

CONNECT SOCAL 2024

The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy
of the Southern California Association of Governments

PUBLIC PARTICIPATION & CONSULTATION

Public Hearing Transcripts & Comment Cards

APPENDIX 5 OF 5

ADOPTED APRIL 4, 2024



Public Participation & Consultation

Public Hearing Transcripts & Comment Cards

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SCAG CONNECT SOCAL 2024

DRAFT PLAN FOR REVIEW AND COMMENT

AUDIO LABELED:

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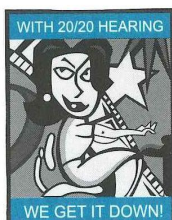
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Length: 117:36

AUDIO TRANSCRIPTION

DECEMBER 4, 2023

TRANSCRIBED BY: NATALIE FAGAN, CSR No. 13993



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AUDIO TRANSCRIPTION

SCAG CONNECT SOCAL 2024
DRAFT PLAN FOR REVIEW AND COMMENT

December 4, 2023

Audio Labeled:

GMT20231204-235627_Recording.cutfile.20231206000318344_1

920x1080

Length: 117:36

Transcribed by:
Natalie Fagan, CSR 13993

1 MS. DOMINGUEZ: All right. Good afternoon,
2 everyone, and thank you for joining us today for our
3 public hearing on the draft Connect SoCal 2024. Today
4 is a chance for us to hear from you, the public, on the
5 draft plan that was released by our regional council on
6 November 2nd. I do want to note that this meeting will
7 be recorded for note-taking and documentation purposes.

8 First, let me introduce the staff that we have
9 present. In the room with me here today is the manager
10 of planning strategy Frank Wen. I'm also joined by the
11 Connect SoCal development team, Leslie Cayton and
12 Camille Guiriba. And we're also joined with staff in
13 the regional council offices and our consultant team
14 Peacock Sinning.

15 So next I'll go over the session logistics
16 followed by an overview presentation on the draft plan,
17 and then we'll conclude with the main purpose of today's
18 meeting, which is the public comment. So the
19 presentation will take about 20 or so minutes, but most
20 of the time will be for public comment.

21 The full meeting is scheduled for two hours.
22 Like I mentioned, the presentation will take about 20
23 minutes leaving most of the time for hearing your
24 comments. Speakers will have three minutes to start and
25 given the -- what we're seeing with attendance, you'll

1 likely have time to make multiple comments time willing.
2 So if you're joining us on Zoom or by phone, your line
3 will be muted automatically, but we'll be able to unmute
4 the lines during the comment portion of the meeting.
5 I'll mention this again when it's -- after the
6 presentation when it's time to start making comments.

7 But all comments made today will be documented
8 as part of the formal record and responded to alongside
9 all other comments submitted to SCAG during the public
10 comment period. This means that we will not be
11 answering your questions today. We can answer
12 clarifying questions, but we will not be responding to
13 your comments directly during this meeting.

14 First let me introduce the Southern California
15 Association of Governments or SCAG, which is your
16 regional planning organization -- or metropolitan
17 planning organization. Excuse me. And SCAG leads the
18 six county region that you see here on the map in
19 planning for the future. So we encompass six counties
20 and 191 cities.

21 As an assembly of local governments we are both
22 local and regional. We take a leadership role in
23 establishing vision and goals and identifying policy,
24 strategies, and funding to reach those goals. This is
25 based on working closely with local governments,

1 engaging on challenges, and gathering local data. Local
2 jurisdictions and transportation agencies implement this
3 vision through their projects and programs. And
4 ultimately, we're focused on performance-based planning
5 which means that we evaluate and measure our progress
6 toward the goals in order to adjust our policies and
7 strategies. This works like a feedback loop allowing us
8 to continuously improve how these pieces all work
9 together for the continued health of our region.

10 So what is Connect SoCal? It's the regional
11 plan and to kick off the overview we'll share this
12 video.

13 (Video playing from 3:34 to 4:39.)

14 Sorry. Just a moment. We're fixing the audio.

15 My apologies for that. We had an issue and you
16 likely couldn't hear the audio, but luckily this is
17 available on ConnectSoCal.org, so you are welcomed to go
18 and view the video, and it's just kind of meant as an
19 overview to give people a two-minute taste of what the
20 plan is. But for you joining us today, you'll get to
21 hear this in a 20-minute version. So if you're
22 interested, though, if you want to share with your
23 colleagues or anyone else about kind of what the plan is
24 about, then I recommend, you know, going to the website
25 and you can link to this video, and it gives someone

1 kind of a two-minute view of what the plan is and what
2 it's about.

3 So Connect SoCal is one of the primary
4 documents that SCAG as the metropolitan planning
5 organization for Southern California is responsible for
6 preparing. This document defines the collective vision
7 and goals for the region. Through this process we must
8 meet a number of federal and state requirements. This
9 plan that we're presenting to you today does meet these
10 requirements and can allow us to continue receiving
11 state and federal funds for transportation projects.
12 This plan includes \$750 billion in transportation
13 investments by 2050 along with policies and strategies
14 to help meet our goals.

15 Now, we'll talk about the framework of what's
16 included in a regional transportation plan before we
17 talk about the contents. These are the plan elements
18 that work together to articulate the way forward.
19 They're described in detailed in Chapter 3 of the main
20 document of the plan. First there's regional policies
21 that identify how to align land use and transportation
22 planning in the actions that local jurisdictions take
23 every day. These can create a compass at the local
24 level.

25 The project list details plan investments and

1 includes the projects submitted to SCAG by each of the
2 county transportation commissions. The forecasted
3 development pattern demonstrates where the region can
4 grow and is based on local plans and reviewed by local
5 jurisdictions.

6 The regional strategic investments identify
7 areas that require collective effort to close the gap
8 between the current trajectory of plans and outcome that
9 this regional plan seeks to achieve. These regional
10 strategic investments complement the local plans,
11 filling in gaps to meet requirements for the region that
12 local plans cannot meet alone.

13 Then implementation strategies guide house SCAG
14 as an agency will implement the plan. This is where
15 SCAGs works supporting local governments comes in via
16 funding administration, research, and other resources.

17 On the Connect SoCal website, and again that's
18 connectsocal.org, you can find the main plan document,
19 but I also want to encourage you to explore the
20 technical reports. You can see at a glance here of the
21 range and scope of the draft plan which includes mobile
22 content such as goods movement and mobility, as well as
23 analysis like performance monitoring and equity
24 analysis. And this is SCAG's first plan to include a
25 standalone housing technical report.

1 To conduct long-range planning we first
2 assessed what's going on in the region today and look at
3 local plans. SCAG also looks at the current research on
4 effective policies and strategies and the trends
5 affecting the region. We also engage with leaders,
6 stakeholders, the public across the region.

7 So how do we do this? SCAG follows the 3 C's
8 planning approach which stands for "Continuing,
9 Cooperative, and Comprehensive." For Connect SoCal this
10 means that we connected outreach to stakeholders and the
11 public on a vision for the future including over 20
12 public meetings in the spring earlier this year. We
13 reviewed performance measures, trends, and forecasts.
14 We collected input from local agencies about the
15 direction of their planning. And through policy
16 discussions with our committees and subcommittees made
17 up of the local elected officials, we clarified the
18 policy priorities for bridging the gap between where we
19 want to go, and what it will take to get there.

20 So I want to take some time to look at what we
21 heard from the public during our outreach earlier this
22 year. We heard about the challenges communities are
23 facing and the solutions for improving our region. Some
24 of the common challenges including housing issues
25 especially the persistence of unhoused members of our

1 communities, as well as challenges related to mobility
2 like traffic congestion, and the lack of safe options to
3 bike or walk. Some ideas that we heard for improving
4 the region included things typically addressed in
5 regional plan like transit improvements, as well as
6 calls for more holistic solutions and processes to
7 improve the region like more community involvement and
8 planning and decision-making.

9 We asked about two of the overarching
10 priorities for the plan; equity and resilience. There
11 were some frequently suggested solutions to making the
12 region more resilient and equitable such as increasing
13 the accessibility of housing and economic opportunities.
14 Lastly, I want to share what we heard about the region,
15 the communities envisioned in 2050, which is a region
16 that is accessible, sustainable, and prosperous.

17 In sum, this early input helped to shape the
18 overarching vision and goals for the plan, as well as
19 informing specific regional planning policies that I
20 mentioned before and implementation strategies, all of
21 are outlined in Chapter 3 of the plan.

22 So one of the foundation for long-range
23 planning is to understand who we are planning for, which
24 requires us to understand the regional demographic
25 forecast. We expect to add another two million people

1 to the region by 2050, which is about half as much as we
2 expected in the 2020 plan. This is in line with a trend
3 of slower growth that's seen throughout the state. As
4 you can see here in this chart, we expect housing growth
5 to outpace population growth over the next 30 years due
6 to state and local policies to address the undersupply
7 of housing in the region. And for the economy, the
8 region has a strong diversified economic base, and we
9 expect to see job growth outpace population growth.

10 Our growth trajectory means that our population
11 will look different in the future than it does today.
12 Our population will be older as baby boomer generation
13 ages, and in 2050 we will have roughly twice as people
14 over the age of 85 as we do today. Our region will also
15 be more diverse and have smaller households.

16 So now let's get into the substance of the
17 plan. Based on the engagement with stakeholders and the
18 public that I mentioned earlier, we developed a vision
19 for Southern California in 2050; a healthy, prosperous,
20 and accessible and connected region for a more resilient
21 and equitable future. This includes goals across four
22 main pillars of the plan of mobility, to build and
23 maintain a robust transportation network. For
24 communities to develop, connect, and sustain livable and
25 thriving communities. For the environment to create

1 health region for the people today and tomorrow, and for
2 the economy, support a sustainable, efficient, and
3 productive regional environment that provides
4 opportunities for all.

5 So we use the themes of equity and resilience
6 as a lens across each of these four pillars. And what
7 you see here on this slide, these are the categories
8 that are the policy priorities that guide our work
9 together. So you'll see this covers many of the issues
10 raised during our public outreach process, and you can
11 also tell that many of these area integrate, so that
12 means that the choices that we make about land use in
13 our communities can impact whether or not we're
14 resilient to climate change. Similarly, investments
15 that we make in mobility can create more equitable
16 access to opportunity.

17 So what you're seeing here is the map of the
18 density of households in the region in 2019. I'm going
19 to flip back and forth between this and what we are
20 anticipating in 2050. So we're forecasting the growth
21 will continue in the same pattern near established
22 communities where infrastructure currently exists.
23 Generally, for the region this avoids further sprawl
24 which can consume agricultural and natural lands and
25 create long commutes.

1 And so preparing a forecasted regional
2 development pattern is a require the element of this
3 regional plan. This map that you are seeing here shows
4 where we anticipate future jobs and housing to be
5 located -- oh, I'm sorry. I think this is just future
6 housing. Just future growth that will be located
7 throughout the region. And so an important development
8 step of the plan is developing this forecast, and it's
9 based on the plans that are adopted at the local level,
10 and reflects the input that we received from local
11 jurisdictions through our local data exchange program.

12 While this reflects the input we received, it's
13 still important to reiterate that our plan -- Connect
14 SoCal 2024 -- does not supersede local land use
15 authority. In terms of where growth will occur, we
16 expect to see the majority in priority development area
17 which are areas with access to transit or the potential
18 to take shorter trips. Overall, more sustainable land
19 use pattern in coordination with other plan strategies
20 can create more choices for trips on modes like walking,
21 biking, or transit.

22 Another requirement is that our plan be
23 financially constrained. So we have 750 billion dollars
24 in core and new reasonably available revenue, which you
25 see on the left, and 750 billion in projected costs or

1 expenditures on the right. Starting with revenues like
2 prior plans, local sources represent the largest share
3 of revenue. Followed by state sources and then federal
4 sources remain the smallest share. And I should not
5 that the state and federal revenues are primarily
6 funded -- generated through fuel taxes. This means that
7 we must make transportation funding more sustainable in
8 the long run. Efforts are underway to explore how we
9 transition from the current system based on fuel taxes
10 to a more direct system of user fees.

11 For expenditures, operations and maintenance or
12 O&M cost account for 60 percent of plan cost, which I'm
13 going to further detail here. So this investment in
14 operations and maintenance addresses the need to
15 preserve the transportation system in a state of good
16 repair. In terms of capital projects and programs, the
17 transportation investment submitted by the county
18 transportation commissions represent the majority of
19 capital projects and other programs. This includes
20 continued investment in our transit rail system,
21 improvements to the goods movement system, and an
22 increase in active transportation capital projects as
23 compared to our last plan. And you can read more about
24 planned investments and projects both in Chapter 4 of
25 the plan or by reviewing the project list technical

1 report.

2 So these regional strategic investments I
3 mentioned earlier are funded by new revenues and are
4 necessary to supplement submissions from county
5 transportation commissions and local jurisdictions to
6 reach regional performance targets and goals, including
7 GHD reduction and safety. These investments help
8 advance regional priorities like equity and resilience
9 with universal basic mobility and clean transportation
10 investments. And these investments also leverage
11 technology with advancements in regional intelligent
12 transportation system architecture and smart cities.

13 So while I won't be presenting comprehensively
14 on all of the regional strategic investments or
15 investments in the plan, I do want to highlight a couple
16 of areas of projects in the plan. So the first is the
17 regional express lanes. Connect SoCal is building on
18 the success of the five existing express lane segments
19 currently in operation in the region, and the 3.2
20 billion in express lane projects currently under
21 construction will plans to add more than 850 new lane
22 miles to the current network. Additional express lane
23 corridors will ultimately form a contiguous network
24 between Los Angeles, San Bernardino, Riverside, and
25 Orange Counties. This can improve travel time and

1 reliability for transit routes in these express lane
2 corridors, and overall system improvements along with
3 other plan strategies and investments will lead to an
4 overall regional reduced traffic delay of 26 percent in
5 the region by 2050.

6 Complete streets is a term that refers to
7 streets that have a place for all users. It has been a
8 planning priority for SCAG for several long-range
9 planning cycles, and we consider it an important equity
10 issue because historically underserved communities
11 experience disproportionate traffic related injuries and
12 deaths. The region has added about 1000 miles of
13 bikeways since the adoption of our last plan in 2020.
14 In Connect SoCal 2024 includes regional strategic
15 investments that focus improvements on corridors with
16 the highest instances of traffic injuries and deaths,
17 which are mostly in priority equity communities. So
18 with these and other local improvements, we're
19 anticipating seeing more than 4,000 miles of new
20 bikeways added to the network with the implementation of
21 this plan, which also includes supportive policies to
22 increase the safety, comfort, and mobility for all road
23 users.

24 So the last transportation projects that I want
25 to highlight is for the transit rail network. Since

1 1991 regional entities have spent more than 196 billion
2 on transit improvements. Since the adoption of the last
3 plan three years ago, we've seen several major projects
4 come on line; Redlands Rail Arrow Service, LA Metro
5 Regional Connector, and elements of Metrolink score
6 program. Connect SoCal 2024 includes more capital
7 projects and system and operation improvements for
8 transit. So of note -- especially, I want to point out
9 the Metrolink score program will help to transform
10 Metrolink from communal oriented service to a network
11 that can serve local travel over much of the day, which
12 helps to meet our population's changing travel patterns.
13 And overall, these investments continue to strengthen
14 transit as an important component of our transportation
15 system. If implemented, Connect SoCal 2024 is
16 anticipated to shift about 800,000 commute trips to
17 transit per year, which has benefits for our
18 environment, safety, and traffic.

19 So next, I want to highlight housing. And like
20 I noted before, Connect SoCal is the first regional
21 plan -- or SCAG's first regional plan that included a
22 technical report on housing. And we know that housing
23 production is increased in recent years, but we still
24 have a backlog of unmet need. This backlog and the
25 underbuilding in the 80s and 90s means that we don't

1 have enough housing for population, which makes housing
2 less affordable, makes commutes longer, and stunts
3 household formation all of which impacts our vulnerable
4 populations the most. So we know that adding more
5 housing is an important part of the path towards
6 reaching the equity outcomes that are part of this
7 plan's vision.

8 For our work with the state, SCAG has made
9 nearly 160 million available to support local planning
10 for housing, which can help make up for the backlog
11 created by not adding enough housing in the 80s and 90s.
12 Strategies in this plan focus on housing choice and
13 affordability, as well as creating opportunities to put
14 jobs, retail, and other amenities for daily life closer
15 to where people live which can reduce the need for
16 longer auto trips, improve safety, and create more
17 vibrant neighborhoods.

18 In terms of economy, Connect SoCal 2024
19 includes policies and implementation strategies that
20 support economic opportunities for all. The investments
21 outlined in the plan are expected to create nearly half
22 a million jobs from both the direct investments and
23 improved regional competitiveness. This plan includes
24 policies and strategies for workforce development, which
25 is a step towards addressing wage inequities and

1 providing more opportunities for all.

2 In recent years our region has seen a number of
3 disruptions from the pandemic to extreme wild fires and
4 even a hurricane. So Connect SoCal 2024 plans for our
5 ability to withstand and adapt to shocks like an
6 earthquake and stressors like climate change. By having
7 more sustainable development, we can reduce our energy
8 in water consumption, which is good for the environment
9 and also the budgets of families across the region. And
10 it helps us to conserve our resources, both natural and
11 financial to make them last longer. The sustainable
12 development in the plan also directs growth away from
13 hazardous areas, such as areas subject to wild fire,
14 flood, or sea level rise, which also can help to
15 preserve our important farm lands and natural habitats.

16 So for our last content segment on the plan
17 before discussing the plan outcomes, I want to touch
18 context of transportation finance. The transition to
19 electric vehicles is here now, especially for the State
20 of California, and this clean transportation
21 technologies reduces pollution and can improve the
22 health of communities. But it also means that we -- it
23 requires a fundamental shift in how we think about and
24 plan for energy, land use, and transportation funding.
25 So due to California's clean air regulations, the state

1 expects that only half of the miles driven in 2035 will
2 be powered by gas. But because our state and federal
3 funding sources from transportation come from gas taxes,
4 we stand to lose up to 93 billion over the life of the
5 plan. And this loss of revenue has implications for our
6 goods movement and transit, as well, and ultimately
7 could lead to an inability to maintain our
8 transportation system in a state of good repair.

9 So in terms of what that drop in revenue could
10 mean, especially for the state of good repair on local
11 streets and roads; on average the pavement condition in
12 the region today is fair to good. With current revenues
13 the average condition would deteriorate to poor
14 conditions. So we know that we need new revenues, as
15 outlined in Connect SoCal 2024, that will allow us to
16 maintain a state of good repair. So the new sources
17 that are outlined in the plan can help us to fill this
18 gap at a regional level, and transition funding for our
19 transportation system from a system base on gas taxes to
20 a more sustainable system based on actual usage. This
21 is also an important equity issue because under the
22 current system of gas taxes, lower income households who
23 tend to own older gas powered vehicles pay more for gas
24 tax. And SCAG plans to do more study on equity concerns
25 surrounding user fee policies.

1 So what is the plan impact? Part of our role
2 is also in analysis, so we look at the results of the
3 combination of these policies and strategies in the
4 plan. So first, one of SCAG's primary responsibilities
5 in meeting the state's -- is meeting the state's
6 greenhouse gas emission targets. So that's 19 percent
7 per capita reduction from 2005 levels by 2035. And
8 there are many strategies that contribute to these
9 reductions. The most impactful that I want to point out
10 today are our plan's more sustainable land use pattern,
11 the roadway pricing and user fees, our investment in
12 transit and shared mobility, and our improvements in
13 active transportation.

14 Connect SoCal also includes a full technical
15 report on the impacts of implementing this plan. It's
16 the performance monitoring technical report, or you can
17 find highlights in Chapter 5 of the main book. So I'll
18 highlight some of the benefits. We'll see more
19 efficient development with households and jobs being
20 located in priority development areas. Again, the areas
21 where you'd be more likely that you can make a short
22 trip or use transit or other modes. We'll see less
23 congestion in terms of the minutes of traffic that a
24 person experiences in a given day. We also expect that
25 people will need to drive less, in general, to get to

1 where they need to go, which reduces overall vehicle
2 miles traveled and contributes to the reduction in
3 greenhouse gas emissions. So all of this is from both
4 the efficient development and the projects and programs
5 in the plan. And then last I want to point out is the
6 direct economic investments. So every dollar that we're
7 investing with this plan, we expect to see about \$2 in
8 benefits.

9 So last I want to wrap up with kind of what --
10 how we work with you in terms of how we work with
11 communities across the region. So SCAG provides
12 resources in the form of data, research, and technical
13 assistance to support communities in the implementation
14 of the plan. We also advocate to bring funding into our
15 region and create frameworks to distribute and award it
16 to local jurisdictions. But this plan can only be
17 realized with successful implementation. We like to
18 refer to it as the adoption of the plan will be of
19 milestone but not a finish line because SCAG, as an
20 agency, does not implement projects. We do not approve
21 land use plans. So our role is to collaborate and
22 support our local partners in their daily work and in
23 implementation so that we can all achieve this regional
24 vision.

25 SCAG does have funding opportunities attached

1 to implementation of this plan. These are primarily for
2 local jurisdictions and transportation agencies, but we
3 do sometimes fund other groups. One I want to point out
4 is our sustainable communities program, which is a
5 source of ongoing funding with calls released on a
6 rolling basis, and since 2020 we've distributed nearly
7 17 million to local agencies. And we're in the process
8 under the regional early action program 2.0 of awarding
9 196 million for projects and programs to connect -- to
10 support Connect SoCal implementation.

11 So what comes next? So this is a time line you
12 see on the left side of the -- when we released the
13 draft plan in November, and we're currently in the
14 comment period. So we're holding a series of public
15 meetings this week. We've been meeting with elected
16 officials, and the comment period will end on
17 January 12th. So after that point staff will catalog,
18 analyze, and respond to each and every comment that we
19 receive, and then we anticipate finalizing the plan and
20 presenting it to our regional council for approval of
21 April of 2024.

22 So before I move into the comment portion of
23 this hearing, I do want to reiterate where you can find
24 the plan to read in its entirety, and that's at
25 connectsocial.org. Another way -- all though any comment

1 received today during part of this meeting will be
2 responded to as part of the final plan. I do want to
3 also let you know that at that website you can submit
4 further comments. And lastly, if you need to get a hold
5 of us -- for example, if you have a quick clarifying
6 question, you can reach us at that e-mail address;
7 connectsocal@scag.ca.gov.

8 Lastly, while today we have discussed the plan
9 itself and not the environmental impact report, I do
10 want to also point out where you can find that document,
11 which has a separate but concurrent comment process, and
12 you can submit comments either by mail or e-mail. You
13 can visit our website scag.ca.gov/peir to reach that
14 document.

15 So now we're going to move to the comment
16 portion of the meeting. As a reminder, the purpose is
17 to collect and document any feedback or comments. But I
18 do want to reiterate, especially if you just joined
19 recently, that we do not plan to answer your comments
20 directly today. That will be responded in writing as
21 part of the final plan. I can if there's any, you know,
22 minor clarifying questions -- address those, but I just
23 want to acknowledge that because it's a little awkward
24 when you give a comment and I don't say anything back,
25 but I want to make sure everybody is aware of the

1 process for today's comment period.

2 So we're going to start with three minutes per
3 person, but you are welcome to make additional comments,
4 as long as -- you know, once we kind of go around and
5 come back to you. So we're going to start in person,
6 and we have one guest joining us in-person today in the
7 LA office, and then I'll move to each of the regional
8 offices, and then to Zoom. So I think we can -- we
9 don't have too large of a group, we can probably manage
10 it, but I want to let you know how to raise your hand.
11 So if you dialed in and you're joining by phone, you can
12 press star nine to raise or lower your hand, and then
13 star six to mute, unmute when you are called on. If
14 you're on Zoom, on the lower toolbar you should be able
15 to see the raised hand function, and then you'll be able
16 to click to mute, unmute. And then I'll -- we have our
17 SCAG staff in the regional offices that will help me to
18 field any questions, comments in the regional offices.

19 So with that, I'm going to start in the room
20 and see if anybody wants to make a comment in the room,
21 otherwise I'll circle back. Okay. Then I'll go to the
22 regional offices. I'm going to start with Ventura.
23 Don't see anyone Rachel.

24 (End of presentation.)

25

1 REPORTER'S CERTIFICATE.

2 I, the undersigned, a Certified Shorthand
3 Reporter of the State of California, do hereby certify:

4 That the foregoing electronically-recorded
5 proceedings were transcribed by me to the best of my
6 ability.

7 I further certify I am neither financially
8 interested in the action nor a relative or employee of
9 any attorney or party to this action.

10 IN WITNESS WHEREOF, I hereunto subscribe my
11 name this 9th day of February, 2024.

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Natalie Fagan
CSR NO. 13993

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Public Comment Transcript

Public Hearing #1, December 4, 2023, 4 p.m. – 6 p.m.

James Albert, SCAG San Bernardino Office:
James Albert, San Bernardino.

I know it was really fast in terms of going through the transition for revenue generators. It sounded like you were trying to replace the lost revenue from going to electric vehicles, by an emphasis on user fees.

I'm kind of just interested in I think, want to promote that we should definitely keep, consider the weights of vehicles as well in that revenue generator. Just to make it more equitable. And and definitely, in terms of the San Bernardino area, I know that we're starting to roll out the express lanes along the 10 freeway but I haven't necessarily seen our local leaders being proactive on promoting rideshare opportunities like I have in terms of Orange County. Like, I know that they're promoting the "if you have 3 or more drivers and/or riders in your car that you get free, free access to the express lanes". I'd like to see something similar in the San Bernardino area but again, I think the revenue generators shouldn't be solely based on the users, but more so the weight of the vehicles, because they're the ones that are making the biggest impact on our roads. Thank you.

Kevin Dedicatoria, Zoom:

Yes, hi! I'm Kevin from Chino Hills, San Bernardino.

My...I'm going based on observation and my comments and questions are kind of intertwined.

I've, like, I moved from Michigan to San Bernardino, San Bernardino County a couple of years ago from work, and I've noticed how San Bernardino County and Riverside County...yes, they are a separate metropolitan area...but I've noticed that, you know, with LA, the Orange County, Ventura County, San Bernardino County, Riverside County...even though they try to kind of create their own distinct economies and try to distinct themselves from each other, they're still intertwined with the population and the economy and stuff.

And I'm thinking...why...why try to distinct themselves like, we kind of depend within our, within our respective counties and each other. And I think I see within this kind of presentation like, especially with the transit part, like, why not learn from the Bay Area and try to create something like the Clipper, the Clipper Card, or the Clipper Cards, something especially with transit, with Metrolink, and something like that. I think something like that would be especially valuable.

And how, how would this program...especially...how would this kind of plan especially deal with the, "not in my backyards," and any kind of overlaps and kind of redundancies, you see with state, local and federal law to kind of push back on any transit plans with expanding bus rapid transit and light rail/regional rail, because I there's like a segment that I personally would use to, kind of on Metro, to expand the unfunded segment from...I think it's Pomona to Montclair, and it's like I responded to Metro personally, and they said, "No, no, no, no," because it's not because that's in San Bernardino County and San Bernardino. SB County is like, "no, no, no, no", we're not gonna fund it, that's on Metro's end.

And I'm thinking...this is like an opportunity here to expand transit, whereas Metrolink, despite it gradually being from a commuter rail into something more round the clock... it's kind of an opportunity like to take cars out of the equation, for people to hop on a train.

But Metrolink as long as it's still depends on using the same track as freight rails...it's like, to not seize the opportunity to use Metro and expand Metro's length.

It's kind of like...I get that we kind of want to foster economic growth within our... (timer went off, and he was asked to conclude his comment).

What I'm saying is, I agree...to kind of deny the inevit...to kind of ignore the interdependence we have within our respective counties and metropolitan areas is kind of naive. But I also agree that we need to foster growth within our counties and respective areas.

But how is this plan exactly dealing with the challenges of not in my backyards, and the people who are using environmental laws, local laws and state and federal laws to push back against especially transit, priority bike lanes and so on?

Ana Gonzalez, CCAEJ, Zoom:

Hi, good evening everyone. I'm Ana Gonzalez, Executive Director at the Center for Community Action and Environmental Justice, representing over 50 community members from San Bernardino County that participated in surveys and workshops.

As you know, we're walking through this journey of the Connect SoCal plan. And, I wanted to share a couple of comments that resonated a lot with community members, when introducing this potential plan with our community members. And I wanted to echo a lot of the things that were said within our community members, especially those in rural communities and in more of the inland communities that are seeing proliferation of warehousing in their backyards.

So first and foremost, I guess they wanted to get more of an understanding of what type of projects SB1 funding contributes to when it comes to Inland Empire communities. I understand that, you know, some of the funds are used for repairs of road degradation or improvements, like, such as sidewalks, and all of that. But I guess community feels like there's not transparency process when it comes to cities producing these reports of how the funds are being used. So, they would like to see more transparency on that end.

And what are the plans, for the next several years and that funding? - Keeping in mind that we're, you know, going through this transition of electric cars, and we understand that some of that SB1 funding will eventually start to decline...once that transition happens to electric vehicles?

I saw your presentation...a very interesting part where you talked about that there's potentially 2 billion dollars of preservation of natural lands, clean transpor(tation), and environmental initiatives.

And, I know that was brought back as a comment from our community members, because of their concerns of the disappearance of prime farmland when it comes to, again, building of warehousing and taking over a lot of these... and not more of, like, the dairy farm aspect of it: but, more on, like, the potential that there is in regenerative farming of those farms that have produced food over the years in the Inland Empire. So they feel this concern that if we get rid of all these prime farmland areas that we're gonna become more of a food desert in the Inland Empire, as we as we already have, you know, communities that don't even have

a grocery store within a mile away. You know, we can create opportunities for regenerative farming where those communities that don't have grocery stores near to them that they can, you know, look for those opportunities for community gardens and stuff like that, or some...I'm sorry...Farmers markets and such.

Okay, I just have one more thing. I'll wrap it up. Okay? And then when it comes to the housing element, I saw that, you know, part of this plan is to create a housing element support. San Bernardino County has the highest percentage of cities out of compliance with the housing element. And with that comes, you know, these plans of mass transit and public transportation opportunities when we're building housing. So, we would like to see more of that support with cities, especially those that are not in compliance at the moment. And that's all I have. Thank you.

Jasmin Kim, City of Oxnard, Zoom:

Good afternoon. Can you hear me fine?

My name is Jasmine Kim. I'm a planning supervisor for the City of Oxnard.

I'd like to make a brief comment on the Connect SoCal document on Page 81.

I'd like SCAG to revisit the future growth pattern from 2019 to 2050 on page 81, specifically, for population and employment, because I think the data may be too low to be true for Ventura County.

So, I'd like to make sure that staff has an opportunity to revisit the data for population and employ and employment.

And I'd like to just make another comment that in order to improve transportation network throughout Ventura County, we need more support for growth of investments in our bus network as well as, you know, considering innovative approaches, such as creating a light rail or bus system/bus rapid transit system within our counties.

I am a strong supporter of an intra-county transportation network. Because I think it's important, as much as inter-county transportation network. And I worry that there will be more funding for the inter-county transportation network from counties to counties rather than intra-county transportation network.

So, I just wanted to mention that we really need to build a more robust reliable transportation infrastructures within the cities and counties. As much as we are doing for the inter-cities and counties. To reduce any sort of local single occupant vehicle trips that could be eliminated within our cities and counties.

Thank you.

Heather, Zoom:

Hi, yes. This is Heather from San Bernardino.

I'm with Uplift San Bernardino, a nonprofit and community collective impact.

So, we have recently worked with SCAG on getting/ hosting feedback sessions within our community. And a few of the things that our community has had concern with is that they're more concerned with the immediate future than the plans for the next few years. They haven't seen really too much of a,...besides our San Bernardino X line expressly in line with

the Omni trans bus system here...they haven't seen too much representation on promoting healthy ways of getting through our city.

A lot of other outside communities and cities have things called 15 min communities. And that would be something that we would like to see here in our city, because there is...it is too far for people to be walking or rely, riding bikes to grocery stores. There are quite a few food deserts here.

With one of the comments earlier...I completely agree that we do need to check on the weight of the vehicles, especially if we are/having the heavy fleet or heavy trucks and the fleets going to electric because they/the batteries inside the electric semis weighs so much more than a gas via gas semi, which also messes with their weights when they have to go across county and state lines.

It's because we are inland ports...it really wrecks with our roads. We have a lot of issues with traffic as well as our air quality. We have our airport here in San Bernardino City and in Ontario City, and it's not on the outskirts of our city. We are actually, it's within the city. So it's causing a lot of, all of the transportation, all of it, is causing so much problems.

We live so close to the mountains, it's really sad when we cannot see our mountains when they are less than a mile away from us.

So, our health systems and things like that, that really revolve around the pollution, that our young people and all of us are exposed to, really has to center around transportation and what are we going to be doing in the immediate future to assist with that. That's it.

Marvin Norman, San Bernardino Office:

My name is Marvin Norman. I'm here with, as a San Bernardino resident and also with Imperial County Biking Lines.

And one thing, I haven't got a chance to make a lot of deep dives through the plan yet, but one thing I've noticed, and to the recurring theme and all the RTPs I've participated in the process, you know, especially on the active transportation side, things are perpetually behind and slow, and it would be good to see these plans, not to say, "Oh, you know, we're gonna have bike lanes and a path," and somewhere... and, I mean it sounds great. But then you look at the timelines on them, and they're all at the middle to end of the planning period. And so, this is a double problem, especially in the Inland Empire, where the, you know, growth is still happening. And, you know, new, brand new Greenfield communities are being built out, and we're planning to build it out with cars first and then hopefully, in 20 years we'll fight with the neighbors, put in a measly bike path and then wonder why no one uses it, and why our mode shift is not happening?

We have to turn this around. We need to.

We have a massive deficit of active transportation infrastructure. Like we, we have underpasses and freeway crossings in San Bernardino that don't even have sidewalks at all, and people are, are supposed to, are forced to cling to the edges and fight with cars to get across them, and the timeline for fixing them is longer than my lifetime, essentially, and to date.

And then, this is just a normal across the whole SCAG region, and there's no urgency of getting it fixed. You know. SCAG, and the various agencies, have some levels of like, Vision Zero commitments, or I don't know, of course, LA is officially a Vision Zero city, and any other communities, you know, say things about wanting to reduce injuries and that, but then they are making no action toward it, and with the actions they put on plans they are not...they don't plan to do them in any time soon.

So, it would be great that we go back and really take a look at these and make sure that the after transportation components are moved up - and the transit too, the same goes for transit.

We can't build a place around cars and wonder why people drive in 20 years - when we build into other alternatives (as opposed to) ...building at the same time)...

We have to build, and at the worst, have to build them at the same time, you know. So, that especially, because, you know, when you have a new community? When people move is one of the big times when they look at a new ways to get around.

If the only way to get around is a car, they're not gonna rethink that in 15 years, when we - hold oh, get, - finally, get transit in, that is in many cases aspirational at best in terms, - of being able to shift modes.

So the plan...you know, roads. We have plenty roads. They have several studies, you know, we keep building roads and they're not changing our - the, they're not having it, they're not having a like -it's like they're not even there, basically, when you look at congestion metrics.

So, it's time we actually prioritize something else for a change, like the plan alleges it does. And like every city, most of their general plan - to let. - they are prioritizing things (the roads) and they wanna encourage people to not use their cars. Yet, you know, all we do is build for cars. And then sprinkle around, scraps and hope that people pick up and change at some point in the future.

And I'll put in additional comments. And when I have finished reading.

Kevin Dedicatoria, Zoom:

Yes, I sorry. Yes, I kinda wanna follow up and piggyback on what? My fellow San Bernardino County people are saying. It's unfortunate that you, know SB County, has, is growing in population, and you know, there's been, Omni Trans is, you know, having a plan for bus stop or transit, and it's taking...it'll take decades just to even eventually build it out. And it goes back to my question of just why is there, why is it taking decades just to build out a bus rapid transit plan and having these priority bike...these protected bike lanes? And why not build it right now? And, it's there should be these 15 min communities and not just in a question of either or of, it should be both, you know, having people-oriented roads. I get that we have families that are in Fontana as well as LA. LA and Oxnard, or somewhere in Orange County and Riverside.

There has to be a balance, not just right.

We have to plan for now and the future. It's ridiculous that there's so much red tape. And why is this not being addressed right now, especially in the Inland Empire? Why is this not getting...why is the SCAG plan not really being enforced? I mean, like not really getting through?

It's frustrating that this SCAG plan is not taken seriously. And this housing density is not really taken seriously. Cause sprawl is a really massive waste on our resources as Californian's and if we really want to preserve our resources, make our Southern California sustainable with our resources, save money in the long term with insurance and everything. We would take these SCAG...we would implement these SCAG plan seriously, not just in LA County, but the IE. Ventura County and throughout Southern California. And that

includes transit, that includes biking that includes housing, density, transit, oriented development, and especially, SB County and Riverside is really falling behind and encouraging the sprawl, and the 'not in my backyard' to really dominate its. And we're going to...and the population is really going to pay the price. And we really need SCAG's help in trying to push back and say, "this is not going to be sustainable if we continue doing this."

Thank you.

Jay Miller, Zoom:

My name is Jay Miller, and just recently started with the Inland Social Housing Collective, which is an organization that has been growing for the last decade plus and working to coordinate many different aspects of for-profit and non-profit and government agencies within the Riverside and San Bernardino Counties to help with the housing affordability, and, which in turn then helps with some of the transportation issues.

One of the largest issues that I have not heard addressed by very many people in our Southern California region, or in the state or nation in regard to transportation and housing, which are definitely linked, because when you put jobs far away from houses where people can live, you need, obviously, some form of transportation to get the people to those jobs.

What we're seeing is that cities around our region, as well as in many other places are motivated to put together commercial developments much more readily than residential developments. And the primary reason is, that city leaders I've talked to many mayors and council people and managers are much more motivated by the commercial developments because they generate much higher tax revenues and help the cities pay their bills.

Residential developments produce little, if any, revenue for the cities. And it is something that has been ongoing for several decades now. And we need to find a solution so that there is a better balance, and the cities can obtain the funding that they need, both from residential and from commercial development.

And yet, another question that I would have is if a city is completely built out for all of their residential zoning...should that city responsibly be adding more commercial development and jobs within their city limits? Or should they revisit and reconsider how their plan is going to fit into a long-term plan for both their own city and for the region? So that in the future, hopefully, we put jobs and houses much closer together than we have been in the last few decades.

Jasmin Kim, City of Oxnard, Zoom:
Jasmine again from City of Oxnard.

I just wanted to make another quick comment about Ventura County. I'd like to mention that Ventura County is a county that doesn't have sales tax measures earmarked for local public transit like City of LA or other counties in Southern California. And for that reason, we just need more support in terms of funding to improve our local public transit infrastructures and headways including our train headways that come to Ventura County.

And I just wanted to point out that the trolley down in San Diego has been a huge success...and that MTS is something that SCAG may want to look into in the future. Just as a reference, because it has been such a huge success down there. And it would be really amazing if we could bring something like MTS out here in Orange County, San Bernardino, or Ventura County.

Thank you.

NAME James Allen

AGENCY _____

PHONE [REDACTED]

EMAIL [REDACTED]

ADDRESS [REDACTED]

CITY [REDACTED] STATE [REDACTED] ZIP [REDACTED]

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DATE 12/4/23LOCATION San Bernardino

COMMENTS In terms of revenue generation in the absence/reduction of fuel taxes due to EV adoption. I am concerned about SCAG being overly reliant on users for revenue and not taking into account the weight of road users. Also, I'd like to SCAG work with our local leaders to incentivize carpooling along the new 10 freeway express lanes.



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NAME Heather Zappia
 AGENCY Uplift San Bernardino
 PHONE [REDACTED]
 EMAIL [REDACTED]
 ADDRESS [REDACTED]
 CITY [REDACTED] STATE [REDACTED] ZIP [REDACTED]

*making
 Hope happen
 foundation*

DATE _____
 LOCATION _____
 COMMENTS _____

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PUBLIC COMMENT CARD

NAME Marven Norman

AGENCY Fuland Empire Biking Alliance

PHONE _____

EMAIL [REDACTED]

ADDRESS _____

CITY _____ STATE _____ ZIP _____

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DATE 4 Dec 23

LOCATION San Bernardino

COMMENTS Critical need to push active transportation improvements to be earlier in the planning periods. whenever it might show up at some point in the future at some point when they finally get around to figuring out when to apply for a grant

SCAG CONNECT SOCAL 2024

DRAFT PLAN FOR REVIEW AND COMMENT

AUDIO LABELED:

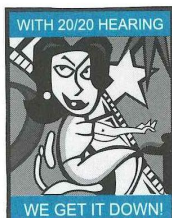
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Length: 123:27

AUDIO TRANSCRIPTION

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AUDIO TRANSCRIPTION

SCAG CONNECT SOCAL 2024

DRAFT PLAN FOR REVIEW AND COMMENT

December 5, 2023

Audio Labeled: GMT20231205-215722_Recording_1600x720

Length: 123:27

Transcribed by:
Natalie Fagan, CSR 13993

1 LESLIE CAYTON: Oh, there we go. Hi, everyone.
2 We'll wait maybe about a minute for folks to join.
3 Okay. I guess we can go ahead and start. Thank you for
4 joining us. Good afternoon, everyone. My name is
5 Leslie Cayton. I am an associate regional planner here
6 at SCAG. And thank you, again, for joining us today for
7 our public hearing on the draft Connect SoCal 2024.

8 Today is a chance for us to hear from you, the
9 public, on the draft plan that was released by our
10 regional council on November 2nd. This meeting will be
11 recorded for note-taking and documentation purposes.

12 First, I want to say that we are adjointed
13 during this meeting by various SCAG staff here in the LA
14 office and at our various satellite offices. Next, I
15 will be going over the session logistics followed by an
16 overview of the draft plan and conclude with about an
17 hour for public comment.

18 The full meeting is scheduled for two hours
19 with the presentation taking about 20 minutes leaving
20 most of the time left for hearing comments. Speakers
21 will have about three minutes to start and can make
22 multiple comments if time allows. If you're joining us
23 on Zoom or by phone, your line will be automatically
24 muted, but you will be able to unmute during the comment
25 portion of the meeting. I'll mention this again when

1 it's time to make comments, but today's meeting will be
2 recorded and all comments will be documented as part of
3 the formal record and responded to alongside all other
4 comments submitted to SCAG during the public comment
5 period. So this means that while we can answer
6 clarifying questions today, we will not be responding to
7 your comments during this meeting.

8 First, let me introduce the Southern California
9 Association of Governments, your metropolitan planning
10 organization. SCAG leads the six county region in
11 planning for the future. As an assembly -- excuse me --
12 as an assembly of local governments, we are both local
13 and regional. We take a leadership role in establishing
14 vision and goals, and identifying policy, strategies,
15 and funding to each -- to reach those goals. This is
16 based on working closely with local governments,
17 engaging on challenges and gathering local data. Local
18 jurisdictions and transportation agencies implement this
19 vision through projects and programs. We're focused on
20 performance-based planning which means that we evaluate
21 and measure our progress towards the goals in order to
22 adjust our policies and strategies. This works like a
23 feedback loop allowing us to continuously improve how
24 these pieces all work together for the continued health
25 of our region.

1 So what is Connect SoCal? It's the regional
2 plan. And to kick off the overview, we wanted to share
3 a quick video.

4 (Video playing from 7:36 to 9:28)

5 So Connect SoCal is one of the primary documents that
6 SCAG as the metropolitan planning organization for
7 Southern California is responsible for preparing. This
8 document defines the collective vision and goals for the
9 region. So through this process we must meet a number
10 of federal and state requirements. This plan that we
11 are presenting to you today does meet these requirements
12 and can allow us to continue receiving state and federal
13 funds for transportation projects. This plan includes
14 750 billion dollars in transportation investments by
15 2050 along with policies and strategies to help meet our
16 goals

17 Now we'll talk about the framework of what's
18 included in the regional transportation plan before we
19 talk about the contents. These are the plan elements on
20 the slide that work together to articulate the way
21 forward. These are described in detailed in Chapter 3
22 of the plan. Regional plan -- starting with the
23 regional planning policies, they identify how to align
24 land use and transportation planning in the actions that
25 local jurisdictions take every day. These create the

1 compass at the local level. The project list details
2 plan investments and includes projects submitted by each
3 county transportation commission. The forecasted
4 regional development pattern demonstrates where the
5 region can grow and is based on local plans and was
6 reviewed by local jurisdictions.

7 Regional strategic investments identify areas
8 that require collective effort to close the gap between
9 the current trajectory and outcomes the plan seeks to
10 achieve. Regional strategic investments complement
11 local plans filling in the gaps to meet requirements for
12 the region that local plans cannot meet alone.

13 Implementation strategies guide how SCAG will help
14 implement the plan. This is where SCAG works supporting
15 local governments comes in via funding administration,
16 research, and other resources.

17 On the Connect SoCal website you can find the
18 main plan document, but I also encourage you to explore
19 the technical reports. You can see at a glance here the
20 range and scope of the draft plan, which includes model
21 content such as goods movement and mobility, as well as
22 analysis like performance monitoring and equity
23 analysis. This is SCAG's first plan to include a
24 standalone housing technical report. To conduct
25 long-range -- to conduct the long-range planning, we

1 first assessed what's going on in the region today, and
2 look at local plans. SCAG also looks at the current
3 research on effective policies and strategies, as well
4 as trends affecting the region. We also engage with
5 leaders, stakeholders, and the public across the region.

6 To do this, SCAG follows the 3 C's planning
7 approach which stands for "Continuing, Cooperative, and
8 Comprehensive." For Connect SoCal this means we
9 conducted outreach to stakeholders and the public on a
10 vision for the future including over 20 public meetings
11 in the spring earlier this year. We reviewed
12 performance measures, trends, and forecasts. We
13 collected input from local agencies about the direction
14 of their planning, and through policy discussions with
15 our committees and subcommittees which are made up of
16 local elected officials. We clarified policy priorities
17 for bridging the gap between where we want to go and
18 what it would take to get there.

19 During the public outreach earlier this year we
20 heard about the challenges that communities are facing
21 and the solutions for improving the region. Common
22 challenges noted included housing issues, especially the
23 persistence of unhoused members of our communities, as
24 well as challenges related to mobility like traffic
25 congestion and the lack of safe options to bike or walk.

1 Some ideas that we heard for improving the region
2 include things typically addressed in the regional plan
3 like transit improvements, as well as calls for more
4 holistic evaluations and processes to improve the region
5 such as community involvement in planning and
6 decision-making.

7 We asked about two of the overarching
8 priorities of the plan; equity and resilience. There
9 were some frequently suggested solutions to making the
10 region more resilient and equitable such as increasing
11 the accessibility of housing and economic opportunities.
12 Lastly, I want to share what we heard about the region
13 that communities envisioned in 2050; a region that is
14 accessible, sustainable, and prosperous.

15 In sum, this early input helped to shape the
16 overarching vision and goals for the plan, as well as
17 inform specific regional planning policies and
18 implementation strategies, which are outlined in Chapter
19 3 of the plan.

20 A foundation of long-range planning is
21 understanding who we are planning for, which requires
22 understanding the regional demographic forecast. We
23 expect to add another two million people to the region
24 by 2050, which is about half as many as we expected in
25 our last 2020 plan. This is in line with a trend of

1 slower growth that's seen throughout the state. We see
2 household growth outpacing population growth over the
3 next 30 years due to state and local policies to address
4 the undersupply of housing in the region. For the
5 economy, the region has a strong diversified economic
6 base, and we expect to see job growth outpace population
7 growth.

8 Our growth trajectory means that our population
9 will look different in the future than it does today.
10 Our population will be older, as the baby boomer
11 generation ages. In 2050 we will have roughly twice as
12 people over the age of 85 as we do today. Our region
13 will also be more diverse and have smaller households.

14 So now let's get into the substance of the
15 plan. Based on engagement with stakeholders and the
16 public, we've developed a vision for Southern California
17 in 2050. On the slide you can read a healthy,
18 prosperous, accessible and connected region for a more
19 resilient and equitable future. This includes goals
20 across our four main pillars of mobility, communities,
21 environment, and the economy. For mobility, our main
22 goal is to build and maintain a robust transportation
23 network. For the environment to create health region
24 for the people today and tomorrow. For communities we
25 want to develop, connect, and sustain livable and

1 thriving communities. And for economy, we want to
2 support a sustainable, efficient, and productive
3 regional environment that provides opportunities for
4 all.

5 We use themes of equity and resilience as a
6 lens across all four pillars that we previously talked
7 about in the last slide. These categories are the
8 policy priorities that guide our work together. You'll
9 see that this covers many of the issues that -- many
10 issues raised during our public outreach process. All
11 of these area integrate. That means that the choices
12 that we make about land use in our communities can
13 impact whether or not we're resilient to climate change.
14 Similarly, investments that we make in mobility can
15 create more equitable access to opportunity.

16 Here, this map shows the density of households
17 in the region in 2019 followed by this map where we are
18 forecasting that growth will continue in the same
19 pattern near established communities where
20 infrastructure exists. This avoids sprawl which can
21 consume agricultural and natural lands and create long
22 commutes.

23 Preparing a forecasted regional development
24 pattern is a required element of this regional plan.
25 This map shows where we anticipate future jobs and

1 housing to be located throughout the region. This
2 forecast is based on the plans adopted at the local
3 level and reflects input collected from local
4 jurisdictions during plan development. While this
5 reflects the input that we received, it is still
6 important to reiterate that our plan does not supersede
7 local land use authority. In terms of where growth will
8 occur, we expect to see the majority in priority
9 development areas which are areas with access to transit
10 or the potential to take shorter trips. Overall, this
11 more sustainable land use pattern in coordination with
12 other plan strategies can create more choices for trips
13 on modes like walking, biking, or transit.

14 The draft plan is financially constrained. We
15 have 750 billion dollars in core and new reasonably
16 available revenue on the left, and on the right, 750
17 billion dollars in projected costs. Starting with
18 revenues like prior plans, local resources -- local
19 sources present -- represent the largest share of
20 revenue, followed by state sources, with federal sources
21 remaining the smallest share. The state and federal
22 revenues are primarily generated by fuel taxes, and the
23 majority of the new revenue would be local funding.
24 This means that we must make transportation funding more
25 sustainable in the long run. Efforts are underway to

1 explore how we transition from the current system, which
2 is based on fuel taxes to a more direct system of user
3 fees.

4 For plan expenditures, operations, and
5 maintenance, or O&M costs, account for 60 percent of
6 plan costs, which is further detailed on the next slide.
7 This investment in operations and maintenance addresses
8 the need to preserve the transportation system in what
9 we call a state of good repair. In terms of capital
10 projects and programs, the transportation investment
11 submitted by the county transportation commissions
12 represent the majority of the capital projects and other
13 programs. This also includes continued investment in
14 our transit rail system, improvements to the goods
15 movement system, and an increase in active
16 transportation capital projects as compared to our last
17 plan. You can read more about planned investments and
18 projects both in Chapter 4 of the main plan or by
19 reviewing the project list technical report.

20 Regional strategic investments are funded by
21 new revenues and are necessary to supplement submissions
22 from county transportation commissions and local
23 jurisdictions to reach regional performance targets and
24 goals, including GHD reduction and safety. These
25 investments help advance regional priorities like equity

1 and resilience with universal basic mobility and clean
2 transportation. These investments also leverage
3 technology with advancements in the regional intelligent
4 transportation system architecture and smart cities.

5 This plans builds on the success of the five
6 existing express lane segments currently in operation in
7 the region, and the 3.2 billion in -- 3.2 billion
8 dollars in express lanes projects currently under
9 construction with plans to add more than 850 new lane
10 miles to the current network. Additional express lane
11 corridors will ultimately form a contiguous network
12 between Los Angeles, San Bernardino, Riverside, and
13 Orange Counties. This can improve travel time and
14 reliability for transit routes in express lane
15 corridors. Overall system improvements along with other
16 plan strategies and investments will lead to an overall
17 regional reduced traffic delay of 26 percent in the
18 region by 2050.

19 Complete streets is a term that refers to
20 streets that have a place for all users. It has been a
21 policy priority in SCAG's long-range planning for
22 several cycles, and we consider it an important equity
23 issue because our historically underserved communities
24 experience disproportionate traffic related injuries and
25 deaths. The region has added about 1000 miles of

1 bikeways including the adoption -- since the adoption of
2 our last plan in 2020. Connect SoCal 2024 includes
3 regional strategic investments that focus improvements
4 on corridors with the highest instances of traffic
5 injuries and deaths, which are mostly in our priority
6 equity communities. With these and other local
7 improvements, we anticipate seeing more than 4,000 new
8 miles of bikeways added to the network with the
9 implementation of this plan, which also includes
10 supportive policies to increase safety, comfort, and
11 mobility for all road users.

12 Since 1991 regional entities have spent more
13 than 196 billion dollars on transit improvements. Since
14 the adoption of the last plan three years ago, we've
15 seen several major projects come on line; Redlands Rail
16 Arrow Service, LA Metro's Regional Connector, and
17 elements of Metrolink score program. Connect SoCal 2024
18 includes more capital projects and systems and operation
19 improvements for transit. Of particular note is the
20 Metrolink's score buildout which can transform Metrolink
21 from commuter oriented service to a network that can
22 serve local travel over much of the day to meet our
23 population's changing travel patterns. Overall, these
24 investments continue to strengthen transit as an
25 important component of our transportation system. If

1 implemented, the investments in Connect SoCal 2024 are
2 anticipated to shift 800,000 commute trips to transit
3 per year, which is an increase of mode-share by about
4 three percent which has benefits for our environment,
5 safety, and traffic.

6 Connect SoCal is our first regional that
7 includes a technical report on housing. We know that
8 housing production has increased in recent years, but we
9 still have a backlog of unmet need. This backlog means
10 that we don't have enough housing for our population,
11 which makes housing less affordable, makes commutes
12 longer, and stunts household formation all of which
13 impacts our vulnerable populations the most. Adding
14 more housing is also an important part of the past
15 forward reaching the equity outcomes that are part of
16 this plan's vision.

17 Through our work with the state, SCAG has made
18 nearly 160 million dollars available to support local
19 planning for housing, which with help to make up for the
20 backlog created by not adding enough housing in the 80s
21 and 90s. Strategies in this plan focus on -- strategies
22 in this plan focus on housing choice and affordability,
23 as well as creating opportunities to put jobs, retail,
24 and other amenities for daily life closer to where
25 people live, which can help reduce the need for longer

1 automobile trips, improve safety, and create more
2 vibrant neighborhoods.

3 Connect SoCal 2024 includes policies and
4 implementation strategies that support economic
5 opportunities for all. The investments outlined in the
6 plan are expected to create nearly half a million jobs
7 from both the direct investments and improved
8 competitiveness in the region. The draft plan includes
9 policies and strategies for workforce development, which
10 is a step towards addressing wage inequities and
11 providing more opportunities for all.

12 In recent years our region has seen a number of
13 disruptions from the pandemic to extreme wild fires and
14 even a hurricane. Connect SoCal 2024 plans for our
15 ability to withstand and adapt to shocks like an
16 earthquake and stressors like climate change. By having
17 more sustainable development, we can reduce our energy
18 and water consumption, which is good for the environment
19 and budgets for -- budgets of families across the
20 region. We're conserving our resources natural and
21 financial to make them last longer. The sustainable
22 development also directs growth away from hazardous
23 areas, and preserve our important farm lands and natural
24 habitats.

25 So for our last segment on the plan before

1 discussing plan outcomes is the overarching context of
2 transportation finance. The transition to electric
3 vehicles is here now. This clean transportation
4 technology reduces pollution and can improve the health
5 of communities. But it also requires fundamental shifts
6 in how we think about and plan for energy, land use, and
7 transportation funding. Due to California clean air
8 regulations, the state expects that only half of miles
9 driven in 2035 will be powered by gas. But because our
10 state and federal funding sources for transportation
11 come from gas taxes, we will need -- we stand to lose up
12 to 93 billion dollars in revenue for the next 25 years.
13 This loss of revenue also has implications for goods
14 movement and transit.

15 This drop in revenue will have a very real
16 impact on the maintenance of the transportation system,
17 especially for the state of good repair on local streets
18 and roads. On average the pavement condition in the
19 region is fair to good. With current revenues the
20 average condition will deteriorate to poor conditions.
21 We know that we need new revenues to -- as outlined in
22 Connect SoCal 2024, which will allow us to maintain a
23 state of good repair. The road user charge is a tool
24 carried forward from past regional plans and is intended
25 to transition funding for a transportation system based

1 on gas taxes to a more sustainable system based on
2 actual usage. This is also an important equity issue.
3 Under our current system of gas taxes, lower income
4 people who tend to own older gas powered vehicles pay
5 more gas tax. SCAG plans to do more study on equity
6 concerns around user fee policies.

7 Part of SCAG's role is also in analysis. We
8 look at the results of the policies and investments in
9 our plan. One of SCAG's primary responsibilities is
10 meeting the state's greenhouse gas emission targets.
11 This plan does meet the targets for reducing emissions
12 from passenger vehicles by 2035, and there are many
13 strategies that contribute to these reductions. The
14 most impactful are more sustainable land use patterns,
15 roadway pricing, user fees, enhanced transit, and shared
16 mobility and active transportation.

17 Connect SoCal 2024 includes a full technical
18 report on the impacts of implementing this plan. To
19 highlight some of the benefits, we'll see more efficient
20 development, less congestion, a reduction in per capita
21 GHG emissions. We also expect that people will need to
22 drive less to get where they want and need to go, which
23 reduces overall vehicle miles traveled and the amount of
24 time people spend in traffic. This is from -- this is
25 from both the efficient development and the projects and

1 programs in the plan. Overall, for every dollar of
2 investment in the plan we expect to see \$2 in benefits
3 for the region.

4 SCAG provides resources in the form of data,
5 research, and technical assistance to support
6 communities in the implementation of the plan. We also
7 advocate to bring funding to our region, create the
8 frameworks to distribute and award it to local
9 jurisdictions. These plan benefits can only be realized
10 with successful implementation. This plan is a
11 milestone and not a finish line. SCAG does not
12 implement projects. Our role is to collaborate and
13 support our local partners in implementation so that we
14 can all achieve the regional vision.

15 SCAG also has funding opportunities attached to
16 implementation of this plan. Our sustainable
17 communities program is a source of ongoing funding with
18 calls released on a rolling basis. Since 2020 we've
19 distributed nearly 17 million dollars to local agencies.
20 We are in the process of awarding 196 million dollars
21 that received from the state's regional early action
22 planning grant program.

23 So what comes next? SCAG is currently in the
24 process of gathering comments for our draft plan. The
25 comment period ends on January 12th. After that SCAG --

1 or SCAG -- SCAG staff will catalog and analyze comments,
2 and incorporate it as -- and incorporate them as needed.
3 We anticipate taking the full plan to our regional
4 council for adoption in April 2024.

5 Before we move into the comment portion of this
6 hearing, I want to reiterate where to find the draft on
7 connectsocal.org. That is where you can submit comments
8 that will be responded to as part of the final plan.
9 Any comments made verbally today will be part of this
10 formal record, but this form will be your way to provide
11 any other further comments. Lastly, if you need to get
12 a hold of us -- for example, if you have a quick
13 clarifying question -- you can use the e-mail address;
14 connectsocal@scag.ca.gov.

15 Lastly, while today we have discussed the plan
16 itself and not the environmental impact report, I want
17 to point out where you can find that document, which has
18 a separate but concurrent comment process and for which
19 you can submit comments either by mail or e-mail.

20 Now we'll move to the comment portion of the
21 meeting. As a reminder, the purpose is to collect and
22 document feedback or comments. We do not plan to answer
23 directly today besides addressing any clarifying
24 questions. The comments received today will be included
25 along with a response in the final proposed plan.

1 We will start with three minutes per person,
2 but you are welcome to make additional comments once
3 others have had the opportunity to speak. We will start
4 with attendees in person in the LA person, then we'll
5 move to the satellite regional offices, and then to Zoom
6 and phone. If you are joining by phone, please press
7 star nine to raise your hand. And if you joined by
8 Zoom, please click the raise hand button on your
9 toolbar. For those in the room, please use the mics by
10 pressing the push to talk button so that we can record
11 your comment. Thank you. We appreciate your time
12 today. Thank you.

13 (End of presentation.)
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REPORTER'S CERTIFICATE

I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing electronically-recorded proceedings were transcribed by me to the best of my ability.

I further certify I am neither financially interested in the action nor a relative or employee of any attorney or party to this action.

IN WITNESS WHEREOF, I hereunto subscribe my name this 9th day of February, 2024.



Natalie Fagan
CSR NO. 13993

Public Comment Transcript

Public Hearing #2, December 5, 2023, 2 p.m. – 4 p.m.

Dr Tom Williams, Zoom:

Good afternoon. Dr. Tom Williams, Citizens Coalition for Safe Community, and Sierra Club transportation.

A fundamental (question) is, when do we achieve Federal air quality compliance within the SCAG area? Totally.

And then a second is, when do we achieve State air quality compliance within this SCAG area.

So that that's fundamental - I have a lot of other questions that will be in writing to the SCAG.

So, basic question is: we have a problem. It's not being solved. And you made no reference to air quality as to achieving the Federal and State requirements for air quality.

They're on the books but we can't comply. So...when do we project to comply, by 2050? Question.

That's all.

Darrell Clarke, Zoom:

Yes, thank you. I'd like to add to what Tom Williams posed.

We have a mandate from the California Air Resources Board in last year's climate, scoping plan for a per-capita reduction in vehicle miles traveled, of 25% by 2030.

How?

And, and my apologies for not having combed the document first before asking the question, but to what extent does the regional plans, transportation content embody the 25% reduction target, you know that's based in statute in California?

SCAG Regional Council Room:

Thank you for your question.

Darrell Clarke:

Okay.

SCAG Regional Council Room:

And Dr. Tom Williams, did you have another comment?

Dr Tom Williams, Zoom:

You haven't mentioned anything about the programmatic EIR.

When is it due? And from what I understand, it's due at in the same timeframe as our comments. So, I'm looking at that. No problem.

SCAG RESPONSE:

Yeah, we can clarify that that document is available for review, and as Leslie mentioned has a concurrent comment period, so you can also access that on the SCAG website and it will have a similar timeline in terms of its final approval...along with the plan which is anticipated in April of 2024.

SCAG Regional Council Room:

The information about the PEIR is on the screen again.

This slide deck will be uploaded and available on the Connect Social website, so it should be available within the next day or so for your reference.

SCAG Regional Council Room:

We have a comment in the La office.

Perias Billay, Los Angeles SCAG Office:

Hello. My name is Perias Billay. That's P.e.r.i.a.s. - Perias. Last name Billay - B.i.l.l.a.y.

I've been using public transportation here in Southern California since I arrived in 1981 to attend Pomona College in Claremont.

And I haven't seen the list of projects in your plan, but I hope it includes a plan to move the railroad tracks in San Clemente... it belonged to the City, the Orange County Transportation Authority...inland.

Those tracks have been closed twice for several months at a time this year, causing major problems for riders of the Amtrak Pacific Surfliner; two Metrolink lines - the Orange County line and the Inland Empire/Orange County Line; and probably for the freight company, BNSF, that uses the tracks overnight.

The San Diego Association of Governments, SANDAG, is funding a similar project to move the tracks in Del Mar in San Diego County, inland, and the tracks that belong to the NCD, the North County Transit District, and I hope SCAG can also fund something similar in Orange County.

Those are the 2 parts of the, of that major rail corridor between Los Angeles and San Diego, that are subject to landslides and closure, often for months at a time.

Thank you.

SCAG CONNECT SOCAL 2024

DRAFT PLAN FOR REVIEW AND COMMENT

AUDIO LABELED:

GMT20231208-180130_Recording.cutfile.20231211182720157_1

600x720

Length: 118:37

AUDIO TRANSCRIPTION

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AUDIO TRANSCRIPTION

SCAG CONNECT SOCAL 2024

DRAFT PLAN FOR REVIEW AND COMMENT

December 8, 2023

Audio Labeled:

GMT20231208-180130_Recording.cutfile.20231211182720157_1

600x720

Length: 118:37

Transcribed by:
Natalie Fagan, CSR 13993

1 MS. DOMINGUEZ: All right. I'll make one more
2 call if there's any members of the public who would
3 prefer to have this presentation in Spanish. Do you
4 mind translating, just in case?

5 UNIDENTIFIED SPEAKER: Sure. (Foreign language
6 spoken.)

7 MS. DOMINGUEZ: Okay. With that I want to
8 thank everybody for joining us this morning for our
9 third and final hearing -- public hearing on the draft
10 Connect SoCal 2024. And so today is the chance for us
11 to hear from you, the public, on the draft plan that was
12 released by our regional council on November 2nd. And
13 you probably got that auto notice, but I did want to let
14 you know that we're recording this meeting for
15 note-taking and documentation purposes so that we can
16 enter any comments into the formal record.

17 So first let me introduce the -- we have the
18 Connect SoCal development team here in the Los Angeles
19 office. We also have our regional offices open today,
20 but before we get into the presentation, I want to go
21 over the session logistics followed by -- and then I'll
22 go into a presentation on the plan before we spend the
23 bulk of today's public hearing listening to public
24 comment.

25 So this full meeting is scheduled for two

1 hours, and we will have this Zoom link and our regional
2 offices for the full two hours. All of the participant
3 lines will be muted, but you will have an opportunity to
4 unmute as we move into the public comment period. The
5 presentation will be about 20 minutes, so most of this
6 two hours is really for an opportunity for us to hear
7 comments. And I'll mention this again when it's time to
8 make those comments, but I do want to reiterate that
9 we'll be recording the comments, and they will all be
10 documented as part of the formal record and responded to
11 alongside with all other comments submitted to SCAG
12 during the public comment period. And so that means
13 that while we can answer clarifying questions today, we
14 will not be responding to comments during this meeting.

15 So first let me introduce the Southern
16 California Association of Governments, your metropolitan
17 planning organization. SCAG leads the six county region
18 in planning for the future. We are an assembly of local
19 governments, so we are both local and regional. And
20 SCAG takes the leadership role in establishing regional
21 visions and goals and identifying policies, strategies,
22 and funding to reach those goals, but it's based on
23 working closely with local governments and engaging with
24 them on the challenges that we face and working with
25 them and gathering local data.

1 So local jurisdictions and transportation
2 agencies implement this regional vision through their
3 projects and programs. And overall we're focused on a
4 performance-based planning which means that we evaluate
5 and measure our progress towards the goals in order to
6 adjust our policies and strategies, and this works like
7 a feedback loop allowing us to continuously improve how
8 these pieces all working together for the continued
9 health of our region.

10 So what is Connect SoCal? To kick off the
11 overview, I am going to share this video.

12 (Video playing from 4:04 to 5:54)

13 Oh, sorry. So Connect SoCal is one of the
14 primary documents that SCAG as the metropolitan planning
15 organization for Southern California is responsible for
16 preparing. So this document defines that collective
17 vision and goals, that I mentioned, for the region. And
18 through this process we must meet a number of federal
19 and state requirements. This plan that we are
20 presenting to you today does meet these requirements and
21 can allow us to continue receiving state and federal
22 funds for transportation projects. In total, this plan
23 includes 750 billion in transportation investments by
24 2050 along with policies and strategies to help us meet
25 our goals.

1 So now I'll talk to you about the framework of
2 what's included in our regional transportation plan and
3 sustainable community strategies or Connect SoCal before
4 we talk about the contents. So these are the plan
5 elements that work together to articulate the way
6 forward, and they are described in detail of Chapter 3
7 of the plan. So first the regional planning policies,
8 identify how to align land use and transportation
9 planning in the actions that local jurisdictions take
10 every day, and these can help to create that compass at
11 the local level. For the project list, this details
12 plan investments and includes projects submitted by each
13 of the county transportation commissions. The
14 forecasted regional development pattern -- which I will
15 touch on a little bit later, demonstrates where the
16 region can grow and is based on local plans and reviewed
17 by local jurisdictions.

18 The regional strategic investments identify
19 areas where -- that require collective effort to close
20 the gap between the current trajectory and local plans
21 and the outcomes that Connect SoCal seeks to achieve.
22 So these regional strategic investments complement local
23 planning but fill in the gaps to meet requirements for
24 the region that the local plans cannot meet alone.

25 Then finally, the implementation strategies or

1 actions for SCAG and will guide house SCAG will help to
2 implement the plan, and where we will work in supporting
3 local governments via funding administration, research,
4 and other resources.

5 So on the Connect SoCal website you can find
6 the main plan document, but I also encourage you to
7 explore the technical reports. You can see here at a
8 glance the range and scope of Connect SoCal which
9 includes model content such as goods movement and
10 mobility, as well as analysis like performance
11 monitoring and equity analysis. And this is SCAG's
12 first plan to include a standalone housing technical
13 report.

14 So to conduct long-range planning we first
15 assessed what's going on in the region today, looking at
16 existing conditions and looking at what local
17 jurisdictions are planning, as well as current research
18 on effective policies and strategies and then the trends
19 that we are seeing. We also engage with leaders,
20 stakeholders and the public across the region.

21 To do this SCAG follows the 3 C's planning
22 approach which stands for "Continuing, Cooperative, and
23 Comprehensive." And essentially for this plan we're on
24 a four-year cycle, so we last adopted our plan in 2020
25 and we adopt a new plan every four years. So for this

1 plan we connected outreach to stakeholders and the
2 public on a vision for the future including over 20
3 public meetings in the spring earlier this year. We
4 reviewed performance measures, trends, forecasts. We
5 had an extensive data collection, and input process with
6 local agencies on the direction of their planning. And
7 through policy discussions with our committees and
8 subcommittees made up of the local elected officials.
9 We clarified the policy priorities for bridging the gap
10 between where we want to go, and what it will take to
11 get there.

12 So I want to highlight some of what we heard
13 during that public outreach earlier this year. We heard
14 about the challenges communities are facing and
15 solutions for improving our region. I want to point
16 some of the common challenges noted including housing
17 issues. Especially the persistence of unhoused members
18 of our communities, as well as challenges related to
19 mobility like traffic congestion, and the lack of safe
20 options to bike or walk. Some ideas that we heard for
21 improving the region included things typically addressed
22 in the regional plan like transit improvements, as well
23 as calls for more holistic solutions and processes to
24 improve the region like more community involvement and
25 planning and decision-making.

1 And I want to pause right now just to point out
2 for anybody who is taking notes because there's a lot of
3 on this slide. These slides are available right now on
4 the Connect SoCal website in the other resources
5 section. So kind of the same place where you'd find the
6 report and the technical report. The third tab there
7 will have this slide doc available.

8 So we also asked about two of the overarching
9 priorities for the plan, which is equity and resilience.
10 And there were some frequently suggested solutions to
11 making the region both more equitable and resilient such
12 as increasing the accessibility of housing and the
13 accessibility of economic opportunities. And last, I
14 want to share what we heard about the region that
15 communities envisioned in 2050. And that's a region
16 that is more accessible, sustainable, and prosperous.
17 So in sum, this early input helped to shape that
18 overarching vision for the plan, but it also helped to
19 inform specific regional policies and implementation
20 strategies, which again are outlined in Chapter 3 of the
21 plan.

22 So one of the first foundations of long-range
23 planning is understanding who we are planning for, which
24 requires understanding the regional demographic
25 forecast. In sum we expect to add another two million

1 people to the region by 2050, which is about half as
2 much as we expected just four years ago for the 2020
3 plan. This is in line with a trend of slower growth
4 that's seen throughout the state. But we do see
5 housing -- household growth outpacing population growth
6 over the next 30 years, and that's due to state and
7 local policies to address the undersupply of housing in
8 the region. For the economy, the region has a strong
9 diversified economic base, and we expect to see job
10 growth outpace population growth.

11 So this growth trajectory means that our
12 population will look different in the future than it
13 does today. Our population will be older as the baby
14 boomer generation ages, and in 2050 we will have roughly
15 twice as people over the age of 85 as we do today. By
16 2050 our region will also be more diverse, and we will
17 have smaller household sizes.

18 So now let's get into the substance of the
19 plan. Based on that engagement with stakeholders and
20 the public I mentioned, we developed a vision for
21 Southern California in 2050; a healthy, prosperous,
22 accessible and connected region for a more resilient and
23 equitable future. And this includes goals across four
24 of our main pillars of the plan for mobility, to build
25 and maintain a robust transportation network. For

1 communities to develop, connect, and sustain livable and
2 thriving communities. For the environment to create a
3 healthy region for the people of today and tomorrow, and
4 for the economy to support a sustainable, efficient, and
5 productive regional environment that provides
6 opportunities for all.

7 So we use the themes of equity and resilience
8 as a lens across all four pillars. And these categories
9 that you see on the slide here are the policy priorities
10 that guide our work together. And you'll see that this
11 covers many of the issues that were raised during the
12 public outreach process. And the ones with the asterisk
13 next to them are new for this plan compared to other
14 cycles; includes things like a focus on technology
15 integration, housing the region, and universal basic
16 mobility. And all of these areas, though, we do put
17 them in these categories, they do integrate, and so that
18 means that the choices that we make around land use in
19 our communities can impact whether or not we're
20 resilient to climate change. Similarly, investments
21 that we make in mobility can create more equitable
22 access to opportunity.

23 So next I want to talk about the forecasted
24 growth. So what you see here is the density of
25 households in the region in 2019 and here's 2050, and I

1 will go back and forth so you can see. So we're
2 forecasting that growth will continue in this same
3 pattern near established communities where
4 infrastructure exists. And generally, this helps to
5 avoid sprawl which can consume agricultural and natural
6 lands and can create and lead to long commutes.

7 So preparing a forecasted regional development
8 pattern is a required element of this regional plan.
9 And this map here shows where we anticipate future
10 housing to be located throughout the region. This
11 forecast is based on the plans adopted at the local
12 level and reflects that input collected from local
13 jurisdiction during plan development. So while this
14 does reflect input that we received during plan
15 development, I want to reiterate that this plan does not
16 supersede local land use authority.

17 So in terms of where growth will occur, we
18 expect to see the majority in priority development areas
19 which areas that either have access to transit or the
20 potential for shorter neighborhood trips. And overall,
21 this more sustainable land use pattern as compared to
22 historical trends and in coordination with other plan
23 strategies, can create more choices for trips like
24 taking other modes of walking, biking, or transit.

25 So one other requirement for the plan is that

1 it's fiscally constrained. So you see 750 billion in
2 core and new reasonably available revenues on the left,
3 and then 750 billion in projected costs or expenditures
4 on the right. So starting with revenues, like with
5 prior plans, local sources represent the largest share
6 of revenue for the plan, followed by state sources and
7 federal sources remain the smallest share. And the
8 state and federal revenues are primarily generated by
9 fuel taxes. This means that we must make transportation
10 funding more sustainable in the long run, and efforts
11 are underway to explore how we transition from the
12 current system based on fuel taxes to a more direct
13 system of user fees.

14 So for plan expenditures, operations and
15 maintenance -- or O&M costs -- account for 60 percent of
16 plan investments, which I'll further detail on the next
17 slide. So these investments in operation and
18 maintenance address the need to preserve the
19 transportation system and investments that we've made
20 thus far in a state of good repair. In terms of capital
21 projects and programs, the transportation investments
22 submitted by the county transportation commissions
23 represent the majority of these capital projects and
24 other programs. This includes continued investment in
25 our transit and rail system, improvements to the goods

1 movement system, and an increase in active
2 transportation capital projects as compared to the last
3 plan. And you can read more about these plan
4 investments and projects both in Chapter 4 of the main
5 plan or by looking at the financial planner project list
6 technical reports.

7 So these regional strategic investments are
8 funded by new revenues and are necessary to supplement
9 submissions from county transportation commissions and
10 local jurisdictions to reach regional performance
11 targets and goals, including our required GHD reduction
12 target and safety. These investments help to advance
13 regional priorities like equity and resilience, such as
14 with universal basic mobility and clean transportation.
15 And these investments can also leverage technology with
16 advancements in the regional intelligent transportation
17 system architecture and smart cities.

18 So next I'll highlight a couple of areas of
19 investments, but I want to be clear that this does not
20 represent all of the projects that are in the plan.
21 We're just highlighting a couple of the areas. So for
22 regional express lanes this plan is building on the
23 success of the five existing express lane segments
24 currently in operation, and the 3.2 billion in express
25 lane projects currently under construction. So this

1 plan will add about more than 850 new lane miles to the
2 current network. And then -- so these additional
3 express lane corridors will ultimately form a contiguous
4 network between Los Angeles, San Bernardino, Riverside,
5 and Orange Counties, and this can help to improve travel
6 time and reliability for passenger vehicles and transit
7 routes that travel in these corridors. So overall,
8 these investments along with other plan investments and
9 strategies are projected to lead to an overall reduced
10 traffic delay of 26 percent in the region by 2050.

11 So complete streets has been -- is a term that
12 refers to streets that have a place for all users, and
13 it has been a policy priority in SCAG's long-range
14 planning for several planning cycles. We also consider
15 it an important equity issue because our historically
16 underserved communities experience disproportionate
17 traffic related injuries and deaths. Since our last
18 plan was adopted we've added about 1000 miles of
19 bikeways since 2020. And for Connect SoCal 2024, we're
20 including regional strategic investments that focus
21 improvements on corridors with the highest instances of
22 traffic injuries and deaths, which are mostly in
23 priority equity communities. So with these and other
24 local improvements, we anticipate seeing more than 4,000
25 new miles of bikeways added to the network with

1 implementation of the plan, which also includes
2 supportive policies to increase the safety, comfort, and
3 mobility for all road users.

4 So the last area I want to highlight is the
5 transit rail network. So since 1991, regional entities
6 have spent more than 196 billion on transit
7 improvements, and since the adoption of the last Connect
8 SoCal, about three years ago, we've seen several major
9 projects come on line like the Redlands Rail Arrow
10 Service, LA Metro's Regional Connector, and elements of
11 Metrolink score program. Connect SoCal 2024 includes
12 more capital projects and system and operation
13 improvements for transit. And one I'll point out is the
14 Metrolink score buildout which is working to transform
15 Metrolink from primarily communal oriented service to a
16 network that can serve local travel over much of the day
17 to meet our population's changing travel patterns. So
18 overall these investments continue to strengthen transit
19 as an important component of our transportation system.
20 And if implemented, the investments in Connect SoCal
21 2024 are anticipated to shift about 800,000 commute
22 trips to transit per year.

23 Like I mentioned before, Connect SoCal 2024 is
24 our first regional plan that includes a specific
25 technical report on housing. We know that housing

1 production has increased in recent years, but we still
2 have a backlog of unmet need. This backlog means that
3 we don't enough housing for our population which can
4 make housing less affordable, make commutes longer, and
5 stunts household formation, all of which impacts our
6 vulnerable populations the most. So adding more housing
7 is also an important part of the path towards reaching
8 the equity outcomes that are part of this plan's vision.

9 Through our work with the state, SCAG has made
10 nearly 160 million available to support local planning
11 for housing, which can help to make up for the backlog
12 created by not adding enough housing in the 80s and 90s.
13 Strategies in this plan focus on housing choice and
14 affordability, as well as creating opportunities to put
15 jobs, retail, and other amenities for daily life closer
16 to where people live which can reduce the need for
17 longer auto trips, improve safety, and create more
18 vibrant neighborhoods.

19 So Connect SoCal 2024 includes policies and
20 implementation strategies that support economic
21 opportunities for all. The investments outlined in the
22 plan are expected to create nearly half a million jobs
23 from both the direct investments in transportation and
24 the improved overall regional competitiveness. This
25 draft plan includes policies and strategies for

1 workforce development, which is a step towards
2 addressing the wage inequities and providing more
3 opportunities for all.

4 Next I just want to touch on resilience. So in
5 recent years our region has become -- has seen a number
6 of disruptions from the pandemic to extreme wild fires
7 and even a hurricane. So I want to point out when we
8 were thinking of resilience in the plan -- all though we
9 do have a focus on climate resilience, we are thinking
10 broader about al of the economic, social and physical
11 infrastructure systems that need to be more resilient.
12 So Connect SoCal plans for our ability to withstand and
13 adapt to shocks like an earthquake and stressors like
14 climate change. And by having more sustainable
15 development, we can also reduce our energy in water
16 consumption, which is good for both the environment and
17 the budgets of households across the region. So the
18 sustainable development that's outlined in the plan can
19 also help direct growth away from hazardous areas, like
20 wild fire, flood, or sea level rise hazard areas, which
21 can also help to preserve farm lands and natural
22 habitats.

23 So for the last segment on the plan before
24 discussing outcomes, I want to talk about the
25 overarching context of transportation finance. So right

1 now we're in a transition to electric vehicles. It is
2 here now with the passage of advanced Clean Car II
3 ruling. So this clean transportation technology can
4 reduce pollution and improve the health of our
5 communities. But it also requires a fundamental shift
6 in how we think about and plan for the energy, land use,
7 and transportation funding. So due to the recent clean
8 air regulations, the state expects that 2035 only half
9 of the miles driven in the region will be powered by
10 gas, which again is a great outcome for pollution and
11 air quality in the region but that means that by --
12 through the life of this plan we can see a loss of 93
13 billion, and that's from the decreases in fuel sales tax
14 revenues. And with that loss of fuel sales tax revenue
15 and the lost of the 93 billion, it could mean that we
16 are not able to maintain our transportation system.

17 So what does that mean? It means that the
18 draft and revenue will have a very real impact on the
19 maintenance of the transportation system including goods
20 movement and transit, but especially for the state of
21 good repair on local streets and roads. On average the
22 pavement condition in the region is fair to good, and
23 again this is average for the whole region. But with
24 the current revenues the average condition would
25 deteriorate to about 43 or poor conditions. We know

1 that we need new revenues, as outlined in Connect SoCal
2 2024, which will allow us to maintain a state of good
3 repair. So a road user charge is a tool carried forward
4 from past regional plans as an intended to transition
5 funding for a transportation system from a system that's
6 based on gas taxes to a more sustainable system based on
7 actual usage. This is also an important equity issue
8 because under our current system of gas taxes, lower
9 income people who tend to own older gas powered vehicles
10 pay more for gas tax. So SCAG is planning to do more
11 study around the equity concerns surrounding user fee
12 policies and adjust transition.

13 So next I am going to shift to the plan impact.
14 Part of SCAG's role is also in analysis. We look at the
15 results of the policies and investments in our plan.
16 And first, one of the responsibilities for SCAG in
17 developing this plan is to meet our state greenhouse gas
18 emission reduction target. This plan does meet the
19 target for reducing emissions from passenger vehicles by
20 2035. And there's many strategies that work together to
21 help to reduce emissions in the region. But I want to
22 point out for the impactful strategies, and that's more
23 sustainable land use patterns, roadway pricing and user
24 fees, investments for enhanced transit and shared
25 mobility, and investments in active transportation.

1 So Connect SoCal 2024 includes a full technical
2 report on the impacts of implementing this plan. That's
3 the performance monitoring technical report. You can
4 see some of these highlights in Chapter 5 of the plan.
5 But to just highlight some of the benefits, we'll see
6 more efficient development pattern with 61 percent of
7 households and 65 percent of jobs being planned in those
8 priority developments that I mentioned. We will see
9 less congestion overall in terms of daily minutes of
10 person delay. We'll see the reduction in greenhouse gas
11 emissions that I mentioned, and we also expect that
12 people will need to drive less to get to where they will
13 go with a decrease in overall vehicle miles traveled.
14 And so this is both from the efficient development and
15 the projects and programs in the plan. And then overall
16 for every dollar of investment we expect to see about \$2
17 in benefits.

18 So do we work with you and folks in our
19 communities to make this happen? SCAG provides
20 resources in the form of data, research, and technical
21 assistance to support communities in the implementation
22 of the plan. We also advocate to bring funding into our
23 region and create the frameworks to distribute and award
24 it to local jurisdictions. Because we need to point out
25 that the SCAG -- though we lead the region in

1 coordination and collaboration -- we don't directly
2 implement the plan in terms of we don't have authority
3 over local land use, and we don't build projects. So
4 the plan benefits that I mentioned can only be realized
5 with successful implementation. So for us this plan is
6 a milestone and not a finish line. And, again, because
7 we don't implement our projects, our role is to
8 collaborate and support local partners in implementation
9 so that we can all achieve the regional vision. And so
10 its implementation that's also important for those
11 benefits to be felt at the local level.

12 SCAG also has funding opportunities attached to
13 implementation of this plan. Our sustainable
14 communities program is a source of ongoing funding with
15 calls released on a rolling basis. Since 2020 we've
16 distributed nearly 17 million to local agencies. And
17 we're in the process of awarding funds through the
18 regional early action program; about 196 million to
19 support Connect SoCal implementation.

20 So what comes next? As you can see here, we
21 released the draft plan in November, and we're currently
22 in the public comment and review period. The comment
23 period ends on January 12th. After that point staff
24 will catalog, analyze, and respond to comments and
25 incorporate them or any changes as needed into the

1 final plan, and then we anticipate taking the final plan
2 for our regional council for adoption in April of 2024.

3 So before we move into the comment portion of
4 this hearing, I want to reiterate where you can find the
5 draft plan at connectsocal.org. That is also where you
6 can access and submit comments that will be responded to
7 as part of the final plan. Any comments made today
8 verbally will be documented and recorded as part of the
9 formal record, but if you have any additional comments
10 that you'd like to make or submit you can go to
11 connectsocal.org. And lastly, if you need to get a hold
12 of us, for example any more minor clarifying questions
13 and (indiscernible) formal comments, you can also reach
14 us at connectsocal@scag.ca.gov.

15 So lastly, while today I've been discussing the
16 plan itself and not the environmental impact report, I
17 do want to point out where you can find that document
18 which has a separate but concurrent comment process.
19 Their deadline is also January 12, 2024, and you can
20 visit SCAG's website scag.ca.gov/peir to access that,
21 and you can submit comments either by e-mail or by mail.

22 So now we will move to the comment portion of
23 the meeting. As a reminder, the purpose of today's
24 public hearing is to collect and document any feedback
25 or comments. But we typically will not be answering any

1 of your questions directly unless there's a minor like
2 clarification question. So these comments will all be
3 documented and included with a response in the final
4 proposed plan, and that will be -- you'll be able to
5 find that in the public participation and consultation
6 technical report. We'll catalog all of the comments
7 received.

8 So we'll be starting with three minutes per
9 person, but you are welcome to make additional comments
10 once others have had an opportunity to speak. I'll just
11 be running a clock -- timer on my phone here. So we do
12 have our regional council -- our regional offices open,
13 so I'll be seeing if there's any questions here in the
14 LA office, which I don't believe so because we don't
15 have members of the public here. And then I'll check in
16 with the regional offices, and then move to Zoom.

17 (End of presentation.)
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REPORTER'S CERTIFICATE

I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing electronically-recorded proceedings were transcribed by me to the best of my ability.

I further certify I am neither financially interested in the action nor a relative or employee of any attorney or party to this action.

IN WITNESS WHEREOF, I hereunto subscribe my name this 9th day of February, 2024.



Natalie Fagan
CSR NO. 13993

Public Comment Transcript

Public Hearing #3, December 8, 2023, 10 a.m. – Noon

Michael McCarthy, Zoom:

“Good morning. My name is Michael McCarthy. I'm with Riverside Neighbors Opposing Warehouses.

There are a lot of good policies in this plan. But there's one unmentioned policy that undermines most of the good things in this plan.

The goals of mobility, environment, communities are all noble and useful policy priorities, and the economic prosperity of this region is extremely important.

Unfortunately, this plan is undermined by the goods movement, exceptionalism that allows it to not have anything that would restrict its growth. Goods movement gets the “business as usual” treatment, leaving office retail and residents to shoulder the costs and burdens of reducing vehicle miles traveled.

Environment... Our poor air quality is 50% the fault of goods movement. 70% of inhalation cancer risk is caused by goods movement. 30% of greenhouse gases are from goods movement.

Mobility...goods movement causes congestion through single occupancy vehicles, low density land use. It does more damage to rail and road, and our rail, and our freight rail competes with passenger rail.

Communities...Goods movement breaks apart communities, causes low density. Industrial sprawl is dangerous for multimodal transit options like walking and biking, and it creates loads of low-quality, low-density jobs in communities of color.

Connect SoCal 2024 plans for goods movement, heavy duty, VMT, to grow at 4 times the rate of population growth, using your very optimistic demographic projections which are inconsistent with California Department of Finance and Caltrans social economic projections.

SCAG has chosen not to address logistics sprawl, as 95% of warehouses are being built in the Inland Empire.

Connect SoCal 2024 delays attainment of air quality standards by putting more trucks on the road.

Connect SoCal 2024 continues a regional policy of environmental injustice, disproportionately harming communities through goods movement, infrastructure adjacent to homes, schools, and parks.

Now, SCAG is a partner agency with AQMD, CARB, EPA, local municipalities and fixing these problems.

AQMD, CARB and EPA are in charge of making facilities and vehicles emit less pollution coming out the tailpipe. They control emissions control technology policies, and they're doing their best.

SCAG, along with local land use agencies, has a responsibility of deciding how many vehicles go on the roads.

The Connect Socal 2024 plan needs to reduce logistics sprawl.

95% of warehouse bases being built in the Inland Empire leading to higher truck VMT.

This plan needs to apply the same policies that it does for passenger VMT as it does with truck VMT.

It needs to pursue a policy of industrial infill for warehouse development in coastal counties, reducing truck VMT and reducing congestion impacts, reducing impacts on the road.

Lastly, aim to keep truck VMT growth no fashion (faster?), the rate of population growth. Anything less will delay attainment of the air quality standards, delay attainment of our greenhouse gas emission targets and harm our communities.

Thank you for your attention to this matter and have a great day."

Brian Yanity, Zoom:

"Hello! Good morning. My name is Brian Yanity, with the Rail Passengers Association of California, and I'm interested in the project list. I looked online at the materials there. You know the draft EIR, and the draft plan, and I couldn't find the project list anywhere. Is there some appendix it's in or something?"

SCAG Regional Council Room:

Yeah, I can clarify that. So, when you go to Connectsocal.org and you click on: 'read the plan'. You probably land somewhere, and you see a 'Main Book' and a couple of chapters. There's a tab to the right that says technical reports. And, if you click on that. There's a project list technical report. That's several 100 pages long, and that has every project. That's in the plan.

Brian Yanity:

Okay, thank you very much.

SCAG Regional Council Room:

Okay. And Leslie will be linking to that directly in the chat in just a moment.

SCAG Moderator:

Good morning. We had a clarifying question come through in the chat, so I just wanted to share with everybody who's on the line.

And the question was: "if we could share a link to where the comments received through the 3 public hearings would be documented."

“...so there's no link available right now. But I well, I guess there, inadvertently. There is actually, ...not to these comments, they (the public hearing comments) will be included in the final 'Public Participation and Consultation' technical report.

So, the draft version of that is available on Connectsocial.org now.

And so, as part of the final plan preparation, there will be an additional appendix to that technical report that will include not only the public comments heard as part of our public hearings, but also anything sent to us directly or through the comment system.”





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