TRANSCRIPT OF PROCEEDINGS

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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
RTP AND RCP WORKSHOP AND PEIR SCOPING MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS, taken at 3600 Lime Street, Riverside, California, at 3:00 p.m., on Tuesday, July 24, 2007, before Mary K. Medley, CSR 9557.

Hutchings Number 165219-RI

SPEAKERS:

NARESH AMATYA, Transportation Program Manager II
JENNIFER SARNECKI, Senior Regional Planner
JESSICA KIRCHNER, Associate Regional Planner

RIVERSIDE, CALIFORNIA; TUESDAY, JULY 24, 2007
3:00 P.M.

MR. AMATYA: This is the workshop of RTP, RCP and the PEIR scoping meeting.

First couple of housekeeping -- I guess there's a rest room just outside the door on your left. You have to get the key for the men's room and the ladies' room. And if you need water, there's a water cooler. One of
15:00 our staff will show you the water.

Basically, what we're going to do today is we have a couple of presentations. I'm going through the presentations very quickly. We'll talk about our overall effort that SCAG is undertaking planning work
15:00 focusing on the transportation. And I'll have a speaker following me, Jennifer, who will talk about our Regional Comprehensive Plan efforts. And then we will talk about the EIR scoping.

Can you all hear me okay?

15:00 THE REPORTER: No.

MR. AMATYA: I'll try to talk up louder.

Again, my name is Naresh Amatya, and I'm the program manager for the Regional Transportation Plan at SCAG. And I'll try to walk as quickly as possible
15:01 through the slides, and then we'll -- we'll open it up

15:01 for discussions, questions, issues you'll have.

SCAG is -- as you know, is the largest MPO -- metropolitan planning organization -- in the nation out of -- out of over 700 MPOs, organizations that are
15:01 responsible for doing regional planning.

There are 187 cities in the SCAG region. Out of that, I believe 163 of them are actually members of the association. There are a few cities that we're trying to work with to try to also get them on board to be a
15:02 member.

It's a voluntary organization. SCAG is experiencing, obviously, very explosive growth today. Our population is approximately 18 million in a six-county region. That includes Riverside County. In
15:02 2030, we expect that to grow to about 24 million. We have the most congested roadways in the nation. Our freight is growing by leaps and bounds. And I'll show you a few slides on the actual data.

We are having, again, severe issues in terms of
15:02 open spaces, affordable housing, waste management and water supply, as well as energy. The growth will place tremendous demand on your infrastructure, primarily transportation.

We expect by 2035 our demand on the transportation
15:03 system, as reflected by vehicle miles traveled, will

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15:03 1 increase by approximately 36 percent, whereas our
2 freeway lanes, we expect them to increase -- our network
3 to increase only by about 2 percent. So the challenge
4 is how do we accommodate the growth with the limited
15:03 5 resources we have?
6 Our port growth has been spectacular over the last
7 several years, and we expect the trend to continue into
8 the future. Currently we have approximately 14 million
9 TUs or 20-foot-equivalent containers, which is a measure
15:03 10 of the shipping containers that are shipped through the
11 region. We expect that to almost triple by 2030.
12 Our airport demand is also growing dramatically.
13 Currently the total demand in the region among all of
14 our airports is about 88 million annual passengers.
15:04 15 What that means is 88 million troops on your aviation
16 system a year, and we expect that to double by 2030-2035
17 time frame. Our air cargo will also double in that time
18 frame.
19 So the question is, how do we accommodate all this
15:04 20 growth while maintaining or improving our mobility,
21 economic prosperity and quality of life? So we need --
22 we believe we need a vision to do that, a vision, a plan
23 that's measurable, that has measurable goals and
24 objectives and projects and plans that are financially
15:04 25 viable.

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15:05 1 There are several initiatives that SCAG is
2 currently working on. The land use and housing, the
3 environmental and resource conservation, transportation
4 planning. We have the Regional Comprehensive Plan that
15:05 5 we'll be talking about a little bit. Compass
6 Blueprint -- Blueprint work, looking at the growth
7 issues and then the Regional Transportation Plan. Those
8 are the major core planning activities that SCAG is
9 going to be undertaking.
15:05 10 Today I want to talk to you primarily about the
11 Regional Transportation Plan. Regional Transportation
12 Plan is essentially a plan that provides the vision for
13 our transportation system over the long haul. It's a
14 policy document. It has strategies. It has projects.
15:05 15 It has programs to meet our mobility needs, while again
16 maintaining our air quality, maintaining our livable
17 quality and so forth.
18 50 years ago we had a lot less problems in terms of
19 building the systems because there was more land
15:06 20 available, more opportunities available. We are --
21 We're at a point where our growth opportunities are very
22 limited. Our options to -- in order to expand our
23 system is either to double-deck our freeway systems or
24 to go tunnel where necessary. So our choices are more
15:06 25 limited than it was 50 years ago.

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15:06 1 For example, a -- dedicated freeways, double-deck
2 freeways, would look something like this -- this is, I
3 believe, Harbor Freeway (indicating) -- if we were to
4 expand our freeway system.
15:06 5 More rail would look something like this. This is
6 a picture of the Blue Line downtown (indicating).
7 Tunnels.
8 The total cost for meeting our mobility needs over
9 the long haul is an estimated 140 billion. 140 billion
15:07 10 for capital improvements.
11 In addition to that, there is tremendous costs
12 associated with keeping and maintaining the system. So
13 we're having to look at options that we wouldn't have
14 contemplated ten years ago or 15 years ago.
15:07 15 There was an article recently in the L.A. Times
16 about some of the transportation initiatives and
17 limitations that we face and some of the major regional
18 projects that are -- that was identified in that
19 article.
15:07 20 And I'm not saying that these projects are
21 necessarily going to be in the plan, but this is the
22 kind of outside-the-box thinking that we're -- we're
23 having to contemplate. Like, for example, the corridor
24 that links North L.A. County with San Bernardino. The
15:08 25 dedicated truck lanes that go from 710, 60, 15 and out.

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15:08 1 Tunnels between Orange County and Riverside County.
2 These are some of the ideas that were identified in that
3 newspaper article.
4 The biggest challenge we have is how do we fund all
15:08 5 this. We're -- The resources that we have currently are
6 barely -- barely keeping pace with keeping the system
7 up, maintaining our public transportation system,
8 maintaining/operating the highway system and
9 implementing the commitments that we already have in the
15:09 10 books. So we're going to have to look at innovative
11 ways of funding our future needs. And some of the
12 innovative ways would include things like user fees,
13 sales tax hikes, gas tax hikes.
14 The other problem we have is meeting the air
15:09 15 quality mandates and the associated health crisis. The
16 diesel particulate matter is out of control. The diesel
17 particulate matters that are emitted through goods
18 movement and transportation is a big issue in the
19 region. Our ports handle approximately 40 percent of
15:09 20 the nation's trade.
21 And one of the amazing statistics is our region is
22 exposed to about 52 percent of the total national
23 exposure of PM2.5. PM2.5 is fine particulate matter
24 that debilitates your lungs and causes all kinds of
15:10 25 health hazards. It's the goods movements related to the

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15:10 1 PM 2.5. The diesel particulate matter are directly
2 related to 5400 premature deaths. 140,000 children
3 having asthma, 980,000 lost workdays, 2400
4 hospitalizations.
15:10 5 If we don't reduce PM2.5 to the national standards
6 by 2014, the health crisis will continue, and we'll fall
7 out of conformity. So, obviously, we need bold moves;
8 bold moves that can meet the standards and current goods
9 movement system moving forward. Insufficient landside
15:11 10 capacity to accommodate future freight movement within
11 and through the region.
12 We cannot and will not back projects improve --
13 that improve productivity without air quality attainment
14 strategies. Some of our goods movement strategies
15:11 15 include electrifying our system so that we're totally
16 getting rid of diesel particulate matter emissions. And
17 this is our rail system currently that we're
18 contemplating looking at in terms of the feasibility of
19 electrification.
15:11 20 So where are we today in terms of developing the
21 transportation plan? Transportation plan development is
22 a collaborative process. We take input from the
23 different counties. Currently we're reviewing the input
24 that we receive from all the counties in terms of
15:11 25 projects and programs and putting them together and

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15:12 1 evaluating them, utilizing our latest tools available,
2 the modeling tools available. And, you know, we hope to
3 share that result with the decision-makers.
4 We hope to address connectivity and compatibility
15:12 5 issues between freeways, rail lines, airports, and we
6 are hoping to again solicit input from all the
7 stakeholders, state, local, federal, community.
8 And this is part of that -- This workshop is part
9 of that effort to solicit input as we move forward with
15:12 10 this plan development process.
11 Our objective right now is put out a draft, a draft
12 for discussion -- discussion purposes, by October 2007,
13 a draft of the Regional Transportation Plan. And then
14 we hope to finalize the plan by February 2008.
15:13 15 And I want to emphasize the fact that the Regional
16 Transportation Plan is a living document. It's -- It's
17 a document that gets continuously updated. We are
18 required by law, actually, to update every four years,
19 and we are right in the middle of updating it as part of
15:13 20 that requirement. And we expect the document to be
21 continuously updated as we move through the
22 implementation.
23 With that, I'm going to stop, and I'm going to ask
24 Jennifer to -- to talk about the RCP.
15:13 25 Blue blue:

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15:13 1 MR./MS. PUBLIC: Could I ask a quick question?
2 You referred to a newspaper article in the
3 Los Angeles Times. Can you give me anything about that
4 so I can find it on the L.A. Times archives? I'd like
15:13 5 to read it. I haven't read it.
6 MR. AMATYA: Sure, yeah, I can provide you
7 the information. I don't have it off the top of my
8 head.
9 MR./MS. PUBLIC: Okay. And as you went through
15:13 10 quick -- quickly there, you were talking about the
11 particulate matter, and I inferred from what you said
12 that it was just the port areas that had that
13 particulate matter, or is that just anyplace in the
14 basin?
15:14 15 MR. AMATYA: The most severe problems are generated
16 through port activities. There are particulate matter
17 issues throughout the basin.
18 MR./MS. PUBLIC: Thank you.
19 MR. AMATYA: Yes, sir.
15:14 20 MIKE McCOY: I'm Mike McCoy from Riverside Transit,
21 and I was wondering if you could revise this
22 presentation to include bus transportation. You've got
23 rail.
24 MR. AMATYA: Sure. Bus is absolutely a component
15:14 25 of this plan and -- absolutely.

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15:14 1 MIKE McCOY: Okay.
2 MR. AMATYA: If you don't have any questions, I'm
3 going to ask Jennifer to go through her presentation.
4 You'll have plenty of time at the end, again, to ask us
15:15 5 all questions and provide us your input.
6 And, again, the purpose of this meeting today is to
7 solicit input from you guys so that we can take that,
8 and we can incorporate that as we move through the
9 planning process.
15:15 10 Thank you.
11 MS. SARNECKI: Hi. Good afternoon. My name is
12 Jennifer Sarnecki. I'm a senior planner in the
13 environmental planning division, and I'm happy today to
14 present the Regional Comprehensive Plan.
15:15 15 It's a plan that we've been working on for about
16 three years now, and it includes all these chapters
17 listed here. There's nine chapters. And the goal of
18 the plan is to look at these concepts in a very
19 integrated way.
15:15 20 So today I'll present some ideas behind the RCP,
21 why we're doing it, what's included, and then I'll touch
22 on some key issues in the RCP so that you have an idea
23 of where we're headed. And then at the end we'll take
24 comments and questions and gather your input.
15:15 25 So first, what is the RCP? It seeks to address the

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15:16 1 forecasted growth in an interrelated way, building on
2 SCAG's 2 percent strategy.
3 And just a little background. The 2 percent
4 strategy is a program that allows cities to develop
15:16 5 transit-oriented development and offers tools and
6 expertise and funding for cities to do that.
7 We're focusing on the sustainability aspect of the
8 Compass program, looking at how do we conserve resources
9 in light of this oncoming growth. And we're also
15:16 10 seeking measurable outcomes or goals and targets that we
11 hope to reach in the coming years.
12 This looks familiar (indicating). This is one of
13 the slides that Naresh showed. We're a large
14 organization. We're made up of six counties, 187
15:16 15 cities, and there's many issues for us to deal with. So
16 bringing sustainability into the mix is a new concept in
17 many ways.
18 So why are we doing the RCP? Well, it's because,
19 again, we want to raise some environmental issues. We
15:17 20 want to discuss how we can conserve resources, not only
21 through how we look at issues and the environmental
22 impact report, but how we can look at issues
23 holistically. But we also want to do that while we're
24 maintaining the economic vitality and the quality of
15:17 25 life.

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15:17 1 So many people are familiar with the concept of
2 sustainability as the three Es: Economy, equity and
3 environment. And that's how we're trying to pull the
4 plan together so that we address all those issues in
15:17 5 concert.
6 Another reason why we're doing the Regional
7 Comprehensive Plan is because there's new transportation
8 requirements. SAFETEA-LU and some of the new
9 requirements include a mitigation program, an expanded
15:17 10 consultation. So we think that the RCP is one way to
11 address some of these new requirements.
12 We also want to improve the intergovernmental
13 review process so when large projects are proposed, SCAG
14 has the authority to review them for consistency. And
15:18 15 right now, our policies aren't really where we think
16 they should be. So we want to bring them up a notch and
17 have a better process whereby we review large projects.
18 Another element is that we think that there's an
19 opportunity to allocate state bond resources by picking
15:18 20 projects that have multiple benefits, meaning if a
21 transportation project helps the air quality and reduces
22 vehicle miles traveled, then that's a project that we
23 would like to see funded as opposed to one that doesn't
24 have as much regional benefits.
15:18 25 So, for example, what are these winning projects?

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15:18 1 So as I mentioned, they're projects that are consistent
2 with the RCP. And as I mentioned, they're the ones that
3 would reduce the VMT and mitigate environmental impacts.
4 And they would also maximize multiple benefits, meaning
15:19 5 that regional benefits would be distributed amongst
6 other resource areas, not just transportation.
7 So how do we plan for a sustainable region? The
8 document will serve, as I mentioned, an integrated
9 resource document. So it'll include information as to
15:19 10 how we're doing and where we want to go, and then we'll
11 also try to stay ahead of the curve.
12 So we know that there are certain federal and state
13 mandates coming down -- notably AB 32 -- that cities and
14 counties will need to respond to. So if we're looking
15:19 15 at reducing greenhouse gas emissions 25 percent in the
16 next 13 years, we know that there's a lot of actions
17 that cities will need to take in order to meet those
18 requirements.
19 And this graphic is just showing the trend that
15:20 20 needs to change (indicating). The red lines going up
21 are showing where we are and where we will be if we stay
22 on a business-as-usual course. The blue lines on 2010
23 and 2020 are showing that there's a lot of work to do in
24 order to reach those goals set out by AB 32.
15:20 25 So now I'll just talk generally about the RCP. We

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15:20 1 have a vision statement which is generally based on the
2 Compass 2 percent strategy. And as I mentioned, it's
3 also based on that idea of interrelatedness. So we want
4 to recognize that interrelationship between economic
15:20 5 prosperity, environmental resource conservation and
6 quality of life. And we also want to do that by having
7 performance measurements and setting our goals really
8 high so that as we continue to see this new growth
9 coming on line, we're doing it in a way that's
15:20 10 sustainable.
11 We also have guiding principles. And these are
12 kind of a step down from that vision statement, and it
13 further articulates what the Regional Comprehensive Plan
14 sets out to do. We want to improve mobility, foster
15:21 15 livability, enable prosperity and promote
16 sustainability.
17 And these are just general principles, but within
18 each chapter we'll also further define what that means
19 in terms of a resource area, such as open space.
15:21 20 And, again, just connecting the dots, there's many
21 pieces within each chapter that will implement these
22 goals. There'll be a vision statement, principles,
23 goals and the performance outcomes.
24 And what I think is the meat of the document are
15:21 25 the action plans. And these are the steps that you can

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15:21 1 take to help the region achieve sustainability. So a
2 real -- almost a toolbox of options to address these key
3 issue areas.
4 Now, this graphic just shows how we plan to address
15:22 5 these issues in an interrelated way, knowing that that
6 spot in the middle is really where we want the projects
7 to be (indicating).
8 So the rest of the presentation, I'll just go
9 through a few key issue areas so you can see the
15:22 10 direction we're headed, and then I'll take some
11 questions and comments.
12 So land use, we know that there's increasing
13 pressures on land and affordability. So one of the
14 options that we're addressing in the plan is using this
15:22 15 transit-oriented development model. And this is just a
16 picture of a transit station in Pasadena (indicating).
17 It's a train, but there's also bus options. So we hope
18 to hook up people and their living situations with
19 transit and reducing VMT and helping the air quality.
15:23 20 As I mentioned, affordability is an issue. You
21 can't see these, but these are million-dollar homes in
22 Fontana. So the fun fact or not-so-fun fact is that
23 only 80 percent of -- or less than 80 percent of people
24 can afford a home in their county.
15:23 25 So in land use, how would we want to address these

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15:23 1 issues? We want to increase housing units relative to
2 population and jobs. We want to increase
3 transit-oriented development, and we want to give
4 priority funding to transportation projects that focus
15:23 5 on the Compass areas. So those key areas where people
6 are able to take transit to their work and to do other
7 things in their lives.
8 Now, as Naresh mentioned, transportation is also a
9 big issue. Congestion and air quality are major issues.
15:24 10 So just look at this picture as compared to something
11 along these lines where there's a mixed-use situation
12 (indicating). And there's fewer impacts on vehicle
13 miles traveled and air quality, and there's probably
14 some other benefits in there as well.
15:24 15 Naresh also mentioned the congestion from the ports
16 and that we're a major importer. So the transportation
17 portion of the comprehensive plan will address certain
18 areas. In many ways it will be an -- a mirror image of
19 what's in the transportation plan.
15:24 20 So we'll address infrastructure and efficiency and
21 also different modes of transportation. Carpooling,
22 high-speed rail, walking, et cetera.
23 We'll also look at ways to link transportation
24 planning to land use planning and developing financial
15:25 25 strategies to help us get there, as Naresh mentioned.

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15:25 1 The money is -- is not quite there, so we need to think
2 creatively about how we fund some of these new projects.
3 Now, open space, again, is another major issue.
4 We're learning that this is a very park-poor area, and
15:25 5 so one of the elements that we'd like to address are how
6 to increase the ratio of parks to people.
7 We're losing our agricultural lands as well and our
8 natural lands, and we're also increasing the number of
9 endangered species.
15:25 10 So with all these concerns, the open-space chapter
11 will again, as I mentioned, increase the ratio of parks
12 to people, reduce the rate of natural lands lost and
13 minimize the impacts that transportation has on habitat
14 corridors.
15:25 15 Water supply is another issue that we're dealing
16 with. We know that we import about 75 percent of our
17 supply from outside the region. So with that in mind
18 and with the threats of global warming, we're concerned
19 that there won't be enough supply for the incoming
15:26 20 people.
21 Now, this is just a map of all the different
22 watersheds in L.A. County (indicating). And if you
23 expand that out to the rest of the region, there's over
24 400 water agencies in the region. So one of the things
15:26 25 that the water chapter seeks to do is to bring all those

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15:26 1 voices together to plan for water supply in an
2 integrated way. So we'll try to increase coordination
3 among the various watershed agencies and different water
4 agencies, increase local government participation.
15:26 5 We have a water policy task force that meets, and
6 we'd also like to expand the participation in that
7 group. And we'd also like to promote policies that
8 address climate change.
9 As I mentioned, recent reports done by the State
15:26 10 show that there's decreased snowpack and what does that
11 mean for our future water supply here in Southern
12 California.
13 And related to that is water quality. There were
14 about 3,000 beach closures due to pollution in 2005, and
15:27 15 we also have a number of impervious surfaces where the
16 water just runs right off into the rivers and into the
17 oceans. So, again, the water quality portion of the
18 comprehensive plan will try to increase the permeability
19 of surfaces so that water is able to drain through
15:27 20 natural habitat and cleanse itself before it enters the
21 rivers and oceans.
22 We also want to reduce water impairment listings so
23 that we don't have 3,000 beach closures in one year. We
24 also want to monitor the water quality on an ongoing
15:27 25 basis and develop standardized mitigation approaches,

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15:27 1 and that's something that will also continue through the
2 environmental impact report.
3 I mentioned only a few. These are other chapters
4 that we're dealing with. And in the interest of time, I
15:28 5 won't go through them all, but every issue is important.
6 And as I mentioned, we're looking at them in a very
7 integrated, holistic way, so no issue can really be seen
8 by itself.
9 The RCP has been a long, three-year process. It's
15:28 10 included a number of task forces and working groups.
11 We've had elected officials involved. We've had experts
12 in the various topics involved. We've had presentations
13 from various state agencies/other experts on certain
14 issues, and it's been a very involved process.
15:28 15 So our next steps are to get input not only from
16 you but from everyone else in the region. We continue
17 to do public presentations throughout the region, and we
18 plan to then release the draft in the fall of 2007.
19 And, again, we'll still be taking input on that and
15:29 20 looking at ways we can improve it. We're hoping to
21 adopt it in late 2007, although we're linking it with
22 the transportation plans schedule, so it may slip a
23 little bit into early 2008.
24 We're making updates on our website on a continual
15:29 25 basis, so please take a look. There's an opportunity

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15:29 1 there where you can send in your comments right from the
2 website.
3 You can also call any one of us. We have a hotline
4 set up where you can leave any questions or concerns you
15:29 5 may have.
6 And I also -- I brought business cards along. If
7 anyone wants to take them and call me later. If you
8 have any questions or concerns, please do so.
9 And I forgot to mention at the outset of my
15:29 10 presentation that we do have a court reporter here; that
11 if you need to leave at any time, you can leave your
12 comments with her, and you can take off.
13 We'll also have comment cards in the back in case
14 you want to just take one with you and send it in.
15:30 15 And that concludes my presentation. And now I'll
16 invite Naresh up, if anyone has questions or comments
17 for either of us.
18 MR. AMATYA: I'd like to open up by briefly stating
19 that, again, the purpose here is really to solicit input
15:30 20 from you guys. What we're trying to do here is to --
21 again, to identify to you what we see as major issues
22 that we're trying to grapple with and deal with in terms
23 of both RTP and RCP.
24 And those big issues that we talked about includes
15:30 25 the growth. We see that the growth is going to be

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15:30 1 tremendous. As it has been in the last 20 years, it's
2 going to be tremendous, especially in the Riverside
3 County, San Bernardino County, the Inland Empire.
4 We -- And you must have seen recently a lot of
15:31 5 newspaper articles that talk about the statewide growth
6 being double by 2050. Right now, the statewide
7 population is about 35 million. It's expected to
8 double. And Riverside County, it's the -- the increase
9 is even more dramatic.
15:31 10 So the challenge is how do we accommodate that
11 tremendous growth in terms of infrastructure needs?
12 That's one challenge.
13 Two, goods movement is -- is seen as one of the
14 biggest, again, challenges that we face as a region.
15:31 15 Our ports not only handle goods that are consumed in
16 this region, but -- a larger share of the goods that
17 come through the port are consumed elsewhere, but yet
18 we're having to bear the brunt of the burden in terms of
19 accommodating infrastructure that not only we -- we
15:31 20 need, but the rest of the country also needs.
21 So there is the issue of how do we get everybody
22 that benefits from the system to contribute in the
23 system?
24 Air quality crisis, again, like I mentioned, is we
15:32 25 see the health crisis as a major issue that we need to

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15:32 1 address. In fact, we believe that unless we address
2 those health crisis, air-quality-related issues, the
3 communities are going to be -- are not going to allow
4 major improvements to be implemented in this region. So
15:32 5 we see that not only from the need for -- for -- you
6 know, for addressing the issue itself but also in terms
7 of addressing the -- our -- our need to accommodate the
8 growth also. Depends on our ability to resolve the --
9 resolve those issues.
15:32 10 I can go on and on in terms of all the issues that
11 we're -- that we face.
12 An airport is another big issue. We've got a huge
13 airport in LAX, but LAX is pretty much blocked, and
14 there's no room to grow. And, therefore, we have to
15:33 15 look at other options to accommodate the demand.
16 And there's no -- there's no question that if we
17 accept that our growth is going to be as dramatic as we
18 believe it is going to be, then the aviation demand is
19 going to be even dramatic because on a per-capita basis,
15:33 20 the demand has gone up very rapidly. And so our choices
21 in terms of accommodating our airport needs is going to
22 have to be -- be, you know, improvements outside LAX.
23 Ontario Airport is probably going to be an airport
24 that is very significant in the region in the future to
15:33 25 be able to accommodate growth.

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15:33 1 So, I mean, these are the issues that we're
2 grappling with, again, like I said, finance --
3 transportation finance, and we're -- we're barely able
4 to keep up with the system that we have right now let
15:33 5 alone, you know, be able to fund all the improvements
6 that we're going to need.
7 So we're going to have to come up with creative
8 solutions, not just making people pay or users pay for
9 part of the -- part of the system, but also other
15:34 10 mechanisms like, for example, container fee on -- on
11 container cargos, for example, as -- as one of the
12 mechanisms to pay for all those infrastructure needs.
13 So these are some of the big-ticket issues that --
14 that we are -- we are looking at, we are considering as
15:34 15 we -- as we go through the process of developing a plan
16 and eventually putting out a draft, that again that --
17 that we will circulate and we will come out and talk
18 about and get more feedback from -- from all parts of
19 the region, including you guys here.
15:34 20 With that, I'll open up again for questions or
21 comments, input.
22 MR./MS. PUBLIC: Question: Once you draft both the
23 RTF and RCP and -- you said late this year will we get
24 another chance to review that and comment on that.
15:35 25 MR. AMATYA: Absolutely. I -- What I should say is

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15:35 1 our outreach strategy is basically -- There are several
2 layers to our outreach strategy.
3 One is most of the -- most of the plan development
4 process is -- relies on our task force and committee
15:35 5 structures. We have -- Part of what SCAG does in terms
6 of consensus -- in consensus building is we have -- we
7 have committee and task force structure within SCAG that
8 we take all of the information analysis, what have you,
9 through those task forces and committees. And -- and
15:35 10 the final action is -- is up to our board, obviously,
11 which is regional council, which is made of elected
12 officials from the six-county region.
13 And so my point is, there is a lot of opportunity
14 in terms of participate in that task force itself.
15:36 15 That's one.
16 Two, we're going to again conduct workshops like
17 this. Before we put out the plan, we're going to have
18 several more down the road. And also, once we put out
19 the draft, we're going to come out and, again, like I
15:36 20 said, get your feedback on -- on the plan itself.
21 By that time, hopefully we'll have -- we'll have
22 specific information to talk about. "Here's the plan,
23 here's how much it's going to cost, and here's how we
24 think it's going to perform." And, you know, let us
15:36 25 know if we got it right, if you need to tweak some parts

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15:36 1 of the plan and so forth. So you'll have that
2 opportunity.
3 And then finally, once it's adopted, it becomes the
4 governing document. And then we'll come out again and
15:36 5 inform you guys that this is what is in the plan and --
6 you know, and so forth.
7 MS. MEANEY: And, Naresh, you might want to add
8 once the draft is available, it'll be online, and you'll
9 be able to review it and make online comments as well.
15:37 10 MR. AMATYA: Sure, that's a good point. So this is
11 not the last. This is just the beginning.
12 MR./MS. PUBLIC: I was trying to recall the
13 definition or the kind of focus of the Compass 2 percent
14 strategy. If I recall correctly, it's 2 percent of
15:37 15 the -- or growth -- the projected growth through 2030
16 can be accommodated on 2 percent of the land base within
17 the SCAG area.
18 Is that essentially what the 2 percent is?
19 MS. KIRCHNER: Correct, yeah. They're key
15:37 20 strategic areas that have access to transit.
21 MR./MS. PUBLIC: Kind of nodes or corridors?
22 MS. KIRCHNER: Correct.
23 MR./MS. PUBLIC: And that represents 2 percent of
24 the land base within SCAG?
15:37 25 MS. KIRCHNER: Correct.

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15:37 1 MR. AMATYA: That's the basic understanding. My
2 understanding is that actually, if you look at it more
3 precisely, it's less than 2 percent but 2 percent --
4 percent --
15:38 5 MR./MS. PUBLIC: It's a good number.
6 MS. KIRCHNER: It's round.
7 MR./MS. PUBLIC: Rather than 1.97 or something.
8 MR. AMATYA: It's a good, round number.
9 MR./MS. PUBLIC: So you'll have a clear definition
15:38 10 of that sort of as the point of departure for addressing
11 growth as part of the RCP, in addressing land use as the
12 component?
13 MS. KIRCHNER: Right, yeah. We're building off of
14 that to really focus on sustainability within those
15:38 15 areas, and then also beyond that, what it means to be
16 sustainable within the region. So it's a point of
17 departure, but it's taken --
18 MR./MS. PUBLIC: Sustainability means a lot of
19 different things, a lot of different people.
15:38 20 MS. KIRCHNER: That's true, yes. That's why we
21 were trying to define it through our guiding principles.
22 I wasn't able to put all the words up on the slide. It
23 would have been overwhelming.
24 But we've added that information onto your website
15:38 25 as well, and I'd be happy to send you the exact

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15:38 1 definition of sustainability.
2 MR. AMATYA: Yes, sir.
3 MR./MS. PUBLIC: I have a number of questions, but
4 I'll just do one.
15:39 5 Under your paying for improvements in the RTP, you
6 mention user tolls, things to -- gas hike. But, you
7 know, there's a number of other tolls. The one I'm
8 thinking the most is -- I know at the local level, even
9 at the county levels, have development impact fees, you
15:39 10 have it in Riverside County.
11 Have you looked at that at a regional level or
12 something like that for larger-scale improvements?
13 MR. AMATYA: We haven't looked at it at a regional
14 level. Of course, there's a lot of politics associated
15:39 15 with it. Right now, I know, you know, Metro, they're
16 doing a nexus study on looking at whether something like
17 that is going to be feasible for L.A. County. I know
18 San Bernardino is pursuing the same thing.
19 So there are a lot of -- a lot of work that's going
15:39 20 on county level, but from the regional standpoint,
21 because SCAG is a planning agency, something like that
22 would be perceived as -- as implementation. It's going
23 to -- It's going to require a lot of legislative --
24 legislative relief for SCAG to be able to pursue
15:40 25 something like that on a regional -- regional basis.

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15:40 1 So we've -- we've relied, again, like I said,
2 primarily on work that counties have done to the state,
3 and it is -- it is in the mix, in the plan. In terms
4 of -- In terms of forecasting our future revenue, we are
15:40 5 anticipating that some of those measures are going to be
6 in place through the plan period.
7 MR. AMATYA: Yes, sir.
8 MR./MS. PUBLIC: I'm curious what your thoughts are
9 in terms of the intergovernmental review process.
15:40 10 What's anticipated in terms of changes and review
11 for local projects and consistency with the RCP the RTP?
12 MS. KIRCHNER: The main change that I anticipate is
13 that there'll be a new set of policies that we will
14 address through our comment period.
15:41 15 Right now, if you know, the policies are very
16 general and broad. So what we're trying to do is really
17 bring them more in line with what a true comment policy
18 would be. Something along the lines of new projects, or
19 we encourage future projects to look at X, something
15:41 20 along those lines.
21 Right now, they're very general where they say
22 something like, "We would really like it if future
23 projects have study infrastructure," so that would be
24 the main change.
15:41 25 In terms of process, I can't speculate on that, but

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15:42 1 we'll have new policies.
2 MR. AMATYA: I think SCAG's authority in terms of
3 ensuring consistency with RCP and RTP is somewhat
4 limited, and I'll --
15:42 5 MR./MS. PUBLIC: I'm sorry. I couldn't hear you.
6 MR. AMATYA: Somewhat limited. SCAG's authority in
7 terms of transportation, the requirements are pretty
8 specific. If you have a transportation project that is
9 seeking federal funds or seeking NEPA clearance,
15:42 10 obviously the project has to be consistent with SCAG's
11 plans and programs.
12 And so if you're trying to seek environmental
13 clearance on a transportation project, for example, that
14 has reasonable significance, it has to be in the plan.
15:42 15 So when we review the project, we'll identify that
16 through the -- through the IGR process.
17 MR./MS. PUBLIC: But that's only transportation.
18 MR. AMATYA: That's transportation. But in terms
19 of other growth requirements, again, as I said up front,
15:42 20 SCAG is an association of governments so it's a
21 voluntary organization where our policies are going to
22 be primarily recommendations. And so it's going to be a
23 challenge in terms of really translating the policies
24 into -- into actual actions on the ground, and we are --
15:43 25 we are cognizant of those challenges.

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15:43 1 MR./MS. PUBLIC: But I think it -- I think you have
2 a responsibility, if it's truly a Regional Comprehensive
3 Plan, to provide a forum for evaluating, you know, local
4 projects in terms of consistency and its contribution
15:43 5 regionally but set in appropriate set of criteria or
6 thresholds that truly warrant regional review don't
7 bring it down so low that it's almost meaningless on
8 a -- you know, a small -- it's almost a micro-scale
9 review that doesn't, you know, contribute to a
15:44 10 macro-scale evaluation.
11 MS. KIRCHNER: Right now, we only analyze projects
12 or comment on projects that meet that threshold of
13 regional significance. I don't remember the numbers,
14 but it's a --
15:44 15 MR./MS. PUBLIC: It's fairly substantial, and I
16 think it's -- you know, it's appropriate to take another
17 look at those in light of kind of the impacts of those
18 generate and the contribution from a regional context,
19 but it's appropriate to get that kind of level of
15:44 20 review.
21 But, you know, previously when we first started out
22 with that, if you had an air quality element that was
23 found to be consistent with the AQMD, as I recall, then
24 you were exempted from the regional review and then that
15:44 25 kind of transitioned over time, if my recollection is

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15:44 1 correct, in terms of that screening.
2 Is there going to be any type -- any type of --
3 sort of exemption, or everything's going to be subject
4 to intergovernmental review?
15:45 5 MR. AMATYA: We are internally reviewing our
6 intergovernmental review process right now. And again,
7 you know, within the limits of SCAG's authority, we are
8 looking at ways to improve that process so that in --
9 you know, in -- the evaluation process is meaningful,
15:45 10 and it translates into actions.
11 MR./MS. PUBLIC: You know, if it isn't voluntarily
12 circulated through like an environmental document, isn't
13 circulated to SCAG, then maybe you can invoke a process
14 where OPR, you know, sends you a regionally significant
15:45 15 project, and you do have an opportunity to comment. And
16 it seems like it's appropriate for SCAG to comment.
17 MS. KIRCHNER: That's a good suggestion.
18 MR./MS. PUBLIC: We already do that, don't we?
19 MR. AMATYA: We do that.
15:45 20 MR./MS. PUBLIC: It's not consistent.
21 MR. AMATYA: The consistent is -- Tracy, you were
22 going to -- have a question.
23 MR./MS. PUBLIC: I just had a question. To
24 continue on the Compass and how projects are defined to
15:46 25 be consistent with the RCP or with the Compass growth

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15:46 1 vision, you'd mentioned that there's possibly some goals
2 of tying transportation funding and ability to acquire
3 funding to be consistent not only with the RTP as far as
4 the transportation project goes but with the Compass
15:46 5 2 percent strategy.
6 Will there be a time when it's clearly defined what
7 the Compass 2 percent strategy is, and it'll -- one
8 document that you'll be able to go to and pick it up and
9 review your project or review your development and find
15:46 10 out if you're really consistent or not as opposed to
11 having the myriad of documents that we have now?
12 Will the RCP be that document, and then the growth
13 forecast that's carried through the RTP be what you
14 compare your projects to, or is it going to be broader
15:46 15 or -- You know, I hope it's never going to be
16 site-specific, but -- at least if your city or your
17 agency is meeting the broad goals and defining things,
18 but is there going to be one location?
19 Because right now, I know Compass isn't very well
15:47 20 defined, and it's hard to determine if you're consistent
21 or not, especially when you start tying funding to it.
22 That really does become a -- That's new to
23 transportation is the tying of funding to land use
24 decisions. So that's -- that's a lot --
15:47 25 MR. AMATYA: Again, those are just ideas that we

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15:47 1 are floating at this point; not necessarily ideas
2 that -- that have the consensus or that are actually
3 finding -- making -- going to make it into -- A lot of
4 work needs to be done to solidify those ideas.
15:47 5 MS. KIRCHNER: But I think the short answer is this
6 RCP will not --
7 MR./MS. PUBLIC: Will not be that.
8 MS. KIRCHNER: -- will not be that yet.
9 MR./MS. PUBLIC: So right now, funding --
15:47 10 transportation funding will not be tied through this
11 process to land use decisions?
12 MS. KIRCHNER: Not --
13 MR. AMATYA: Honestly, this cycle, probably not.
14 But again, you know, we'll -- we'll try to probably
15:48 15 continue -- try to push the envelope in trying to
16 relate -- relate the land -- at least start looking at
17 some incentive, some mechanisms to incentivize complying
18 with the land use vision that we'll put forth.
19 MR./MS. PUBLIC: I have one more question. It has
15:48 20 to do with attainment.
21 And you had mentioned on one of the slides -- and
22 this is just a comment on your presentation, the very
23 first presentation. You had mentioned that if we don't
24 reduce the PM2.5 pollutants, that we'll face the health
15:48 25 crisis. And I think that you clearly defined what the

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15:48 1 health crisis is.
2 But then you say we will fall out of attainment.
3 What does falling out of attainment mean? I don't
4 know that everybody knows that right off the tip of
15:48 5 their tongue what that means and what the consequences
6 are for falling out of attainment and not being in
7 conformance with your air quality standards. You might
8 want to clarify that in the presentation.
9 MR. AMATYA: That's a good point.
15:49 10 Basically, EPA establishes pollutant criteria --
11 criterias that -- thresholds that we have to meet by a
12 certain time frame. And 2015 is -- is one of the -- is
13 one of those target years by which we have to meet the
14 thresholds for PM2.5 or NOx, nitrous oxide, which is
15:49 15 basic a precursor of PM2.5.
16 And AQMD, which is the South Coast Air Quality
17 Management District and other -- other air districts in
18 the region, they have the responsibility of developing
19 an action plan that will get us there. That'll get us
15:49 20 to that attainment.
21 And transportation is obviously a big piece of
22 complying with the -- with the air quality mandate. In
23 other words, in order to meet the target, transportation
24 has to do its share to be able to meet the -- meet the
15:50 25 target.

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15:50 1 And so there are thresholds or their budgets,
2 emission budgets, that are established for different --
3 different pollution sources. And mobile -- mobile
4 source or sources are pollution, are -- Transportation
15:50 5 is one of the arenas that we are -- SCAG is responsible
6 for complying with.
7 So whatever plan we put out has to -- has to be
8 able to meet that budget that's established through the
9 AQMD and the State implementation landing process. And
15:50 10 like I said, one of the pollutants that we have to
11 comply with is PM2.5 and NOx by 2015. 2017, the actual
12 date -- actual year by which the threshold has to be
13 met.
14 But 2014 is when -- is the last year we have to be
15:51 15 able to demonstrate that we have strategies in place to
16 achieve that. And, therefore, 2014 is -- is one of the
17 years that you will hear a lot.
18 And the consequences of not being able to comply
19 with that, at least from the transportation side,
15:51 20 besides not being able to maintain -- achieve our, you
21 know, health goals and, you know, air quality goals is
22 that the federal funding component of the transportation
23 of the transportation plan, which is a significant
24 amount of funding that comes to this region to implement
15:51 25 our transportation projects, could be jeopardized if we

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15:51 1 don't meet the -- the standards by then.
2 So that's really the implication. If you have a --
3 If you have significant transportation projects, that's
4 the -- that's going to rely on federal funds, those
15:51 5 projects could be impacted if you don't meet those --
6 those emission standards. I hope that clarifies.
7 Yes.
8 MR./MS. PUBLIC: While we're on the topic of
9 emissions, you mentioned AB 32. Recognize that.
15:52 10 What do you anticipate in terms of establishing a
11 baseline? Are you going to do an inventory and try and
12 establish that at 1990 level and current level and make
13 projection, or what's your --
14 MR. AMATYA: That's ARB's job, to be honest with
15:52 15 you.
16 MS. KIRCHNER: Well, within --
17 MR./MS. PUBLIC: We're all saying that.
18 MS. KIRCHNER: Within the environmental impact
19 report, we will do an inventory of greenhouse gases.
15:52 20 Right now, we don't know exactly what our threshold will
21 be. We're still discussing that through the process.
22 And, obviously, we're reading these attorney general
23 letters that many counties and cities have received on
24 their environmental impact reports. So we're still
15:52 25 working through that, but we will address it.

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15:52 1 MR./MS. PUBLIC: Well, one, I'd encourage you to
2 look at trying to regional- -- subregionalize those
3 within SCAG and make them -- the inventories match the
4 air pollution control or air district boundaries and
15:53 5 work with the air districts so that you can maybe -- you
6 know, there isn't a duplicate effort that the districts,
7 you know, take on later on. And maybe they can
8 supplement your effort to at least get a head start on
9 it so that there's sort of an economy of scale and, you
15:53 10 know, extra benefit in terms of the effort.
11 MR. AMATYA: There are a number of efforts that are
12 going on at the state level in terms of, again, you
13 know, developing rules, guidelines to actually implement
14 AB 32.
15:53 15 And one of the -- one of the vehicles for
16 implementing that is -- at least at the state level,
17 there they're looking at -- the California
18 Transportation Commission develops guidelines for RTP,
19 and they're currently reviewing their guidelines to
15:53 20 incorporate AB 32 requirements and developing rules as
21 to how the transportation plans are going to address
22 the -- the greenhouse gas.
23 MR./MS. PUBLIC: I think they're a member of the
24 governor's --
15:54 25 MS. KIRCHNER: Climate Action Team.

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15:54 1 MR./MS. PUBLIC: -- current action team and Climate
2 Action Team. But still, I think -- you're not going to
3 be able to wait on ARB. They're probably not going to
4 have sort of land use guidance and even probably -- you
15:54 5 know, transportation planning guidance by that time.
6 But I think to the extent at least the inventory is
7 useful for then other jurisdictions, and you'll
8 certainly be breaking new ground, so to speak, on
9 setting up a methodology for analysis. And hopefully we
15:54 10 can tier jurisdiction, member counties, and then maybe
11 even cities can tier from that. So I'd encourage you to
12 think about the utility of the document subsequent to
13 that.
14 MR. AMATYA: Yes.
15:55 15 MONICA SOUCIER: My name's Monica Soucier, and I'm
16 new to all this. I'm with the Imperial County Air
17 Pollution Control District.
18 And just to clarify a little bit on that, CAAPCO --
19 which is the California Association of Air Pollution
15:55 20 Control Officers -- is currently working on thresholds
21 for the greenhouse emissions, and they are related to
22 land use and I am part of that subcommittee because
23 each district has been asked to be part of that
24 subcommittee.
15:55 25 You may want to get on their website -- they're

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15:55 1 putting updates on that -- and contact the association,
2 and they will be relaying that information to the CARB
3 and CARB will be setting something up based on what
4 CAAPCO comes up with.
15:55 5 MS. KIRCHNER: Thank you.
6 MR./MS. PUBLIC: What's the website?
7 MONICA SOUCIER: CAAPCO, C-A-P-C-O, California
8 Association of Air Pollution Control Organizations.
9 MR./MS. PUBLIC: Is CAAPCO working on methodology
15:56 10 also?
11 MONICA SOUCIER: They have several subcommittees.
12 I'm only part of the land use subcommittee that -- There
13 are several of them, and they're based under the
14 planning managers. So they'll have -- you'll see the
15:56 15 CAAPCO and then the planning managers, and then you'll
16 come down and see all the subcommittees.
17 MS. KIRCHNER: Any more questions?
18 If not, we're scheduled for a break, and then we'll
19 move forward with the Environmental Impact Report
15:56 20 presentation. And there'll be time to take your
21 comments. So we'll be back about 4:10.
22 (Interruption in proceedings.)
23 MR./MS. PUBLIC: Will this RCP/RTP combination
24 become the new blueprint under Caltrans, or will the
16:09 25 blueprint stay the Compass program?

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16:09 1 MS. KIRCHNER: I believe that they will stay
2 separate. This won't replace the blueprint.
3 MR./MS. PUBLIC: Okay.
4 MS. KIRCHNER: So my name is Jessica Kirchner. I'm
16:09 5 an associate environmental planner with SCAG. And I'm
6 going to talk to you very briefly about the EIR. And
7 this is sort of the formal scoping portion of the
8 meeting.
9 The purpose of this meeting is really to provide
16:10 10 the public with an opportunity to learn about the RTP
11 and the RCP and also to solicit your input specifically
12 on environmental issues that you feel should be
13 addressed in the EIR.
14 And just as a way of background, we're doing a
16:10 15 combined EIR for these two documents, so there will be
16 one EIR for both documents.
17 So the RTP, you already heard a lot about it. It's
18 projects, policies, strategies, aviation, public/private
19 investments.
16:10 20 RCP, you heard a lot about that too, and it's a
21 companion document to the RTP. It includes the goals,
22 policies and actions, with a focus on sustainability.
23 And it essentially provides mitigation for the growth
24 and RTP impacts as required under SAFETEA-LU, and
16:10 25 Jennifer talked a little bit about SAFETEA-LU.

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16:11 1 So we're preparing a program EIR, which is
2 different from a project EIR. It's not
3 project-specific. It is an informational document, as
4 are all EIRs, and it evaluates the RTP and the RCP at
16:11 5 the program level.
6 It's, once again, not project-specific, so we're
7 looking at the entire plan and everything that's
8 included, including all of the growth impacts between
9 now and 2035, which is our horizon year. And we're
16:11 10 including mitigation measures to reduce those impacts.
11 The scope of the EIR, this is pretty standard.
12 Aesthetics are -- For example, would the plan have
13 a significant effect on scenic vistas? So those are the
14 sorts of issues that we would be looking at in
16:11 15 aesthetics.
16 Air quality, we've talked about briefly.
17 Bio, cultural resources, energy, geology, land use
18 and housing, noise, population, public services,
19 transportation, water resources, these are all pretty
16:12 20 broad categories.
21 And we're also going to be looking at right now
22 three different alternatives. The first is the
23 no-project alternative, which essentially is what would
24 happen if there was no RTP, if we weren't preparing an
16:12 25 RTP, which is what the future would look like.

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16:12 1 The second would be if we just took the 2004 RTP
2 and modified some of the population information, but it
3 wouldn't include any of the RCP policies and
4 recommendations that we're making.
16:12 5 And the third is what we've been calling
6 environmentally superior, and it's basically a reduced
7 consumption alternative, really trying to be aggressive
8 in meeting AB 32 requirements and even possibly going
9 beyond AB 32.
16:12 10 The schedule, it's still a little in flux. But the
11 most important thing to notice is that we have a 45-day
12 comment period once the EIR is released.
13 And that's the overview of the EIR. So this is the
14 portion where we really wanted to get input on
16:13 15 environmental issues, things that you feel should be
16 addressed in the EIR for the RTP and the RCB.
17 Yes.
18 MR./MS. PUBLIC: The 45 days is by state law that
19 the EIR must be circulated; right?
16:13 20 MS. KIRCHNER: (Indicating.)
21 MR./MS. PUBLIC: Seems kind of short to apply that
22 to such a comprehensive plan. Is there any chance that
23 that's going to be extended, the comment period?
24 MS. KIRCHNER: I mean, we haven't -- the 45 days is
16:13 25 what's required under the law, and we don't, right now,

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16:13 1 have plans to extend it.
2 MR./MS. PUBLIC: Okay.
3 MR./MS. PUBLIC: But you have the option to?
4 MS. KIRCHNER: We do have the option to if we
16:14 5 wanted.
6 MR./MS. PUBLIC: I guess I'm inclined to think like
7 a 60-day would be appropriate, given the large scale of
8 this.
9 MR. AMATYA: In all likelihood, actually
16:14 10 (unintelligible) is given depending on when the plan
11 gets released.
12 MS. KIRCHNER: Right.
13 A lot of our schedule also depends on the RTP
14 schedule, and there are a lot of different factors that
16:14 15 are pushing them further back. And we have to send our
16 document up to the State, I believe, in April. It has
17 to be certified by April, so we have some time
18 constraints on the schedule.
19 MR./MS. PUBLIC: The RTP has to be --
16:14 20 MS. KIRCHNER: The RTP has to be certified.
21 MR./MS. PUBLIC: Certified by -- is that Department
22 of Transportation?
23 MS. KIRCHNER: Is it -- Yeah, by Caltrans.
24 MR. AMATYA: By the federal agencies, actually, the
16:14 25 certification by FTA and FHWA and FTC jointly.

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16:15 1 MR./MS. PUBLIC: How we address open space, for
2 example, you know, I think there was a -- in the last
3 one, there was a kind of comprehensive inventory of
4 vegetation types and habitat types and all that.
16:15 5 Are you repeating that or using that?
6 MS. KIRCHNER: Well, I'm glad you asked that.
7 We actually are -- in the RCP, we're doing a lot of
8 work on open space, and that will be incorporated. It
9 won't be included so much in the EIR.
16:15 10 What's going to be in the EIR is still going to be
11 pretty basic, but the RCP has a whole open-space program
12 that's looking at agricultural lands, community open
13 space and natural lands and developing a conservation
14 strategy for the region. So we're doing a lot more open
16:16 15 space than we did previously.
16 MR./MS. PUBLIC: Are you trying to set standards
17 by -- you know, like per capita or something?
18 MS. KIRCHNER: We were -- We're looking at a couple
19 different things. We are looking at parks-to-people
16:16 20 ratios, and we're also looking at sort of a needs
21 assessment level of service criteria, which is something
22 that we feel -- the region is so different that there
23 wouldn't be one ratio that would fit everybody. So we
24 thought this might help cities and communities to
16:16 25 evaluate their own areas individually rather than one

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16:16 1 set standard.
2 MR./MS. PUBLIC: But maybe, you know, what might be
3 appropriate are like looking at regional parks within
4 the regional scale of this. Might be appropriate, kind
16:16 5 of, to set a standard, you know. SCAG could set a
6 standard.
7 MS. KIRCHNER: Right.
8 MR./MS. PUBLIC: The local parks and community
9 parks kind of gets down to jurisdiction, but like X
16:17 10 number per, you know -- by area and -- and geographic
11 area within a regional park and what it serves in terms
12 of population base.
13 Will you have an inventory of existing and --
14 MS. KIRCHNER: We do.
16:17 15 MR./MS. PUBLIC: -- a projection of needs relative
16 to population growth?
17 MS. KIRCHNER: Well, we have an inventory. We
18 haven't gotten to the needs relative to population
19 growth yet.
16:17 20 MR./MS. PUBLIC: And will these be -- You said the
21 details won't be in the EIR.
22 Will there be sort of background reports?
23 MS. KIRCHNER: It'll be in the RCP and also in
24 background reports, so we're still finalizing all the
16:17 25 information. It's going to be in the RCP primarily,

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16:17 1 though.
2 MR./MS. PUBLIC: I know the Compass Blueprint's not
3 part of this, but the 2 percent strategy -- a lot of the
4 Compass Blueprint's been incorporated into these others.
16:18 5 So would that be part of this, or is the Compass
6 Blueprint going to be completely separate?
7 MS. KIRCHNER: I might ask Naresh to talk a little
8 bit about this, but it -- the Compass is included in
9 terms of the growth the way that we look at --
16:18 10 MR. AMATYA: Compass is an input to your growth
11 forecast.
12 MR./MS. PUBLIC: Okay.
13 MR. AMATYA: And -- And growth forecast, you know,
14 dictates everything. All the planning we do, basically
16:18 15 including transportation planning and Regional
16 Comprehensive Plan, all that growth basically sets the
17 stage for -- for our planned growth.
18 MR./MS. PUBLIC: I just want to comment on that
19 too. The land use and housing chapter, at the last
16:19 20 Regional Comprehensive Plan task force meeting, the
21 primary goal of that chapter is to implement the Compass
22 2 percent strategy. So I think that it is being
23 incorporated into the Regional Comprehensive Plan, at
24 least by reference and by setting it up as the goal.
16:19 25 Just throw that comment --

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16:19 1 MR./MS. PUBLIC: Is there a -- Are you preparing a
2 land use inventory based on jurisdictions' general plans
3 as part of the RCP?
4 MS. KIRCHNER: Right now, what we're using is
16:19 5 SCAG's 2005 land use data, and that was updated, I
6 believe, with general plans. It's the most current
7 information that we have.
8 MR./MS. PUBLIC: I think it was built up from the
9 local COGs and --
16:20 10 MR./MS. PUBLIC: Can I ask you on your air quality?
11 MS. KIRCHNER: Sure.
12 MR./MS. PUBLIC: I'm assuming that -- correct me if
13 I'm wrong -- that based on what's on the RTP and the RCP
14 is what you're going to put in the program EIR; correct?
16:20 15 The information as far as air quality, for example,
16 on the RTP there seem to be centering on PM2.5 as the
17 most important criteria pollutant nationally. And I'm
18 assuming, because this is a federal-type funding
19 program, that has to be national standards and not
16:20 20 California state standards that are going to be used as
21 a baseline.
22 MR. AMATYA: We -- We have to meet both California
23 and federal -- California (unintelligible).
24 MR./MS. PUBLIC: Yes, it is the most stringent
16:21 25 standard.

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16:21 1 MS. KIRCHNER: Actually, it's a California
2 document. So what goes in the EIR is what's under
3 California law. That's generally --
4 MR. AMATYA: But I think your point is that
16:21 5 there -- the transportation plan has to have -- there is
6 analysis that's relative to air quality, the emissions
7 analysis, or what we call the conformity analysis.
8 That's going to be part of the RTP.
9 MS. KIRCHNER: That's not in the EIR.
16:21 10 MR./MS. PUBLIC: That's not part of the EIR?
11 MS. KIRCHNER: That's separate from the EIR.
12 That's included in the RTP, which is -- it's a federal
13 requirement. The EIR is a state requirement, and it
14 looks at air quality a little bit differently.
16:21 15 MR./MS. PUBLIC: Can you tell me what -- at this
16 point, are you going to be using South Coast criteria --
17 MS. KIRCHNER: I -- I'm not an air quality expert
18 so I can't tell you specifically what's going to be
19 included, but if you want to give me your comments, I
16:22 20 can certainly -- either I can take your comment and get
21 back to you, or you can let me know what you want, and I
22 can find someone who can get back to you. But I'm not
23 sure that I'm the best person --
24 MR. AMATYA: I think the short answer is the South
16:22 25 Coast -- the budgets that the South Coast and the ARP

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16:22 1 are going to establish are going to be demonstrated to
2 be in compliance by the confirming document. The
3 confirming document is a separate document, is a
4 document that we develop as part of the supporting
16:22 5 document for the RTP itself, and that'll have all the
6 discussions on -- on air quality (unintelligible).
7 And I believe the EIR is going to have discussions
8 on the impact of air quality itself and not so much
9 meeting -- meeting the budgets, and so forth, because
16:23 10 it's a little different -- different, you know --
11 MS. KIRCHNER: It's more looking at what are the
12 impacts of all these projects. What is the air going to
13 look like in 2035? That's one way to think of it.
14 And it's not really constrained by budgets or by
16:23 15 the federal standards. It's just looking at it and
16 saying, "Is the air going to be better or worse, and is
17 that going to be because of this project, because of the
18 plan?"
19 MR./MS. PUBLIC: Okay. Because it's difficult for
16:23 20 me to form any type of viable comment for you unless I
21 know what source you're using because, in theory, the
22 Imperial County does not have any real problem with
23 using South Coast criteria except that we have transport
24 issues, and we're -- very serious transport issues from
16:23 25 Mexico.

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16:23 1 And when you address PM2.5, which we are in
2 attainment except for the city of Calexico, which is our
3 most southern city, you know, we get into some battles.
4 We get into some real big battles with South Coast, with
16:24 5 just about everybody on this issue.
6 And our biggest problem, we are the number one
7 highest county rated for asthma per capita in our
8 district but not because of PM2.5; because of PM10. So
9 if you're not analyzing PM10, you're only analyzing
16:24 10 PM2.5, then it does our district no good.
11 But the problem is that it backlashes on us in that
12 we have developers that come in with projects and say,
13 "Well, SCAG said" -- "SCAG's report said," and we -- we
14 have to sit there and argue and say, "We don't care what
16:24 15 SCAG said. This is what your emission inventory says.
16 This is what our attainment status is per EPA, per
17 California Air Resources Board." And it becomes a
18 problem.
19 And so my -- it's really hard for me to make -- And
16:25 20 that's why I was sent here, to understand how this
21 process worked, to understand how we're going to comment
22 and to understand that we need to be a -- in a good
23 working relationship and be proactive in this whole
24 situation. And rather than sit there and argue with
16:25 25 developers and project proponents and whatnot -- you

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16:25 1 know, we don't want that. We want something that's
2 going to work for everybody.
3 And again, I'll reemphasize, theoretically, we
4 don't have any problems with South Coast AQMD standards
16:25 5 and criteria, but they are not our standards and
6 criteria.
7 MS. KIRCHNER: Okay.
8 MR./MS. PUBLIC: It seems like you would -- a
9 normal analysis would have federal and state ambient
16:25 10 standards. And then in this case, it seems that you
11 should recognize the individual districts or, you know,
12 either the APCDs or the AQMDs within that. It seems
13 like that would be appropriate to recognize those
14 because of the jurisdictional issues. So I guess that's
16:26 15 a comment I would encourage --
16 MS. KIRCHNER: Right.
17 MR./MS. PUBLIC: -- the EIR to address it in that
18 fashion.
19 MR./MS. PUBLIC: Thank you.
16:26 20 MS. KIRCHNER: Thank you.
21 MR./MS. PUBLIC: You know, in the past, SCAG's
22 RTP -- they had a constrained RTP -- unconstrained. And
23 if I recall -- I don't know if you're doing it that way
24 this time, but is environmental document -- just look at
16:26 25 the constraint.

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16:26 1 MR. AMATYA: Constraint.
2 MR./MS. PUBLIC: That's the one that's -- the one
3 that you're looking at being implemented by the --
4 MR. AMATYA: Right, unconstrained plan is just a
16:26 5 wish list, basically.
6 MR./MS. PUBLIC: Yeah. Okay.
7 MR. AMATYA: Doesn't have funding associated with
8 it, and so we don't evaluate that on the impact --
9 MR./MS. PUBLIC: And you are prudent
16:27 10 (intelligible).
11 MR. AMATYA: Well, we'll -- we believe -- I mean,
12 there's -- we always have greater need than we have
13 resources to pay for. So we will, you know, identify
14 needs that will not be met within the fiscal
16:27 15 constraints.
16 MR./MS. PUBLIC: With regards to the alternatives,
17 the environmentally superior alternative, you emphasized
18 AB 32, but that's just sort of a -- you know, important
19 but smaller component of, you know, criteria.
16:27 20 Pollutant, you know, compliance. So air quality will be
21 one of the standards of determining the superiority of
22 that alternative.
23 What about sort of traffic flow and things like
24 that and the -- It seems like that would have a greater
16:28 25 emphasis on mass transit, transit-oriented development,

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16:28 1 those kinds of things that reduce VMT production.
2 Do you see -- Has the alternative been fleshed out
3 enough to know what -- how it's --
4 MS. KIRCHNER: I think the way that it's headed,
16:28 5 the way we've been talking about it, is there will be
6 one alternative that is not quite going so far as to be
7 carbon neutral and showing you -- you all what it would
8 take to get you there, but going pretty far in terms of
9 getting in that direction.
16:28 10 Land use will definitely be a big part of it, TODs,
11 I would imagine, would be a big part of strategy to get
12 you that air quality benefit.
13 MR./MS. PUBLIC: But it's not just going to be
14 greenhouse-gas-driven as the number one criteria on
16:28 15 environmental superiority, I hope. I mean, you know,
16 it's kind of a surrogate, but it's really not even a
17 criteria pollutant, and it's not mandated under Clean
18 Air Act or anything else. It's a consideration given,
19 you know, sort of the circumstances with AB 32, but
16:29 20 still doesn't seem like that should totally drive the
21 whole alternative.
22 MS. KIRCHNER: Right.
23 MR./MS. PUBLIC: It's kind of an integrated
24 approach, and that's one of the by-products of reducing
16:29 25 the GHG but reducing the other criteria pollutants.

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16:29 1 Better mobility, reduced vehicle miles traveled, those
2 kinds of things.
3 MS. KIRCHNER: One of the ways that we've been
4 thinking about it was it's this really enhanced Compass
16:29 5 alternative. So it has all of those land use
6 strategies.
7 MR./MS. PUBLIC: Super Compass.
8 MS. KIRCHNER: Right. There have been a bunch of
9 names tossed around about it, but essentially --
16:29 10 MR./MS. PUBLIC: Some you can repeat and some you
11 can't, probably.
12 MS. KIRCHNER: But that's kind of the direction
13 that we were headed with that.
14 MR./MS. PUBLIC: Makes sense.
16:30 15 MR./MS. PUBLIC: I had a question. This is partly
16 related to the RTP/RCP and then the environmental.
17 Are you guys going to be putting any of the
18 information -- like breaking it down further into like
19 subregional stuff? Because a lot of us have very
16:30 20 different, unique situations in our -- Inland Empire is
21 different than Ventura, and L.A.'s different than, you
22 know, all this.
23 So for some of us like out in the Inland Empire, we
24 have unique issues that would need to be addressed
16:30 25 differently than some of the other regions. So either

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16:30 1 in the plans, or in the EIR, either way.
2 MS. KIRCHNER: For the EIR, we've talked about
3 looking at things at the county level. We haven't
4 decided if we're going to go all the way to the
16:30 5 subregional level. It would probably depend on what the
6 RTP staff plans to do.
7 MR. AMATYA: Well, from the plan standpoint,
8 ultimately what it really boils down to is a list of
9 projects, list of projects that -- that we collectively
16:31 10 agree. That is what is -- our vision for transportation
11 is and the list of projects will identify, and we'll be
12 able to sort the list by subregions, by county, you
13 know, whatever -- necessary.
14 Now, it's -- the other aggregated data is the
16:31 15 issue. At what level are we going to put that
16 information out? Typically, for the growth forecast, I
17 believe we put outgrowth forecast at the county level.
18 MR./MS. PUBLIC: Okay.
19 MR. AMATYA: That doesn't mean that if we need it,
16:31 20 we -- we won't be able -- because ultimately, again, the
21 analysis -- the basic analysis unit for the Regional
22 Transportation Plan is what we call our -- our traffic
23 analysis zone, or TAZs.
24 And so, you know, we -- we would be able to
16:31 25 aggregate -- aggregate to whatever higher levels, but

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16:31 1 there are a lot of implications putting out data, you
2 know, because we are proposing policies from a regional
3 standpoint.
4 MR./MS. PUBLIC: Yeah, I understand it's regional,
16:32 5 but just in some cases, the environmental impacts to --
6 and I know it's a program. So it's not, you know -- But
7 some of the environmental impacts will be substantially
8 different for one area versus another, depending on how
9 things are implemented, but just even knowing that it's
16:32 10 coming down to the county level, that's helpful.
11 MR./MS. PUBLIC: Will the RTP anticipate now
12 transportation corridors like the High Desert Corridor
13 and --
14 MR. AMATYA: Well, that's -- you bring up a good
16:32 15 point. High Desert Corridor was identified in the last
16 plan as one of the out -- unconstrained -- part of the
17 unconstrained project. But right now, there's a lot of
18 interest in trying to find the funding necessary to
19 include the High Desert Corridor as part of the
16:32 20 constrained plan.
21 I can't tell you which way it's going to go, but
22 it's -- it's one of the corridors that's getting a lot
23 of attention.
24 MR./MS. PUBLIC: That's what makes a difference if
16:33 25 it's within the financial --

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16:33 1 MR./MS. PUBLIC: Constrained versus "un."
2 MR./MS. PUBLIC: And that depends also what they
3 come up with, their financial --
4 MR. AMATYA: Funding plan?
16:33 5 MR./MS. PUBLIC: -- funding plan -- yeah -- which I
6 don't know what you think about that at this point.
7 MR. AMATYA: Well, the -- we've done the
8 preliminary analysis of what we think our revenue will
9 be if we simply relied on existing and known sources
16:33 10 and, you know, on our -- based on our projected growth
11 forecasts and what have you. And we call that baseline
12 revenue forecast.
13 And at this point, our preliminary analysis is that
14 our baseline revenue forecast for the entire six-county
16:34 15 region is going to be about 230, $240 billion over the
16 plan period, again, based on the current dollars.
17 And we're also finding out that our needs in terms
18 of maintaining our systems, both our public
19 transportation system, rails, buses, as well as keeping
16:34 20 up with our highway systems and also implementing
21 projects that are already committed in our -- in our
22 programming documents, the typ- -- the typ- -- the
23 typ- -- when you add all of that, it's pretty much close
24 to what we think the available revenue would be.
16:34 25 So it's -- we're going to need additional funding

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16:34 1 sources to be able to implement projects that are beyond
2 what is already committed in the plan.
3 MR./MS. PUBLIC: Well, might that not fit in with
4 an environmentally superior alternative in terms of, you
16:34 5 know, thinking outside the box in terms of revenue
6 source? I mean, more privatization, toll roads, demand
7 travel.
8 MR. AMATYA: Which is what environmentally superior
9 alternative is -- is an alternative that we're trying to
16:35 10 push the envelope, basically, in terms of -- of growth,
11 you know, and -- and supporting transportation
12 improvement projects that would complement the growth.
13 The question is, will we have the funds? Will we
14 have the wherewithal, the means to be able to achieve
16:35 15 that --
16 MR./MS. PUBLIC: But looking at different --
17 MR. AMATYA: Sure.
18 MR./MS. PUBLIC: -- revenue sources like
19 surcharges, you know. You go to the movies, you pay
16:35 20 5 cents or something extra, but, you know, some creative
21 thinking like that in terms of revenue streams to help
22 support other than the traditional.
23 MR. AMATYA: Right. And we are looking into those
24 opportunities also.
16:35 25 MR./MS. PUBLIC: Privatized mass transit, those

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16:35 1 kinds of things.
2 MR. AMATYA: Good points.
3 MR./MS. PUBLIC: One more question: Does your
4 environmentally superior alternative require technology
16:36 5 that's not available today be developed, or is this
6 attainable without further development of technology?
7 MS. KIRCHNER: We haven't gotten that far in
8 deciding what's actually going to be included in it.
9 MR./MS. PUBLIC: You're looking at a reduction of
16:36 10 things. So it -- is it out there? It's not used, is it
11 something that needs to be developed?
12 MS. KIRCHNER: These are all things to consider,
13 but we haven't gotten that far.
14 MR./MS. PUBLIC: When do you expect the draft EIR
16:36 15 to be out?
16 MS. KIRCHNER: Well, it depends on when the RCP
17 comes out. It should follow a month or two after the
18 draft of the RTP and the RCP are both released. So
19 it'll be late -- probably late this year, December,
16:37 20 maybe January next year.
21 MR./MS. PUBLIC: Maybe you ought to use, you know,
22 selection criteria that improve the grades on the state
23 of the region. Just a suggestion.
24 MS. KIRCHNER: Yeah.
16:37 25 MR./MS. PUBLIC: Once the draft goes out, what are

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16:37 1 you looking at as the public participation strategy that
2 you'll be using for --
3 MS. KIRCHNER: For the EIR specifically?
4 MR./MS. PUBLIC: Uh-huh.
16:37 5 MS. KIRCHNER: Well, we don't have anything planned
6 other than a comment period. I know RTP and RCP staff
7 plan to go and do a lot of public outreach during that
8 time once they release the draft. So we can certainly
9 be available to take comments for the EIR at that time
16:38 10 as well.
11 MR./MS. PUBLIC: But how are they -- Are they going
12 to go to subregions or to certain -- or do you know?
13 MS. KIRCHNER: I don't --
14 MR. AMATYA: Yeah, we've been going to the
16:38 15 subregions as opportunities arises, and we will try and
16 fully take advantage of our subregional structure,
17 obviously. And in addition to that, again, we will have
18 new workshops similar to this one.
19 MR./MS. PUBLIC: Do you anticipate doing those,
16:38 20 like using the -- you know, the COGs as a forum?
21 I think you get some good input by people attending
22 the COG meetings from the subregional standpoint.
23 MR. AMATYA: Right. We will go to the COG
24 meetings, whether it's the COG board or the COG
16:38 25 committees, transportation committees, and we will take

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16:38 1 advantage of those meetings as much as we can.
2 MS. KIRCHNER: Well, thank you very much for
3 coming. We definitely appreciate all of the input. If
4 you have additional comments, you can leave them with
16:39 5 the court reporter or with me. Or if you want -- I have
6 business cards that I can give you if you want, and we
7 can follow up. Thank you very much.
8 MR./MS. PUBLIC: And the website's like interactive
9 now? You can make comments online?
16:39 10 MS. KIRCHNER: You can submit comments on the EIR
11 online as well. So if you go to the home page, you'll
12 see the NOP, and then there's a button there where you
13 can submit your comments there as well.
14 MR./MS. PUBLIC: Okay, great. Thanks.
16:39 15 MR. AMATYA: Thank you very much.
16 (The proceedings concluded at 4:39 p.m.)
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1 STATE OF CALIFORNIA) ss
2
3 I, Mary K. Medley, CSR 9557, do hereby declare:
4
5 That the above foregoing sixty-three (63) pages
6 contain a full, true and correct transcription of the
7 proceedings.
8
9 I further declare that I have no interest in the
10 event of the action.
11
12 I declare under penalty of perjury under the laws
13 of the State of California that the foregoing is true
14 and correct.
15
16 WITNESS my hand this _____ day of
17 _____, _____.
18
19
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21
22
23
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25

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Transcript of Proceedings

SO. CA. ASSOCIATION OF GOVERNMENTS RTP & RCP WORKSHOP AND PEIR SCOPING MEETING

Taken On
July 25, 2007

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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
RTP AND RCP WORKSHOP AND PEIR SCOPING MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS, taken at 818 West 7th Street, Los Angeles, California, at 3:03 p.m., on Wednesday, July 25, 2007, before Mary K. Medley, CSR 9557.

Hutchings Number 165223-NO

SPEAKERS:

NARESH AMATYA, Transportation Program Manager II
DOUG KIM, SCAG Consultant
WENDY LOCKWOOD, SCAG Consultant

LOS ANGELES, CALIFORNIA; WEDNESDAY, JULY 25, 2007
3:03 P.M.

MR. AMATYA: Good afternoon, everybody. Can you
15:03 hear me okay?
Thank you for coming to this workshop. This is the workshop of RTP, RCP and the scoping meeting for PEIR for the RTP, RCP. I'd like to welcome you again, appreciate you taking the time to come to this meeting.
15:03 It's an important workshop.
My name is Naresh Amatya, and I'm the program manager for Regional Transportation Plan here at SCAG.
Just a few quick things up front. Those of you who are in the back are welcome to join up in the front.
15:04 We've got plenty of seats up here. Please make yourself -- There is microphones, so we will have questions, comments, we can hear you well.
There is a sign-in sheet that will be going around. Appreciate if you could sign in and appreciate when you
15:04 comment, appreciate it if you could just quickly, briefly state your name and organization that you're associated with so we have that in the record.
We have coffee, water in the back. We do have an interpreter for -- Spanish interpreter for those of you
15:04 who will need language assistance. We also have a court

15:04 reporter to take all of your proceedings in writing.
What I'd like to do today is to tell you briefly about SCAG, some of the planning initiatives that SCAG is taking, focusing on the transportation side.
15:05 I'll be followed by Doug Kim, who is our consultant for the RCP, the Regional Comprehensive Plan. He will be walking you through our efforts on the Regional Comprehensive Plan.
And after that, we'll take a little break, and
15:05 we'll then go into discussing the scoping on PEIR itself. I have a few slides. I'm going to run quickly through the slides, and hopefully we can spend more time, dialogue with discussions and comments and so forth.
15:05 Well, very briefly, SCAG is the metropolitan organization, is the largest council of governments in the U.S. We're made up of six counties, 187 cities. We have 14 subregions within the six counties.
One of our biggest issues, obviously, is the
15:06 growth. Many of you may have read recently newspaper articles that stated that California's population is going to more than double by 2050. We agree with that. Our own estimate is that by 2030, we believe the population of this region is going to increase from
15:06 18 million to 24 million. We, obviously, have the most

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15:06 1 congested region for the -- been the most congested
2 region for the past two decades.
3 Most of you, I believe, are familiar with our
4 issues relative to freight emissions causing a health
15:06 5 crisis. Growth also puts a lot of demand on open space,
6 on affordable housing, on waste management, water
7 supply, energy and transportation infrastructure.
8 I'd like to talk to you a little bit about -- give
9 you a little bit about facts of what these issues are.
15:07 10 If you look at this chart (indicating), what this chart
11 is telling you is that in the next 25 years or so, our
12 VMT, or demand on our transportation system, is going to
13 increase by 36 percent, but our freeway lanes is going
14 to increase only by 2 percent.
15:07 15 Our cargo through our ports is expected to triple
16 in the next 20-plus years. Demand on your
17 aviation/airports is also going to be dramatic.
18 Currently our region serves about 88 million annual
19 passengers, and we expect that to double in the next
15:08 20 20-plus years. Our cargo -- air cargo volume also is
21 expected to double in that time frame.
22 So the big question is, how do we accommodate all
23 this growth by maintaining or improving mobility,
24 economic prosperity and quality of life while sustaining
15:08 25 our very quality of life in this region?

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15:08 1 We believe we can do that through a vision for how
2 to -- how do we want to grow and developing plans with
3 measurable goals and objectives. And that's what we
4 want to talk a little bit about -- and plans that are
15:08 5 financially viable plans that we can actually implement
6 within the time frame that we need to.
7 So our plans address environmental and resource
8 conservation issues, it addresses land use and housing
9 issues, and it addresses transportation project
15:08 10 implementation issues. Our primary planning initiatives
11 in SCAG include Regional Comprehensive Plan, which we're
12 going to talk to you about a little bit later; Compass
13 Blueprint, which is primarily our growth-visioning
14 program; and the Regional Transportation Plan.
15:09 15 Today I want to talk to you a little bit more about
16 the Regional Transportation Plan itself. Regional
17 Transportation Plan is a long-range plan. It is a
18 vision for our transportation system in the long haul,
19 and it provides the framework for investing in our
15:09 20 transportation system in this period. It's an
21 action-oriented plan. It looks into the future, into
22 25, 30 years time horizon. Horizon for the next plan
23 update is 2035.
24 The challenges we face as we move forward with
15:10 25 developing this plan is that, obviously, there is a lot

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15:10 1 of constraint in our resources and our ability to add
2 new capacity in the conventional way by widening
3 freeways or what have you.
4 We're going to have to look into even things like,
15:10 5 you know, double-decking freeways to get the
6 capacity -- this kind of gives you a feel for what that
7 might look like (indicating) -- and add a lot more
8 transit services as part of our strategy.
9 And we're also going to have to look at again
15:10 10 extreme -- what used to be considered extreme measures,
11 such as tunneling through some of the barriers that we
12 have to provide the connection through.
13 And the cost of doing all this is doesn't come
14 cheap either. There was an article in the L.A. Times
15:10 15 about the total cost of accomplishing the major
16 transportation improvements in this region at about
17 $140 billion. Mind you, that this is the total need,
18 not -- this doesn't take into account the cost it takes
19 on a year-to-year basis in maintaining/operating our
15:11 20 system, both our public transportation and highway
21 system. So the real cost is much higher than this.
22 Some of the mega projects that -- Again, I want to
23 make sure that you understand that today I'm here to
24 talk not so much about the solution, but I want to
15:11 25 talk -- I'm primarily here to talk about the issues and,

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15:11 1 you know, potential solutions.
2 And we want to hear from you whether or not we're
3 going in the right direction or you feel that there are
4 certain areas that we need to be exploring more. That's
15:11 5 the kind of feedback that I'm hoping to get from you
6 today.
7 And so some of the projects that we've been looking
8 at -- truck lanes, dedicated truck lanes, for example --
9 to address some of our goods movement needs along 710,
15:12 10 60, I-15, there's a lot of work currently being
11 undertaken at multiple levels to look at these
12 variations.
13 Again, this is one of those projects that was in
14 the -- that is in the current plan. We are validating
15:12 15 this currently and looking at it as its feasibility.
16 There is the 710 gap closure tunnel that also is
17 being talked about a lot in the region. There is the
18 tunnel idea connecting Palmdale-Glendale area with --
19 along the I-14. There is the Cajalco Tunnel that
15:12 20 connects Orange County and Riverside County. There's
21 the High Desert Corridor that connects Northern
22 L.A. County with Northern San Bernardino County. There
23 is the Cajalco Expressway itself that connects
24 Orange County with Riverside County. And there are
15:13 25 proposals to extend the existing 241 toll road in South

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15:13 1 Orange County.
2 Again, you know, these are some of the projects
3 that are pretty big that we're having to review and
4 evaluate as we move forward with developing the plan.
15:13 5 The big question is, do we have money to pay for
6 all this? And right now, we've done some preliminary
7 analysis on what our funding availability is going to be
8 if we simply relied on existing funding sources and what
9 our cost is going to be to fulfill the existing
15:13 10 commitments, and we're finding out that we're not going
11 to have a whole lot of additional funding to pursue
12 these projects.
13 So how are we going to pay for all this? We're
14 going to have to make some very tough choices. We're
15:13 15 going to have to look into, again, user fee/toll road
16 type of facilities. We're going to have to look at
17 sales tax hikes as needed, as may be necessary.
18 Increasing gas tax is another idea that we may have to
19 look into.
15:14 20 Second problem we face, again, is the air quality
21 crisis which really is a health -- is a health crisis.
22 As you all may have heard, these are -- particulate
23 matter that results in PM2.5 is seriously an issue in
24 this region as portrayed by this chart (indicating).
15:14 25 Our -- The container traffic through our ports,

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15:14 1 Port of Los Angeles, Port of Long Beach, it handles
2 approximately 40 percent of the nation's trade. That's
3 a huge, huge traffic for our ports. That is -- That
4 contributes to the issues that I talked about.
15:15 5 The exposure due to PM2.5 -- 52 percent of the
6 exposure due to PM2.5 within this entire country is
7 located within this region. So it's a huge challenge.
8 ARB has put out a report that puts at, for example,
9 premature deaths annually attributable to our air
15:15 10 quality issues at 5400, 140,000 children with asthma,
11 980,000 lost workdays.
12 If we don't reduce PM2.5 pollutants to the national
13 standard by 2014, the health crisis will continue. And
14 not only that, we will also be challenged in terms of
15:15 15 meeting our obligation in terms of air quality
16 attainment by 2014.
17 So we need to -- Again, we need bold initiatives.
18 We cannot meet the air quality standards with the
19 current goods movement system moving forward. If we did
15:16 20 nothing, we're not going to meet our air quality
21 standards.
22 The landside capacity of our goods movement system
23 is not going to be enough to handle future growth in
24 our -- in our goods movement traffic. And if we -- And
15:16 25 we, obviously, need capacity enhancement on our goods

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15:16 1 moving system, but in order to be able to implement
2 those goods capacity problems, we're going to have to
3 address the air quality issues.
4 One of the ideas that we are looking at
15:16 5 currently -- there are several of them that we're
6 looking at in terms of, again, addressing the air
7 quality, emissions, related goods movement, is to, one,
8 possibly electrify some of our existing -- some of our
9 heavy travel -- heavily utilized rail system.
15:16 10 Another idea is to introduce cleaner engines,
11 so-called TR3 and TR4 engines, earlier than they're
12 currently scheduled to be introduced.
13 So where are we right now in terms of plan
14 development? Currently, we are taking input from all
15:17 15 the counties. We're looking at their long-range plans.
16 We're getting feedback on the respective projects in
17 each of the counties, and we're evaluating them. We're
18 developing alternatives based on those inputs, and
19 we're -- we're utilizing our travel demand model. We're
15:17 20 looking at the comparative benefits of each of those
21 alternatives.
22 We're also looking at addressing connectivity and
23 compatibility issues, different modes and different
24 systems.
15:17 25 We're also in the process of, again, collecting

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15:17 1 input and collaborating with partners at all levels,
2 local, state, federal, community. Our goal is to put
3 out a draft RTP for public review and comments by
4 October -- by the end of October of this year. And our
15:18 5 goal is to adopt a conforming plan by the -- February of
6 2008.
7 And this works -- is partly again -- is, again,
8 part of our process of gathering input as the plan moves
9 forward.
15:18 10 That, basically, ends my portion of the
11 presentation. I'm going to hand it over to Doug, who is
12 going to talk about our efforts on the Regional
13 Comprehensive Plan. And after that, we'll open up for
14 questions, comments, input.
15:18 15 Thank you.
16 MR. KIM: Thanks.
17 Naresh gave you a really good overview about
18 Regional Transportation Plan. For most of you who have
19 been in the Southern California region for a while, you
15:19 20 know that this is part of SCAG's bread and butter. It's
21 a federally mandated plan, and there's a process that
22 has been in place for some time.
23 Want to switch gears now and talk about another
24 planning initiative here at SCAG, which has not been a
15:19 25 cornerstone of SCAG's planning efforts in the past, but

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15:19 1 will be in the future. It's what we call the Regional
2 Comprehensive Plan. And for lack of a better term, it's
3 a general plan for six counties, the same six counties
4 that Naresh just talked about.
15:19 5 So like your own local general plans, we talk about
6 nine chapters that sort of define public policy, ranging
7 from things like land use, open space, transportation.
8 These are core kinds of areas that cities often look at.
9 But in addition to that, we look at other areas of
15:19 10 interest. For example, security and emergency
11 preparedness in this post 9-11 environment is a focus
12 for us in this regional plan, and economy is another
13 area that we're looking at.
14 As you can see by the tag line here, the notion of
15:20 15 this general plan for the region, so to help local
16 governments implement policies that will move us towards
17 a sustainable future as a region.
18 So let's talk a little bit about what that means.
19 RCP looks at that same 30-year window that Naresh just
15:20 20 talked about through the year 2035 and says we've got a
21 boatload of growth coming. We need to address not only
22 transportation infrastructure but infrastructure when it
23 comes to water supply, open space, so on and so forth.
24 Again, all the areas that you typically look at in a
15:20 25 general plan. And more importantly, we need to look at

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15:20 1 all of the infrastructure needs for the region in an
2 integrated way.
3 Like a lot of initiatives here at SCAG, it builds
4 off the smart growth initiative; that is, the SCAG
15:20 5 2 percent strategy. So what you're going to see in this
6 RCP is we take that smart growth strategy and weave it
7 into different kinds of resource planning, whether it's
8 open space, water quality and so forth.
9 A big focus of this plan is to try to look at the
15:21 10 next 30 years where we anticipate a lot of changes in
11 our world and try to wrap our arms around what it would
12 take to achieve some sustainability and balance in the
13 areas of water quality, the economy and so forth.
14 And we do that by trying to identify some
15:21 15 measurable objectives, some metrics that we can use to
16 determine whether or not, when we get to the finish
17 line, we can claim success. And more importantly along
18 the way, whether we can identify milestones and say
19 we're on the right track as a region and to finally
15:21 20 getting a handle on, let's say, the solid waste issue.
21 This is the same map that Naresh showed you earlier
22 (indicating). The point that I want to make here is
23 that we're talking about 187 cities in the SCAG region.
24 And as a country, we'd be the 15th largest economy in
15:22 25 the world.

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15:22 1 So we are sort of a sizable player, not only within
2 the nation but within the world. And that's going to be
3 a point that I'm going to emphasize in just a moment.
4 All right.
15:22 5 So here's a couple slides that talk about why we're
6 doing this Regional Comprehensive Plan (indicating).
7 And I'll start off by just answering a question that we
8 often get, which is, is this mandated by the federal,
9 state or other type of government? And the answer is
15:22 10 no.
11 We're going to -- There are a number of reasons.
12 Number one is, as a regional MPO and a council of
13 governments, we do try to look long-term at the kind of
14 infrastructure needs that we're going to need as a
15:22 15 region and work with the 187 cities that represent SCAG
16 to try to implement local policies that are aiming for a
17 regional outcome, a regional goal.
18 Achieving this kind of regional sustainability does
19 not come easy, as you'll see in the latter part of this
15:23 20 presentation. So we need to really size up what the
21 challenges are going to be over the next 30 years, again
22 wrap our arms around what it would take to achieve
23 sustainability, to basically attain three different
24 goals that define what we're trying to do here.
15:23 25 One, conserve our natural resources. Two, do it

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15:23 1 without coming at the expense of our regional economy.
2 And, three, improve quality of life and address some of
3 the mobility needs of our region and livability as well.
4 So moving beyond that sort of overview about why
15:23 5 it's a good idea to do a Regional Comprehensive Plan,
6 let's talk about some more tangible reasons why a good
7 general plan for the region is a good idea right now.
8 Number one, the federal transportation bill --
9 SAFETEA-LU -- a couple years ago required regions and
15:24 10 MPOs like SCAG to better integrate environmental issues
11 and public consultation into the transportation planning
12 process.
13 So, basically, said when you develop an RTP, work
14 more closely with conservation organizations. Let's do
15:24 15 a better job at addressing the environmental impacts of
16 transportation projects.
17 This kind of integrated planning does just that.
18 It works the RTP into a more holistic planning approach.
19 Secondly, federal law says, "SCAG, you're tasked
15:24 20 with what's doing intergovernmental review," which is a
21 fancy way of saying that when cities update their
22 general plans and when cities are looking to do
23 environmental analyses of major developmental projects,
24 SCAG has a responsibility for taking a look and
15:24 25 commenting as a regional agency on the kinds of things

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15:24 1 that it thinks you ought to be looking at as a local
2 government.
3 Historically, SCAG has offered as much input and
4 assistance as they could. We're taking this document
15:25 5 and using it as a rule book for the kinds of policies,
6 the good kind of planning ideas that we think should be
7 integrated into your general plans when they're updated
8 and to your local projects when they're being considered
9 for approval.
15:25 10 Finally, you all know that the voters of California
11 approved several billion dollars in bonds last year.
12 Some of that money is still up for grabs. And what the
13 State has said, that a lot of that money will be
14 allocated through the legislative process. And in the
15:25 15 State's view, money should be allocated to regions based
16 on whether or not they have a clue on how to spend that
17 money.
18 So they're really emphasizing what we call regional
19 blueprint plans which say, "If you give us money for
15:25 20 transportation or parks" -- "for parks bonds, we'll
21 spend that money wisely. And here's a blueprint.
22 Here's a comprehensive plan that lays out the kind of
23 priorities that will assure that the public's money is
24 well spent."
15:26 25 On that point, if we were a successful RCP, what it

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15:26 1 can do ultimately is help local governments devise
2 projects that compete best for bond money as the State
3 begins to figure out how it wants to allocate that over
4 the next year or two.
15:26 5 So we believe that your local projects, whether
6 they be transportation- or housing- or parks-related,
7 ought to get consideration for bond funding if they're
8 consistent with the RCP, with the six-county general
9 plans. So any projects that you have that do a good job
15:26 10 at conserving energy, doing a good job of reducing
11 vehicle miles traveled, should be eligible for bond
12 funding from the State and from the federal government,
13 for that matter.
14 But beyond that, what we think is that local
15:27 15 projects that go a step beyond that and maximize the
16 bang you get for your buck by providing multiple
17 benefits in other areas ought to rise to the top of the
18 list. So not every transportation project will have the
19 same kind of benefits, let's say, for water quality or
15:27 20 solid waste.
21 If you as a local government devise your project
22 accordingly so it gives us, let's say, the most benefits
23 in other areas, then that kind of project should rise to
24 the top of the list. And the RCP is designed to help
15:27 25 advise cities on how to develop and design their

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15:27 1 projects so that you can compete best for state funds.
2 Now, beyond all that, there's a really important
3 reason why the RCP is a necessary planning tool for the
4 region. It does serve as an integrated resource
15:27 5 planning document, and that's important because we have
6 federal and state mandates that are coming in every day
7 that are calling for more sustainability planning.
8 Probably the best known example of that is AB 32,
9 the greenhouse gas bill. It was passed last year. It's
15:28 10 a major, major piece of legislation that I know cities
11 are starting to grapple with. It calls for major cuts
12 in greenhouse gases from us as a region and from
13 ultimately you as local governments.
14 How significant is that? Well, it says that by the
15:28 15 year 2020, we need to reduce our cumulative greenhouse
16 gas emissions back to 1990 levels. 2020 is 13 years
17 away. And that first bullet basically says that you as
18 a city, we as a region, need to cut back about
19 25 percent of the greenhouse gases that are bound to
15:28 20 occur unless we change the status quo by the year 2020.
21 Now, you all know in public policy that cutting
22 back 25 percent of anything is a tough thing. Well,
23 that's essentially what AB 32 is laying out as a
24 challenge for the region. And I think folks are just
15:29 25 starting to understand the broad implications, how

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15:29 1 profound some of those requirements could be for cities.
2 So what we're doing here with the RCP is trying to
3 take a proactive step and say, "Look, sustainability
4 planning is more than just a good idea. It is now
15:29 5 mandated by the State in many ways." And if we're going
6 to achieve that second bullet there of an 80 percent
7 reduction in greenhouse gases within about 42 years, you
8 know, imagine reducing 80 percent of anything even in
9 the long term.
15:29 10 So we're just trying to, with this RCP, take a
11 first cut at wrapping our arms around what it would take
12 to, again, create the kind of sustainability policies
13 that we think are important and are now mandated by
14 state law.
15:29 15 Let's talk a little bit about what AB 32 means for
16 us as a region. If you look at this bar chart, that
17 first bar here in the year 1990, this was the amount of
18 greenhouse gases that were produced in our region
19 (indicating). And as you can see over time, the year
15:30 20 2000, 2010, the emissions of greenhouse gases are --
21 have increased in the year 2000 are projected to
22 increase further in 2010. The line keeps going up, and
23 greenhouse gases are a good proxy for industrial
24 activity, commercial activity, basically, how well your
15:30 25 economy is doing.

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15:30 1 Well, AB 32 basically says that in the year 2020,
2 this bar here has to shrink back down to 1990 levels.
3 So we've got to look at rolling back greenhouse gas
4 emissions significantly.
15:30 5 And by the way, the take home on that is this is
6 more than just an air pollution mandate in order to get
7 those kinds of cuts in greenhouse gases. You're looking
8 at reducing the emissions from your transportation
9 system, which means ratcheting up our game on
15:31 10 transportation projects that reduce vehicle miles
11 traveled, vehicle trips and so forth.
12 We're looking at reducing the amount of pollution
13 that comes from power plants. And those power plants,
14 as we know, are there to accommodate our growing
15:31 15 population and address urban cooling needs and so forth.
16 So there's a ripple effect from AB 32 that
17 permeates all of the work that you all do at the local
18 government level, and that's why, as a region, this RCP
19 is looking at nine chapters that have some either direct
15:31 20 or indirect relationship to AB 32.
21 Okay. So with all that in mind, what is this
22 general plan? What is this RCP intending to do?
23 The vision here is to foster a region that
24 addresses the needs of the region in the future while
15:31 25 recognizing the relationship between the three things we

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15:32 1 talked about before, economic prosperity, natural
2 resource sustainability and quality of life.
3 What we're doing through the RCP is identifying
4 very measured, quantifiable, tangible outcomes that help
15:32 5 guide whether or not we're on the right track to
6 achieving success. And as such, what differentiates
7 this maybe from past kind of plans that you've seen at
8 the regional level is we try to translate these
9 big-picture goals and outcomes into an action plan that
15:32 10 lays out short-term strategies over the next four, five
11 years, along with long-term strategic things that aren't
12 easy to do but really are necessary to achieving
13 sustainability in the long run.
14 The four guiding principles that ripple through
15:32 15 everything you're going to see in the draft RCP: First
16 is improving mobility; second is fostering livability;
17 thirdly, enabling prosperity; and then fourthly,
18 promoting sustainability. And you're going to see that
19 fourth guiding principle really highlighted throughout
15:33 20 the plans and policies that come out in the draft
21 document.
22 A big key, as I said before, is taking that vision
23 that I just mentioned and those four guiding principles
24 and having that translate into specific goals which
15:33 25 define, let's say, what is a sustainable open space

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15:33 1 plan, you know, what -- what is our goal for public
2 parks that supports a sustainable region, that sustains
3 local communities.
4 It's an interesting topic because I think a lot of
15:33 5 local agencies, they talk about general plans and
6 long-term needs, but we often don't think about them in
7 terms of sustainability.
8 So one of the unique challenges that we've had with
9 this document is saying, "Okay. What is a sustainable
15:33 10 transportation system? How do you define that?" In
11 most cases when you actually try to define it, we find
12 that it's really, really difficult to achieve.
13 The next layer down on -- in terms of the hierarchy
14 of the document is to outline outcomes. And again,
15:34 15 these are the quantifiable measures that would determine
16 whether or not we're making progress toward the goals of
17 sustainability.
18 The final element of the plan -- and it's something
19 that many of your general plans do -- is to outline a
15:34 20 simple action plan. Who's going to do what on what type
21 of schedule?
22 In that action plan, we identify strategies that
23 are very doable, that are very constrained policies.
24 And you're going to see two kinds of policies in the
15:34 25 plan. Number one, SCAG shall do the following thing

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15:34 1 within its jurisdiction. Secondly, local governments
2 should consider the following policies.
3 And I just want to highlight that difference there.
4 And again, SCAG, as the lead agency, as the author of
15:34 5 this document, can tell itself what it wants to do in
6 terms of policies.
7 As local governments -- we have no control over
8 land use authority, and so the RCP will simply recommend
9 that because of the following challenges that we have,
15:35 10 local governments should consider the following set of
11 policies in the nine chapters, nine areas of public
12 policy it's talking about.
13 The final element of this action plan is to lay out
14 a bunch of initiatives that are truly strategic, that
15:35 15 are not doable today whether it's because of political
16 will, financing, funding availability, the need for
17 additional legislation and so forth.
18 And in general, these strategic initiatives are
19 really what's going to be necessary to achieve long-term
15:35 20 success with this sustainable plan. We are looking at,
21 again, a number of different areas of public policy.
22 The goal here is to identify policies that give us the
23 best bang for our buck, that try to achieve several
24 types of objectives and get us the best bang for our
15:36 25 buck.

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15:36 1 With that, I'm just going to cycle very quickly
2 through this and just mention that land use -- the land
3 use chapter is going to be an attempt to build off the
4 Compass planning work and try to further the
15:36 5 implementation of some of the smart growth ideas at the
6 local planning level. So this just gives you an idea of
7 the kinds of policies that you're going to see in the
8 draft plan.
9 Transportation, as Naresh talked about, is going to
15:36 10 be a key focus of the RCP as well. What we're going to
11 be talking about here, in addition to your more
12 conventional approach to transportation planning, which
13 is outlined in this slide here (indicating), we're going
14 to talk about what we can do in the future to enhance
15:36 15 the transportation planning process to maybe achieve
16 greater benefits and more sustainable transportation
17 system over time. That's not going to come easy, but
18 we're going to try to lay out some ideas for how we can
19 get there.
15:37 20 Open space, another critical focus of the RCP
21 because open space has a lot of secondary benefits on
22 water quality, water supply and air quality as well. So
23 these are the kind of policies that you might see in the
24 draft plan when it is released later this year.
15:37 25 Water supply, there may be no issue in public

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15:37 1 policy that's closely -- more closely tied to global
2 warming than the water supply.
3 We're all dealing with the driest year on record,
4 and some of the forecasts we've seen for a climate
15:37 5 change world are looking at up to 30 percent reductions
6 in the kind of fresh water supplies we're getting from
7 the Sierra Nevadas, which you all know is our major
8 source of water down here. So we're really looking at
9 the notion of a perpetual drought in Southern
15:38 10 California.
11 And the kind of policies that we need to initiate
12 now to get in front of the curve, whether it's better
13 watershed management or the kinds of good Best
14 Management Practices that I think a lot of local
15:38 15 governments have already begun to undertake.
16 Water quality, another issue that comes with
17 increased urbanization, we know that urban runoff is a
18 key factor in the creative water quality. So we're
19 going to be looking at Best Management Practices that
15:38 20 local governments should consider as you continue to
21 urbanize.
22 Finally, we have five other chapters that are going
23 to build off some of the planning work that's already
24 being done by SCAG, let's say, in the area of air
15:38 25 quality. But we'll be identifying some bold new

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15:38 1 policies in the areas of energy, solid waste, emergency
2 preparedness and economy as well.
3 In terms of the public process here, we're looking
4 at wrapping up our three-year RCP development process
15:39 5 later this year. This gives you just a snapshot on the
6 different task forces, conferences and different players
7 that we've outreached to over that process.
8 In terms of next steps, we're going to be spending
9 the next few months continuing to outreach to folks, as
15:39 10 we're doing today, on some of the goals, outcomes,
11 action plans that are going to make up the draft RCP.
12 The draft document will come out in fall of this
13 year, pretty much concurrently with the RTP, as Naresh
14 had mentioned, and we are looking at adoption in late
15:39 15 2007, maybe early 2008. Again, that would be concurrent
16 with the RTP.
17 On that note, the RCP is going to become a regular
18 part of the planning work that's done here at SCAG. So
19 every time you see an RTP being updated, you'll see the
15:39 20 RCP being updated as well. They're going to be
21 companion planning documents that are going to be on a
22 regular four-year cycle.
23 The -- We have a good resource, an RCP home page at
24 this address here. Encourage you to keep up to date
15:40 25 with the work that's going on with the RCP. We'll

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15:40 1 notify all of you when the draft RCP is slated for
2 release sometime later this fall.
3 We also have a hotline for those of you that don't
4 have a computer connection, and that number can be
15:40 5 accessed for basic information on the RCP.
6 Anyway, with that, that wraps up our overview of
7 the RCP, and we'll throw it open for questions and
8 answers.
9 MR. AMATYA: Thank you, Doug.
15:40 10 Again, the purpose of today's workshop is really to
11 hear from you on all the big issues that we laid out.
12 Issues in terms of growth, you know, some of the things
13 that I talked about in terms of goods movement
14 challenges, air quality challenges, the fiscal
15:41 15 constraint aspects, the RCP. Welcome any and all input
16 that you would have at this point.
17 Yes, sir.
18 MR. GRIFFIN: I have about five areas. You touched
19 on a number -- You mentioned nine areas. I'd like to
15:41 20 touch on a number of them.
21 Let me start with AB 32, which is the air
22 quality-carbon dioxide generation primarily, and you
23 went -- in your opening remarks, you did not refer to
24 that, but yet I think that's a major thing, like, on the
15:41 25 front page of the Orange County Register.

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15:41 1 57 years ago we were exploding atomic bombs above
2 ground in Nevada and having our marines witness it and
3 then run up to the center of the detonation place and
4 get exposed to radiation, which we subsequently learned
15:41 5 was very dangerous.
6 We subsequently have learned that tobacco, for
7 instance, is dangerous and causes cancer. And we've
8 learned that asbestos -- These are major things that
9 affected our economy drastically, are the --
15:42 10 We also built the atomic nuclear fusion power
11 plants, which we now have outlawed because we didn't
12 figure out how to handle the waste from these power
13 plants. France figured out how to do that.
14 We paid Russia to take the -- take the waste and
15:42 15 bury it in Siberia, and they did that all during the
16 Cold War, but that's a nonrealistic thing.
17 So I think we need to address the carbon dioxide,
18 and it will have a major impact on transportation, which
19 is another area of your speech, and that primarily is
15:42 20 the automobile and the train.
21 Now, you mentioned about that you're going to an
22 electric -- make the trains electric. It looks like
23 there's a goal to do that.
24 And what was not mentioned, however, is the
15:43 25 milestone watershed change in the automotive industry,

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15:43 1 in the electrification of using batteries and plug-in --
2 plug-and-go, so-called, and that's based on the new
3 develop of batteries.
4 In other words, there probably are billions of cell
15:43 5 phones and laptop computers which utilize a new battery
6 which can be recharged and recharged and recharged, and
7 you can drain the power from it.
8 And so now they're kind of -- the industry is
9 planning to use 2- or 3,000 of those in a package for
15:43 10 automobiles, and that -- that Ford and General Motors
11 and the major manufacturer in China is going to now
12 manufacture cars that will give you a hundred-mile range
13 on the batteries of these types that are used and have
14 been developed for the laptop computers.
15:44 15 They went through a development program where they
16 caught fire, and you had to change the electrodes to
17 iron so that they wouldn't do that. But the -- So
18 there's going -- And so there's retooling in that
19 industry.
15:44 20 And so you can say that, granted, it is not going
21 to happen overnight, but it's going to happen. Like the
22 catalytic converter where -- and taking lead out of the
23 gasoline. You're going to go to a battery-operated car
24 for primarily utilization in this region, and if you go
15:44 25 outside the region, you'll have a fuel cell, a hydrogen

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15:44 1 fuel cell.
2 Now that brings up -- the next question is, where
3 do you get the electrical power to charge the batteries
4 and to create the hydrogen that will be utilized in the
15:44 5 hydrogen fuel cell generator?
6 Now, the way to do that -- because 57 years ago
7 I -- my -- I, again, come into my life experience,
8 worked for 34 years in the aircraft industry for -- and
9 ended up with Douglas and started there in '57. Before
15:45 10 I started '52, but in '57 we were instrumenting
11 airplanes to witness the atomic bombs that were on the
12 front pages today.
13 And also we did experiments with what was called
14 hydrogen fusion. It was the fusion -- It was the
15:45 15 hydrogen bomb which utilized a fusion -- fission bomb to
16 cause that to be compressed into helium and hydrogen.
17 And so now we conducted experiments starting in '57, and
18 the Russians kind of started us on that of compressing
19 the hydrogen into helium and creating in a sustained
15:45 20 manner the power which we now need.
21 And Princeton carried that on and in their sixth
22 generation of a hydrogen fusion reactor, whereby the
23 fusion reaction is contained in a magnetic field.
24 And then the University of California Irvine has a
15:46 25 program, along with Texas A&M, where they are utilizing

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15:46 1 a linear magnetic field, where it will be more like a
2 jet engine where you put the hydrogen in and compress it
3 with the magnetic fuel, that you get the helium out of
4 it as an explosion or under pressure which -- which you
15:46 5 have charged particles to generate the electricity by --
6 like a transformer and also to drive turbines.
7 And so that hydrogen fusion energy, which is being
8 now matured just like the batteries for the automobiles,
9 this is now the watershed change in our electrical power
15:46 10 generation. And it's nitrogen fusion which will be able
11 to make it possible to drive the battery cars and to
12 drive the electric trains and to produce the hydrogen
13 for long-term hydrogen fuel cell transportation power.
14 But you also have the capability, then, of that
15:47 15 electrical power producing clean water from the ocean
16 because that's the way you get the hydrogen that you're
17 going to fuse is that you put electrical current through
18 the ocean water and -- and, thus, you get the hydrogen
19 out of it.
15:47 20 And part of that hydrogen is heavy hydrogen, but
21 you then combine it into helium to get the power to do
22 that separation of the hydrogen from the ocean. And
23 when you recombine the hydrogen back with the oxygen in
24 the atmosphere, you get clean distilled water, which you
15:47 25 can then utilize to satisfy your hydrogen.

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15:47 1 Now, why didn't you mention any of that in your
2 plan?
3 And you talk about the word "initiative" as one of
4 the final things. Well, as a referendum and an
15:47 5 initiative, I hope that you would generate --
6 referendums are generated by the legislature.
7 Initiatives are gathered by signatures of the people.
8 And I would hope that you would initiate initiatives --
9 as the maglev trains.
15:48 10 And you did not mention maglev trains, although
11 you had that in your last SCAG RTP. And that was
12 to connect -- And you did mention in one of your
13 slides that you're going to connect multimodal things,
14 the trains, the planes. That should be this maglev.
15:48 15 How do you pay for the maglev? You pay for the
16 maglev by -- You pay for the maglev because it's
17 replacing the feeder airlines.
18 We need an airport outside of this contaminated air
19 basin. We need it in Palmdale, Victorville. The way to
15:48 20 get that is the maglev to those stations from the
21 various sections up the international highways on those
22 right-of-ways which are straight and, therefore, allow
23 them to go fast, 300 miles an hour capability, which is
24 faster than the airplanes that fly below 10,000 feet.
15:49 25 And I appreciate your listening to me. Do you have

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15:49 1 any questions?
2 STAFF PERSON: I was going to ask if you --
3 MR. GRIFFIN: My name is Charles Griffin. I'm a
4 professional control system engineer and develop/design
15:49 5 airplanes like the DC-6, DC-7, the DC-8, the DC-9, the
6 DC-10, the automatic landing system on the DC-10 and
7 then the B-2 Stealth Bomber.
8 I designed/constructed the 21 B-2 Stealth Bombers
9 and also surface-to-air guided missiles, the Nike
15:49 10 surface-to-air guided missile, the Genie, which had a
11 nuclear warhead. Worked on the fuse for that warhead.
12 And then the guidance system for the interceptors to
13 find the targets and also for guiding the missiles to
14 the targets.
15:49 15 STAFF PERSON: Thank you, Mr. Griffin.
16 MR. AMATYA: Thank you very much. Those are all
17 very good comments. I appreciate the comments.
18 In terms of our efforts from the transportation
19 standpoint, I'll take up your last comment on maglev.
15:50 20 Now, you're right, the maglev -- magnetic
21 levitation -- idea is in our current plan, and we are
22 continuing to pursue and evaluate the --
23 MR. GRIFFIN: And that -- one sentence here, and
24 that is, can be financed, and it can be financed by the
15:50 25 existing airports and the -- just like the FAA funds,

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15:50 1 the airport funds, the landing fees, the parking fees
2 all have to be used for aviation purposes. And if you
3 build this maglev to airports, then they are another
4 feeder like a feeder airline controlled by the FAA, and
15:50 5 the vehicles are then operated by the airlines.
6 MR. AMATYA: And we are trying to assess again the
7 funding feasibility. Looking at all the possible angles
8 of potentially -- potentially materializing the
9 implementation of a maglev system.
15:50 10 Again, I want to emphasize that today my focus is
11 not really to talk about the plan. I want more hear- --
12 I'm glad I'm hearing from you on some of the issues that
13 you would like us to explore, and we'll certainly take
14 your comment.
15:51 15 We will then go back and again, you know, try as
16 best as we can to -- to explore the issues and put the
17 issues through our processes and -- and, you know,
18 integrate it into the planning process. And eventually
19 we'll come back to you with the plan itself, and you'll
15:51 20 have further additional opportunities at that point to
21 comment on the plan itself. So, again, I appreciate
22 your comment.
23 And I don't know if Doug has anything he wants to
24 add.
15:51 25 DR. HART: I'll make a comment. My name is

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15:51 1 Dr. Phillip Hart. I'm the executive director of the
2 Urban Land Institute in Los Angeles, member of the
3 2 percent Compass committee.
4 I think the gentleman's comments in relationship to
15:52 5 the history lesson he gave us as to various technologies
6 and their impact on development and society are
7 important to bear in mind.
8 My question relates to the RCP and the RTP. You
9 made reference to updating them concurrently every four
15:52 10 years. I wonder if you could elaborate on that a little
11 bit in terms of both the process of updating it and how
12 they operate as parallel documents in -- in informing us
13 as we try to address some of the issues that you've
14 identified and then how they interrelate as to their
15:52 15 respective goals and objectives and measurable outcomes
16 as two separate documents.
17 MR. AMATYA: Sure. I'll answer from the RTP
18 standpoint.
19 There is a law that requires the Regional
15:53 20 Transportation Plan to be updated every four years. It
21 used to be every three years. The new transportation
22 bill, SAFETEA-LU, allows us to update every four years.
23 And what an update means is really looking at all
24 the aspects of the plan and evaluating it as to, you
15:53 25 know, what needs to be really brought to -- current in

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15:53 1 terms of information, in terms of analysis and so forth.
2 I mean, I'll give you an example. It's a dynamic,
3 living document in that our project costs -- part of
4 what Regional Transportation Plan is it identifies
15:53 5 projects, tells what you -- it's going to cost to build
6 the projects, tells you what the time frame is to build
7 the projects.
8 These things change over time because the cost
9 escalation, you know, the planning -- there are a lot of
15:54 10 considerations that go into planning that have to be
11 updated on a continual basis, which is why, in all its
12 wisdom, the law requires us that we, you know, bring the
13 document to current available -- the most current
14 information, which is why the update requirement every
15:54 15 four years.
16 Now, does that mean that we don't do anything in
17 between those four years? That's not -- That's not the
18 case. There -- We have process in place to amend the
19 plan if necessary, again, if there are significant
15:54 20 projects in the plan or significant assumptions in the
21 plan that have changed between those update periods.
22 We, again, have process to amend the plan to
23 reflect the new changes. I'll give you an example. In
24 the last plan when we adopted the 2004 RTP, the
15:54 25 CenterLine project in Orange County was part of the

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15:54 1 plan. But as we moved through the plan implementation
2 process, it became evident in Orange County that there
3 was no -- that the support for CenterLine did not -- was
4 going away, and the fact that the finance necessary for
15:55 5 implementing the CenterLine was not coming together.
6 And so we had to -- we had to reflect that reality
7 through an amendment -- midterm amendment. So we have
8 that process in place to amend the plan in between.
9 Now, as far as the goals and objectives, the
15:55 10 biggest goal of the Regional Transportation Plan, again,
11 is to ensure mobility of getting goods, which really is
12 a -- which really addresses all the other issues, you
13 know, in terms of air quality, availability. Being able
14 to provide access to all segments of the society is --
15:55 15 is an important goal of the plan. Ensuring safety of --
16 transportation safety, that's another important goal of
17 the plan.
18 And so every cycle, as we review the update
19 process, we look at whether or not we need to
15:56 20 fundamentally look at whether we need to change those
21 goals, objectives. And sometimes we find ourselves --
22 we think what -- I think we need to tweak our goals
23 slightly to reflect the reality.
24 I'll give you an example. For example, security.
15:56 25 Transportation security was an important issue but not

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15:56 1 as important as it is after September 11 of 2001. And
2 so the new law made it clear that we have to address
3 transportation security in the plan. And so we had a
4 goal that identifies that, you know, making -- Ensuring
15:56 5 transportation security is -- is one of the key goals in
6 our transportation plan.
7 In terms of relationship with the Regional
8 Comprehensive Plan, I'll ask Doug to comment on it as
9 well. Regional Comprehensive Plan, my understanding is
15:57 10 goes beyond just transportation plan. Transportation is
11 obviously an important aspect of the regional planning
12 work we do at SCAG, and it is going to be, obviously,
13 important input into the Regional Comprehensive Plan.
14 What -- Regional Comprehensive Plan addresses
15:57 15 issues that directly relate to livabil- -- quality of
16 life and livability in this region beyond just
17 transportation. And so since transportation is the
18 planning and something that's federally mandated, it
19 became clear to us that there's a federal mandate to
15:57 20 update a plan -- transportation plan every four years.
21 And so if we are going to piggyback on the Regional
22 Comprehensive Plan effort to really help make sure that
23 we're moving along in terms of implementing the plan, it
24 made sense for us to be updating the Regional
15:58 25 Comprehensive Plan every four years with the

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15:58 1 transportation plan as well.
2 And I'll let Doug speak to that.
3 MR. KIM: It's a good question. Let me give you
4 two ideas why the RCP is being proposed to be updated on
15:58 5 a four-year cycle.
6 Number one, it's really trying to address your
7 concern, which is we know that in order to get a handle
8 on a sustainable -- let's say, air quality policies,
9 that we're looking at really profound changes and
15:58 10 improvements to the planning that's done in
11 transportation and in all the different areas of public
12 life that we all deal with.
13 A lot of those are going to be based on
14 technologies that don't exist today. Four years from
15:58 15 now, we're going to know a lot more about improved
16 battery technology that you were referring to. Eight
17 years from now, we're going to know that much more.
18 So as the world changes, as peak oil begins to
19 develop as a real concern or not, as climate change
15:58 20 begins to develop, as technology moves forward, we're
21 going to want to tweak our approach to getting a handle
22 on technological fixes for the transportation system and
23 so forth. So that's the need for a four-year update on
24 the RCP.
15:59 25 With regard to the relationship with the RTP, what

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15:59 1 the RCP does, among other things, is it says what really
2 drives some of the challenges in resource planning in
3 our economy and so forth is growth. And specifically
4 the kind of sprawling growth that's really inefficient
15:59 5 in a lot of ways.
6 And what we're trying to do is take the Compass
7 notion and say this is really going to be a key to
8 getting a handle on resource conservation planning for
9 the future. And if we have these Compass focus areas
15:59 10 where we think growth should be focused, well, when it
11 comes to the RTP, which is adopted every four years, we
12 would like to step up our game a little bit more and try
13 to prioritize projects even more that benefit those
14 Compass focus areas.
16:00 15 In a lot of cases, the RTP does that if in a lot of
16 cases we think that the Compass focus can help inject
17 the RTP with a little bit more focus on those growth
18 areas that we're talking about. So, for example, in
19 this draft RCP that comes out later this year, we're
16:00 20 going to be looking at ways that the next RTP process --
21 the one that begins after adoption of the pending RTP
22 can be improved to really factor in some of the Compass
23 strategies and objectives of the SCAG program.
24 So there should be, as Naresh said, this sort of
16:00 25 symbiotic relationship between the two. But at a very

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16:00 1 practical level, the next RTP will hopefully step up its
2 game of initiating the Compass Blueprint into the RTP
3 process.
4 MR. SHEN: I'm Eric Shen from the City of Pasadena,
16:00 5 transportation development and transportation planning
6 manager. My question is to conform with RTP, it has
7 been a practice that generally is followed by
8 transportation professionals.
9 Now, you add to another layer of RCP on top of RTP.
16:01 10 I would like to see better instruction or clarification
11 so that local agencies would understand that when we
12 update our general plan and different components, we
13 don't always update those components at once.
14 In terms of when you release and your new update
16:01 15 becomes in effect, how do we stay consistent or in
16 conformance with -- with your newly published either RCP
17 or RTP?
18 Again, you don't have to answer me right now. It's
19 just something that I would like to have some
16:01 20 clarification and also instruction as you move forward.
21 MR. KIM: And that's an important point, Eric. I
22 mean, what we will do is provide very clear guidance to
23 cities when the draft comes out -- certainly when the
24 final comes out -- that with regard to the RTP's
16:02 25 policies, nothing is mandating local governments in

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16:02 1 there to do anything. We see it as a compendium, a
2 one-stop shop as to best available practices -- Best
3 Management Practices that a lot of progressive cities
4 are already incorporating into projects.
16:02 5 A lot of cities have said, you know, there's a
6 million places to get this kind of information as a
7 regional council of governments. Not a bad idea for
8 SCAG to put them all in one document under one cover.
9 So we'll be merely suggesting good planning
16:02 10 ideas that we think you ought to consider. There
11 will be nothing binding from that standpoint, which
12 makes it a little different than the RTP, but again,
13 we're here to help with the RCP in your local planning
14 efforts.
16:02 15 MS. WILLIAMS: I'm Leann Williams, regional
16 planner, state DLT --
17 (Interruption in proceedings.)
18 MS. WILLIAMS: One of the guiding principles is to
19 enable prosperity for all people, but I notice that one
16:03 20 of the nine elements does not include education. And I
21 think in past times, that was one of the elements.
22 Is it going to be rolled in or incorporated into
23 one of these nine elements?
24 MR. KIM: It will be rolled indirectly into the
16:03 25 economy section, but we're going to be addressing it

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16:03 1 specifically as a spotlight discussion in our document.
2 It's not one of the nine sort of standalone chapters,
3 but we are going to have a spotlight focus on education
4 as well.
16:03 5 MR. GRIFFIN: Now, it's more of a structural
6 question. In a relationship to how you fit into the
7 scheme of things, sort of -- I've already addressed that
8 to a certain extent.
9 But in any case, state versus the region and
16:04 10 transportation does go through. It's an interstate
11 situation. It's an international situation. You have
12 international rules. You have interstate rules. You
13 have even inter-region situations.
14 In other words, we have language in California, we
16:04 15 have the high-speed rail now that I think is interpreted
16 to be a steel rail -- steel wheel on a steel rail, which
17 is limited in speed and limited in time rate and also
18 produces noise. But as it also -- Then if you talk
19 about that, it defines kind of a route you would take
16:04 20 with that, and the route might be appropriate, say, to
21 go through Palmdale and then up through the Tehachapis
22 and then the Central Valley to Sacramento and
23 San Francisco.
24 Or perhaps the maglev. I think if you go into what
16:05 25 the maglev can do as far as the high-speed system,

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16:05 1 rather than a high-speed rail, high-speed monorail,
2 maybe, but the maglev could possibly follow the
3 right-of-way of the Interstate Freeway 5 right up to
4 Sacramento, essentially go right down the Grapevine and
16:05 5 up the Grapevine and, of course, produce energy as it
6 goes down and use the energy as it comes up. And they
7 can actually drive each other. Electrical systems are
8 good at that.
9 And the maglev is able to climb that grade and
16:05 10 could climb up that grade, up the Grapevine and also the
11 Cajon Pass and also to go like that goods movement was
12 going out the 15 toward Las Vegas, in that direction
13 across the country to get the goods across the country
14 from -- from our ports.
16:06 15 Now, when we talk about high speed for goods
16 movement, maybe not -- maybe that's where electrical
17 rail up the Cajon is good.
18 But I think my question at this time is, how do you
19 relate to the interstate with our Regional
16:06 20 Transportation Plan in the region?
21 MR. AMATYA: That's a very good and fair question.
22 As you know, California Department of
23 Transportation, Caltrans, has a responsibility for
24 putting out a statewide plan, and it's a policy
16:06 25 document. It lays out what the State goals and

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16:06 1 objectives are in terms of identifying the system.
2 MR. GRIFFIN: Of course, your -- get the funds for
3 Caltrans.
4 MR. AMATYA: Absolutely, and we're very cognizant
16:06 5 and we work very closely with the State DOT to make sure
6 that the planning work we do is consistent with the
7 planning work that the State is doing.
8 And so whatever system that the State is putting
9 forth, we are cognizant of that. We're incorporating
16:07 10 them as we move forward with the plan development
11 itself.
12 MR. GRIFFIN: Can you drive that with an initiative
13 that would be on the ballot? Can you produce an
14 initiative that would go on the ballot when you have
16:07 15 thought -- used all your resources here, which you're
16 really -- You have a lot of resources at your command,
17 and you have a budget. And you come up with great
18 plans.
19 Can you translate that into initiatives that would
16:07 20 go on a ballot that people would say, "Yes, that's what
21 we're going to do," and not have that sidetracked by a
22 number of different political entities that kill your
23 plan?
24 MR. AMATYA: Well, that's -- that's a challenge.
16:07 25 That's always a challenge. And, again, you know, I

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16:07 1 don't have a definitive answer for you today.
2 MR. GRIFFIN: I'm challenging you.
3 MR. AMATYA: We'll take all of your feedback, all
4 of your comments, and I appreciate the feedback. We'll
16:07 5 make good use of the comments as we move forward and
6 develop the plan.
7 Yes.
8 MS. WILLIAMS: Naresh, in addition to security, are
9 there any other issues that might stand out as being --
16:08 10 that might be greater emphasized in this update as
11 opposed to the last update you mentioned?
12 Bold approaches would be needed, so can you give us
13 a sense of what might be under consideration as we --
14 receiving greater emphasis this time around for this
16:08 15 update.
16 MR. AMATYA: Well, I don't know if the emphasis is
17 going to be all that different, but as you know, you
18 know we've been talking about the air quality crisis in
19 this region or the air quality crisis primarily
16:08 20 resulting from the goods movement activity or growth in
21 the goods movement activities. So goods movement
22 initiatives are going to be very significant issues that
23 we grapple with in -- in developing the plan. And I
24 know there -- again, like I said, there are multiple
16:09 25 efforts that are going on in the goods movement arena.

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16:09 1 We just had a -- had a big meeting this morning
2 about the multi-goods movement effort. They're looking
3 at the systemwide approach. You're looking at the
4 entire system, the rail, the truck side, the ports,
16:09 5 et cetera, you know.
6 And we're taking all of that information. We're --
7 We're grappling with what -- do we have the funding
8 wherewithals to really implement all of that. So goods
9 movement I see as a major challenge.
16:09 10 The other challenge or initiative that I see is,
11 again, our -- our goal to really marry transportation
12 improvements with the land use -- Compass 2 percent and
13 so forth. I know we try -- we started that initiative
14 in the last update cycle, but this time around we're
16:10 15 really looking at policies that are -- really bring
16 about changes that we need to, not just -- not just, you
17 know, meet the objectives in terms of our -- of meeting
18 air quality and so forth, but also making sure that
19 we're maximizing the transportation assets that we have
16:10 20 on the ground today.
21 What kind of growth will allow us to, you know,
22 leverage this system even more? So we're thinking of
23 those things also as we -- as we develop the plan.
24 DR. HART: Now, as you think of RTP and people
16:10 25 movement as opposed to goods movements as part of this

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16:10 1 process, in terms of methodology, are you doing any
2 regional mobility studies or subregional mobility
3 studies so we get of sense of -- for people movement?
4 What modes of travel are people using at what times for
16:11 5 what kind of trips? Work trips? School trips? Medical
6 trips?
7 So I -- Because I think if you look at the
8 2 percent Compass and trying to make sense of land use
9 policies and transportation policies, it makes sense to
16:11 10 have a handle on mobility patterns of people in the
11 region and subregionally.
12 So is that methodology being incorporated?
13 MR. AMATYA: Oh, absolutely. I mean, the Regional
14 Transportation Plan itself is a study on mobility. In
16:11 15 order to come up with the strategy that we put forth
16 through the plan, there is a lot of analytical work that
17 goes behind it in terms of identifying where the trips
18 are, you know, coming from, where the trips are going,
19 you know. What modes are most utilized. Where the
16:11 20 heaviest demands are. All of those things are being
21 analyzed.
22 We've got -- We've got a pretty sophisticated
23 travel demand model, and we just updated travel
24 demand -- our travel demand model that that encompasses
16:12 25 all six counties in a single model as opposed to we --

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16:12 1 four years ago the plan that we developed, the old
2 modeling really focused on only the urbanized areas of
3 our region. But the new model takes the kind of entire
4 region in its entirety.
16:12 5 It's a very complex model, like I said, and the
6 model really is a basis for us to evaluate all the
7 different patterns that we talked about, and we are
8 taking into account the results of -- of those patterns
9 as we develop the plans and programs that are -- that
16:12 10 are going to be proposed in the RTP.
11 DR. HART: So then the model is regional. And then
12 how fine does that analysis, when you break it down to
13 its subunit --
14 MR. AMATYA: Well, the model itself is -- the
16:12 15 region is divided into something like 4,000 TAZs, TAZs
16 being transportation analysis zones. So -- So the
17 refinement is at the TAZ level. But again, you know, we
18 are talking about use, you know, macro models.
19 And so, you know, will the model tell you what's
16:13 20 going to happen -- what's going to happen, you know, at
21 the particular intersection or arterial way? Probably
22 the regional model is not a good tool to do that kind of
23 assessment. But in terms of giving big-picture, you
24 know, evaluations as to, you know, what mode is most
16:13 25 significant, where the trip patterns are, that kind of

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16:13 1 stuff is -- is -- the tool, is pretty -- pretty -- you
2 know, pretty good to evaluate those kinds of areas.
3 Okay. Thank you very much.
4 Again, we need to move on. We've got the second
16:13 5 half of the program. Actually, I have five minutes'
6 break. Do we have time for five minutes of a break?
7 Okay.
8 (Interruption in proceedings.)
9 MS. LOCKWOOD: The remainder of this afternoon's
16:22 10 meeting is focused on the program EIR for the RCP and
11 RTP. It's going to be a joint document because the RCP
12 and RTP, as you just heard, are linked. So we're going
13 to be looking at the potential environmental impacts of
14 the two plans as implemented together.
16:22 15 So if you haven't received a copy of the notice of
16 preparation for the program and EIR, there are copies at
17 the back of the room.
18 And, basically, the purpose of this scoping meeting
19 is to provide you and the public an opportunity to learn
16:22 20 about the RTP and RCP. So we had a little bit of an
21 extended presentation a little bit earlier to really
22 bring you up to speed in terms of what SCAG's thinking
23 as the basic components of the RTP and RCP, and most
24 importantly is to solicit input from you as to potential
16:23 25 environmental impacts and issues as well as mitigation

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16:23 1 measures that you would like to see addressed in the
2 program EIR.
3 Of course, we have a little bit of a head start
4 because this is not the first time that SCAG has done an
16:23 5 EIR for the RTP. They, as you heard, do an RTP every
6 three years, and we do a program EIR every three years
7 associated with the RTP.
8 What's a little bit different is this time we're
9 adding in the Regional Comprehensive Plan to the mix,
16:23 10 and that will help us a little bit to focus the
11 environmental document because the Regional
12 Comprehensive Plan, as you just learned, will address
13 more than just the transportation issues in the region
14 but looking at the region as a whole and trying to
16:23 15 integrate planning of natural resources, land use and
16 environmental issues so that SCAG is taking a
17 comprehensive look at planning of the region.
18 So in the same way, we want to take a comprehensive
19 look at the potential environmental impacts associated
16:24 20 with that planning efforts and really come up with a
21 comprehensive analysis, reasonable range of alternatives
22 and a little bit -- as Doug was talking about, we'd
23 really like the mitigation measures to be a toolbox of
24 mitigation measures that address all of the issues
16:24 25 addressed by the RTP and RCP.

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16:24 1 So as we just learned, the Regional Transportation
2 Plan consists of policies and strategies as well as
3 individual projects, highway and arterial goods,
4 government, transit and rail. It also includes a
16:24 5 regional aviation plan as well as public and private
6 investments, including high-speed rail and maglev that
7 we were just talking about.
8 As Doug just explained, Regional Comprehensive Plan
9 is a companion document to the RTP. It includes goals,
16:24 10 policies and actions. It focuses on performance
11 outcomes that can achieve sustainability. And really,
12 the Regional Comprehensive Plan provides mitigation for
13 growth and the Regional Transportation Plan.
14 So a lot of the policies, actions and goals of the
16:25 15 Regional Comprehensive Plan are intended to mitigate, if
16 you will, the growth and transportation actions and
17 policies in the Regional Transportation Plan.
18 So the program environmental impact report, which
19 we're really seeing as a companion document to the two
16:25 20 planning documents as with all environmental impact
21 reports, will be an informational document.
22 So our intent is to provide as much information as
23 we can, answer as many questions as we can about the
24 impacts of the two plans and the associated secondary
16:25 25 and indirect impacts as we possibly can.

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16:25 1 So we'll be evaluating the RTP and RCP, of course,
2 at the program level, which is a general level analysis.
3 We won't be able to get into project-specific analyses
4 because that would just be too much detail. Individual
16:26 5 projects will, of course, be analyzed at a
6 project-specific level and basically will be the second
7 tier of environmental review.
8 We really consider this program EIR to be
9 first-tier environmental review so it provides the
16:26 10 context, provides an overview of impacts at the regional
11 level.
12 And then we're going to include mitigation measures
13 to reduce impacts. And what's going to be different
14 this time around, we're going to categorize the
16:26 15 mitigation measures as ones that we recommend for
16 planning level documents, general plans, specific plans
17 and then measures that we recommend for individual types
18 of projects, whether they're transportation projects or
19 individual development projects.
16:26 20 So we've already had a fairly extensive outreach
21 effort to communities, to agencies, including local
22 jurisdictions and resource agencies, to try and solicit
23 input as to how to design mitigation measures to be most
24 useful to communities who are writing environmental
16:27 25 documents out there and also to provide the regulatory

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16:27 1 context or the teeth that resource agencies are looking
2 for in mitigation measures that address reducing impacts
3 to resource areas.
4 The scope of the program EIR, because it is
16:27 5 addressing such large-scale planning projects that
6 encompass pretty much the growth that's anticipated in
7 this region between now and 2035, we are addressing all
8 of the CEQA issue items. Again, we're doing it as a
9 general level of detail, but we address aesthetics, air
16:27 10 quality, biological resource and open space, cultural
11 resource, energy, geology and soils, land use and
12 housing, noise, population, housing and employment,
13 public services and utilities, transportation, water
14 resources.
16:28 15 So pretty much those issue areas encompass all of
16 the CEQA issue areas. We've combined some of them just
17 because they're so related, and addressing them at this
18 general level of detail doesn't make sense to pull them
19 apart too much. So we combine issue areas. But pretty
16:28 20 much all of the CEQA issue areas that are addressed in
21 the California Environmental Quality Act will be
22 addressed in this document.
23 The alternatives that we plan to look at, we plan
24 to look at the no-project alternative. So what happens
16:28 25 if growth in the region continues as currently planned

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16:28 1 without the policies and strategies included in the RTP
2 and RCP? We'll be looking at what would happen if the
3 goals and policies and projects of the 2004 RTP were to
4 continue.
16:29 5 There were two new RTPs, so we will update the
6 population information, but we will basically extend the
7 anticipated outcomes of the 2004 RCP. Then, of course,
8 we will be analyzing as the project, the new plan.
9 And then another alternative we'll be looking at is
16:29 10 an environmentally superior plan. So we're looking at a
11 more aggressive plan that would reduce consumption of
12 resources -- energy resources, water resources -- and
13 would also make progress towards AB 32. So we're still
14 in the process of formulating that alternative to try
16:29 15 and come up with components of such an alternative that
16 would achieve as many environmental goals as possible.
17 Our schedule is -- The notice of preparation went
18 out in June. We're holding the scoping meeting. We're
19 anticipating that the draft EIR will trail the RCP and
16:30 20 RTP slightly, but we're anticipating the end of this
21 year, early next year, and we anticipate a 45-day public
22 comment period. That will be either late this year or
23 early next year. If it extends over the holidays, we'll
24 probably extend the comment period to allow for any
16:30 25 interruption of the holidays. And then we're

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16:30 1 anticipating that the final program EIR will be
2 certified in early 2008, immediately prior to the
3 adoption of the RTP and RCP.
4 So with that overview, we're going to open it up
16:30 5 for formal comments on the EIR, and we -- as mentioned
6 previously, we have a court reporter to take down those
7 comments. And pretty much the comments that we receive
8 today will be considered in the formulation of the EIR.
9 And as you all know, when we do the response to
16:31 10 comments which follows the 45-day comment period, we'll
11 be doing the detailed item-by-item response to the
12 comments. But today we're just basically looking for
13 input to consider in preparing the document.
14 MR. GRIFFIN: My name is Charles Griffin. I'm from
16:31 15 Newport Beach. I'm a professional control system
16 engineer, and I initiated the California
17 Environmental --
18 MS. LOCKWOOD: Quality Act.
19 MR. GRIFFIN: -- Quality Act in California in 1972
16:31 20 by a landmark as the plaintiff versus the County -- and
21 Friends of Mammoth.
22 And part of this notice of preparation went out in
23 June. I probably should -- would have seen that. I
24 probably was mentioned in your website. Normally, that
16:32 25 involves some public input, and, of course, this meeting

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16:32 1 is part of that. And it typically would include input
2 as to requests, what should be included in the EIR. And
3 I, of course, mentioned earlier, a favorite subject of
4 mine was hydrogen fusion. And I feel that the impacts
16:32 5 of hydrogen fusion should be included in the EIR.
6 MS. LOCKWOOD: Okay. That might be one of the
7 mitigation measures that we should be addressing as
8 opposed to an impact because I don't think we have
9 hydrogen fusion as part of the project description but
16:32 10 as a mitigation measure, perhaps.
11 MR. GRIFFIN: Its effect on -- well, of course,
12 AB 32 is a major item. And, of course, that's carbon
13 dioxide. And, of course, the transition, of course, to
14 a hydrogen economy, and that's where the fusion comes
16:32 15 in.
16 Where do you put the inputs? Is this today? That
17 would be my input.
18 MS. LOCKWOOD: The court reporter's taking down --
19 MR. GRIFFIN: She has my card.
16:33 20 MS. LOCKWOOD: Well, we're taking a transcript.
21 MR. GRIFFIN: That's one of the things that should
22 be included.
23 STAFF PERSON: Did you want this e-mail included in
24 the record for today?
16:33 25 MR. GRIFFIN: I've already sent it to you.

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16:33 1 STAFF PERSON: We'll make sure it gets in.
2 MR. GRIFFIN: Maybe not you personally, but I got a
3 notice of the meeting. And I was on your e-mail list,
4 and I responded earlier to that.
16:33 5 STAFF PERSON: We've received it.
6 STAFF PERSON: Thank you.
7 MS. LOCKWOOD: So after today's meeting, there's
8 still another few days to submit any written comments
9 before August 1st. And, of course, when the draft EIR
16:33 10 is released, there will be an opportunity to comment
11 both in -- both similar to today or in writing.
12 MR. SHEN: Wendy, as you prepare your EIR, would
13 you be visiting different jurisdictions? Our own
14 long-range plans have been recently adopted primarily on
16:34 15 housing allocation or land use intensities and then use
16 that to validate your own assumption and --
17 MS. LOCKWOOD: That's a huge part of the planning
18 process and, basically, that's part of the RTP and RCP
19 is in developing the growth forecasts. The baseline
16:34 20 assumption is the assumption that existing plans and
21 policies are in place, including general plans and other
22 planning documents.
23 And SCAG has already undertaken a huge outreach
24 effort to go and understand what current planning
16:34 25 policies are, and then what the RTP will be doing in

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16:34 1 making assumptions regarding growth will be to look at
2 what growth assumptions make sense in terms of
3 aggressively pursuing Compass, as well as what each
4 community has indicated they would like to see happen in
16:35 5 their community.
6 So the final RTP will be looking at a growth plan
7 which is consistent with the policy in the RTP. So that
8 will really be part of the project description because
9 the RTP, the actual transportation projects, go hand in
16:35 10 hand with the policies. And the policies, many of them
11 are land use policies. So, basically, the EIR will be
12 taking a look at full implementation of the RTP,
13 assuming that it is successful.
14 So we will be talking about the growth that is
16:35 15 anticipated to happen, together with the Regional
16 Transportation Plan. So that's been a fairly extensive
17 effort that's been ongoing for three years here at SCAG,
18 so it should be interesting.
19 MR. GRIFFIN: Another input perhaps to the study,
16:36 20 and that is AB 32 calls for the air quality board, I
21 believe it is, to -- and, of course, the chairman's just
22 been replaced by the governor for whatever reason and --
23 but in any case, there's another, AB 700.
24 The airport in Santa Monica is asking that --
16:36 25 promoting this legislation that would require that the

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16:36 1 contaminants be measured at the Santa Monica Airport and
2 produce carbon dioxide particulates particularly and --
3 and that law is primarily to ask that that be measured.
4 And I think to implement 32 to reduce it to a certain
16:36 5 amount, of course, in the 1990 level implies that you
6 knew what you had in 1990. And if you're going to
7 reduce it to the 1990 level, I think that AB 700 was a
8 start in that process. If you're going to reduce it,
9 you have to show that you have reduced it.
16:37 10 And I think earlier I had hoped you would build a
11 maglev system to new airports outside the air basin, so
12 is that -- burned by the airplanes, there's no other
13 fuel. They can't really operate on a hydrogen --
14 Hydrogen only produces one-third the energy that carbon
16:37 15 does, so we're kind of stuck with using kerosene for
16 aircraft, particularly since it takes us 20 or 30 years
17 to develop and get -- go through a cycle of aircraft.
18 And so we need to move the airports outside the
19 region. And so we need to get the maglevs paid for by
16:37 20 the productivity of the existing airports with the idea
21 that when the maglev high-speed run is built to
22 Victorville and Las Vegas, perhaps, and to Palmdale,
23 that you then could sell the property of the existing
24 airports in the air basin and for -- putting them on the
16:38 25 tax rolls and also allowing them to provide a high-rise,

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16:38 1 low-cost housing and more productivity for the general
2 increase in the population.
3 But -- So that's very high-priced coastal property.
4 Like at LAX, very bad place for an airport. It's foggy
16:38 5 and that kind --
6 So I think we need to think again about that in the
7 EIR; that you need to study particularly the Palmdale
8 and Victorville Airports outside the basin with the idea
9 of closing down the existing airports inside the basin,
16:38 10 particularly Ontario, which is the most contaminated
11 place in the nation probably, and has the problem of
12 cross winds whenever there is a Santa Ana wind, shuts
13 down the --
14 But then also Santa Monica Airport is a key to that
16:38 15 because that was given to the City of Santa Monica for
16 the purpose of being used as an airport or for airport
17 purposes. So, therefore, it should probably be a maglev
18 terminal that would connect directly to the maglev
19 flyway or right out to Victorville across -- on the
16:39 20 60 -- on the 10 and the 60, the 15, up the Cajon Pass
21 and out to Victorville. And that would also connect
22 with an interchange to another high-speed up the 5 to go
23 to Palmdale.
24 Thank you.
16:39 25 MS. LOCKWOOD: Pretty much what you're talking

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16:39 1 about are components of the Regional Transportation
2 Plan. Regional Transportation Plan includes an aviation
3 plan.
4 MR. GRIFFIN: And the EIR, I'm saying the EIR
16:39 5 should -- should study --
6 MS. LOCKWOOD: The EIR will study the impacts of
7 the aviation plan. And to the extent that your comments
8 suggest an alternative to the aviation plan, that may be
9 included in the RTP. We'll pass those comments on to
16:39 10 RTP staff.
11 MR. GRIFFIN: The aviation plan is very
12 questionable, too, because there are limits for our air
13 corridors. And the maglev system -- Maglevs can fly at
14 more than 300 miles an hour. The aircraft are limited
16:40 15 to 288 miles an hour below 10,000 feet. And that's
16 where most of the aircraft are.
17 So thank you. Appreciate your patience.
18 MS. LOCKWOOD: Yeah.
19 Anybody else?
16:40 20 All right. We're going to be around after the
21 meeting if you have any additional comments or want to
22 hand us any written comments. We thank you for your
23 time today.
24 (The proceedings concluded at 4:40 p.m.)
16:40 25 ***

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1 STATE OF CALIFORNIA) ss
2
3 I, Mary K. Medley, CSR 9557, do hereby declare:
4
5 That the above foregoing sixty-three (63) pages
6 contain a full, true and correct transcription of the
7 proceedings.
8
9 I further declare that I have no interest in the
10 event of the action.
11
12 I declare under penalty of perjury under the laws
13 of the State of California that the foregoing is true
14 and correct.
15
16 WITNESS my hand this _____ day of
17 _____, _____.
18
19
20 _____
Mary K. Medley, CSR 9557
21
22
23
24
25

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