COMMUNITY INPUT

PUBLIC PARTICIPATION AND CONSULTATION

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

APPENDIX 4

PUBLIC HEARING TRANSCRIPTS
ADOPTED ON SEPTEMBER 3, 2020
APPENDIX 4
PUBLIC HEARING TRANSCRIPTS

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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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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, CA 90017
APPEARANCES:

SCAG STAFF MEMBERS:

KOME AJISE, SCAG EXECUTIVE DIRECTOR
JAVIERA CARTAGENA
HINA CHANCHLANI
KIMBERLY CLARK
JASON GREENSPAN
PABLO GUTIERREZ
SARAH PATTERSON

MEMBERS OF THE PUBLIC:

MARK BAZA
HENRY FUNG
JORDAN SISSON
KOME AJISE: Good evening. Welcome. We have two members of the public here. I think just -- oh, mic is off? How did I do that? Sorry.

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

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

SARAH PATTERSON: Sarah Patterson, regional affairs.

HINA CHANCHLANI: Hina Chanchlani, transportation planning and programming.

KIMBERLY CLARK: Kimberly Clark, sustainability.

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

KOME AJISE: Okay. And...

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

KOME AJISE: Michele, thank you.

You want to...

HENRY FUNG: My name is Henry Fung, and I'm a member of the public.
JORDAN SISSON: Jordan Sisson, member of the public.

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

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

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

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

This plan embodies a collective vision for the future and details the challenges facing our region, our shared goals, and transportation and land use strategies
and how we intend to realize these goals.

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

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

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

(Whereupon, a video presentation played.)

KOME AJISE: We're going to go to the...

(Delay in proceedings due to technical difficulties.)

KOME AJISE: All right. We have a number of slides here to run through just to, again, frame the plan and hopefully give you a better feel for the material that's out in circulation right now for public review. The draft plan was released for public review earlier.
this month, I believe -- actually, early last month.

We're in December now, so yeah. My months are running into each other.

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

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

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

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

SCAG, as the MPO, updates this regional plan every four years, and today what I'll review is the core vision of the plan with goals and objectives, existing conditions, the challenges in Southern California today,
and planning strategies that we are pursuing and the plan
for funding these strategies and the expected outcomes
that we hope to test in terms of performance monitoring.

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

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

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

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

In addition to advancing these goals, the plan
must comply with a number of federal and state
requirements including keeping up with clean air
requirements, aligning land use, and transportation
investments to reduce greenhouse gas emissions.

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

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

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

This process has taken place over the last three
years, and so we've been at this for about three years.
Between one-on-one meetings with every single city and
county -- one-on-one meetings some maybe more than
once -- to try and get a better sense of ground trooping
of the information that's contained in the growth
forecast -- the process included in-depth technical
analysis, planning and policy discussions, as reflected
in the timeline that's shown on this slide.

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

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

Getting to the content of the plan, we start
with assessing the existing conditions and where we are
today. We look at where we live today, including the
location and type -- the location, type, and
affordability of housing available to our residents.

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

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

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

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

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

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

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

We expect the region to grow by about
1.6 million jobs and about 1.6 million households, and
that's because we're going to be adding about 3.6 million
people over the plan period.

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

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

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

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

KOME AJISE: -- slides here. Okay.

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

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

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

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

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

The core vision also looks to increase investment in transit and complete streets as a primary element of where we focus our investment in our region.
So over the last two planning cycles, this core vision has been maintained, and we're carrying those through.

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

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

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

For complete streets, it's really intended that we have advanced goals of providing more transportation options. We've talked about mobility choices. The notion and focus on complete streets is to advance that particular goal across the region by making our roads safer for all modes, enhanced focus on safety by mapping,
and focusing on improvements within the various corridors where we have the most deaths and serious injuries. By working on the areas, particular areas that have the highest deaths and injuries -- begin to advance safety on these corridors and make some of these particular corridors more of a choice in mobility.

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

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

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

In this plan we also put greater emphasis on locating housing near jobs and in subregional job centers to reduce length of commute because that is one of the issues that has continued to be a problem in our area in terms of trying to reduce VMT and GHG. To the extent
that we make those location efficiency moves, we would be able to enhance this particular strategy of sustainable development.

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

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

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

Metrolink has been a bright spot in our regional
transit system in that it continues to increase in terms of ridership. Through increased focus on customer service and business planning, they've achieved record ridership gains.

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

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

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

Additional resources are invested in this plan for resiliency, recognizing that there will be occurrence of natural disasters resulting from climate change, and also allow us to better prepare for the inevitability of
a major earthquake event that we expect to see in our region.

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

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

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

Housing supportive infrastructure is a key connection given the housing crisis we have. This plan
spends a little bit of time looking at ways we can continue to enhance housing starts and continue to encourage housing -- affordability of homes in our region.

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

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

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

A key connection in the plan is the Go Zones. These are geographic areas where you can employ a suite of mobility services that are provided together with incentives to reduce dependency on the personal
automobile. So these Go Zones are elements across the region where they make the most sense to apply, and they could include pricing as a way to enhance the choice of other-than-single-occupant vehicles.

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

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

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

In the plan we look at strategies for mobility services to complement transit and also tying back to complete streets. And we want to think about ways to design our streets to prioritize shared modes, and this
is focussing on the first and last mile and how we get people to transit.

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

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

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

The available core funding, based on existing sources as projected out to the 2045, is about 449 -- 499 billion. Just about 500 billion. So we're short about 139 billion, and that's what this slide shows. We can reasonably account for about 500 billion in the funding sources that we see today projecting out to 2045.
The plan intends to address this shortage in a number of ways. And, again, these are not things that are in place yet, but these are proposals that we expect by 2030 at the latest will be in place. Otherwise you will see revisions to this assumption in the next iteration of the plan.

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

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

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

It wouldn't make sense for us to propose all this and not try to figure out if any of this would work,
so we have some performance measures or performance metrics that are included in the plan. Implementation will result in many benefits to the region, and we've tested some of those.

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

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

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

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

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

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

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

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

So looking ahead, we expect that the plan as proposed will have a more direct impact on Southern California and even beyond. We're looking at investment of well over $600 billion over the next 25 years.
But in a greater sense, I think the plan looks to be more efficient with how land is used. Location efficiency becomes key and complements some of the work we're doing in preserving natural lands in open spaces. The plan intends to deliver significant benefits across the region, as we've shown, and generate up to or over 300,000 jobs annually.

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

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

So here is a timeline. I think we alluded to the timeline earlier on. We are at this point -- at the draft release stage of the plan. We expect to go through the next 45 to 50 days of public comment. And I think the end of the public comment period is January 24th.
And for both the plan and the program environmental impact report -- I think both of them coincide in terms of end dates. It's a 55-day review period for planning and 45-day review period for the PEIR.

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

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

A couple more, I think; right?

SARAH PATTERSON: Two.

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

With that, you can comment online on the plan. You can review the plan directly. All of the plan
documents are at this location, online, and you also have
an opportunity to provide feedback.

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

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

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

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

There should have been more discussion amongst
the council members, and the regional council members
wanted -- some of them wanted a more robust discussion. And unfortunately because of this -- you know, this anvil that's hanging over us with the air quality conformity, you know, you really can't make too many changes, which is unfortunate; but that's something that, you know, should be considered in the future.

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

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

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

Regarding local input, in the whole RHNA process, there was this whole discussion about local
input. You know, what is local input? Is local input just cutting and pasting, you know, general plans from the city?

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

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

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

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

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

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

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

And, you know, SCAG wants to be more of facilitation. They want to do more coordination. But one of their visions -- one of their mottos that's on the bottom of, you know, their documents -- you know,
Rusty Bailey, the mayor of Riverside, said, "Be bold."

And this plan -- you know, we need to be more bold if we're going to meet these very ambitious greenhouse gas reduction targets.

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

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

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

Some transit systems, like OmniTrans, you know, they don't even run on holidays, like Thanksgiving and Labor Day, where people might need to go to work, they
need to go to events. And so low-income people who live
in San Bernardino County, you know, they can't ride
transit on holidays. So they have to drive, you know,
or they have to use ride services.

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

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

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

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

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

KOME AJISE: Yes.

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

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

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

KOME AJISE: I appreciate that. And, again, by all means, make a full-detailed input online or to Michele if necessary. And you can actually fill out cards too, but I want to make sure we give everybody a chance before they start to feel like they have to go home.
Go ahead. You can take as much time as you need to.

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

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

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

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

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

Third, regarding the plan's air passenger forecasting, it seems as if that the passenger cargo compounded annual growth rate differs. I think the passenger is about 2.1. Cargo's about 3.5 over the entire planning horizon. From my quick review, it
doesn't seem like it's really flushed out how it's justified between the two.

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

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

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

Let's see. My fifth point, it was great to see that your environmental justice area had performance metrics -- I believe you had about 18 of them -- however, it needs to be more flushed out. These are a very generic type of metrics.
So when it comes down to implementation, as the executive director commented, it really comes down to project by project. And so what I've seen, as I said before, most projects that are being approved by the various lead agencies rely on these documents. And when there's not specific, very detailed, clear-cut performance metrics, they tend to play loosey-goosey with the numbers where just about anything could fit within the big description of the performance metric itself.

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

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

To reach that, again, we're going to need,
from the public's purview, much more specifics --
concrete numbers that really demonstrate what you guys
have modeled and whether or not a project really matches
up.

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

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

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

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

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

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

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

Make it very clear to the lead agencies and the public what you guys assumed when you said, "We're going to hit that 18 percent below 2005 levels at 2035,"
because I tell you applicants are going to use this plan
day in and day out. So the stronger it is now, the more
you will see implemented in the private sector. Thank
you again.

KOME AJISE: Thank you.

How about we go to Imperial?

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

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

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

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

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

KOME AJISE: Thanks, Mark. And I think we will
probably be in Imperial.
Have we already gone to Imperial for public briefing?

MARK BAZA: Next week.


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

KOME AJISE: Sure.

Let's go to Arnold. He seems happy. What's going on?

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

KOME AJISE: Okay. Thank you.

Let's go to Orange County.

Gentleman?

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

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

Rachel?

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

KOME AJISE: All right. Thank you.

How about Riverside? Cheryl?

RIVERSIDE COUNTY OFFICE: And there are no public comments in Riverside.
KOME AJISE: Okay. Thank you.

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

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

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

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

(Whereupon, the public hearing was adjourned at 8:10 P.M.)
TUESDAY, DECEMBER 10, 2019
10:00 A.M.

900 WILSHIRE BOULEVARD
LOS ANGELES, CALIFORNIA 90017

REPORTER:  Michele Wagner
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, CA 90017

MICHELE L. WAGNER

COURT REPORTER
APPEARANCES:

SCAG STAFF MEMBERS:

KOME AJISE, SCAG EXECUTIVE DIRECTOR
JUSTINE BLOCK
JAVIERA CARTAGENA
JASON GREENSPAN
OLIVIA LEE
NANCY LO
KARINA MACIAS
ANDRES MOLINA
SARAH PATTERSON
SARAH PEACOCK
LEZLIE KIMURA SZETO
TONY WANG
LANA WONG
ZHOUO YAO

MEMBERS OF THE PUBLIC:

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

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

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

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

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

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

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

Anyone wishing to make comments, please fill out a public -- I think we have a public comment card that will be handed out, and please indicate if the comment is for the 2019 FTIP Amendment or Connect SoCal. Just let us know which document you're commenting on or both. We will start with public comments in the L.A. office and then go around the regional offices like I said.
So thank you very much for being here, and let me introduce the quick video that we have ready to go.

(Whereupon, a video presentation played.)

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

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

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

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

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

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

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

On the federal side, the plan must be consistent with the Federal Clean Air Act. The Clean Air Act establishes the rules for demonstrating transportation
conformity, and demonstrating conformity not only entails meeting the emission budget established for each criteria pollutants, but also fiscal reasonableness test under the fiscal constraint element of the plan and also meeting consultation and public review requirements. So these are all requirements that the plan must meet under state and federal law.

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

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

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

Furthermore, we engaged stakeholders. Special interest groups and community based organizations were used to get at the communities that typically are hard to reach and typically don't participate in our planning process.
So all of these efforts were engaged to bring about more direct involvement in the regional planning process. We also had staff from agencies and interest groups participate in our various regional planning working groups.

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

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

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

The concentration that we have in the last decade shows that, during that period -- more of our
In that period of time. But we also know that we've also grown in the outlying areas a little bit. Growth in multifamily housing has outpaced single-family homes, particularly here in L.A. County.

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

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

We have some challenges in our region. These are just a few of them that we've noted here. I think one that sticks out very, very prominently is the fact that we have 1,500 fatalities on our system every year.
That's a lot of fatalities -- 1,500 too many. And so we are committed to the vision zero concept, and the plan spends some time looking at safety as well as an initiative.

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

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

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

We also have disproportionate impacts on disadvantaged populations. That needs to be addressed in terms of equity, and we'll spend some time on that and hopefully get some comments on that.
In terms of the future, we expect to add about 1.6 million jobs in our region and another 1.6 million households for a population of almost 4 million. That's the growth forecast that we see for our region.

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

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

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

For Los Angeles County, we see 21 percent are 65 and older from a baseline of 13 percent. Similarly in
Orange County. The trend goes on in Riverside County. Slightly lower in San Bernardino County. Ventura is similar. And so we see this trend across the region in terms of ageing in place being very consistent across all of our counties.

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

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

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

For our core vision, we're going to address six quick elements of the core vision. We're going to continue to focus on complete streets. The intent is to energize our jurisdictions to pay more attention to the
curb side, which is, in fact, the most valuable piece of real estate in most jurisdictions, and it's underutilized. And making that more conducive to bike and pedestrian activities, I think, we've proven in many pilot cases are also -- an economic activity.

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

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

A core vision is transit. Transit continues to be the backbone of our transportation system into the future. As we grow into the future, more investment in transit -- both mainline transit, regional transit, like Metrolink, as well as micro transit and micro mobility to
connect the last and first mile. Those transit investments continue to be critical, especially as we imagine us moving more away from single-occupying vehicles.

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

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

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

Investing in housing-supportive infrastructure is another element, given that we're in a housing crisis. And looking into the future, we will more so need a housing capacity, and providing infrastructure that
supports housing growth, I think, is important.

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

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

And, finally, one of our key connections is a rapid electrification of our system to totally decarbonize over time both the transit system and also personal mobility systems that we have. And that involves electrifying our buses and obviously our rail systems, but also providing as many charging opportunities as possible so that that anxiety that tends to occur when people drive electric cars goes away
such that it becomes a more likely choice than an internal-combustion-engine vehicle.

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

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

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

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

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

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

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

And these are all based on the fact that the plan intends to move more people by transit than currently moved by baseline and also see more decarbonized fleet over time. And with the opportunities
of technology, we also expect to see a few more people work at remote locations or work at home as opposed to commute.

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

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

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

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

Los Angeles County has a little more in terms of impact. Orange County. Riverside County has a huge --
almost a thousand dollars in household cost savings in Riverside County. San Bernardino County. And, finally, Ventura County also has a high impact from the plan -- both VMT and household cost savings.

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

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

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

Connect SoCal is a starting point and a platform for continued collaboration. Really what we do with our regional plan is an opportunity for further collaboration. It provides a -- it doesn't mandate -- federal and state law doesn't allow us to mandate the
things that we are proposing here, but what we've been
able to do over time is use our plan to drive the vision
with the region and present a platform for further
collaboration and partnership. And that in itself,
I think, has been very effective with moving the region
forward.

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

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

Like I said, the public comment period runs
through January 24th. After all that's said and done,
we will take all those comments, come back to our board
in February and March, and get them to review where the
comments fall, and hopefully have a final presentation to
our board for adoption of the Connect SoCal plan in April
of 2020.

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

Justine?

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

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

It's the program environmental impact report that analyzes our Connect SoCal transportation plan. So that is a 45-day comment period separate process. And again, that is posted on our website, and we will be having a public meeting for that January 9, 2020. So
keep an eye out for that on our website. Thank you.

KOME AJISE: Thank you, Justine.
And so we'll start here. Is that the plan?

JAVIERA CARTAGENA: Yes.

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

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

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

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

Okay. Let's go to Orange County.

OCTA, public comment?

ORANGE COUNTY OFFICE: No comments here in Orange County.

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

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

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

RIVERSIDE COUNTY OFFICE: Nope.
KOME AJISE: No. Okay. Thank you. San Bernardino?

SAN BERNARDINO COUNTY OFFICE: Good morning. No public comments in San Bernardino.

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

IMPERIAL COUNTY OFFICE: No public comments in Imperial County.

KOME AJISE: Okay. I think we've made the rounds of regional offices. Let's bring it back to L.A. Any public comments here in L.A.?

(No audible response.)

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

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

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

KOME AJISE: I think there's always opportunity. I would defer to our public affairs staff. I think it tends to be better if we do a presentation at a city council meeting, for example, and then that usually
attracts more public and you can get questions from both policy and elected officials. So we'll take your requests.

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

Oh, I have to speak into the mic.

KOME AJISE: Yes, speak into the mic.

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

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

So we have a few opportunities coming up, and we'll let you know about those. But if you want something a little bit more, you know, personalized, we can definitely do that, and we have a team on the ground to do that as well.
KARL EGGERS: Hi. Yes. My name is Karl Eggers from Long Beach. I know electrification is being kind of banded around as a major focus.

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

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

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

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

All right. I don't see anymore public comments,
so with that, I want to thank everybody for coming. We are going to officially close the public hearing for the Southern California Association of Governments Connect SoCal Plan.

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

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

(Whereupon, the public hearing was adjourned at 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

HINES REPORTERS
INTERNATIONAL TOWER
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CONNECT SO CAL PLAN AND

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SATURDAY, DECEMBER 14, 2019

10:00 A.M.

900 WILSHIRE BOULEVARD

LOS ANGELES, CA 90017

MICHELE L. WAGNER

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

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

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

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

Connect SoCal is an important planning document
for our region. It is a requirement of both federal
and state laws, and this public hearing today is in
accordance with both federal and state law.

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

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

Each speaker will be provided three minutes to
speak, and designated representatives of groups will have
five minutes to speak. Once all speakers have presented,
speakers may request an additional three minutes for
further comments. Please indicate if the comment is on
the FTIP, the 2019 FTIP Amendment, or if it's on
Connect SoCal.
We will start the public comments in the L.A. region as soon as we're done with the presentation. So thank you for being here. Let us see the video.

(Whereupon, a video presentation played.)

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

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

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

By law, Connect SoCal, the regional transportation plan, must have overarching goals and objectives. It must have a future growth forecast, an action element or plans and programs that will achieve the goals, a financial plan, a finance plan that's reasonable and reasonably assured, and the plan must also have performance measures. It must be performance based to ensure accountability and ease of monitoring and managing progress.
The plan has several goals. I think in our plan we have about ten goals. We have ten goals specifically, and these ten goals are intended to do a number of things that are important to our region -- to improve air quality, to optimize our existing and future investments in infrastructure, to contribute to our robust economy, to make sure that we are enhancing the economy with the implementation of the plan, to increase mobility choices, to be resilient and ready for manmade and natural disasters, and as well as making sure that we encourage diverse types of housing investments -- so housing development.

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

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

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

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

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

In the May/June time frame this year, we engaged other stakeholders and special interest groups, including using community-based organizations, through a series of workshops and direct involvement and also including some regional planning working groups where technical staff were engaged.
The use of CBOs, or community-based organizations, allowed us to also bring the plan and the planning process to communities that typically are not engaged in the planning process. In terms of the planning process, where we are today is on the left side at the bottom in the blue. That's where we are today.

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

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

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

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

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

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

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

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

We have some challenges in our region -- a number of challenges. This is just a quick summary of
some of those challenges. We still spend way too much
time in traffic. On average, Southern Californians spend
about 100 hours in traffic every year.

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

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

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

   Of course, there's the ongoing health impact of
   the air quality as a result of transportation and the
   lack of activity -- I guess, I'm thinking about people
   not walking and biking, active mobility -- also causes
some health indications there. So those are some of the challenges.

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

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

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

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

So while Imperial County has a 16 percent or
17 percent of 65 and older by 2045, we see that's about
21 percent in L.A. County, 21 percent in Orange County,
about 21 percent in Riverside, a little lower in
San Bernardino, and 22 percent in Ventura. These are
just indications of what the future looks like county by
county, but in general, as a region, one in five of our
population will be 65 and older.

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

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

Under our core vision strategies, we have
strategies like complete streets, making sure that we
provide the mobility opportunities within our
transportation system for all modes as much as possible
and as much as practical, looking to make sure that we
continue to encourage sustainable development where we
concentrate where we already have infrastructure so it's sustainable as opposed to -- furthering green fuel development, making sure that we manage the system that we already have.

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

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

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

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

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

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

So we really are washing in potential in terms of what we can do to reduce trip making. Smart cities connect people, vehicles, and infrastructure allowing them to communicate in realtime through regional telecommunication networks.
Housing supportive infrastructure. This is intended to address the affordability issue that we have. The cost of producing housing is a significant barrier in the growth of our region, and this strategy will make sure that we can quickly produce critical housing at the local government level by making sure that we have the supportive infrastructure that will reduce the cost of actual housing production.

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

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

And, lastly, accelerated electrification. This strategy is intended to deal very squarely with the issue of carbon in transportation. To the extent that we
rapidly electrify the system, both transit and personal automobiles, we will see a significant reduction in greenhouse gas emissions in the transportation system.

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

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

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

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

However, to meet the need of the plan in terms of the implementation of the strategies that we have,
there is a gap of about 139 billion in terms of funding that we currently have identified. And this gap seems like a lot; but it's, in fact, a smaller gap than we had in the 2016 plan.

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

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

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

We're required to also measure progress in the plan. There is a performance -- under federal and state
law, the plan has to be performance based. There are a number of performance requirements in the plan that we address very, very directly. One is the greenhouse gas reduction targets of 8 percent by 2020 from the 2005 levels and 19 percent by 2035 from the 2005 levels. This plan will demonstrate that it can actually meet both of those targets.

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

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

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

So this is for Imperial County. The number goes
up for Los Angeles County in terms of the EMT reduction and also household cost savings. Similar numbers in Orange County. Even more so in Riverside County. And I think the indication in household savings in Riverside County is as a result of the reduction in trip lengths that the plan will cater to. And we see an average in San Bernardino County and also a high yield in Ventura County.

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

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

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

In terms of next steps, this slide sort of
identifies what we expect to do. We have been briefing and will continue to brief elected officials over the next month into January. We have had a couple of public hearings already. This is the third, and the public comment period continues to be open until January 24th.

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

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

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

I moved to the South Bay in 1978 to go to school and have never left. Yet, for that amount of time, the infrastructure for transportation -- both the freeways and the arterial roads have deteriorated to mostly gridlock, which is counterproductive to getting to work or to getting to play.
This organization has been around for quite a long time, and I see that in the future you have goals you need to meet. My question is: Back in 1978, what happened to those goals in the transportation field? Because they've fallen woefully short.

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

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

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

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

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

Let me switch back to transportation.

KOME AJISE: You have about 30 seconds.

BRUCE SZELES: I'm sorry?

KOME AJISE: You have about 30 seconds.

BRUCE SZELES: Okay.

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

KOME AJISE: Thank you very much.
Next I have T.L. Brink.

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

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

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

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

The second source of information would be the big data that would come from your ridership. Every time
somebody swipes a card, we should have information on who is swiping and going where. It doesn't have to be done on the individual level for concerns of privacy, but the idea that we know that, you know, maybe this is a medical trip, this is an educational trip, this is a work trip, this is a pleasure trip. That would be very helpful in terms of scheduling the timing of different trips.

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

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

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

KOME AJISE: Thank you. And just to be clear, all of your comments are being recorded verbatim. So we're not responding right now because we'll take all
those and respond. I just don't want you to feel like we're being mute.

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

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

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

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

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

Another reason too with the 3.6 million more people -- I don't have the number now handy of how the population is going to grow in terms of the number of
people over 65 years old. And that's why we're going to need those young people who are here to have places to live so that they can be doing the jobs and the work keeping the economy going that helps support the folks who are in their retirement years.

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

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

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

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

The other thing too, in terms of making public
transit work better, we need to have cities and counties be more willing to dedicate lanes for buses for higher uses of -- basically busses.

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

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

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

KOME AJISE: Thanks, Pam.

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

Anybody, Rachel?

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

KOME AJISE: Okay. How about Riverside?
RIVERSIDE COUNTY OFFICE: There's no public comments in the Riverside office.

KOME AJISE: Thanks, Cheryl.

San Bernardino?

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

KOME AJISE: All right. Orange County?

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

KOME AJISE: Thanks, Jonathan.

How about Imperial, David?

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

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

The public comment period remains open until the 24th of January, and so we encourage folks to continue to chime in as they get a chance to review all of the documents. The plan itself is online as well as the 20 technical reports that support the main book of the plan. There is more information obviously in the technical
reports because they're focused on very specific topical areas.

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

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

JAVIERA CARTAGENA: Well, just one more thing. This is Javiera Cartagena here from the SCAG office. I would also like to let everybody know that our California Environmental Quality Act, CEQA, for Connect SoCal -- the draft PEIR also serves as the programatic document that conducts the region-wide assessment of potential significant environmental effects, and that is also for the 45-day public review period until the January 24th deadline. And we will be having a hearing on the PEIR on Thursday, January 9th from 2:00 to 3:30 here at our office as well.
KOME AJISE: All right. I think that's it.
Thank you.

(Whereupon, the public hearing was adjourned at 10:50 a.m.)
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种语言发表评论，请联系南加州政府协会工作人员寻求帮助。
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MEETING LOCATION      SCAG

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

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

If you want to make a comment in a language other than English, please contact a SCAG staff member for assistance.

**English:** Are SCAG provide a presentation on the Connect SoCal Plan @ our city to inform local stakeholders?

**Spanish:** ¿Podría SCAG ofrecer una presentación sobre el Plan Connect SoCal en nuestra ciudad para informar a los stakeholders locales?

**Chinese:** SCAG是否可以在我们的城市举办一个活动，以向当地的利益相关者介绍Connect SoCal计划？
PUBLIC PARTICIPATION AND CONSULTATION

APPENDIX 4
PUBLIC HEARING TRANSCRIPTS

connectsocal.org