4 groups participate in our various regional planning  
5 working groups.

6           Distinct phases of the plan development are --  
7 we did a collection back in the spring of 2017. We went  
8 through the analysis of growth and growth forecast,  
9 transportation activities, the financing, air quality,  
10 and environmental impact. We then proceeded into plan  
11 development in the last year. And, of course, we had our  
12 outreach and engagement process.

13           And then, ultimately, we had a decision by our  
14 board to release the plan for review, which is where we  
15 are right now -- in the winter 2019/2020 period in the  
16 blue at the bottom on the right -- on the left side.  
17 And so this is the progression of plan development.

18           Part of the plan is to review what the existing  
19 baseline is, and we spent some time sort of reviewing  
20 what the baseline is -- where we are today in terms of  
21 household and household types in our region as a basis  
22 for where we want to be in the future. That also shows  
23 where we have grown over time in the last decade.

24           The concentration that we have in the last  
25 decade shows that, during that period -- more of our

1 urban core became denser in that period of time. But we  
2 also know that we've also grown in the outlying areas a  
3 little bit. Growth in multifamily housing has outpaced  
4 single-family homes, particularly here in L.A. County.

5 In terms of travel, baseline travel shows that,  
6 especially in the work trips, single-occupying vehicles  
7 still dominate. We're seeing a little bit of a trend in  
8 the positive where we're seeing more bike and walk in the  
9 school trips. Except the school trips are a small  
10 proportion of total trips, and so the opportunity for us  
11 is to grow more bike and walk in all trip types, but also  
12 to reduce single-occupant vehicles, especially in the  
13 commute trip category.

14 In 2016 SCAG region residents made about  
15 71 million trips on a typical workday, and those work  
16 trips accounted for almost a third of the trips. So the  
17 opportunities are really ripe in shifting from the  
18 single-occupying vehicle in work trips to more diverse  
19 trip types, like transit and bike and walk. And that's  
20 one of the things the plan spends a little bit of time  
21 considering.

22 We have some challenges in our region. These  
23 are just a few of them that we've noted here. I think  
24 one that sticks out very, very prominently is the fact  
25 that we have 1,500 fatalities on our system every year.

1 That's a lot of fatalities -- 1,500 too many. And so we  
2 are committed to the vision zero concept, and the plan  
3 spends some time looking at safety as well as an  
4 initiative.

5 We still spend a lot of time in traffic -- a  
6 hundred hours. When I talked about this yesterday in  
7 Orange County, people were a little bit disbelieving  
8 about that. It seems like we spend more than a hundred  
9 hours. But, in fact, when you average across the  
10 population in Southern California, a hundred hours is a  
11 lot because there are some of us that actually spend zero  
12 hours because we walk.

13 But there are many that spend more than a  
14 hundred hours, so that's a very instructive number  
15 that we average a hundred hours in traffic, which is  
16 equivalent to about two weeks in traffic every year.

17 So these are some of the challenges that we face  
18 in our region. We have lost farm lands because of edge  
19 development. The plan seeks to densify more and create  
20 more capacity in areas that already have infrastructure,  
21 and you'll see some of that mentioned in the plan.

22 We also have disproportionate impacts on  
23 disadvantaged populations. That needs to be addressed in  
24 terms of equity, and we'll spend some time on that and  
25 hopefully get some comments on that.



1           In terms of the future, we expect to add about  
2 1.6 million jobs in our region and another 1.6 million  
3 households for a population of almost 4 million. That's  
4 the growth forecast that we see for our region.

5           The plan needs to consider not only the  
6 challenges of today, but how this forecast pertains to  
7 the future. And what that means is the nature of the  
8 population growth, for example, is important.

9           We expect that as we grow, most of our growth  
10 will be in the age 65 and older cohort, and that has  
11 implications for public policy. It has implications for  
12 how we handle things with the economy, obviously  
13 workforce, and many other things -- what kinds of  
14 housing, what kinds of mobility that we're expecting to  
15 see.

16           And that implication, in terms of demographics,  
17 does vary from county to county. Without spending too  
18 much time talking about each county, here is what it  
19 looks like for Imperial County. And you will notice that  
20 there are some marked differences from county to county,  
21 but in the main -- as a region, population is going to be  
22 ageing -- is one very strong indication that we're  
23 seeing.

24           For Los Angeles County, we see 21 percent are  
25 65 and older from a baseline of 13 percent. Similarly in

1 Orange County. The trend goes on in Riverside County.  
2 Slightly lower in San Bernardino County. Ventura is  
3 similar. And so we see this trend across the region in  
4 terms of ageing in place being very consistent across all  
5 of our counties.

6 Moving on to strategies for the future, as we  
7 consider the future, the plan has those strategies broken  
8 into two primary buckets essentially.

9 Our core vision -- what we call "core vision"  
10 are things that are time tested -- strategies that are  
11 time tested that we've basically carried from different  
12 plan cycles into this plan as well because they're time  
13 tested and they work, and we'll talk about some of those.  
14 They're core visions, and they're things that we feel  
15 like have worked and we will continue to spend some time  
16 on.

17 Some of our newer strategies we refer to as  
18 "key connections." These are newer things that are  
19 intended to leverage technology and to hopefully give  
20 some more consideration to how we meet some of our  
21 challenges in terms of climate action and climate goals.

22 For our core vision, we're going to address six  
23 quick elements of the core vision. We're going to  
24 continue to focus on complete streets. The intent is to  
25 energize our jurisdictions to pay more attention to the

1 curb side, which is, in fact, the most valuable piece  
2 of real estate in most jurisdictions, and it's  
3 underutilized. And making that more conducive to bike  
4 and pedestrian activities, I think, we've proven in many  
5 pilot cases are also -- an economic activity.

6 Sustainable development is absolutely a  
7 time-tested, well-intentioned strategy that many of our  
8 communities are also beginning to embrace in terms of  
9 making sure their footprint -- in terms of how our  
10 footprint is minimized and that we're using the land  
11 as efficiently as possible where we're aggregating  
12 activities in locations with mixed use and also  
13 generating economic activity as a result.

14 Managing a system, I think, is a no-brainer.  
15 That's a strategy that's worked well. Our capacity on  
16 the various transportation systems will not grow as  
17 rapidly as population, and so we're required then to  
18 spend some more time thinking through how we manage  
19 demand and how we manage the system to get the most --  
20 to get the optimal use out of them.

21 A core vision is transit. Transit continues to  
22 be the backbone of our transportation system into the  
23 future. As we grow into the future, more investment in  
24 transit -- both mainline transit, regional transit, like  
25 Metrolink, as well as micro transit and micro mobility to

1 connect the last and first mile. Those transit  
2 investments continue to be critical, especially as we  
3 imagine us moving more away from single-occupying  
4 vehicles.

5 System preservation and resilience -- we've  
6 talked about that earlier on -- in terms of our goal,  
7 is to make sure that our system continues to be there for  
8 us. Most of the system we have -- most of the  
9 transportation system we have today will be part of our  
10 future. So to the extent that we can maintain and keep  
11 that into the future is more cost effective than trying  
12 to rebuild the system.

13 And, finally, goods movement. This is a big  
14 chunk of our economy. Facilitating both the capacity to  
15 move goods and the velocity of goods movement with  
16 minimized impact on the environment, I think, continues  
17 to be a strong strategy looking into the future.

18 In terms of our key connections, engaging  
19 technology with smart cities and improving our access to  
20 job centers and capacities in job centers is an element  
21 of our key connections.

22 Investing in housing-supportive infrastructure  
23 is another element, given that we're in a housing crisis.  
24 And looking into the future, we will more so need a  
25 housing capacity, and providing infrastructure that

1 supports housing growth, I think, is important.

2 Looking at pricing not just on a regional  
3 quarterly basis, but on a quarterly basis from community  
4 to community is also important, and the go zones provide  
5 us that opportunity in terms of strategy to identify  
6 areas where pricing might help to both optimize the  
7 system, but also increase diversity in terms of mode of  
8 choices that we have available to our communities.

9 Technology offers us the opportunity to look in  
10 the future where we now begin to see mobility as a  
11 service, especially as we age in place. The options for  
12 many of our future residents might be such that they  
13 don't need to drive and might be that we access mobility  
14 as a service. We're beginning to see a growth in that  
15 where you have multiple platform opportunities on your  
16 cell phone to choose how you want to move from Point A  
17 to Point B.

18 And, finally, one of our key connections is  
19 a rapid electrification of our system to totally  
20 decarbonize over time both the transit system and also  
21 personal mobility systems that we have. And that  
22 involves electrifying our buses and obviously our rail  
23 systems, but also providing as many charging  
24 opportunities as possible so that that anxiety that  
25 tends to occur when people drive electric cars goes away

1 such that it becomes a more likely choice than an  
2 internal-combustion-engine vehicle.

3 So saying all of that -- giving all those  
4 strategies, we have to pay for it. The plan requires  
5 that we have a constrained financing system for the plan  
6 through the plan period. The cost of financing the plan  
7 is about \$639 billion between 2020 and 2045.

8 We have been able to address most of that  
9 funding in terms of the sources that are obvious to us  
10 now. But the plan -- the process and state and federal  
11 law allow us to also imagine future funding as long as  
12 we can imagine that they're reasonable and they're  
13 foreseeable, and so we have a gap of about 139 billion  
14 in the plan.

15 This gap is a lot of money. 139 billion is a  
16 lot of money, but it's actually less than the gap that we  
17 had in the previous plan. How we fill the gap is also  
18 provided in the plan. These are opportunities in the  
19 future that we think are reasonably foreseeable as  
20 potential fund sources to fill the gap.

21 Very prominent is the replacement of the  
22 gasoline tax or the fuel tax process that we have right  
23 now with a milage-based tax funding system and also  
24 looking at the potential for pricing at both the local  
25 and the regional level as opportunities for raising

1 revenue.

2           These are all opportunities that will require  
3 changes in the state legislation, and most of these  
4 opportunities we don't expect to come online before 2030.  
5 And so there's a lot of work that still needs to be done  
6 before we can realize these sources of funds for the plan  
7 to engage the funding sources to use for implementing the  
8 strategies, I should say.

9           That said, we also require to be performance  
10 based, and how we measure progress -- there are a number  
11 of performance requirements both in federal and state  
12 law. One in state law is the greenhouse gas reduction.  
13 We're required to reduce to a target of 8 percent by  
14 2020. We're tending towards meeting the 8 percent  
15 reduction by 2020, and we also expect to be able to meet  
16 the 2035 target of 19 percent in Connect SoCal.

17           With full implementation of the plan, we expect  
18 that we will see reductions in vehicle miles traveled  
19 from baseline by about 4 percent. We also expect that  
20 you will see reduction in delay or congestion by about  
21 22 percent with implementation of the plan.

22           And these are all based on the fact that the  
23 plan intends to move more people by transit than  
24 currently moved by baseline and also see more  
25 decarbonized fleet over time. And with the opportunities

1 of technology, we also expect to see a few more people  
2 work at remote locations or work at home as opposed to  
3 commute.

4 So those are all opportunities besides the  
5 capacity that will be added with the projects and the  
6 plan -- all of that combined to be able to show the plan  
7 will yield some savings in delay.

8 The plan also performs well with an average job  
9 creation over the life of the plan in excess of 150,000  
10 jobs. 167,000 is estimated right now. And with plan  
11 investments, we also expect to see these benefits by  
12 county.

13 We drilled down on how the plan will yield  
14 economic impacts within each county and also positive  
15 impacts in terms of VMT. The VMT reduction in  
16 Imperial County will be about 1.2 in the plan period.  
17 Doesn't seem like a huge number, but if you're managing  
18 a population that's going to grow, more people actually  
19 reducing -- any reduction is significant.

20 This economic savings in terms of household cost  
21 and transportation -- with investments in the plan, we'll  
22 see a reduction in the pocketbook charge in terms of  
23 transportation and household cost.

24 Los Angeles County has a little more in terms of  
25 impact. Orange County. Riverside County has a huge --



1 almost a thousand dollars in household cost savings in  
2 Riverside County. San Bernardino County. And, finally,  
3 Ventura County also has a high impact from the plan --  
4 both VMT and household cost savings.

5 Looking forward, we expect to be more out in  
6 public -- I'm trying to figure out where I am. I haven't  
7 been following my script. Okay. Yeah, through the plan  
8 investment summarized here, we plan to keep the region  
9 moving forward towards the goals that we showed earlier  
10 on in the presentation.

11 Connect SoCal will impact our region and areas  
12 far beyond our borders because, in fact, as the sixth  
13 largest economy in the world, what we do in Southern  
14 California is not just about Southern California. It has  
15 ramifications for the entire state and the entire nation.

16 It will locate housing, jobs, and transit closer  
17 together while also preserving natural lands and open  
18 spaces. It will link environment and transportation  
19 systems while delivering significant benefits for the  
20 region.

21 Connect SoCal is a starting point and a platform  
22 for continued collaboration. Really what we do with our  
23 regional plan is an opportunity for further  
24 collaboration. It provides a -- it doesn't mandate --  
25 federal and state law doesn't allow us to mandate the

1 things that we are proposing here, but what we've been  
2 able to do over time is use our plan to drive the vision  
3 with the region and present a platform for further  
4 collaboration and partnership. And that in itself,  
5 I think, has been very effective with moving the region  
6 forward.

7 Next steps. As outlined in this slide, we  
8 released the PEIR, which is the program environmental  
9 impact report, yesterday for public review. It's in  
10 circulation for the next 45 days. Both the PEIR and  
11 Connect SoCal will be in public circulation for public  
12 review until January 24th. Both end dates coincide.

13 We have a number of elected official briefings  
14 that we have scheduled and have had many of these already  
15 and are looking forward to others. We also have some  
16 public -- another public hearing coming up later this  
17 month, and we will have a webinar and a tele town hall  
18 conference as well that allows the public to engage in a  
19 one-hour open forum by phone.

20 Like I said, the public comment period runs  
21 through January 24th. After all that's said and done,  
22 we will take all those comments, come back to our board  
23 in February and March, and get them to review where the  
24 comments fall, and hopefully have a final presentation to  
25 our board for adoption of the Connect SoCal plan in April

1 of 2020.

2 If you haven't had a chance to review the plan,  
3 it's online at this location, and you also have the  
4 opportunity to provide us feedback as well. Thank you  
5 for your attention. I think we'll now proceed into  
6 taking public comments, and we encourage folks to be  
7 brief. Take no more than three minutes before we -- so  
8 that we can get to as many people as possible.

9 Justine?

10 JUSTINE BLOCK: Thank you. Before you proceed,  
11 I would just like to point out that there is a sign-in  
12 sheet that has been circulated. So if anyone hasn't  
13 signed yet, please go ahead and sign that. And I think  
14 as was mentioned, there are comment cards to fill out for  
15 public comment.

16 On the next steps slide, you had mentioned --  
17 Kome had mentioned about the release of the program  
18 environmental impact report. I did want to mention that  
19 that has been just recently released and posted on SCAG's  
20 website.

21 It's the program environmental impact report  
22 that analyzes our Connect SoCal transportation plan. So  
23 that is a 45-day comment period separate process. And  
24 again, that is posted on our website, and we will be  
25 having a public meeting for that January 9, 2020. So

1 keep an eye out for that on our website. Thank you.

2 KOME AJISE: Thank you, Justine.

3 And so we'll start here. Is that the plan?

4 JAVIERA CARTAGENA: Yes.

5 KOME AJISE: Any public comments? I don't have  
6 any. Where are the cards? Oh, you didn't pass the cards  
7 out?

8 JUSTINE BLOCK: If anyone has a public comment  
9 card, please fill them out and hand them over to me so  
10 I can hand them over to Kome. Thank you.

11 KOME AJISE: All right. While we're thinking  
12 about public comments, if anybody has a comment here --  
13 let me just see by a show of hands.

14 Anybody have a -- anybody want to say anything?  
15 Comment? No?

16 Okay. Let's go to Orange County.

17 OCTA, public comment?

18 ORANGE COUNTY OFFICE: No comments here in  
19 Orange County.

20 KOME AJISE: All right. Thank you, Jonathan.  
21 Let's go to Ventura. Rachel?

22 VENTURA COUNTY OFFICE: There are no public  
23 comments in Ventura County.

24 KOME AJISE: Thank you. Let's go to Riverside.

25 RIVERSIDE COUNTY OFFICE: Nope.

1 KOME AJISE: No. Okay. Thank you.

2 San Bernardino?

3 SAN BERNARDINO COUNTY OFFICE: Good morning.

4 No public comments in San Bernardino.

5 KOME AJISE: Thank you. And let's go to  
6 Imperial.

7 IMPERIAL COUNTY OFFICE: No public comments in  
8 Imperial County.

9 KOME AJISE: Okay. I think we've made the  
10 rounds of regional offices. Let's bring it back to L.A.

11 Any public comments here in L.A.?

12 (No audible response.)

13 KOME AJISE: Okay. It doesn't look like we have  
14 any public comments.

15 VICTOR FERRER: My name is Victor. I'm with the  
16 city of South Gate. I know you did -- or, you mentioned  
17 you did some outreach with local agencies or with more  
18 communities.

19 Is there a possibility to host a meeting in,  
20 for example, a city for community members or interested  
21 parties to listen to the plan as well, or?

22 KOME AJISE: I think there's always opportunity.  
23 I would defer to our public affairs staff. I think it  
24 tends to be better if we do a presentation at a city  
25 council meeting, for example, and then that usually

1 attracts more public and you can get questions from both  
2 policy and elected officials. So we'll take your  
3 requests.

4 JAVIERA CARTAGENA: For sure we'll take your  
5 request, and we can create something.

6 Oh, I have to speak into the mic.

7 KOMÉ AJISE: Yes, speak into the mic.

8 JAVIERA CARTAGENA: Okay. Hi. This is  
9 Javiera Cartagena with regional services, and we have  
10 done a slew of briefings throughout the region, but we  
11 can definitely come out to the different areas as well.

12 I have my team in all of the council offices --  
13 I mean, in all of the regional offices, but they cover  
14 the different cities. And we do presentations to  
15 community folks, nonprofits, and we're also going to  
16 have a tele town hall coming up on January 16th and  
17 another webinar on the 15th coming up as well, which is  
18 another opportunity for folks to weigh in and talk about  
19 the plan that's a little bit more in this digital age as  
20 well.

21 So we have a few opportunities coming up, and  
22 we'll let you know about those. But if you want  
23 something a little bit more, you know, personalized, we  
24 can definitely do that, and we have a team on the ground  
25 to do that as well.

1           KARL EGGERS: Hi. Yes. My name is Karl Eggers  
2 from Long Beach. I know electrification is being kind of  
3 banded around as a major focus.

4           Does the plan also, though, look at the increase  
5 of land use for wind and solar, the presumed source of  
6 this, or is it just -- kind of just we're just going to  
7 have all this electrification, but we're not looking at  
8 the ramifications of the actual energy generation?

9           KOME AJISE: Really, this is -- I think that  
10 would be a good question to ask in your comment so we can  
11 address it fully because you're asking me cold on things  
12 that I may not be able to respond to in realtime.

13           But just to be clear, the plan is a regional  
14 transportation plan, and it has limits in terms of what  
15 it can look at. Energy's not something -- there's a  
16 boundless consideration for energy beyond just  
17 transportation for industrial, for residential.

18           So considering energy would not be something  
19 that you'll see in full detail in the plan, but  
20 definitely electrification of the transportation system  
21 is under consideration, and the limits and scope of that  
22 is discussed. But we really appreciate that question  
23 being asked so that we can fully vet it and respond to it  
24 in writing.

25           All right. I don't see anymore public comments,

1 so with that, I want to thank everybody for coming. We  
2 are going to officially close the public hearing for  
3 the Southern California Association of Governments  
4 Connect SoCal Plan.

5 Public comment period continues to be open until  
6 January 24th. You can attend another one of our public  
7 hearings, and there is a series of workshops throughout  
8 Southern California, as Javiera mentioned earlier on.

9 You can comment online or in writing if you did  
10 not do so today. You're welcome to comment today. We  
11 have a court reporter you can sit with, and they will  
12 take your comment verbatim. So with that, I want to  
13 thank you all very much for coming out, and I appreciate  
14 you taking the time to join us today.

15 (Whereupon, the public hearing was adjourned at  
16 10:50 a.m.)



**SOUTHERN CALIFORNIA ASSOCIATION OF  
GOVERNMENTS CONNECT SO CAL PLAN AND  
2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
CONSISTENCY AMENDMENT NO. 12**

**SATURDAY, DECEMBER 14, 2019**

**10:00 A.M.**

**900 WILSHIRE BOULEVARD**

**LOS ANGELES, CALIFORNIA 90017**

**REPORTER:** Michele Wagner



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5 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
6 CONSISTENCY AMENDMENT NO. 12  
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13 SATURDAY, DECEMBER 14, 2019

14 10:00 A.M.

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APPEARANCES :

SCAG STAFF MEMBERS :

KOME AJISE, SCAG EXECUTIVE DIRECTOR

JAVIERA CARTAGENA

SARAH PATTERSON

MEMBERS OF THE PUBLIC :

T.L. BRINK

PAM O'CONNOR

BRUCE SZELES

MARK WESTERDALE

1 LOS ANGELES, CA

DECEMBER 14, 2019

2 -0-

3  
4 KOME AJISE: Good morning, and thank you all for  
5 being here. My name is Kome Ajise. I'm the executive  
6 director of the Southern California Association of  
7 Governments. We're here this morning hosting a public  
8 hearing on the Connect SoCal plan and the 2019 Federal  
9 Transportation Improvement Program Consistency Amendment  
10 No. 19-12.

11 Today we just have one opportunity to hear from  
12 the public on your thoughts on the draft Connect SoCal  
13 plan that was released by our governing board, the  
14 regional council, last month.

15 For those of you who aren't familiar with the  
16 plan, SCAG is the metropolitan planning organization  
17 responsible for developing long-range transportation  
18 plans and a sustainable community strategy for a vast  
19 and varied region such as ours.

20 This plan embodies a collective vision for the  
21 future and details the challenges facing our region. It  
22 also includes our shared goals and transportation and  
23 land use strategies and how we intend to realize those  
24 goals.

25 Connect SoCal is an important planning document

1 for our region. It is a requirement of both federal  
2 and state laws, and this public hearing today is in  
3 accordance with both federal and state law.

4 To get started, we're going to show you a brief  
5 video just to give you a little bit more of an overview  
6 of the types of policies and projects and information  
7 that's contained in the plan. Then we will start with  
8 the -- well, once we do the video, we'll have a short  
9 presentation and we'll start with the Los Angeles office  
10 and take any public comments here and then move  
11 throughout the regional offices to hear from everybody in  
12 each one of those offices that we just went through.

13 Those who are interested in speaking may fill  
14 out a speaker card. I have one here. I don't know if  
15 anybody else is interested in speaking. Fill out the  
16 speaker card and provide them to staff, and the chair  
17 will then call on the speaker in order of the receipt of  
18 the speaker cards.

19 Each speaker will be provided three minutes to  
20 speak, and designated representatives of groups will have  
21 five minutes to speak. Once all speakers have presented,  
22 speakers may request an additional three minutes for  
23 further comments. Please indicate if the comment is on  
24 the FTIP, the 2019 FTIP Amendment, or if it's on  
25 Connect SoCal.

1           We will start the public comments in the L.A.  
2 region as soon as we're done with the presentation. So  
3 thank you for being here. Let us see the video.

4           (Whereupon, a video presentation played.)

5           KOME AJISE: Thank you. So I'm going to run  
6 through a number of slide presentations just to, again,  
7 familiarize you all with the plan.

8           As the metropolitan planning organization for  
9 the six-county region, every four years, SCAG is required  
10 by state and federal law to develop and update a  
11 long-range transportation plan known as the RTP/SCS.

12           The plan is about connecting people. It's about  
13 connecting ideas -- connecting and coordinating the many  
14 activities of our local jurisdictions and transportation  
15 agencies to bring the plan to fruition. Hence, we call  
16 it Connect SoCal.

17           By law, Connect SoCal, the regional  
18 transportation plan, must have overarching goals and  
19 objectives. It must have a future growth forecast, an  
20 action element or plans and programs that will achieve  
21 the goals, a financial plan, a finance plan that's  
22 reasonable and reasonably assured, and the plan must also  
23 have performance measures. It must be performance based  
24 to ensure accountability and ease of monitoring and  
25 managing progress.

1           The plan has several goals. I think in our plan  
2 we have about ten goals. We have ten goals specifically,  
3 and these ten goals are intended to do a number of things  
4 that are important to our region -- to improve air  
5 quality, to optimize our existing and future investments  
6 in infrastructure, to contribute to our robust economy,  
7 to make sure that we are enhancing the economy with the  
8 implementation of the plan, to increase mobility choices,  
9 to be resilient and ready for manmade and natural  
10 disasters, and as well as making sure that we encourage  
11 diverse types of housing investments -- so housing  
12 development.

13           On the state side, there are several laws that  
14 guide the plan. Besides the requirement, there are laws  
15 that require us -- and required element of the plan,  
16 there are other state and federal laws that guide the  
17 plan.

18           On the state side, SB375 governs the GHG, the  
19 greenhouse gas, reduction requirements on a per capita  
20 basis from auto and light-duty vehicles -- as well as  
21 guides the development of the sustainable community  
22 strategies, the SCS, that will achieve the established  
23 GHG reduction targets set by the California Air Resources  
24 Board.

25           On the federal side, the Clean Air Act

1 establishes the rules for demonstrating transmission  
2 conformity with the Clean Air Act. Demonstrating  
3 conformity not only entails meeting emission budgets  
4 established for each of the criteria groups, but also the  
5 fiscal reasonableness test such that is of national  
6 constraint on meeting those emission requirements. And  
7 meeting consultations and public review requirements are  
8 also indicated in the federal requirements.

9 To put the plan together, we went through a very  
10 robust engagement process at different levels with the  
11 public and with stakeholders. It started with engaging  
12 our local jurisdictions, all 197 of them -- there's 191  
13 cities and six counties -- on a one-on-one basis to  
14 ensure that local growth and land use data and  
15 forecasting policies are fully reflected in the plan.

16 And then in 2018 we received direct input on  
17 projects and priorities from the county transportation  
18 commissions so that the county priorities are fully and  
19 directly reflected in the plan as well.

20 In the May/June time frame this year, we engaged  
21 other stakeholders and special interest groups, including  
22 using community-based organizations, through a series of  
23 workshops and direct involvement and also including some  
24 regional planning working groups where technical staff  
25 were engaged.



1           The use of CBOs, or community-based  
2 organizations, allowed us to also bring the plan and  
3 the planning process to communities that typically are  
4 not engaged in the planning process. In terms of the  
5 planning process, where we are today is on the left side  
6 at the bottom in the blue. That's where we are today.

7           You can see the progression starting with data  
8 collection in the spring of 2017, analysis of growth and  
9 transportation activities, developing the finance basis,  
10 the air quality and environmental impact plan development  
11 process, the outreach and engagement process, and to the  
12 point where we are.

13           We engaged our various policy committees and our  
14 board to release the plan for public review last month.  
15 The public review will be ongoing until January 24th.

16           In the plan we had to establish a baseline. We  
17 looked at where we are today -- what Southern California  
18 looks like today. Understanding where we live and how  
19 housing choices are today is critical to the plan as a  
20 baseline. It is no secret that we are housing poor as a  
21 region as a whole, and this data on this chart shows some  
22 of the indicators of that housing crisis that we're in.

23           57 percent of our renters pay more than  
24 30 percent of their income towards housing, which is --  
25 the current federal threshold for affordability is

1 30 percent of household income.

2           Between 2008 and 2016, our region grew by about  
3 200,000 households and added about 950,000 new residents.  
4 During this period, our urban core became a little more  
5 dense. We saw growth in multifamily houses outpacing  
6 single-family homes, particularly in the L.A. region.  
7 And this map is just a really quick summary of the growth  
8 areas that we've seen in the last decade.

9           In 2016 if you -- again, looking at our existing  
10 conditions in 2016, the baseline data that we have, most  
11 of our commute was by single-occupant vehicles in our  
12 region -- 72 percent.

13           We see some encouraging information in parts of  
14 our travel around the region even though commute is only  
15 about 38 -- even though commute is a smaller part of the  
16 total travel in our region. By far the largest  
17 opportunity for improving our greenhouse gas emissions  
18 will be in the single-occupant vehicle where we have  
19 72 percent of our folks riding alone to work.

20           We see some other positives where about  
21 16 percent walk to school, but that's a smaller  
22 percentage of total trips made in our region. So these  
23 are some of the baseline statistics.

24           We have some challenges in our region -- a  
25 number of challenges. This is just a quick summary of

1 some of those challenges. We still spend way too much  
2 time in traffic. On average, Southern Californians spend  
3 about 100 hours in traffic every year.

4 It seems like a small number for many of us who  
5 spend more than 100 hours in traffic, but if you average  
6 that over a population of 19 million, 100 hours is a lot  
7 for the people that are stuck in traffic because that  
8 means most of them are probably in traffic for multiples  
9 of hundreds of hours in the year. So we see a worsening  
10 of traffic congestion.

11 Worse yet, we see that we also have a high  
12 fatality rate on our system. 1,500 people were killed on  
13 the system annually. That's the annual average that we  
14 see so far, and that becomes a very major opportunity for  
15 Connect SoCal.

16 Like I said before, the majority of our trips  
17 are still by single-occupying vehicle. That's a  
18 challenge. We see disproportionate impacts on  
19 disadvantaged populations where 78 percent of the  
20 population living in hazardous areas are disadvantaged  
21 communities.

22 Of course, there's the ongoing health impact of  
23 the air quality as a result of transportation and the  
24 lack of activity -- I guess, I'm thinking about people  
25 not walking and biking, active mobility -- also causes

1 some health indications there. So those are some of the  
2 challenges.

3 As we look forward to 2045, we see our region  
4 growing by about 1.6 million in terms of jobs and  
5 households and a total of about 3.6 million in population  
6 growth in the plan period.

7 We also know that as we grow in our region that  
8 the population will be ageing. The proportion of the  
9 population growth that's going to be the fastest growing  
10 is 65 and over. I think there's indications that  
11 65 percent of the future population growth will be 65 and  
12 older. By 2045, one in five people will be 65 and older,  
13 and you'll see how that plays out from county to county  
14 in the next six slides.

15 This has implications for how we travel. It has  
16 implications for our economy. It has implications for  
17 where people want to be and what kinds of opportunities  
18 we need to be thinking about for transportation as we  
19 plan for the future.

20 If you focus on changing demographics, you will  
21 notice that in the case of Imperial County, the  
22 population is -- the shift in the 65 and older population  
23 is slight. And I say "slight" because when you see the  
24 other counties, you will see a marked increase.

25 So while Imperial County has a 16 percent or

1 17 percent of 65 and older by 2045, we see that's about  
2 21 percent in L.A. County, 21 percent in Orange County,  
3 about 21 percent in Riverside, a little lower in  
4 San Bernardino, and 22 percent in Ventura. These are  
5 just indications of what the future looks like county by  
6 county, but in general, as a region, one in five of our  
7 population will be 65 and older.

8           So as we look into the future, we sought to  
9 create a number of strategies. Knowing that we've done a  
10 lot of work in the past, some of our strategies harken  
11 back to plans that we've done in the past. And so we  
12 basically divided our strategies into two buckets -- one  
13 we call "core visions" and the other "key connections."

14           The core visions are true and tested strategies  
15 from the past that we continue to carry forward, and  
16 we'll talk about a number of those core vision activities  
17 in a little bit. The key connections are newer  
18 strategies that are more reliant on technology and new  
19 opportunities that we see going into the future.

20           Under our core vision strategies, we have  
21 strategies like complete streets, making sure that we  
22 provide the mobility opportunities within our  
23 transportation system for all modes as much as possible  
24 and as much as practical, looking to make sure that we  
25 continue to encourage sustainable development where we

1 concentrate where we already have infrastructure so it's  
2 sustainable as opposed to -- furthering green fuel  
3 development, making sure that we manage the system that  
4 we already have.

5 The majority of the infrastructure of our future  
6 is already here, and so the more that we can get more  
7 efficiency out of them by demand and system management,  
8 those are elements that we've used before and strategies  
9 that continue to be important looking forward.

10 Including transit -- continuing to maintain  
11 transit as the backbone of our system, I think, is an  
12 important element of our planning into the future. We  
13 expect that as we look into the future, we would need to  
14 invest more in transit to complete some of our transit  
15 infrastructure so that it becomes more competitive in  
16 terms of matching the opportunities on the highway  
17 system, the roadway system, such that people can choose  
18 transit over driving.

19 We have to be mindful of preserving what we  
20 already have. In other words, fix it first in terms of  
21 system preservation and resiliency. As we encounter more  
22 and more impacts of climate and -- both climate and  
23 manmade disasters, we have to be able to recover real  
24 quickly to maintain the economic vitality of our region,  
25 and so system preservation and resiliency continues to be

1 a core vision.

2 And, lastly, goods movement. Goods movement is  
3 a core element of our economy in Southern California.  
4 Providing for the capacity and velocity of movement of  
5 goods is important, but also making sure that the impact  
6 of goods movement is also mitigated becomes part of our  
7 core vision.

8 Looking at key connections. Like I said, this  
9 is for opportunities that technology has brought to us.  
10 We are talking about smart cities and job centers. This  
11 is really intended to make sure that investments across  
12 sectors are -- ensure that we are able to affect our  
13 transportation -- our mobility in ways that technology  
14 can afford us.

15 Our cities now are wired such that we can  
16 provide opportunities for less travel and still maintain  
17 a lot of the activities that are going on across many of  
18 our jurisdictions, whether it's attending to judicial  
19 issues, attending medical. Tele medicine is one example  
20 of the smart city opportunities.

21 So we really are washing in potential in terms  
22 of what we can do to reduce trip making. Smart cities  
23 connect people, vehicles, and infrastructure allowing  
24 them to communicate in realtime through regional  
25 telecommunication networks.

1           Housing supportive infrastructure. This is  
2 intended to address the affordability issue that we have.  
3 The cost of producing housing is a significant barrier in  
4 the growth of our region, and this strategy will make  
5 sure that we can quickly produce critical housing at the  
6 local government level by making sure that we have the  
7 supportive infrastructure that will reduce the cost of  
8 actual housing production.

9           The Go Zones are geographical areas where a  
10 suite of mobility services can be provided together with  
11 incentives to reduce the dependency on the personal  
12 automobile, and this is where a mobile wallet or the  
13 multi-platform apps become very instrumental in reducing  
14 trip making.

15           And the last set of key connections along the  
16 areas of, again, mobility -- I mean, technology with  
17 shared mobility and mobility as a service. In this plan  
18 we look at strategies for mobility services to complement  
19 transit to provide that last mile and first mile  
20 connection to transit. And also, tying back to complete  
21 streets, we wanted to be thinking about ways to design  
22 our streets to prioritize shared mobility opportunities.

23           And, lastly, accelerated electrification. This  
24 strategy is intended to deal very squarely with the issue  
25 of carbon in transportation. To the extent that we



1 rapidly electrify the system, both transit and personal  
2 automobiles, we will see a significant reduction in  
3 greenhouse gas emissions in the transportation system.

4           How do we pay for all of this in the plan? We  
5 are required by federal and state law to ensure that what  
6 we address as strategies in our plan can actually be paid  
7 for, and so we have to rely on sources of funds that are  
8 reasonable and foreseeable.

9           So it doesn't actually mean you have to have the  
10 funds in hand, but you have to be able to make an  
11 assumption that those funds are foreseeable; and if not,  
12 they will be challenged by federal and state reviewers of  
13 our plan.

14           The plan, as currently put together in the draft  
15 stage, is about \$639 billion over between now and 2045  
16 in terms of investment. This is a little bit over what  
17 we had in the 2016 plan that was about a little over  
18 \$500 billion in investments.

19           Most of the funding is coming from local sources  
20 from sales tax measures that we have in various  
21 counties -- at least in five of our counties. There are  
22 resources from federal and state sources that are now --  
23 that are also shown.

24           However, to meet the need of the plan in terms  
25 of the implementation of the strategies that we have,

1 there is a gap of about 139 billion in terms of funding  
2 that we currently have identified. And this gap seems  
3 like a lot; but it's, in fact, a smaller gap than we had  
4 in the 2016 plan.

5 This gap has to be closed from sources that we  
6 think are reasonably foreseeable. We have identified a  
7 number of sources of -- reasonably foreseeable funding  
8 sources, many of which will not take effect until about  
9 2030 because it will take sometime to address the  
10 implementation and the reality of these fund sources.

11 One of them is -- a federal adjustment in the  
12 excise tax is still being talked about. It provides a  
13 very small increment to our need.

14 Two major sources are a mileage-based user fee,  
15 which would be a replacement to the gas tax. One of the  
16 indications of our current funding system is we have a  
17 declining funding base in revenues collected from fuel  
18 taxes, and so replacing that with a milage-based user  
19 fee, in fact, is more efficient and ensures that we can  
20 stabilize transportation funding into the future. And so  
21 there's a net yield as a result of that stabilization  
22 into the future, and that's one of the main sources of  
23 our funding gap -- to closing our funding gap.

24 We're required to also measure progress in the  
25 plan. There is a performance -- under federal and state

1 law, the plan has to be performance based. There are a  
2 number of performance requirements in the plan that we  
3 address very, very directly. One is the greenhouse gas  
4 reduction targets of 8 percent by 2020 from the 2005  
5 levels and 19 percent by 2035 from the 2005 levels. This  
6 plan will demonstrate that it can actually meet both of  
7 those targets.

8 The plan also has metrics in terms of reducing  
9 vehicle miles travelled and reducing delay. Based on the  
10 implementation of the strategies in this plan, we see a  
11 reduction in VMT by about 4 percent, reduction in delay  
12 by about 22 percent.

13 The plan also indicates the potential of  
14 creating hundreds of thousands of jobs over the plan  
15 period, and we have an economic analysis that sort of  
16 accompanies the plan on that account.

17 The benefit of the plan by county is also  
18 indicated in the following slides. There's a lot of  
19 information in each one of these for each county, but  
20 maybe point your attention to two metrics that I think  
21 are important. One is the vehicle miles travel reduction  
22 in each county and also the household cost savings in  
23 transportation or energy that's attendant in the plan by  
24 county.

25 So this is for Imperial County. The number goes

1 up for Los Angeles County in terms of the EMT reduction  
2 and also household cost savings. Similar numbers in  
3 Orange County. Even more so in Riverside County. And I  
4 think the indication in household savings in Riverside  
5 County is as a result of the reduction in trip lengths  
6 that the plan will cater to. And we see an average in  
7 San Bernardino County and also a high yield in  
8 Ventura County.

9 Looking forward, the plan is intended to have --  
10 like I said at the opening, the plan is -- the vision for  
11 our region is intended to have a positive benefit to our  
12 region if implemented. It's intended to locate housing,  
13 jobs, and transit closer together so that we can optimize  
14 our system and also preserve natural lands and open  
15 spaces.

16 It's intended to link/build environment and  
17 transportation systems while delivering significant  
18 benefits to our region both economically and for the  
19 environment.

20 Connect SoCal is only a starting point. It's  
21 not a mandate to any of our jurisdictions, but it is a  
22 compelling vision for our region. It's a platform as  
23 well for a regional collaboration as we move the region  
24 together forward.

25 In terms of next steps, this slide sort of

1 identifies what we expect to do. We have been briefing  
2 and will continue to brief elected officials over the  
3 next month into January. We have had a couple of public  
4 hearings already. This is the third, and the public  
5 comment period continues to be open until January 24th.

6 To view the plan -- it's at this site, and folks  
7 can provide input on the web directly to us. You can  
8 certainly provide input here in the public hearing, and  
9 you can make notes on the comment cards and provide them.  
10 We also have a court reporter that can take your comments  
11 if you want to dictate your comments directly.

12 So with that, I will open the meeting up for  
13 public comments, and I only have one card here to speak,  
14 and that's Bruce. You can turn on your mic. You can  
15 turn on your mic right there so everybody can hear you.  
16 Just push the green button. There you go.

17 BRUCE SZELES: Hello. I'm Bruce Szeles from the  
18 City of Torrance. I live in the South Bay, and I'd like  
19 to start first with transportation.

20 I moved to the South Bay in 1978 to go to school  
21 and have never left. Yet, for that amount of time, the  
22 infrastructure for transportation -- both the freeways  
23 and the arterial roads have deteriorated to mostly  
24 gridlock, which is counterproductive to getting to work  
25 or to getting to play.

1           This organization has been around for quite a  
2 long time, and I see that in the future you have goals  
3 you need to meet. My question is: Back in 1978, what  
4 happened to those goals in the transportation field?  
5 Because they've fallen woefully short.

6           The 405 Freeway is a parking lot. The only  
7 freeway that's really gotten some attention was the  
8 widening of the Harbor Freeway, the 110 Freeway, which  
9 was started back, I guess, when I was still in college in  
10 the late '70s/early '80s, which kind of segues me into  
11 the housing portion of your presentation.

12           It scares the hell out of me that all you show  
13 is urban skyscrapers when you have your little cartoon of  
14 your housing element. I don't want to live in an urban  
15 area. I chose to live where I live because I didn't want  
16 to live in an urban area, and for the state to mandate  
17 that my R1 lot be now an R2 lot with three dwelling units  
18 on it wasn't what I signed up for.

19           Your RHNA number and your calculation of that  
20 RHNA number is flawed and needs to be re-looked at. You  
21 say in your presentation and the board out there in your  
22 lobby about rising sea level -- yet, you put all -- you  
23 put a very big strain on future housing on the coast. It  
24 doesn't add up.

25           So the methodology for the RHNA number needs to

1 be changed, and if it's shifting quote, unquote, to where  
2 the jobs are or to where the transportation is, then the  
3 tax dollars have to go toward putting a better  
4 infrastructure in place, which -- the roadways and the  
5 arterial roadways in the South Bay are a disaster. And  
6 until that happens, I don't see how you can mandate the  
7 state -- whether it's the state, whether it's SCAG or  
8 anyone else, mandate an increase in housing. The inn is  
9 full in the South Bay.

10 I can see that -- looking at infill and  
11 gentrifying or redeveloping infill is fine, but this huge  
12 number that I've seen thrown around that seems to shift  
13 everything from the Inland Empire back to the coast is  
14 just unrealistic. So it almost sets you up to fail.

15 Let me switch back to transportation.

16 KOME AJISE: You have about 30 seconds.

17 BRUCE SZELES: I'm sorry?

18 KOME AJISE: You have about 30 seconds.

19 BRUCE SZELES: Okay.

20 Uber, Lyft, and Amazon are all adding to cars on  
21 the road which mass transit will never be able to handle  
22 or be able to absorb. So let's work on getting the  
23 infrastructure of our roadways fixed and upgraded and  
24 updated. Thank you.

25 KOME AJISE: Thank you very much.

1 Next I have T.L. Brink.

2 T.L. BRINK: Hello. I'm T.L. Brink. I work in  
3 San Bernardino for the San Bernardino Community College  
4 District. I live in Long Beach.

5 First of all, I want to salute the  
6 Southern California Area government group that's put this  
7 together. I think you've looked at a number of complex  
8 goals and tried to come up with something that is a  
9 realistic plan to meet those goals.

10 I encourage you to go forward, and the only  
11 advice I would give is to fine tune where you are going  
12 with continuous access to data. I don't want you to be  
13 data driven, but you have to be data informed.  
14 Specifically, I'm going to recommend three sources of  
15 data.

16 First of all, I'm going to recommend  
17 geographical data. The company I know best in this area  
18 is the Esri Company in Redlands, California. They're  
19 particularly interested in land use and public  
20 transportation. I think you would find them a very  
21 useful source of information on the micro level to find  
22 out how public transportation and housing are being  
23 utilized in local areas.

24 The second source of information would be the  
25 big data that would come from your ridership. Every time



1 somebody swipes a card, we should have information on who  
2 is swiping and going where. It doesn't have to be done  
3 on the individual level for concerns of privacy, but the  
4 idea that we know that, you know, maybe this is a medical  
5 trip, this is an educational trip, this is a work trip,  
6 this is a pleasure trip. That would be very helpful in  
7 terms of scheduling the timing of different trips.

8           The third source of information that I do  
9 recommend is more qualitative information. That would  
10 come from things like focus groups. I think it's  
11 important to figure out why people aren't using public  
12 transportation more or the converse of that -- why are  
13 they still getting into their cars and wasting so many  
14 hours and burning so much gas to do their trips?

15           And only this kind of qualitative research that  
16 can probe the process of decisionmaking that riders and  
17 potential riders are using can give us the insight into  
18 coming up with what kinds of tweaks do we need in making  
19 transportation more appealing to more people for more  
20 trips.

21           So good job. Keep it up, and keep being  
22 informed by data to continue on with your great goals.

23           KOME AJISE: Thank you. And just to be clear,  
24 all of your comments are being recorded verbatim. So  
25 we're not responding right now because we'll take all

1 those and respond. I just don't want you to feel like  
2 we're being mute.

3 I'll reset my clock here and then call on  
4 Pam O'Connor.

5 PAM O'CONNOR: Hi there, guys. I had wanted to  
6 come here for the presentation, but I was running late.  
7 I missed my train, so anyway...

8 But thank you for sharing this presentation.  
9 I'll just have a few comments too. I haven't really had  
10 a chance to look at the plan, but I'm just reviewing some  
11 of the concepts here.

12 Since the RHNA was brought up, as you point out  
13 in your projections, there are 3.6 million more people  
14 coming, and we are dealing also with a shortfall of not  
15 having produced adequate housing over the last 30 years.  
16 So the RHNA numbers represent that need, and cities need  
17 to start getting on track to start producing that.

18 I just want to point out too that the  
19 Santa Monica City Council met recently. They said  
20 they're not appealing the number, and they're talking  
21 about finding ways to start addressing how they can  
22 figure out the sites for such housing production.

23 Another reason too with the 3.6 million more  
24 people -- I don't have the number now handy of how the  
25 population is going to grow in terms of the number of

1 people over 65 years old. And that's why we're going to  
2 need those young people who are here to have places to  
3 live so that they can be doing the jobs and the work  
4 keeping the economy going that helps support the folks  
5 who are in their retirement years.

6 In terms of transportation, just wanted to  
7 mention -- some of the things that were commented on is  
8 how do we get people back into using transit? Well, we  
9 need to have better transit. Ways to have better transit  
10 is we need to have more pricing options.

11 And by pricing, I think going forward, we  
12 need to look at the option of congestion pricing and  
13 adequately pricing driving because right now the  
14 externalities of driving, drivers are not paying for  
15 so it's easier to get in a car.

16 You know, people are going to find out too and  
17 people who come to Downtown Los Angeles find out that the  
18 cost of parking here is very high, and people will  
19 sometimes make the decision not to drive and try other  
20 options because of pricing.

21 But the roads are not free. Even though people  
22 pay into the gas taxes, that is to support the existing  
23 system. It doesn't help grow it, and we need to also  
24 manage congestion, which pricing can do.

25 The other thing too, in terms of making public

1 transit work better, we need to have cities and counties  
2 be more willing to dedicate lanes for buses for higher  
3 uses of -- basically busses.

4 You don't always need to have a dedicated -- a  
5 separate -- somehow a separation for a bus lane, like the  
6 orange line that goes to the San Fernando Valley, but you  
7 just need a painted bus lane at the minimum. And there  
8 can be different levels of that, and that will allow  
9 those vehicles to move faster.

10 And organizations, such as Los Angeles County  
11 Metro, are now working on their NextGen bus service to  
12 ensure that the rides are more comfortable; that they're  
13 serving people from destinations and origins. So as our  
14 existing agencies are working on those paths and as we  
15 adapt pricing, I think we can make some progress.

16 And I just will end with all of this is tied to  
17 achieving our climate goals and achieving climate  
18 neutrality.

19 KOMÉ AJISE: Thanks, Pam.

20 I don't see anymore cards here in Los Angeles.  
21 I'm going to go to Ventura.

22 Anybody, Rachel?

23 VENTURA COUNTY OFFICE: Yes. Hi. There are no  
24 public comments in the Ventura County office.

25 KOMÉ AJISE: Okay. How about Riverside?

1 RIVERSIDE COUNTY OFFICE: There's no public  
2 comments in the Riverside office.

3 KOMA AJISE: Thanks, Cheryl.  
4 San Bernardino?

5 SAN BERNARDINO COUNTY OFFICE: No public  
6 comments in San Bernardino. Thank you.

7 KOMA AJISE: All right. Orange County?

8 ORANGE COUNTY OFFICE: No public comments here  
9 in the Orange County office. Thank you.

10 KOMA AJISE: Thanks, Jonathan.  
11 How about Imperial, David?

12 IMPERIAL COUNTY OFFICE: No public comments in  
13 Imperial. Thank you.

14 KOMA AJISE: Okay. All right. I guess that  
15 brings us to the close of our public hearing today. We  
16 are going to officially close the public hearing.  
17 Obviously, some of us are going to be here to chat with  
18 folks that are in the room. I'm glad to do that. I just  
19 wanted to put that out there.

20 The public comment period remains open until the  
21 24th of January, and so we encourage folks to continue to  
22 chime in as they get a chance to review all of the  
23 documents. The plan itself is online as well as the 20  
24 technical reports that support the main book of the plan.  
25 There is more information obviously in the technical

1 reports because they're focused on very specific topical  
2 areas.

3 You can attend any other public hearings or  
4 public meetings or workshops that we have on the plan.  
5 We have several set up to brief elected officials across  
6 the region. We've had a couple already that I have  
7 personally been at, and I know there is a number of them  
8 still out there. You can continue to engage us as much  
9 as possible. We really would like to get as much input  
10 as possible.

11 And with that, we thank you very much for coming  
12 today and appreciate you taking the time out of your day  
13 to be with us and provide input to Connect SoCal. I hope  
14 you all have a wonderful weekend.

15 JAVIERA CARTAGENA: Well, just one more thing.  
16 This is Javiera Cartagena here from the SCAG office. I  
17 would also like to let everybody know that our California  
18 Environmental Quality Act, CEQA, for Connect SoCal -- the  
19 draft PEIR also serves as the programmatic document that  
20 conducts the region-wide assessment of potential  
21 significant environmental effects, and that is also for  
22 the 45-day public review period until the January 24th  
23 deadline. And we will be having a hearing on the PEIR on  
24 Thursday, January 9th from 2:00 to 3:30 here at our  
25 office as well.

1 KOME AJISE: All right. I think that's it.

2 Thank you.

3 (Whereupon, the public hearing was adjourned at  
4 10:50 a.m.)

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# PUBLIC COMMENT CARD

Please provide your additional comments below and submit this to a SCAG staff member.

Si desea hacer un comentario en un idioma distinto del inglés, por favor póngase en contacto con un empleado de SCAG para solicitar ayuda.

如果你想用除英文以外的另一種語言發表評論，請聯繫南加州政府協會工作人員尋求幫助。

영어 외의 다른 언어로 의견을 제출하길 원하시는 분은 SCAG staff에게 도움을 요청하시기 바랍니다.

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MEETING LOCATION

SCAG

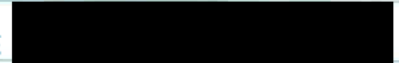
DATE

12-14-19

NAME

PAM OCONNOR

PHONE

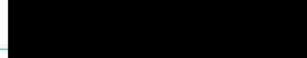


AGENCY OR AFFILIATION

ADDRESS



CITY



ZIP CODE

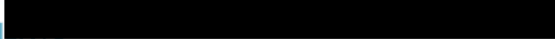


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COMMENTS







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MEETING LOCATION 700 Wilshire Los Angeles DATE Dec 14, 2019

NAME T L BRINK PHONE [REDACTED]

AGENCY OR AFFILIATION San Bernardino Community College District

ADDRESS [REDACTED] CITY [REDACTED] ZIP CODE [REDACTED]

EMAIL [REDACTED]  Check if you'd like us to keep you updated on Connect SoCal

### COMMENTS

There is a need for ongoing feedback, input and suggestions from potential ridership, as well as BRTI geographical data and real time Big Data coming from ridership.





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MEETING LOCATION

DATE

12-14-19

NAME

Broce

PHONE

[REDACTED]

AGENCY OR AFFILIATION

[REDACTED]

ADDRESS

[REDACTED]

CITY

[REDACTED]

ZIP CODE

[REDACTED]

EMAIL



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COMMENTS



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MEETING LOCATION DOWNTOWN LA

DATE 12/10/19

NAME KARINA MACIAS

PHONE [REDACTED]

AGENCY OR AFFILIATION CITY OF LOS ANGELES

ADDRESS [REDACTED]

CITY [REDACTED]

ZIP CODE [REDACTED]

EMAIL [REDACTED]

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## COMMENTS

I COMMEND SCAG'S LEADERSHIP IN REGIONAL PLANNING FOR ENVIRONMENTALLY SUSTAINABLE & INTEGRATED TRANSPORTATION SYSTEM. I WOULD ENCOURAGE GREATER EMPHASIS ON RESEARCHING AND RECOMMENDING HIGH IMPACT (ON EQUITABLE & SUSTAINABILITY' OUTCOMES) PILOT PROGRAMS & INTERVENTIONS BASED ON YOUR TRAVEL DEMAND & GROWTH MODELING.

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MEETING LOCATION	<i>Los Angeles</i>	DATE	<i>12/10/19</i>
NAME	<i>Karl Eggers</i>	PHONE	[REDACTED]
AGENCY OR AFFILIATION	<i>Walk Bike Long Beach</i>		
ADDRESS	CITY	ZIP CODE	
EMAIL	<input type="checkbox"/> Check if you'd like us to keep you updated on Connect SoCal		

## COMMENTS

*Electrification is a major focus.  
Is there evaluation for land use tied  
with the exponential expansion of wind &  
solar, the presumed source of this power.*



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MEETING LOCATION SCAG HQ DATE 12/10/2019

NAME Victor H. Ferrer PHONE 

AGENCY OR AFFILIATION City of South Gate

ADDRESS  CITY  ZIP CODE 

EMAIL   Check if you'd like us to keep you updated on Connect SoCal

COMMENTS: Can SCAG provide a presentation on the Connect SoCal Plan @ our city to inform local stakeholders?





## MAIN OFFICE

900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
Tel: (213) 236-1800

## REGIONAL OFFICES

### IMPERIAL COUNTY

1405 North Imperial Ave., Ste. 104  
El Centro, CA 92243  
Tel: (760) 353-7800

### ORANGE COUNTY

OCTA Building  
600 South Main St., Ste. 741  
Orange, CA 92868  
Tel: (714) 542-3687

### RIVERSIDE COUNTY

3403 10th St., Ste. 805  
Riverside, CA 92501  
Tel: (951) 784-1513

### SAN BERNARDINO COUNTY

Santa Fe Depot  
1170 West 3rd St., Ste. 140  
San Bernardino, CA 92410  
Tel: (909) 806-3556

### VENTURA COUNTY

4001 Mission Oaks Blvd., Ste. L  
Camarillo, CA 92418  
Tel: (805) 642-2800



## PUBLIC PARTICIPATION AND CONSULTATION

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### APPENDIX 4 PUBLIC HEARING TRANSCRIPTS

[connectsocial.org](http://connectsocial.org)