

PUBLIC PARTICIPATION AND CONSULTATION

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2016
2040 **RTPSCS**

SUB APPENDIX PART 4 OF 5
Public Hearings Transcripts

ADOPTED | APRIL 2016



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COMMUNITY INPUT | PUBLIC PARTICIPATION AND CONSULTATION
PUBLIC HEARINGS TRANSCRIPTS

ADOPTED | APRIL 2016

SUB APPENDIX PART 4 OF 5 Public Hearings Transcripts

Date of Hearing	Pg #
January 12, 2016	2
January 19, 2016	19
January 21, 2016	47
January 23, 2016	62

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THE 2016-2040 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
COMMUNITIES STRATEGY PUBLIC HEARING

PRESENTED BY

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

COURT REPORTER'S TRANSCRIPT OF PROCEEDINGS

LOS ANGELES, CALIFORNIA

JANUARY 12, 2016

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REPORTED BY: ANNA MARIE SPINELLI, CSR NO. 11805

FILE NO: AA00565

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THE 2016-2040 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
COMMUNITIES STRATEGY PUBLIC HEARING
PRESENTED BY
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Court Reporter's transcript of proceedings taken at
818 West 7th Street, 12th Floor, Los Angeles,
California, commencing at 7:03 p.m., Tuesday, January
12, 2016, before Anna Marie Spinelli, CSR No. 11805.

1 A P P E A R A N C E S:

2
3 LOS ANGELES COUNTY OFFICE:

4 Speakers:

5 Darin Chidsey, Director

6 Hank Fung

7 Beth Steckler, Move L.A.

8

9 Present Via Teleconference:

10 IMPERIAL COUNTY OFFICE:

11 Speaker:

12 Mark Baza

13

14 Ventura County Office
15 Riverside County Office

15

16 SAN BERNARDINO COUNTY OFFICE:

17 Tressy Capps, Toll Free IE

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1 and this public hearing today is in accordance both
2 federal and state law.

3 To get started we're going to show a brief
4 video to give folks a little bit of more details about
5 the types of policies and projects and information that
6 is in the plan and then we will go through starting in
7 Los Angeles take any public comments there and then move
8 throughout all of the regional offices to hear from
9 everybody in each one of the offices.

10 So, we will start in Los Angeles, then go to
11 Imperial, then go to Riverside and then San Bernardino
12 and then Ventura.

13 So, thank you very much for being here and let
14 me introduce this quick video.

15 (Pause in the proceedings Video playing.)

16 MR. CHIDSEY: Great. Thank you. Before we go
17 to public comments, I did want to introduce Alan Wapner
18 who is the Council Member from the City of Ontario who
19 also is the Chair of SCAG's Transportation Committee.
20 He's in the San Bernardino Office.

21 He's, certainly, here representing the
22 Transportation Committee and is available to answer
23 questions to any that might be geared towards the
24 elected officials and the governing body of SCAG so
25 thank you, Alan, for being here. And with that, we're

1 going to go to Hank Fung.

2 MR. FUNG: My name is Hank Fung, I live in Los
3 Angeles County. I will reserve my comments about the
4 plan itself in written comments later on before the
5 deadline.

6 But in terms of the process, I think, it is
7 great that SCAG is doing the regional process with all
8 the different regional offices, although, I do see that
9 very few people seem to be at the outlying offices, but,
10 certainly, having the times available on evenings and on
11 Saturday for a hearing is much better than the process
12 when we were collecting public input where the City of
13 Los Angeles was omitted as a location and, also, when
14 the majority of the meetings were held during the
15 daytime with the only evening meeting in the Los Angeles
16 Basin at the Gateway City's Hall which I was
17 disappointed at.

18 They later did add more meetings but only when
19 I complained to the member of my regional council, my
20 Regional Council Member Sam Pedroza.

21 So, I do compliment SCAG on that. In
22 relationship to the plan itself, generally, I think that
23 SCAG needs to be taking a much more robust role
24 regionally.

25 For example, in the presentation just one items

1 they mentioned was the Tap Card and we need to see that
2 not just in L.A. County but we need to see that
3 regionally. We need to see the Greenhouse Gas Emission
4 reductions which the plan proposes.

5 So, we need to see more of these active
6 transportation project out in the San Bernardino,
7 Riverside and the Inland areas so that they are also
8 pulling their fair share of greenhouse gas reductions,
9 as it is mandated by SB375 that we reduce our greenhouse
10 gas emissions and the voters voted for that when they
11 turned down the oil companies' attempt to delay
12 implementation.

13 So, the voters have spoken, we want greenhouse
14 gas emission reductions and we want these projects
15 throughout the region.

16 L.A. County is doing a great job with Measure R
17 and with the different tax measures in the past, but I'd
18 like to see some of the other counties do the same as
19 well with their tax measures as they move forward so
20 that's all. Thank you.

21 MR. CHIDSEY: Thanks, Hank. Beth Steckler.

22 MS. STECKLER: My name is Beth Steckler I work
23 with Move L.A. and, boy, it's a lot to read; isn't it?
24 We don't know how many people in this room a lot of them
25 have written it.

1 But it is a very exciting plan. Great to see
2 that we are going to meet our targets very, very
3 critical. Also, that the investments the Transit
4 investments make up more than half of the total
5 expenditures and we think that is essential to reach a
6 lot of the goals that we just talked about in the video
7 giving people alternatives to being stuck in traffic.

8 So, the investments in Transit, the investments
9 in active transportation very happy to see active
10 transportation spending moved up to earlier years in the
11 plan as compared to the last RTPSCS.

12 What I wanted to talk about the most, though,
13 is the EJ analysis. Really, a very impressive document.
14 It's really a quantum leap from the last EJ analysis.
15 It is very thorough, covers a lot of different topics
16 and it is giving us both maps and charts to really
17 understand what the impact of investments are and where
18 we are moving to.

19 And one of the things that -- one of the
20 findings in the EJ analysis is that in some areas
21 nothing is ever true for the entire region; right, but
22 in some areas we are seeing these investments lead to
23 displacement of low income people.

24 So, Transit investments resulting in increased
25 property values and increased rents and pushing away the

1 people who use transit. And this is a really thorny
2 thorny problem.

3 And I really want to call on SCAG to work with
4 us to work with local jurisdictions. We stand ready to
5 work with you to get the tools and the resources that
6 you need that is really a local government issue, it's
7 about land use control, it's about, you know, where you
8 build, what you tear down, what are the income levels,
9 how much affordable housing is being built.

10 All of those issues are really local land use
11 and I know SCAG and we respect the land use authority as
12 local jurisdictions, but we think together we can work
13 to convince the legislature to take off some of the
14 restrictions on local government around controlling
15 demolitions, restrictions on rent control like the Ellis
16 Act as well as resources housing resources.

17 And the state is talking about, hopefully, it
18 will couple to pass, but just this week or just last
19 week they introduced, what, a 2 Billion dollar plan for
20 affordable housing in local jurisdictions.

21 So that needs to work its way through the
22 legislature and through the budget process, but I think
23 this is the first time since redevelopment was dissolved
24 that we're seeing this kind of response from the State.

25 At Move L.A., of course, we work to increase

1 local resources in L.A. County, excuse me, for
2 transportations, but we're also very very concerned that
3 we don't have those local resources for housing as well
4 because subsidy is a very key part.

5 But I just want to close by really commending
6 the SCAG staff and the Regional Council for overseeing
7 such a high quality document. I mean, I'm very very
8 impressed and I really encourage people to take a look
9 at the EJ analysis because you can really see with all
10 the maps kind of, you know, what's happening in
11 different places. So, thank you very much.

12 MR. CHIDSEY: Thank you very much. Now, we're
13 going to move to our regional offices and we'll come
14 back to Los Angeles to close out the meeting.

15 Imperial County? Is there anyone in Imperial
16 County?

17 MR. BAZA: Can you hear me?

18 MR. CHIDSEY: Yes, we can hear you, Mark.

19 MR. BAZA: Okay. Sorry. Just so, you know,
20 we're providing technical comments in writing and just
21 appreciate the staff doing all the effort for this plan
22 as we believe it meets the Federal requirements for air
23 quality conformity and financial constraints as well as
24 the SB375 requirements for meeting our greenhouse gas
25 emissions that is, certainly, a big deal to us all.

1 So, just appreciating that, also, expressing
2 our appreciation for SCAG in its efforts to help us with
3 our active transportation efforts, the planning studies
4 and grants that our cities and ICTC is pursuing to help
5 us move forward in that effort.

6 Financing those active transportation projects
7 is a challenge for us and the assistance of SCAG has
8 helped us with those types of grants, even at times when
9 we were not as successful as we'd like to be with the
10 statewide grants that are available.

11 But anyhow, that's the general comments that we
12 have at this time and thank you. That's all the
13 comments we have here in Imperial County.

14 MR. CHIDSEY: Thanks. Would you mind just
15 introducing yourself and your affiliation for the
16 record?

17 MR. BAZA: I'm sorry, I'm Mark Baza. I'm the
18 Executive Director of Imperial County Transportation
19 Commission.

20 MR. CHIDSEY: Thank you. Now, we're going to
21 move to San Bernardino office and our staff there.
22 Please, go through the names that you have.

23 MS. CAPPs: Hi, my name is Tressy Capps and I'm
24 with Toll Free IE and I have some comments on the plan.

25 I think that plan -- I don't like the plan. I

1 think what you are attempting to do is to transform the
2 West Coast into the East Coast and, I think, it would be
3 a lot easier if people want to live like that back and
4 pack and bikes and buses, if people want to live like
5 that they could just move to the East Coast or they can
6 move to Europe.

7 But to try to transform the West Coast and to
8 try to get people out of their cars is an exercise in
9 futility and you're wasting a half a trillion tax
10 dollars doing things that people don't want.

11 And I have an article right here from the Wall
12 Street Journal, "Car sales still have room to grow" this
13 is the January 4th, "Cars are selling like crazy." The
14 West Coast people love their cars.

15 But you've done this whole plan and it is based
16 on a fantasy that people will somehow leave their cars
17 and share bikes and take a train. And a good example of
18 the whole train concept not working is Arctic in Anaheim
19 that place is deserted and, now, Anaheim the City of
20 Anaheim is going to be left holding the bag on that.

21 So, you know, I realize you guys have these
22 ideas, but they are concepts that aren't based on
23 reality.

24 And so, instead of for tax payers because as
25 you can see from this meeting there is nobody from the

1 public here it's just SCAG's staff and stakeholders and
2 myself and there is a few people who have figured out
3 what is going on with the vehicle mileage tax and toll
4 lanes.

5 What you are going to do is you're trying to
6 price people out of their cars so the only choice they
7 have is to use public transit because they are not going
8 to be able to afford driving their cars which is what
9 they like to do now.

10 And you have Hasan Ikhata running around
11 saying that millennials do not want to drive cars that
12 they do not want to get their driver's licenses and that
13 is just a flat out lie.

14 Now, this thing the Constitution of The United
15 States, perhaps, you guys should brush up on it because
16 what SCAG is is regional government, it's shadow
17 government and this is not -- when the Founding Fathers
18 established our Nation Regional Government is not what
19 they had in mind.

20 And this is how you people -- you should all be
21 ashamed of yourself what you're participating in. You
22 are all a bunch of traders and I can't even understand
23 why this is allowed to go on.

24 And as far as the review period for this plan
25 that is so big to have it be two months of time, you did

1 it in December and January so right in the holidays.

2 There is no way that the public can -- even
3 knows about this plan much less can review all of those
4 pages. I doubt any of you have even read that whole
5 thing so to -- minimally, you need to give -- you need
6 to do real outreach.

7 You know, if people really knew what you were
8 planning with vehicle mileage tax and toll lanes they'd
9 be protesting in the streets. But they don't have a
10 clue because this outreach that you are doing is
11 completely bogus and, again, you should all be
12 completely ashamed of yourself.

13 To do what you're doing to the future to our
14 grandchildren they're not going to have a chance if you
15 get your way with this stupid plan. Thank you.

16 MR. CHIDSEY: Thank you.

17 SAN BERNARDINO COUNTY: That's it. San
18 Bernardino, Thank you.

19 MR. CHIDSEY: Thank you. Ventura County.

20 VENTURA COUNTY: Mr. Chidsey, no comments in
21 Ventura County.

22 MR. CHIDSEY: Thank you. Anyone want to
23 comment from here.

24 PUBLIC: Is there anyone in Riverside?

25 MR. CHIDSEY: Well, we will continue to hold

1 the public hearing open at this time in case people come
2 in late.

3 PUBLIC MEMBER: Hey, Darin, is Riverside
4 online?

5 MR. CHIDSEY: We are checking, we don't think
6 there is anyone there. We're just confirming that there
7 is no one in Riverside.

8 For those of us in Los Angeles we do have some
9 information there are poster boards explaining the
10 elements of the plan that we'd invite you to visit and
11 there are, also, additional opportunities to continue to
12 comment through our website as well.

13 Just to let everyone know we are going to
14 continue to hold the public hearing open until 8 p.m. in
15 case additional people come over at that time. So,
16 thank you very much.

17 (Pause in the proceedings.)

18 MR. CHIDSEY: Good evening. I just want to
19 check in to see if anybody new came in? It doesn't look
20 like it. Okay. We're going to hold it up another five
21 minutes until 8 p.m., but thank you everybody for
22 coming.

23 (Pause in the proceedings.)

24 MR. CHIDSEY: Thank you everybody for coming.
25 It's 8 p.m. and we are officially closing the public

1 hearing of the Southern Association of Governments
2 Regional Transportation Plan/Sustainable Community
3 Strategies.

4 The public comment period remains open until
5 February 1st. You can attend another one of our public
6 hearings. There is also a series of workshops
7 throughout Southern California as well as comment online
8 or in writing.

9 So, thank you very much for coming and
10 appreciate you taking the time out of your day. Thank
11 you.

12

13 (The Public Hearing concluded at 8:01 p.m.)

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REPORTER'S CERTIFICATE

I, ANNA MARIE SPINELLI, CSR No. 11805, a Certified Shorthand Reporter, certify;

That the foregoing proceedings were taken before me at the time and place therein set forth;

That the all objections and statements made at the time of the foregoing proceedings were recorded stenographically by me and were thereafter transcribed;

That the foregoing is a true and correct transcript of my shorthand notes so taken.

I further certify that I am not a relative or employee of any attorney of the parties, nor financially interested in the action.

I declare under penalty of perjury under the laws of California that the foregoing is true and correct.

Dated this 12th day of January, 2015.

ANNA MARIE SPINELLI, CSR NO. 11805

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REPORTED BY: ANNA MARIE SPINELLI, CSR NO. 11805
FILE NO: AA00566

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Court Reporter's transcript of proceedings taken at
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A P P E A R A N C E S :

LOS ANGELES COUNTY OFFICE:

Speakers:

Jeff Liu
Mark Butala
Bill Sadler

Present Via Teleconference:

Imperial County Office
Ventura County Office
Orange County Office

RIVERSIDE COUNTY OFFICE:

Michelle Hasson

SAN BERNARDINO COUNTY OFFICE:

Tressy Capps, Toll Free IE
Peggi Hazlett
Kenneth Koh

1 Butala Manager of Regional Services who will give you
2 the presentation.

3 MR. BUTALA: Thank you, Jeff. Good morning
4 all. Prior to starting the public commentary we did
5 want to give you just a really brief overview of the
6 2016 Regional Transportation Plan/Sustainable
7 Communities Strategy process followed by a brief 7
8 minute video that, I think, encapsulates this process
9 very well.

10 So, first as a bit of background SCAG as a
11 Metropolitan Planning Organization for the six-county
12 region in Southern California is required to update the
13 Regional Transportation Plan/Sustainable Communities
14 Strategy every four years.

15 We began this current process, approximately, 3
16 years ago by meeting with each of the 191 cities within
17 our region and with our 6-County Transportation
18 Commissions.

19 Since this time, we've held dozens of public
20 meetings, public workshops, open houses and meetings
21 with our Policy Committee and Regional Council.

22 This plan has several requirements: First, on
23 the federal government side we are required to meet air
24 quality conformity for six criteria pollutants in our
25 horizon year of 2040, additionally, on federal side we

1 are required to meet financial constraints, meaning, we
2 must identify reasonably realistic funding sources for
3 all of the projects and strategies in the Regional
4 Transportation Plan/Sustainable Communities Strategy.

5 On the California State side, we are required
6 to meet our green house reduction goals for the years of
7 2020 and 2035 as set forth by the California Air
8 Resources Board.

9 I'm pleased to announce that the 2016 Resource
10 Transportation Plan and Sustainable Communities Strategy
11 does meet all our Federal and State requirements.

12 So, let's next show a brief 7 minute video
13 that, I think, gives you a very nice overview for the
14 2016 Plan.

15 (Pause in the proceedings a Video is playing.)

16 MR. BUTALA: Okay. In just a moment, I'll be
17 turning it back over to Jeff Liu who will open the
18 public hearing, but I wanted to briefly go over the
19 remainder of the schedules on RTPSCS leading up to its
20 adoption in April.

21 As Jeff had mentioned our Regional Council
22 released the draft Regional Transportation
23 Plan/Sustainable Communities Strategy for public review
24 on December 3rd.

25 Our Regional Council released the draft RTPSCS

1 for public review on December 3rd. Public comment
2 period opened on December 4th. It will remain open
3 until 5 p.m. on February 1st.

4 During this time period we will be holding four
5 public hearings and 13 elected official briefings.

6 Once the public comment period closes, we will
7 be reviewing our public comments summarizing them and
8 presenting them to our Regional Council at their
9 regularly scheduled meeting on Thursday, March 3rd, on
10 Thursday March 24th this we'll be holding a special
11 joint meeting of our Regional Council and our Community
12 Economic and Human Development, Transportation and
13 Energy Environment Committees to recommend to the
14 Regional Council to approve the RTPSCS and we anticipate
15 an action by that Regional Council on April 7th to
16 approve the RTPSCS.

17 With that, let me turn it over to Jeff Liu.

18 MR. LIU: Thanks, Mark. So, now, we'll hear
19 from the public. We'll begin with the satellite offices
20 and then take turns one-by-one.

21 Before you begin speaking, please, state your
22 name clearly. We do have a court reporter here taking
23 your comments and SCAG staff will prepare comments -- or
24 responses to these comments as part of the formal review
25 process.

1 With that is there anyone in Imperial that
2 would like to speak?

3 IMPERIAL COUNTY: No comments in Imperial.
4 Thank you.

5 MR. LIU: Thank you. We will next go to Orange
6 County. Anyone want to speak in Orange County? No
7 comments in Orange County, okay.

8 We'll next go to Riverside County office? Does
9 anyone want to speak in Riverside?

10 Okay. Next is San Bernardino, any comments in
11 San Bernardino?

12 SAN BERNARDINO OFFICE: We do have a couple of
13 speakers in San Bernardino. We have Kenneth Koh from
14 Inland Action.

15 MR. KOH: Can you hear me fine. I have just a
16 comments and just a couple of personal observations of
17 who I am and my history in transportation.

18 I'm the Co-Chair of the Environmental Committee
19 -- my name is Kenneth Koh, I'm the Co-Chair of the
20 Environmental Committee of Inland Action which is a
21 group that addresses the Inland Empire issues related to
22 its economic, environmental, education and health
23 benefits. It's a broad group.

24 And we really are a non-partisan group and just
25 really try to focus on which way to improve the County.

1 And my history is I've had families involved the
2 development of Barton Bay Area, family members who
3 served on the Barton forum and they originally put that
4 together.

5 I understand the difficulty in going through
6 all the many obstacles including putting together a plan
7 like this and I appreciate SCAG reaching out to
8 different groups and the burden they have in doing this.
9 I think I just want to make sure that, you know, people
10 involved in this process realize that it's tough and the
11 public does as well.

12 So, one of the huge issues that we identified
13 in Inland Action is that in 2023 under the Clean Air Act
14 we will lose our federal funding.

15 And all this will tell you that don't worry we
16 won't let that happen, but the fact is that's what the
17 law is today. We lose all federal funding if we don't
18 meet the standard setup of the Clean Air Act. And our
19 ability to meet those strict standards looks pretty
20 grim.

21 Regardless, we must address goods movement,
22 clean technology and readily available options. And so,
23 I just wanted to point at a couple of things that we
24 have noticed, appreciated and want to draw attention to
25 and, hopefully, the public will as well.

1 We appreciate that allowing businesses to
2 choose their way of getting to the clean air goals
3 through deciding whether it is going to be through
4 electrical, natural gas or whatever format they want to
5 use as long as they get their allowing them that
6 flexibility is considered a process and it also engages
7 with the end goal so I appreciate that.

8 A couple of things that have to do with current
9 technology and, I think, we're going to get this done in
10 the next 8 years, we have to use what is available now,
11 in particular, there advocacy in the report for, without
12 reading it altogether, but I want to say on page 7 they
13 want to implement zero near zero emission freight
14 systems, well, that's available now through using
15 natural gas. It's another option and we support that.

16 Also, more emission trucks and locomotives. In
17 here in this part of the Inland Empire the emissions of
18 locomotives is a huge issue. The most readily available
19 option is going to be transferring them into natural
20 gas. And I think that's -- we applaud doing that and
21 doing that sooner rather than later because we need to
22 meet this goal within 8 years.

23 Also, to get to near zero emissions some of the
24 gas tendered [sic] cars, the G-4 engines that can be
25 retrofitted with diesel appropriately can be with

1 natural gas now and we encourage them to do that.

2 And the same thing is true with all rail
3 locomotives. That includes -- if we scan the SCAG
4 region they can be transformed to natural gas and this
5 is the readily available technology to let us get to a
6 positive output right away.

7 We need to meet -- we're not going to meet
8 these goals, but if we don't make every effort to do it
9 we're not going to have much more legal power to be able
10 adjust federal transportation dollars.

11 And without that, we will be, you know, that is
12 half of our road budget now so we can hardly do with
13 what we have. We must have with it -- I can't imagine
14 where we would be.

15 So, I encourage the things in this report that
16 are readily available, particularly, the ones that
17 incorporate natural gas because that is the technology
18 available right now and there is no reason to hesitate
19 in doing that. Thank you.

20 MR. LIU: Before we go to the next speaker, I
21 just want everyone to be aware that there is -- even
22 though this is a public hearing, there is a member of
23 the public who is video recording this and in so if you
24 are at all uncomfortable with being video recorded,
25 please say so before you begin. All right. Thank you.

1 MS. HAZLETT: Good morning, my name is Peggi
2 Hazlett. As a former assistant to the Mayor for the
3 City of San Bernardino, I have the distinction of saying
4 that I represent the City that was one of only a handful
5 of cities in the Nation that have filed for bankruptcy
6 protection.

7 Now, as the President and CEO of the Ontario
8 Chamber of Commerce I have the distinction of saying
9 that I am a representative of a business community that
10 has the worst air quality in the Nation.

11 There was the September 9th, 2015 L.A. Times
12 Article Tony Barboza reported with the blazing headlines
13 that people living near the 60 Freeway in Ontario
14 breathe the worst air in our Nation.

15 The studious distinction is not one to be proud
16 of. California needs to improve our quality and health
17 of our communities.

18 As noted in the L.A. Times Article and other
19 resources the transportation sector is the leading air
20 polluter accounting for 80 percent of the region's smog
21 for emitting emissions and over 40 percent of the
22 region's green house emissions.

23 Heavy duty trucks account for the largest
24 source of the region's air pollution. According to the
25 Environmental Protection Agency's Air Quality Industry

1 Report retrieved on October 14th of 2015, residents in
2 the Riverside, San Bernardino, Ontario Metropolitan area
3 only have the luxury of 7.5 percent of good air quality
4 days per year.

5 Again, leading the nation with the worst air
6 quality following closely by 8.8 percent of good days in
7 the L.A., Long Beach, Santa Ana Region. This means that
8 our residents in the Ontario area only experience good
9 air quality one out of every 12 days. This pollution
10 contributes to health risks such as asthma, cancer and
11 premature death.

12 Those likely to be the most impacted are the
13 disadvantaged communities near and around transportation
14 quarters and ports. Poor quality also puts us at risk
15 for failing to meet the stringent state federal air
16 quality standards that Kenneth alluded to.

17 California state is at critical need for the
18 reduction of critical pollutants and green house
19 emissions in an effort to curtail smog, climate change,
20 address first the affects of these critical health
21 issues, if not the particular part pollution reduces
22 reduction addresses real human needs that need to be met
23 now.

24 Technologies like ultra low nox, heavy duty
25 engines are a viable solution in addressing California's

1 air pollution and climate change goals. Alternate
2 fueled vehicles can help reduce harmful emissions.

3 But in order to put more clean vehicles on the
4 road we need the fuelling infrastructure to support
5 them. In the Inland Empire we have less than a dozen
6 CNG locations and of those several require keypads to
7 access.

8 In Aurora, Colorado Majestic Realty Company in
9 cooperation with the City of Aurora opened a major
10 Compressed Natural Gas fueling station at the Majestic
11 Industrial Park in late 2014.

12 Interestingly, this is just outside Colorado
13 Springs which is in the top eight for cities in the
14 Nation with the best air quality where its residents
15 experience 86.7 percent of clean air days per year.

16 This public private partnership is open 24/7 to
17 all users commercial and private at a much lower price
18 than gas or diesel. CNG can offer up to 25 percent
19 reduction in green house emissions and 20 to 45 percent
20 reduction in nox.

21 SCAG should support all new alternative fueling
22 infrastructure and the development of intermodal fueling
23 strategies. Please take advantage of the existing
24 infrastructure and strive to avoid these strategy
25 offsets.

1 At the Ontario Chamber of Commerce we too
2 strive to increase mobility, economic opportunities and
3 healthier communities with a better quality of life.
4 Thank you.

5 MS. CAPPS: My name is TRESSY CAPPS. I have a
6 question. At the least public hearing was the court
7 reporter taking notes.

8 MR. LIU: Yes.

9 MS. CAPPS: Okay. Good. I'll talk slow. I
10 don't have written notes. Okay. So, my name is Tressy
11 Capps I am here to talk about the plan. I do agree with
12 things that were said today about natural gas. I,
13 actually, drive a natural gas vehicle and I've been.

14 So, I know that here at SANBAG we're developing
15 this Redlands Rail and I don't think those are natural
16 gas. I don't think that train is going to be natural
17 gas.

18 Anyways, I think that natural gas is a good
19 technology and it is clean so I would fully support
20 anything like that that would actually be a solution
21 versus some of the things that are in this plan that are
22 somewhat ridiculous and so I'll go through some my
23 thoughts about that.

24 I have an article here that just was in the
25 paper yesterday. It was written by Thomas Elias and

1 it's entitled -- the Commentary it's entitled Worst
2 Bottleneck Stalled Traffic In Spite of Nearby Transit
3 Lines.

4 And it's a very well written commentary and it
5 makes the point that "One lesson here, then, is that
6 mass transit doesn't solve all congestion." Just look
7 at the 10 between Downtown Los Angeles and the City of
8 West Side where commuters sit and wait while trains
9 dis-unmolested [sic] along the almost parallel mostly
10 completed Metro Express Line.

11 So, I think, the problem I have with this plan
12 is that it is an exercise in a fantasy. SCAG is
13 assuming, assuming, that people are going to abandon
14 their cars and they're going to take public transit, and
15 it's just not going to happen, like I spoke about
16 before.

17 And so, now, I've got -- I've been examining
18 the plan, I have some specific comments about that.
19 First of all, you start out the plan with this picture
20 here, as you can see there is no cars. So, clearly, the
21 gist of this plan is to get people out of their cars for
22 their health or, however, you want to justify it.

23 The next big picture that I wanted to show is
24 this picture of this bus tying up traffic in Los Angeles
25 and I've, actually, videotaped down by the SCAG office

1 this exact same area.

2 So, what is going on is a bunch of empty buses
3 are running around Downtown L.A. an they're actually
4 creating traffic and so I don't agree with doing that.
5 I don't think those buses are solving much of anything
6 other than creating traffic. Some buses are necessary
7 but a lot of the lines are empty and we've documented
8 that on videotape.

9 Okay, my next comment is about trains. So,
10 here you've got the train and all these happy people,
11 that's nice that works in some places the East Coast,
12 perhaps.

13 It is not going to work here on the West Coast
14 and my example for that is ARTIC and that was a SCAG
15 boom-dawdle that cost a bunch of money and Anaheim will
16 be paying for that for a very long time. And if anyone
17 wants to go check that out that big snow globe on the
18 side of the 57 Freeway, no one is using and it is a
19 complete failure and that was SCAG's bright idea. Good
20 job at bombing.

21 Okay. So, now, onto the bikes. So SCAG
22 imagines that everybody is going to get on a bike and
23 Hasan claims that millennials, I brought my little
24 Minion here millennials, that they like to travel in
25 packs on bikes to the movies.

1 Now, I have never witnessed this phenomena
2 anywhere so, maybe, if I saw a video of it, you know, I
3 mean here in the Inland Empire my niece goes to Etiwanda
4 High School and I see all the young kids driving their
5 cars to school or their parents are driving them to
6 school or they come on the bus.

7 But I do not see a lot of people on bikes,
8 there is a lot of traffic, it would be very dangerous
9 and they'd probably end up at Stanley if they were to
10 take a bike so.

11 But anyway, you have this picture here which I
12 found kind of amusing, I don't know if everyone can see
13 it but you see all the kids are all saluting. It is a
14 good Communist salute. You know, it really is -- it's
15 really a funny picture.

16 So, anyways, so again natural gas sounds like a
17 good solution, I don't know if that is somewhere here in
18 the plan, but the parts of the plan that I have seen
19 involve, like I said, pricing people out of their cars
20 and so they plan on using -- doing that through a series
21 of things.

22 Toll lanes is one of the ways that SCAG wants
23 to price people out of their cars. Another way that
24 SCAG plans to do that is vehicle mileage tax and that is
25 just going to be tea bagging the people in California.

1 I'm not sure if you guys have noticed but in other
2 states gas is like 80 cents a gallon but here in
3 California we're still paying 2-something a gallon, I
4 don't know because I drive a natural gas car, but I know
5 it's not anywhere close to 80 cents a gallon.

6 So, here you just want to tax, tax, tax us so
7 -- or SCAG does, so that we have -- Hasan will tell
8 you it's so we have choices. But I will tell you, my
9 opinion, it is to make sure that people are priced out
10 of their cars and forced to these choices and, I think,
11 that that is wrong. So, let see what else.

12 So, again, it is a fantasy to envision that
13 people are going to be biking around. It sounds like a
14 third world country not anywhere I want to live and so,
15 I think, this plan is awful, I think the outreach is
16 completely bogus and fake.

17 At the last public hearing Riverside didn't
18 even show up so I don't now how you are going to address
19 that, but I would say that that last public hearing you
20 had is invalidated [sic] because the Riverside County
21 Office wasn't even participating so you better do that
22 public hearing over again is my suggestion. Thank you.

23 MR. LIU: Anybody other comments?

24 SAN BERNARDINO: I think that's it for San
25 Bernardino.

1 MR. LIU: Okay. Thank you, San Bernardino.
2 Next is Ventura County, any person want to speak in
3 Ventura.

4 VENTURA: No comments up here, Mr. Liu. Thank
5 you.

6 MR. LIU: Okay. We'll move on to Los Angeles.
7 So, any speakers here in Los Angeles? No speakers.
8 Okay. Well, are there any new attendees to any of the
9 satellite offices that would like to speak?

10 RIVERSIDE: Jeff, here in Riverside.

11 MR. LIU: Okay. Let's go ahead.

12 MS. Hasson: Hi. My name is Michelle Hasson
13 and I'm Leadership Counsel for Justice and
14 Accountability. I did have some comments on the plan,
15 really, respected more about a focus on people movement
16 and how SCAG can really use the opportunity of the
17 RTPSCS to uplift people movement; right.

18 I represent organizations in the Inland Empire
19 and we've noticed that a lot of the strategies of models
20 for growth are focused on transit oriented development
21 and high quality transit areas which are really fabulous
22 cornerstones for good planning, but somehow don't really
23 fit with a lot of these realities in the Inland Empire.

24 In the Inland Empire and it is very well noted
25 in the RTPSCS itself that, you know, we have the worst

1 job/housing balance in the region. Inland Empire
2 employees have to travel the farthest distance and we'd
3 like to see SCAG prioritize investment in transit.

4 I know that some people think that transit
5 doesn't work but transit doesn't work because we don't
6 have the infrastructure in the IE. Only .5 percent of
7 low income people in the IE actually have access to a
8 decent and efficient transit stop. We'd like to see
9 models for growth that can be more adaptable and
10 appropriate for a not so-densely populated urban region
11 like Los Angeles.

12 We would like to see something like the
13 neighborhood mobility areas or the high quality transit
14 corridors, maybe, adjusted to suit the realities of less
15 densely populated regions within SCAG.

16 Growth models, SCAG should really uplift best
17 practices throughout the region, specifically, in the
18 Inland Empire that show good strategies for smart growth
19 in a rural community like how instant in those
20 developments is done in a less densely populated
21 community.

22 How different acceptabilities of ride sharing
23 could be uplifted and folded into a more formal transit
24 network so that when we are looking for a different
25 funding sources that prioritize transit and development

1 we're not excluding non-traditional forms of transit.

2 We're also allowing for our growth models to be
3 reactive and adaptive to the different kinds of
4 realities throughout SCAG.

5 Another thing that we hear that SCAG did and I
6 have brought this up before and I know that your team is
7 really great at looking at different ways of qualifying
8 and identifying communities within the subregions; but,
9 again, I do want to bring up the point again that the
10 definition of rural of, basically, anything of 2,500 or
11 below is rural and 2,500 and above is urban, I think
12 kind of limits the ability for SCAG to really predict
13 growth in this variety of communities, right.

14 I don't think an area like Thermal [phonetic]
15 California which is largely a farm worker community
16 shouldn't even be qualified as urban. But there are
17 opportunities for smart growth, there are opportunities
18 to look at what a neighborhood mobility area could look
19 like in a less-densely populated.

20 How do we promote and uplift those strategies
21 for growth and invest in an existing communities so that
22 we're not consistently building new communities to adapt
23 to where there is transit and we really need better
24 indicators to where we need to invest in gaps in our
25 system; right.

1 I think the Inland Empire 40 -- we are home to
2 40 percent of this country's goods movement which is a
3 huge burden, but we also are home to people and people
4 who have the worst infrastructure in the region have
5 limited access to public transit.

6 And we'd like to see strategies that really
7 uplift and prioritize investment in the regions of SCAG
8 that are kind of falling behind. I'd also like to see
9 SCAG really address the issue of disadvantaged
10 communities in a much flippant [phonetic] and strategic
11 way throughout the plan.

12 SCAG houses 68 percent of California's
13 disadvantaged communities it shouldn't be left in
14 appendix. Prioritizing and investing in disadvantaged
15 communities throughout our region should be part of the
16 plan, it should be an initiative within itself and it
17 should be prioritized in all the different areas.

18 And I think SCAG has a lot of jurisdictions
19 that can really demonstrate great practices of how to
20 prioritize investments in disadvantaged communities.
21 So, that's it. Thank you.

22 MR. LIU: Thank you. Any other comments from
23 the satellite offices? Okay. I understand we have one
24 comment here from Los Angeles.

25 MR. SADLER: Good morning. I'm Bill Sadler

1 with the Safe Practices School National Partnership and
2 I wanted to express support for the active
3 transportation investment in the RTPSCS, particularly,
4 the RTPSCS doubled the amount of active transportation
5 funding from the from the previous plan from 6 Billion
6 to 12 Billion.

7 And about 20 percent of trips in the SCAG
8 region according to SCAG's data are by walking and
9 biking. I myself walk and bike and I know many other
10 people in the region that do and many of us people would
11 do more if there was more safety infrastructure
12 available.

13 78 percent of trips in the region are under
14 three miles that these are drive and the SCAG plan
15 identifies strategies to make these short trips easier
16 to walk and bike.

17 Moreover the plan makes significant investments
18 in new transit service, include funding for operations
19 and maintenance to keep the system we already have in
20 good condition.

21 According to some estimates L.A. -- the City of
22 L.A. or its L.A. Metro has the second highest bus
23 ridership in the country so there is not an
24 insignificant amount of people that are taking transit
25 and many of these people are low income or from the

1 disadvantaged communities which as a previous speaker
2 mentioned we have about two-thirds of the states, so
3 making investments in transit is a good idea for the
4 region.

5 And it also -- the plan also pays particular
6 emphasis on public health and environmental justice in
7 the two appendices, both of which the public health plan
8 which is new for the first time and the EJ appendices
9 which has been significantly enhanced with additional
10 data, so we are particularly supportive of those
11 elements of the plan in general.

12 We do, you know, have some concerns that the
13 funding is primarily still about roads and highways and
14 we recognize that most of the region still drives.

15 But we do think with a significant amount of
16 people that walk, bike and take transit that we could do
17 even more to link our investments within ways that
18 people actually get around and, especially, make it
19 safer for people to get to their schools, their jobs and
20 parks around the region.

21 So, thank you for allowing me an opportunity to
22 comment today and we'll be submitting more formal
23 written comments in the few weeks. Thank you.

24 MR. LIU: Thank you. Any additional comments
25 here in Los Angeles? Okay. We keep the public hearing

1 open until 11 o'clock just in case anyone shows up late.

2 Feel free to stay. I want to thank everyone
3 for making -- coming today and for those who made
4 comments thank you very much.

5 I, also, did want to before anyone leaves just
6 let everyone know that there are two additional public
7 hearings scheduled. The next one is January 21st it's
8 in a few days at the Santa Ana Regional Transportation
9 Center and that's at 6 o'clock p.m. and the one after
10 that will be held Saturday, January 23rd, at 10 o'clock
11 a.m. and that will be held in L.A., Riverside, Imperial,
12 San Bernardino and Ventura.

13 So, with that, we'll just hang out here. Thank
14 you very much for coming. I appreciate it.

15 (Pause in the proceedings.)

16 MR. LIU: Okay. Hello, everyone. I just want
17 to go around the different SCAG offices to see one last
18 time if there is any new people that showed up that want
19 to provide public comment on the RTPSCS.

20 If anyone wants to speak, can you let us know
21 now? Imperial? Orange? Riverside? San Bernardino?
22 Ventura looks empty. Okay. Anyone from Los Angeles.

23 PUBLIC: Not at this time.

24 MR. LIU: Okay. Last call. All right. With
25 that, we will close our public hearing for today. I

1 appreciate everyone for coming today. Thank you.

2 And just, again, we do have one other public
3 hearing on January 21st at 6 p.m., at the Santa Ana
4 Regional Transportation Center and then the one
5 following that is Saturday January 23rd at 10 o'clock
6 a.m. at Los Angeles, Riverside SCAG office, San
7 Bernardino SCAG office, Imperial and Ventura SCAG
8 offices as well. All right. Thank you very much. I
9 appreciate you coming.

10

11 (The Public Hearing concluded at 11:00 a.m.)

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REPORTER'S CERTIFICATE

I, ANNA MARIE SPINELLI, CSR No. 11805, a Certified Shorthand Reporter, certify;

That the foregoing proceedings were taken before me at the time and place therein set forth;

That the all objections and statements made at the time of the foregoing proceedings were recorded stenographically by me and were thereafter transcribed;

That the foregoing is a true and correct transcript of my shorthand notes so taken.

I further certify that I am not a relative or employee of any attorney of the parties, nor financially interested in the action.

I declare under penalty of perjury under the laws of California that the foregoing is true and correct.

Dated this 19th day of January, 2016.

ANNA MARIE SPINELLI, CSR NO. 11805

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THE 2016-2040 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
COMMUNITIES STRATEGY PUBLIC HEARING
PRESENTED BY
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

COURT REPORTER'S TRANSCRIPT OF PROCEEDINGS
SANTA ANA, CALIFORNIA
JANUARY 21, 2016

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THE 2016-2040 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
COMMUNITIES STRATEGY PUBLIC HEARING
PRESENTED BY
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Court Reporter's transcript of proceedings taken at
100 East Santa Ana Boulevard, Logan Room, Santa Ana,
California, commencing at 6:02 p.m., Thursday, January
21, 2016, before Anna Marie Spinelli, CSR No. 11805.

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A P P E A R A N C E S :

LOS ANGELES COUNTY OFFICE:

Present and
Speakers:

Darin Chidsey, Director

Kevin Gilhooley
Christopher Tzeng
Philip Law

Eric
Tressy Capps
Kristina Rogers
Sarah Bremer

1 SANTA ANA, CALIFORNIA, THURSDAY, JANUARY 21, 2016,

2 6:04 P.M.

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7 MR. CHIDSEY: Good evening, Everybody. I want
8 to officially open up this public hearing of the
9 Southern California Association of Governments 2016
10 Regional Transportation Plan/Sustainable Communities
11 Strategy.

12 It is currently out for public review for 60
13 days, it's released by our Board State Regional Council
14 on December 3rd. That comment period will end on
15 February 1st at 5 p.m.

16 Today is one of a series of public hearings
17 that we're doing throughout the region and we would
18 officially like to welcome all of you and thank those of
19 you here for attending.

20 Please, if you are here and would like to
21 provide comments we do have a court reporter here taking
22 those comments and we will continue to hold the period
23 open for a time to allow comments to be made.

24 So, please, welcome and state your name and
25 provide any comments that you have. I will say it's

1 tradition on these public hearings we've had an overview
2 of the plan a video and power point presentation. We
3 don't have that available tonight.

4 One of the things I did want to do is just note
5 all the materials that are here and are available to
6 review. There is an Executive Center Plan there are
7 copies of the full document and as well the Specific
8 Benefit and Fact Sheet for Orange County.

9 PUBLIC: Is there a copy of the full document
10 on the CD?

11 MR. CHIDSEY: The Regional Transportation
12 Plan/Sustainable Communities Strategy the document.

13 PUBLIC: The whole document can be? When you
14 say the whole document is here to review.

15 MR. CHIDSEY: The document --

16 PUBLIC: -- the draft or the actual CD has the
17 whole 1800 pages; right?

18 MR. CHIDSEY: There is the document the public
19 hearing the Regional Transportation Plan/Sustainable
20 Communities Strategy that document is here and we have
21 been referring to the Program Environmental Report
22 that is accompanied by an environmental document for the
23 plan and, yes, there are CDs available.

24 PUBLIC: I just want to be clear on what you
25 are talking about so I know.

1 MR. CHIDSEY: Thank you. And with that, if
2 anybody would like to provide comments the floor is now
3 open.

4 Please offer any comments if those of you here
5 have comments that you'd like to provide, the court
6 reporter is here so please.

7 ERIC/PUBLIC: Okay. First and foremost, SCAG
8 is a Corporation and because SCAG is a corporation I do
9 not consent to any of your mandates, edicts or demands.
10 You need to show me the contract that I signed as a
11 willing consenting adult before we can even have this
12 conversations.

13 Secondly, SCAG is not constitutional. Nowhere
14 in the Constitution does it talk about JPA it's a
15 made-up term to steal government away from people at the
16 local level.

17 There is nothing good about Regional
18 Government. When you take 191 cities and put them
19 altogether in one body which is what SCAG is, you have
20 created a massive government. There is not one big
21 government in history that has ended well for the
22 people.

23 This whole SCAG Regional Transportation process
24 proves why Regionalism is terrible for this country. An
25 associate of mine who is not here we discussed -- he and

1 I discussed sitting down and reading the thousands of
2 page that are in the SCAG RTPSCS and EIR documents we
3 were going to make notes and eventually publish a report
4 refuting the plan.

5 The whole idea of reading the document that is
6 published in the report is not even possible given the
7 time constraints; secondly, even if we were able to get
8 the report complete we would then have to go to through
9 191 elected representatives in 191 different cities and
10 try to convince them on a side to vote, that's 191
11 people and we only have several months to do all of
12 this.

13 So, we have to take the localism and local
14 government if the same thing were happening in a local
15 city we would only have to convince three people to
16 agree with us on the plan. That is three versus 191.
17 That example that I just read is the very reason why
18 this regionalism has to stop, it completely shuts we the
19 people out of progress.

20 Now, let's get into what the plan is based on.
21 The entire plan is based on sustainability. Now, when
22 you ask these planners what sustainability is they are
23 likely to say something along the lines of making
24 development that fits the current needs while preserving
25 the ability for future generations to meet their own

1 needs.

2 What the hell does that even mean? Seriously,
3 half the time you ask a planner what sustainability is
4 they usually use the word sustainability in their answer
5 which tells me they don't even know what it means.

6 So, I have spent four years trying to figure
7 out what sustainability actually is and I have the
8 answer. Sustainability is rational. It is being forced
9 to use less of everything. Less water, they've got that
10 covered already. Less energy, they are attempting that
11 as renewable.

12 Renewable energy is a giant total capital scam
13 where the government takes one of the looters and crops
14 up field industries by that trade [sic]. Less food,
15 that's been worked on by the United Nations right now.

16 Less mobility, I cannot believe you guys think
17 we are so stupid that people are actually going to
18 believe that going from a car to a bus or a bike is
19 somehow getting around quicker. Seriously, that is
20 insane.

21 Less freedom, freedom is choice and you are
22 destroying our choices with this plan. And let's talk
23 about those choices. You are acting like you are doing
24 us a favor by providing us a bike lane, buses and trains
25 that most people want nothing to do with. However, this

1 is all a huge scam.

2 Last year the state attempted to cut gasoline
3 in half by 50 percent the bill was called SB350. The
4 bill passed but the gasoline language was taken out of
5 the bill. We have confirmation the state will be trying
6 to pass that again this year in 2016. So yes, the State
7 of California is trying to get us out of our cars.

8 We are seeing all of this planning right now
9 because you know the main auction that everyone wants is
10 going to be to eliminated. So, stop with this garbage
11 that you are doing us a favor. This is a surrounded big
12 government that is waging war against us. You are not
13 doing anybody any favors.

14 Lastly, I want to address this lie about the
15 millennials how my generation wants to walk and ride
16 bikes everywhere and live in little shoebox apartments.

17 First off, my generation is glued to their
18 phones so they are completely disengaged, as a result
19 they are not coming to these meetings and demanding what
20 you are saying, they are demanding. I have yet to see
21 this ever happening.

22 Secondly, we are told the millennials want to
23 spend lots of money with small apartment. How is that
24 going to happen? We were screwed by older generations
25 when they told us that we must go to college. Not only

1 is a college degree worthless now, but it has put all
2 the young people in debt so they're not going to be
3 spending \$400,000 on a so-called luxury apartment.

4 The truth is every single city is increasing
5 the number of housing units and we have a president that
6 has opened up the borders and brings in illegal aliens
7 and refugees in the different wars that are going on.
8 Those people need a place to live if they are going to
9 be here. That is the real reason why we are seeing all
10 this building.

11 America is being transformed into a Third World
12 Country and that is evident by the fact that the
13 American dream of a golden card is being destroyed. If
14 you want to know what Obama's fundamental transformation
15 looks like this is it.

16 All this planning this Central planning that
17 you are engaged in this is communism. Mouths trying to
18 sell Russia in a 5-year, 10-year and 20-year planning
19 cycle. I mean, come on, this is such a joke. How is it
20 you are throwing this at our faces.

21 The head of this organization Hasan Ikhmeta
22 is a planner in Soviet Union and is now involved in a
23 half trillion dollar plan to transform Southern
24 California into a public Utopia.

25 If I try to sell that as a movie picture nobody

1 would believe me, but it's our reality. If you are in
2 favor of all this planning then you are un-American it's
3 as simple as that. America was not planned. America
4 exploded into being a revolution.

5 All of those great inventions that we have seen
6 over the last 200 years has not occurred because
7 top-down big government central planning. Those things
8 happened because America had the freedom to be creative
9 and innovative. America did not become great because it
10 was planned. America became great because it was free.

11 All this planning puts everyone into a box,
12 literally and figuratively, it is going to restrict what
13 we can and cannot and that is wrong. So, I hope you
14 will wake up and realize what is happening. Thank you.

15 MS. CAPPS: You guys are all traitors. This is
16 sad.

17 PUBLIC: I was just going to say that this
18 public hearing is so small. But here's the thing so
19 we've got a really hugely growing population. I mean,
20 side to side all your feelings about everything else, we
21 have the second worst congestion in the country.

22 So, it is taking a long time to get around and
23 that actually does put a burden on people that have less
24 money. I mean, I just moved back to California I used
25 to be a homeowner, I can't afford like a \$2,000

1 apartment and to have a car and drive around and
2 transition between careers.

3 So, being able to jump on something quickly the
4 obligation to not own a car would really help me so I
5 could afford a \$2,000 apartment and I could get around.

6 MS. CAPPS: This is a public hearing so testify
7 to that.

8 PUBLIC: So, here is my thing, what is the
9 solution, you guys? We have so many people in this
10 environment.

11 MS. CAPPS: The solution is public borders and
12 stop transportation of immigrants.

13 PUBLIC: Okay. We don't have a population
14 problem people are leaving. Hang on a second, are
15 population is so depends on farming in California and we
16 are losing people.

17 ERIC: Wait, what does that mean? Explain what
18 you mean?

19 MR. CHIDSEY: Let's stop this, I want to keep
20 moving the public hearing along. We have other people
21 here. If you can want to continue to have a dialogue
22 that's great, but I do want to provide an opportunity
23 for them to listen to what they have to say.

24 MS. CAPPS: Okay. This is a public hearing and
25 this is a public place so we're free to film and this

1 lady back here got really upset.

2 STAFF: I am not just people and -- I said I do
3 not consent you filming me.

4 MS. CAPPS: Well, this is a public hearing.

5 (Interruption in the proceedings, arguing
6 and disagreements going on.)

7 MR. CHIDSEY: So, any other individual that's
8 present here today that would like to comment? We'll
9 continue the public hearing and leave it open at this
10 time.

11 (Pause in the proceedings.)

12 MR. CHIDSEY: Good evening, everybody. It is 7
13 p.m. I want to check in and see if anyone wants to make
14 any public comments?

15 PUBLIC: I would like to say Thank you very
16 much for doing an extra public hearing in Orange County.
17 I know you didn't have one planned and this one was an
18 added one so thank you very much for making sure that we
19 had an opportunity to be here.

20 MR. CHIDSEY: Would you state your name for the
21 record?

22 MS. BREMMER: Sure. Sarah Bremer (phonetic).

23 MR. CHIDSEY: Thank you. Anyone else /STKH of.

24 PUBLIC: Yeah. I think together can we say
25 thank you because we actually have had a good dialogue.

1 Like we're having like an actual conversation about
2 specifics. So thank you for having a public hearing.

3 MR. CHIDSEY: Would you mind stating your name
4 for the record?

5 MS. ROGERS: Sure. Kristina Rogers.

6 MR. CHIDSEY: Thank you so much.

7 PUBLIC: So, really, thank you because it's all
8 great support that you're here.

9 MR. CHIDSEY: Thank everybody for attending.
10 Just to reiterate the plan is currently out for public
11 review and comment. You can comment on the website, you
12 can comment through writing. There is an official
13 public hearing on Saturday, 10 a.m.

14 It will be webcast at all of our SCAG offices
15 so that is another opportunity to comment which will
16 close at 5 p.m. on February 1st.

17 And if there is no additional comments, I will
18 make sure we close the public hearing tonight. Thank
19 you.

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21 (The Public Hearing concluded at 7:02 p.m.)

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REPORTER'S CERTIFICATE

I, ANNA MARIE SPINELLI, CSR No. 11805, a Certified Shorthand Reporter, certify;

That the foregoing proceedings were taken before me at the time and place therein set forth;

That the all objections and statements made at the time of the foregoing proceedings were recorded stenographically by me and were thereafter transcribed;

That the foregoing is a true and correct transcript of my shorthand notes so taken.

I further certify that I am not a relative or employee of any attorney of the parties, nor financially interested in the action.

I declare under penalty of perjury under the laws of California that the foregoing is true and correct.

Dated this 21st day of January, 2016.

ANNA MARIE SPINELLI, CSR NO. 11805

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THE 2016-2040 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
COMMUNITIES STRATEGY PUBLIC HEARING
PRESENTED BY
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

COURT REPORTER'S TRANSCRIPT OF PROCEEDINGS
LOS ANGELES, CALIFORNIA
JANUARY 23, 2016

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THE 2016-2040 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
COMMUNITIES STRATEGY PUBLIC HEARING
PRESENTED BY
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Court Reporter's transcript of proceedings taken at
818 West 7th Street, 12th Floor, Los Angeles,
California, commencing at 10:00 a.m., Saturday, January
23, 2016, before Anna Marie Spinelli, CSR No. 11805.

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A P P E A R A N C E S :

LOS ANGELES COUNTY OFFICE:

Present and
Speakers:

Darin Chidsey, Director

Alan Barr
Leland Dolly
Vivian Romero
John Paul Garcia
Shannon Kellen
Debbie Espinoza

IMPERIAL COUNTY
RIVERSIDE COUNTY
VENTURA COUNTY

SAN BERNARDINO COUNTY:

Tressy Capps

1 LOS ANGELES, CALIFORNIA, SATURDAY, JANUARY 23, 2016,

2 10:00 A.M.

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7 MR. CHIDSEY: Good morning, Everybody. Welcome
8 to a public hearing for the Southern California
9 Association of Governments 2016 Regional Transportation
10 Plan and Sustainable Communities Strategy.

11 I thank everybody for coming this morning.
12 This another in a series of public hearings that we're
13 holding on the plan. It was released by our Governing
14 Body the SCAG's Regional Council for 60 days public
15 review and comment on December 3rd that ends at February
16 1st at 5 p.m.

17 So thank everyone for coming and we really
18 appreciate it. We are going to start this public
19 hearing off with a brief video, it's about 7 minutes,
20 describing various components of the plan and then we'll
21 open it up to receive comments here in the Los Angeles
22 office.

23 There are materials around the room as well as
24 some of the other offices throughout the SCAG region to
25 get more well-associated with the type of information

1 that's in the plan and --

2 SCAG OFFICE: Darin, you need to speak up we
3 can't hear you.

4 (Interruption in the proceedings.)

5 MR. CHIDSEY: Okay. So, I'll start again.

6 Good morning everybody. Thank you for coming. Today is
7 a public hearing on the Southern California Association
8 of Governments Regional Transportation Plan/Sustainable
9 Community Strategy the document which lead for public
10 review and comment on December 3rd by SCAG's Regional
11 Council.

12 The 60-day public review and comment period
13 will end February 1st. Today is a public hearing but we
14 are going to provide some preliminary information about
15 the plan through a video.

16 There's, also, materials here at Los Angeles
17 Office as well as all the other offices six additional
18 back sheets concerning facts about the plan so we
19 welcome you to peruse those documents as well.

20 With that we're going to open it up with the
21 video, but I did want to introduce first our Chair of
22 our Transportation Committee Alan Wapner is here. And
23 I'm looking through the other regional offices to see if
24 there is any other SCAG Regional Council members present
25 and I don't see anyone else.

1 But welcome and, please, enjoy the video then
2 we'll go into the public comment portion of the hearing.
3 Thank you.

4 (Pause while the video is playing.)

5 MR. CHIDSEY: Thank you. There is a little
6 background on the Regional Transportation
7 Plan/Sustainable Communities Strategy. We are aware
8 there is an echo and we are working on that to clear
9 that up as quickly as possible so we apologize for that.

10 Now, to move onto the public comment portion of
11 the hearing. Just to let everybody know we will start
12 in the Los Angeles Office and then we'll go to Imperial,
13 Riverside, San Bernardino then following Ventura and we
14 will circle back around to see if any of the offices
15 which to provide comments. So with that, I'm going to
16 call, first off, Vivian Romero.

17 Did somebody say something? Give us one
18 moment.

19 (Interruption in the proceedings.)

20 MR. CHIDSEY: Okay. The next speaker will be
21 Leland Dolly.

22 MR. DOLLY: Good morning. I'm grateful to SCAG
23 for setting this on a Saturday and, I think, it's
24 dangerous to give a guy like me unlimited time, but I'm
25 grateful for that to.

1 I want to tell you I got here really quickly
2 about 80 miles an hour average so good timing. I
3 represent the City of Alhambra former City Attorney and
4 I'm here to support without qualification the draft RTP.
5 We wish to final in the same form it is.

6 MR. CHIDSEY: Ladies and gentlemen, we're take
7 a quick pause so we can address the echo issue.

8 (Interruption in the proceedings.)

9 MR. CHIDSEY: All right. Thank you for your
10 patience let's try this again. Leland Dolly.

11 MR. DOLLY: My name is Lee Dolly and I'm former
12 City Attorney for the City of Alhambra since the early
13 70s, retired, somewhat, and still involved in this case
14 and I'm speaking on behalf of the City Council of the
15 City of Alhambra today.

16 We are here to give unqualified support to this
17 RTP. It is a great job. We are grateful, of course,
18 that the 710 North Gap is within the RTP and we're here
19 to present documents that we presented to Caltrans in
20 the study currently on-going for the 710 for the funding
21 and Caltrans approval.

22 I would like to hand out first the comment
23 letter to put into the record and, second, a brief
24 overview of it also to put in the record. These
25 documents are directly to the 710 and not all to the

1 RTP, but the 710 North Gap completion will, without any
2 question, be a very important part of your RTP so we
3 present in the spirit of supporting the RTP.

4 We, also, present it because it is a thorough
5 in-depth study by experts and others of the 710 Gap
6 closure and more specifically the air quality and
7 traffic conditions that are relieved by the completion
8 of the 710 so we're here to support.

9 The 710 is critical to these plans because it
10 is not only in the RTP right now, the tunnel, but it's
11 also in the Measure R that was passed by the people
12 several years ago and it's actually coming to fruition
13 now. There is money, specifically, voted on
14 \$780,000,000 by the people of this County. We think
15 that is a pretty good mandate to build this tunnel so
16 it's voter approved.

17 It is in your current RTP as a tunnel. It is
18 also in the long range plan of Metro. It's also
19 Caltrans' project that has been on the books since the
20 early 50s or earlier than that and it is, of course, in
21 your draft RTP right now. The document that we handed
22 out is a very complete document. There are three
23 attachments to it and are pertinent here.

24 The first attachment deals with traffic
25 conditions, the second, Appendix B, deals with air

1 quality and the third with environmental justice. The
2 City directed me sometime ago to engage the help and
3 expertise of folks that know the subjects and we did so.
4 We hired some of the premier air quality and traffic
5 experts anywhere and in this County. One is Mr. Pat
6 Gibson of Gibson Transportation he has done traffic
7 studies all over here for many, many, many, many years
8 he has down at the Universal site right now and
9 Disneyland and so forth, his qualifications are all
10 contained in the documents so I'll move on.

11 We've also hired Ms. Julia Lester. Now, Julia
12 is a very very top flight in explaining air quality
13 because air quality is not the easiest thing to
14 understand.

15 We ask these two people to go into the guts and
16 the depth of the thousands and thousands of pages and
17 find the bottom-line models the bottom-line guts of
18 these two areas. We asked them without telling them
19 what we wanted. We asked them to do a straight job and
20 they did a straight job.

21 The traffic studies show that there is
22 significant reduction in traffic by the completion of
23 the tunnel over the entire San Gabriel Valley Region
24 going south into toward the Long Beach Area.

25 The region study by Metro is huge it goes all

1 the way out to La Canada, all the way out to the 605
2 journeying down to the 5 and tries to -- includes El
3 Serino but not all of Downtown Los Angeles. The air
4 quality studies show that there is a significant
5 reduction in health risk, specifically, a reduction
6 significantly of a cancer risk.

7 I will not go terribly deep into discussing or
8 describing those items to you, but I do want to give a
9 couple of quotes. It is all in the document and it is
10 pretty reasonable. The first quote is by Pat Gibson,
11 this is right out of the documents, and he says "If a
12 tunnel is built of 57,600 vehicles per day will be
13 removed from local streets cut through, dramatically
14 reduced."

15 He says "It is drastically reducing traffic
16 cutting through the San Gabriel Valley on arterioles of
17 open street by more than 43 percent." Significant. He
18 also says that "6.78 million hours of travel will be
19 saved by constructing the tunnel 6.8 million it's a huge
20 number." So, right away we think the traffic is going
21 to be helped.

22 We go back to logic, forget what the experts
23 say for a second, if stopped the freeway in a lawsuit in
24 1973 what happens, the traffic goes on local streets.
25 Fast forward to today, if you build a tunnel hasn't that

1 traffic build up 100 times, a thousand times, we don't
2 know. A huge amount that's why we are studying it
3 because traffic is horrible. If traffic is horrible,
4 air quality is horrible so pure logic to me says let's
5 build it, but we have experts to prove it.

6 Let me go onto Judy Lester just a short quote
7 from her. "The air district data shows that cancer risk
8 in communities near and around the south bend of the
9 710, that's Gap, is 20 percent to 100 percent greater
10 than compared to neighborhoods north of the freeway Gap
11 as shown in the guts of the draft environmental justice
12 only this tunnel regresses that disparity."

13 Finally, the third attachment deals with
14 environmental justice. All of these are not easy issues
15 but let me try and summarize. In this case there are
16 many neighborhoods that are by law minority we describe
17 them that way and what we see is a great disparity
18 between the north cities and the south cities, you heard
19 it in cancer risk, you heard it in traffic risk.

20 But justice really requires that there be some
21 balancing of the affects over a larger period in the
22 larger area, specifically, we got a lot of traffic on
23 air quality in the south and those communities and are a
24 very difficult portion of the problem down there, and we
25 have a different and lower impact now on other cities to

1 the north. And we find that the entire San Gabriel
2 Valley is going to be helped immensely by this tunnel.

3 I'm just going to say justice really requires
4 that the burden is, at least, close to equally shared
5 and that is not now.

6 The City of Alhambra is going to make
7 presentations like this and provide facts and data by
8 experts and other people that know what they are talking
9 about. There is nothing dreamed up. No wild plan to do
10 some traffic planning and whatnot that has been offered.
11 And, actually, is a plan that was rejected by Caltrans
12 many years ago.

13 So, here is, finally, to say that your RTP
14 we're grateful that in your RTP you are included the
15 closure of the 710 Gap four years or more in the making.
16 We thank you for the opportunity. City Council of the
17 City of Alhambra greets you and has asked me to pass
18 along their regards not only for this opportunity for
19 the Board itself and the ladies and gentlemen that work
20 so hard and diligently and doing what you do so well.

21 Funny, how we get to travel better together and
22 this is a great project to help that in the entire SCAG
23 Region at the same time breathe better. That is why
24 we're here and we thank you.

25 MR. CHIDSEY: Thank you. Now, onto our next

1 speaker Vivian Romero.

2 MS. ROMERO: Hello. First of all, I just want
3 to make a comment about parking situation. It makes it
4 very difficult for people like myself, I'm able-bodied
5 but if there is anybody who likes to come to speak at
6 these types of forums when you don't allow people to
7 park in your building on a particular day it makes it
8 very difficult. There was no signage at all to indicate
9 where to park. You, also, put another financial
10 blockage when you make them pay for parking. People get
11 turned off by that. So just, please, consider that next
12 time you have a Saturday meeting.

13 I want to start by addressing some of the
14 concerns about the traffic flow that continues to plague
15 residence in my neighborhood. I'm off the SR60 Freeway
16 the Pomona freeway, have been for years, my family has
17 been there for years. Actually, my family purchased a
18 home in 1964 and the developer never disclosed that the
19 SR60 was even going to be graded in the future.

20 Over the years there have been issues with all
21 the residents and there is many original homeowners
22 there that had issues with and complaints with flooding,
23 cracked foundations, they've had windows that have
24 vibrated, windows that have loosened off their frames.

25 Some residents' problems have been exacerbated

1 with heavy rains due to the runoff from the freeway
2 lanes, the cracked Arroyo drain canal causes flooding
3 and ground water issues to rise over the two-foot broken
4 Arroyo drain cracked wall between the freeway and
5 backyards into homes that get submerged leading into
6 people's living rooms like it happened back then in,
7 probably, all the residents homes there, and at the
8 bottom of our street most recently about, I would say,
9 two and a half -- no, three and a half years ago where
10 cars were submerged in water at the bottom of Arroyo and
11 I have photographs of all of this.

12 I did submit them to Caltrans as well. They
13 did repair some of the cracked canal and they removed
14 some of debris that is there. There is also a cracked
15 sound barrier wall that was it's original to the freeway
16 as is the cracked pavement along the SR60 Freeway behind
17 the homes.

18 As you may or may not know, there is no
19 irrigation between Veil, Markland and Paramount
20 Boulevard which would help with the air quality issues.
21 There is an industrial park on the Monterey Park side
22 which is the Edison Sub Basis Station which it has plans
23 right now, I believe, for expansion.

24 There is a proposed market place that is
25 supposed to go and it has come to some of the residents'

1 ears that Caltrans plans to expand those ramps to be in
2 line with the Paramount Bridge expansion -- I'm sorry,
3 with the Ramp Expansion Project to align with the new
4 bridge that was compromised during the tanker fire and
5 so the freeway is going to come and encroach more upon
6 the homes.

7 Without that irrigation in that part of the
8 corridor you've got another issue which gets exacerbated
9 over there which is constant exhaust and fumes from
10 tailpipes and soot and dirt and dust. You know, you
11 have got a poor wall design that was constructed in the
12 early 1960s. You've got excessive inhalation of
13 tailpipe fumes, you're breathing the soot the gas the
14 dust, the particles are going into people's lungs every
15 minute of the day.

16 You've got cars that are queuing going
17 westbound in the morning probably starting at 5:30 in
18 the morning. I had to go to Sacramento the other day
19 the cars were queuing starting at 5:45 in the morning
20 and it doesn't stop until, probably, 9:30.

21 Then going eastbound you've got cars queuing
22 starting around 3 p.m. going all the way up until about
23 6:30 p.m. So, every minute of every day people are
24 breathing and having health problems and then you have
25 no trees oxygenating your air and you have no irrigation

1 there because I've talked to District 7 and I've talked
2 to Mike Miles and Debra Wong and various people at
3 Caltrans and I asked "Why don't we have any landscape
4 there? Can we put any landscape there?" And they said,
5 "No, we have no irrigation there."

6 You know, how can we mitigate some of the
7 noise? How do we help with the fine particulates that
8 everybody is breathing? How are people going to have a
9 quality night's rest when you've got your house shaking
10 because of the vibration?

11 They've done some noise studies there houses
12 are shaking constantly. You hear the trucks, the
13 18-wheeler trucks, you know, going over the lanes of the
14 cracked pavement on the SR60 which is, again, original
15 pavement, and when you have an empty 18-wheeler shaking
16 you've got these booms going on. You hear the tire pop
17 and we've signed petitions and we've asked, you know,
18 and had formal complaints signed and we get -- we get
19 nothing, you know, it falls on deaf ears.

20 So, we've got cars and traffic, we've got air
21 quality issues, we've got flooding issues, we've got a
22 host of environmental issues here and those are the
23 primary focus of my, you know, and my reason for coming
24 to you today. Because there are many concerns about the
25 constituents and the people, the residents, like myself,

1 in my neighborhood and -- so I looked at your plan, it
2 did not include any kind of a project in our area
3 between the 710 and the 605.

4 It should be that you look at disadvantaged
5 communities which that area has moderate to low income
6 and we're significantly impacted by the movement of
7 freight and goods through our corridor through the SR60,
8 you know, all of this movement of freight and goods
9 coming through, you know, to eastern parts of the
10 country and through different counties is coming through
11 the SR60.

12 And because we're severely impacted by all of
13 these air quality issues and human quality issues and
14 environmental injustices, I would ask that you please
15 consider the route 60 because it is a very congested
16 corridor. There is not even an HOV lane there. There
17 is no -- nothing to remedy some of the issues and the
18 excessive traffic, vibration, sound.

19 So, please, in your further studies I would ask
20 that you please consider some funding and in the very
21 near future for that corridor. SCAG has a
22 responsibility, especially, for disadvantaged
23 communities, to consider those. And I anticipate that
24 in the next round that you'd be a little more astute and
25 a little more sensitive to these things. Thank you.

1 MR. CHIDSEY: Thank you very much for your
2 comments. Next up in Los Angeles Office we have John
3 Paul Garcia and Shannon Kellen.

4 MR. GARCIA: Good morning, my name is John Paul
5 Garcia, I'm a resident of Montebello and also a culture
6 immigration commissioner and I stand with my colleague
7 Shannon Kellen and she also sits with me on the
8 Commission.

9 I do echo with what Vivian Romero who just came
10 up to say, I would also like to request that the SR60
11 corridor in the Montebello area be considered in the
12 RTP. I believe, that an HOV or a carpool lane be
13 considered on the SR60 from the 710 to the 605. That's
14 all I have.

15 You know, just being advised of this meeting
16 yesterday so it's kind of short-notice to be prepared to
17 say something so thank you.

18 MS. KELLEN: Thank you.

19 MR. CHIDSEY: Thank you very much. Next
20 speaker Debbie Espinoza.

21 MS. ESPINOZA: Good morning, everyone. Thank
22 you for this opportunity to provide comment on a
23 Saturday. I'm here on behalf of Safe Back to School
24 National Partnership my name is Debbie Espinoza. And
25 the Safe Back to School National Partnership is an

1 Organization that advocates for plans and policies that
2 improve the built environment for people to access
3 walking and biking infrastructure, especially, school
4 children.

5 So, first, we would like to comment on SCAG on
6 the increased focus and commend SCAG on the increased
7 focus on active transportation and environmental justice
8 in the 2016 RTPSCS compared to previous plans.
9 Particular elements I want to applaud today include the
10 doubling of the amount of investment in active
11 transportation from 6.7 billion to 12.9 billion; Second,
12 adding a public health appendix to the RTPSCS for the
13 very first time and stronger attention to social equity
14 and environment justice, especially the more robust data
15 analysis in the EJ appendix.

16 Today, I would like to highlight two specific
17 recommendations that I think could strengthen the
18 RTPSCS: First, in bolster the safe routes to school
19 goal to 75 percent. The RTPSCS states a goal of 50
20 percent of communities having a safe route to school
21 plan by 2040.

22 Given that 30 percent of communities currently
23 have one or plan to create one we recommend going with
24 Policy B recommendation of 75 percent by 2040. And this
25 could be easily achieved by completing the Regional Safe

1 Back to School Plan.

2 Second, we recommend creating an environmental
3 justice disadvantaged communities working group. As a
4 standing environmental justice and disadvantaged
5 community work group we could provide guidance for
6 integration in EJ and disadvantaged community per our
7 presentation process and County and City level
8 Transportation Planning. We can also ensure that the
9 project list included in the future RTPSCS's have been
10 developed with an eye towards equitable transportation
11 investment.

12 Greater investment in EJ and disadvantage
13 community readiness will have the added benefit of
14 increasing the competitiveness of the SCAG region in
15 other statewide funding competitions that are subject to
16 SB535 requirements.

17 Furthermore, as a Riverside native I'm
18 particularly concerned about Riverside and San
19 Bernardino disadvantaged communities and the impact of
20 carbon emissions from the goods movement. The RTPSCS is
21 still primarily about funding highways and we want to
22 look toward ways to continue invest in active
23 transportation.

24 While doubled this last year, it still makes up
25 less than two percent of RTPSCS's funding amount, yet,

1 20 percent of trips in the region are by walking and
2 biking and 78 percent of trips are under three miles
3 driven. Overall, the draft of the RTPSCS envisions a
4 region where people have more transportation choices
5 they can walk, bike, take transit and, of course, drive.

6 It has been said by SCAG's executive director
7 that people aren't going to stop driving but they will
8 drive differently. By investing in active
9 transportation and transit as well as bringing in new
10 shared use systems and technologies we give everyone in
11 this region a variety of options to get around safely,
12 efficiently and sustainably.

13 Thank you, again, for providing this
14 opportunity to provide comments and we look forward to
15 partnering with SCAG as you implement this plan.
16 Thanks.

17 MR. CHIDSEY: Thank you. That's all the cards
18 we have in Los Angeles. Is there anyone else here that
19 wishes to provide any comments.

20 PUBLIC: I have question. Will they plan on to
21 put bike lanes to go under the construction of the areas
22 of the freeways?

23 MR. CHIDSEY: Today is a public hearing so
24 we're just kind of receiving comments, but we,
25 certainly, if you want to provide that we can get back

1 to you.

2 PUBLIC: Okay. Thank you.

3 MR. CHIDSEY: So, thank you. Onto Imperial
4 County, any public comments in Imperial County? Okay.
5 Thank you. Riverside County.

6 PUBLIC: No comments there either.

7 MR. CHIDSEY: Okay. Thank you. San Bernardino
8 County.

9 MR. BARR: Yes, we do I.

10 MR. CHIDSEY: So, I also want to introduce
11 Council Member Frank Barr San Bernardino Regional
12 Council Office.

13 MS. CAPPS: Good morning. Tressy Capps with Toll
14 Free IE. I'm with the Committee to keeping toll lanes
15 out San Bernardino and I'm a resident of Fontana,
16 California. And there are -- I do not agree with this
17 plan I've made that very clear. I'm here today because
18 I am expressing my displeasure with the plan.

19 I've been to all of four public hearings and I
20 can tell you we've been documenting the process and the
21 public outreach is a complete farce. I mean there is
22 just no other way to describe this.

23 The problem with regional government and
24 organizations like SCAG and SANBAG is they are shadow
25 governments, they are secretive in nature and this keeps

1 we the People, the voters, out of this entire process
2 which is not what we had for government -- our founding
3 fathers didn't have this in mind when they established
4 our nation, okay, so this is a top-down government.

5 This entire plan is based on climate change
6 which is, in fact, a false religion and so the whole
7 plan is based on something that is not even real. So,
8 of course, I don't agree with the plan. We hear
9 constantly about sustainability and we as human beings
10 cannot affect the climate with our activities. Jesus
11 made the world and he is the only sustainer and so
12 what's going on here is pretty shocking but this is in
13 the world and so the Bible is very clear that the world
14 operates very differently than the way God intended when
15 he created the world.

16 So, anyways, I reject the plan. I also reject
17 SCAG and SANBAG and I would like to see both
18 organizations abolished, gotten rid of. SCAG has been
19 existence for 50 years and, in my mind, it's 50 years
20 too long. This is a Transportation Organization and I
21 see them doing everything but facilitating
22 transportation.

23 I even heard a speaker today say that the whole
24 point of this is so we can breathe better. So, okay,
25 this is just really gotten out of hand. So I brought I

1 copy of the Constitution with me, I think the people who
2 run SCAG, particularly, Hasan Ikhata who is the
3 planner in the Soviet Union really needs to acclimate to
4 our society, he needs to educate himself about how
5 things work here, we would like to play a clip of him
6 saying that people need to be coordinated, I disagree
7 with that completely.

8 I have referred to Hasan as Tony Soprano.
9 He does not allow much room for not going along with his
10 edicts, Arnold knows because Arnold and Mark kicked me
11 out of the 50th thing that little shindig you guys held
12 with taxpayer expense out there in Palm Desert. And the
13 reason why I was ejected from that event was my friend
14 Jamie Baca who is no longer with us, he passed away
15 recently, I was at that event, you know, to learn about
16 what is going on at SCAG.

17 And so, if they had nothing to hide they had no
18 reason to kick me out of that thing. I was registered
19 to attend it, but again, that is how Mr. Ikhata
20 operates. Just like on the show Tony Soprano if you
21 don't agree with his, you know, that's an extreme but,
22 of course, you could end up in someone's trunk or buried
23 somewhere out in the desert.

24 So, anyways, Hasan is a bit of a hypocrite
25 he lives in a 4400 square foot house in Rancho Cucamonga

1 I have driven by it myself. He drives a big black SUV
2 which I've also documented on videotape. He has
3 expressed on tape that he cannot ride a bike and he does
4 not take the train.

5 So here we have somebody who, you know, whose
6 organization is pushing all these things and, yet, like
7 a dictator he is not subjected to any of these things.
8 So there is just a big disconnect between what SCAG is
9 trying to accomplish and the rules don't apply to them
10 so I have a big problem with that.

11 And then, lastly, I got an e-mail this morning
12 from somebody who I respect very much he teaches classes
13 on the Constitution his name is Douglas Gibbs and so if
14 you could -- I'll read this real quick.

15 It says "Douglas Gibbs sometimes you have to
16 take a leap of faith first. I believe we can turn this
17 country around and return it to principles contained
18 within the United States Constitution, but we must be
19 aware of who and what we are up against, it will get
20 worse before it gets better." And I'll interject here
21 that I really hope that this election will turn around
22 what's been going on around the last 7 years.

23 "The Republic that was America has been invaded
24 by something worse than socialism those in power," like
25 SCAG, "largely are there for the power or the money."

1 And I'll interject here again, every time I see Hossaini
2 talk about his plan he sweats profusely and wipes his
3 brow while he is talking about the billions of dollars.

4 Anyway, back to what Mr. Gibbs says "Many,
5 however, are there for an agenda. The end justifies the
6 means and that is why President Obama did not even wince
7 when he trampled the Constitution with unlawful
8 Executive Orders and Hilary Clinton doesn't understand
9 what the big deal is about regarding the confidential
10 e-mail or her own server. They believe they are above
11 the law and their illegal actions are good ones if for
12 the advancement of their status agenda."

13 The United States Constitution here is my
14 commentary again, this country was founded on laws,
15 we've become a lawless nation, "The United States
16 Constitution is seen by these people as being an
17 obstacle and an outdated way of doing things that never
18 worked in the first place. These people are the King
19 Henry and King George's," I'll interject here too King
20 Hasan, "who believes that people are too stupid to
21 take care of themselves we need to get coordinated."
22 That's what Hasan believes.

23 Self reliance as a consent of the governed is a
24 mistake and localism is a joke. So all these cities
25 that belong to these regional governments they

1 completely assert their authority and they have no local
2 control anymore.

3 The general will of the people is something
4 that the people are incapable of understanding and,
5 therefore, it must be forced upon them by a ruling elite
6 who alone are incapable of understanding what is
7 beneficial for the ultimate common good. The framers
8 call it utopianism and collectivism in today's language
9 we call these people Marxists, socialists, communists,
10 fascists, progressives and liberal. In reality they are
11 something worse.

12 At least Karl Marx as flawed as his thinking
13 was believed that eventually in a communal society
14 government would no longer be necessary and would fade
15 away. These people relish big government and expect
16 government to provide in a never-ending over reach that
17 expands and expands and will never be satisfied with the
18 amount of control it has over the people.

19 With today's status there is no end to what the
20 government can do. How much is enough government to
21 today's liberal less Democrats, always just a little bit
22 more, and any threat to that expansion of big government
23 be it the Constitution, conservatives, Christians, the
24 Republican part, the Tea party, people like me, or any
25 other kind of right-wing thinking would either change

1 their thinking and join the status or be eliminated.

2 After all limited government to the status is
3 practically anarchy. So, again, in review, I'm
4 completely opposed to this plan. I'm opposed to this
5 entire process and I know a lot of you work with SCAG,
6 I've come to know some of you through this. I realize
7 you have to have, you know, employment. I know there is
8 a high turnover at SCAG and I can imagine why so I
9 understand why some of you are participating in this,
10 but surely to -- I don't know, this is just such an
11 awful setup and I hope through all of this that some of
12 you will embrace the Constitution, educate yourselves
13 about the way things are supposed to be done.

14 And I'll give you an example with our Toll
15 lanes flight why this regional thing is such a bad setup
16 for We the People. So in San Bernardino County the Toll
17 lane process has been going on since December of 2013,
18 the public is largely clueless and that's by design.

19 And so, ever every time you have a vote at
20 SANBAG, you know, the one rep for the city, you know,
21 they are slowly starting to change over and vote no. We
22 have had two County supervisors in a couple of cities I
23 think that's a no vote, you know, out of 29. And so,
24 but what is happening is these cities they are not even
25 being consulted at a local level to decide what that

1 city's vote is, so that is a huge flaw in the process.

2 And furthermore, cities are getting to vote on
3 Toll lanes when they won't even be affected. So, why
4 does Big Bear Lake get to vote on whether or not we get
5 Toll lanes they are not going to be affected. But I'll
6 tell you who will be affected the City that I live in
7 Fontana, we have the 10 and the 15 bordering our city.
8 So Adelanto gets to vote on whether or not we get Toll
9 lanes. Does that seem fair or right? No. It is not.
10 So, this whole process of Regional Government this
11 top-down government, Hasan running the show,
12 minimally I'd love to see Hasan lose his job because
13 I do not like the way he runs SCAG.

14 It is wrong to take people out of events
15 because they don't agree with you. That's not how we
16 operate in this country, Hasan, and we have been
17 hoping we're in the Soviet Union but this is the United
18 States of America. Thank you.

19 MR. CHIDSEY: Thank you. Now, we'll go to the
20 Ventura Office any public comments?

21 PUBLIC: No comments at this time. Thanks,
22 Darin.

23 MR. CHIDSEY: Okay. Thank you. And we'll come
24 back to L.A. anybody come in since then? Well, we will
25 continue to hold the public hearing open for some

1 additional time to ensure that no one comes in late, but
2 at this time we will continue to hold it open but just
3 be on hold. So, thank you.

4 (Pause in the proceedings.)

5 MR. CHIDSEY: Good morning. I just want to do
6 another check throughout the offices, are there any
7 additional public comments here in Los Angeles?
8 Riverside.

9 PUBLIC: Not here, no.

10 MR. CHIDSEY: Okay. Imperial County?

11 PUBLIC: No comments out here.

12 MR. CHIDSEY: All right. San Bernardino County
13 any additional comments.

14 PUBLIC: No further comments.

15 MR. CHIDSEY: Thank you. And Ventura? No
16 further comments in Ventura.

17 With that, we will close the public hearing for
18 the 2016 Regional Transportation Plan/Sustainable
19 Communities Strategies. Comments can still be submitted
20 until February 1st at 5 p.m. either in writing or on
21 SCAG's website. Thank you for your participation today
22 and we appreciate it and that will conclude this
23 hearing. Thank you.

24

25 (The Public Hearing concluded at 11:18 a.m.)

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REPORTER'S CERTIFICATE

I, ANNA MARIE SPINELLI, CSR No. 11805, a Certified Shorthand Reporter, certify;

That the foregoing proceedings were taken before me at the time and place therein set forth;

That the all objections and statements made at the time of the foregoing proceedings were recorded stenographically by me and were thereafter transcribed;

That the foregoing is a true and correct transcript of my shorthand notes so taken.

I further certify that I am not a relative or employee of any attorney of the parties, nor financially interested in the action.

I declare under penalty of perjury under the laws of California that the foregoing is true and correct.

Dated this 23rd day of January, 2016.

ANNA MARIE SPINELLI, CSR NO. 11805

PUBLIC COMMENT CARD2016
2040 **RTPSCS**

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

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

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

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

Nếu quý vị muốn bình luận bằng một ngôn ngữ khác hơn tiếng Anh, xin vui lòng liên lạc với nhân viên của SCAG.

Meeting Location: 1170 W. 3rd Street, SB

Date: 1/19/16

Name: Kenneth Coates

Phone: 907.969.8688

Agency or Affiliation: INLAND ACTION

Address: [REDACTED]

City: [REDACTED]

Zip: [REDACTED]

Email: [REDACTED] Check here if you'd like us to keep you updated on the 2016 RTP/SCS:

COMMENTS: Supporting Natural Gas options where applicable - it is effective & uses current technology. No reason for delay in implementing these options



PUBLIC COMMENT CARD

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Meeting Location: Riverside SCAG office Room 805 Date: 1-19-2016

Name: Jeffrey Gida

Phone:

Agency or Affiliation: SCAG Dist 69 - City of Moreno Valley

Address:

City: Moreno Valley

Zip:

Email:

Check here if you'd like us to keep you updated on the 2016 RTP/SCS:

COMMENTS: 1. The RTPSCS on Pages 6 & 14 Define both Major initiatives as well as major themes. In both as well as the Ex Summary the higher/highest priority is given to "Preserving & Protecting our Existing Trans Infrastructure" OR Fixing it /^{EST}. Yet in Riverside Co, there is no mention in the RTP for Completing & fixing the E/W 60 Fwy between the 15 & 10. Instead there is a focus on going around & building a new Corridor to the South. → over

If we are to Fix IT First, then we should Fix it 1st.
Page 95 of 97

2. Good Economic opportunities - The Approval of a logistics plan in East Mateno Valley of 40.6 mi² is off the 60 Hwy Corridor. Again, a reason to be included to repair & preserve.
3. One way to ↓ time on the roads is to reverse the transportation to jobs from East to West instead from the West to the East & shorter distance to jobs. The Mateno Valley majority Council considered this by approving the 40.6 mi² WLC in East MoVal potentially creating 20,000 jobs, keeping jobs closer to home & reducing avg daily vehicle miles, reducing pollutants & improve Air Quality while creating greater Economic Opportunities - This is NOT in the RTP.

PUBLIC COMMENT CARD2016
2040 **RTPSCS**

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Meeting Location: San Bernardino

Date: Jan 19 2016

Name: Kirsty Norman

Phone: [REDACTED]

Agency or Affiliation: Inland Empire Biking Alliance

Address: [REDACTED]

City: [REDACTED]

Zip: [REDACTED]

Email: kirstyhameleers@gmail.com

Check here if you'd like us to keep you updated on the 2016 RTP/SCS:

COMMENTS: Looking at the proposed projects for Riverside & San Bernardino county projects I'm seeing very little transit and ATP improvements. The fact that SoCal is very much relying on cars is not something to be proud of. The IE in particular has a great need for more transit and ATP facilities, it's a shame that nothing is included in this project.

PUBLIC COMMENT CARD

2016
2040 RTPSCS

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

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

Nếu quý vị muốn bình luận bằng một ngôn ngữ khác hơn tiếng Anh, xin vui lòng liên lạc với nhân viên của SCAG.

Meeting Location: San Bernardino

Date: 19 Jan 16

Name: Marven Norman

Phone: [REDACTED]

Agency or Affiliation:

Address: [REDACTED]

City: [REDACTED]

Zip: [REDACTED]

Email: [REDACTED]

Check here if you'd like us to keep you updated on the 2016 RTP/SCS:

COMMENTS:

Better standards for future projects to ensure that transit and alternative transportation are included as part of all projects, make number of people moved the highest priority

Include transit as a mitigation measure to all newly developed projects

- Pilot VMT-based analyses to assist OPR's implementation

- Encourage active modes for shortest trips and to transit

