

Regional Council (RC)
List of Public Comments for the Regular Meeting
Received before 5pm on Wednesday, March 3, 2021

	Date	Sender Name	Organization	Agenda Item (AI #)	Notes	Subject Line
1.	February 27, 2021	Tieira Ryder	N/A	N/A	A proposal for District 11 at the Santa Monica airport	American rescue plan for District 11, Affordable Housing for the working class, seniors, students, and others in Mar Vista and Venice.
2.	March 2, 2021	Warren Whiteaker	Orange County Transportation Authority	AI #7 - Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) Inter-County Apportionments	Requesting a one-month delay in the proposed apportionments	Request to delay action on EAC Agenda Item 2 and RC Agenda Item 7 (CRRSAA Inter-County Apportionments) until April 1, 2021
3.	March 3, 2021	Arthur V. Sohikian	North Los Angeles County Transportation Coalition	AI #7 - Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) Inter-County Apportionments	Supporting staff recommendation for apportionments	FW: NCTC SCAG March 4 2021 Regional Council mtg public comment letter

4.	March 3, 2021	James C. Parker	Los Angeles County Municipal Operators Association	AI #7 - Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) Inter-County Apportionments	Concurring with SCAG's operating cost methodology for allocation of CRRSAA funding.	LACMOA So CAI Assoc of Gov't concurrence letter (CRRSAA)
----	---------------	-----------------	--	--	---	--

From: T <tie.ryder@gmail.com>

Sent: Saturday, February 27, 2021 5:49 PM

To: ePublic Comment Group <ePublicComment@scag.ca.gov>

Subject: American rescue plan for District 11, Affordable Housing for the working class, seniors, students, and others in Mar Vista and Venice.

Hello,

I've attached a proposal for District 11 at the Santa Monica airport. The city of Santa Monica is continuing to displace black and lower to middle income residents by not creating affordable housing that is so desperately needed. The city continues to show off Belmar Park, a space that was once home to black residents before they were displaced, the city continues to show it off as many of us are still displaced today! ***Thank you for your time and your commitment to equity for ALL in SoCal.***

--

Best,

Tieira Ryder

323.603.6776

<https://htwws.org/santamonicaairport/>

Created by Tieira Ryder
02/27/2021

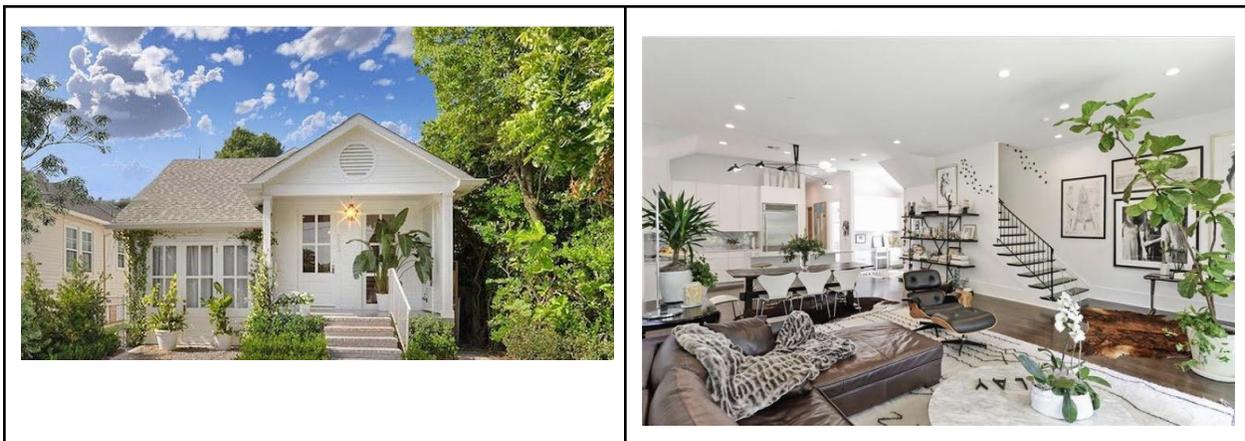
To: Asm. Richard Bloom
Asm. Ben Allen
Pending District 30 replacement, Holly Mithcell
President Council Nury Martinez
District 11 Council Member Mike Bonin
Mayor of Los Angeles Eric Garcetti
LDP & Commision
HCID & HCLA

Regarding

- Affordable Housing for district 11 working class residents, seniors, students, those living with disabilities, and others in need of affordable housing.
- District 11 zoning in relation to the Santa Monica airport, Santa Monica's intentional and continual displacement of working class residents on the westside.

Proposal

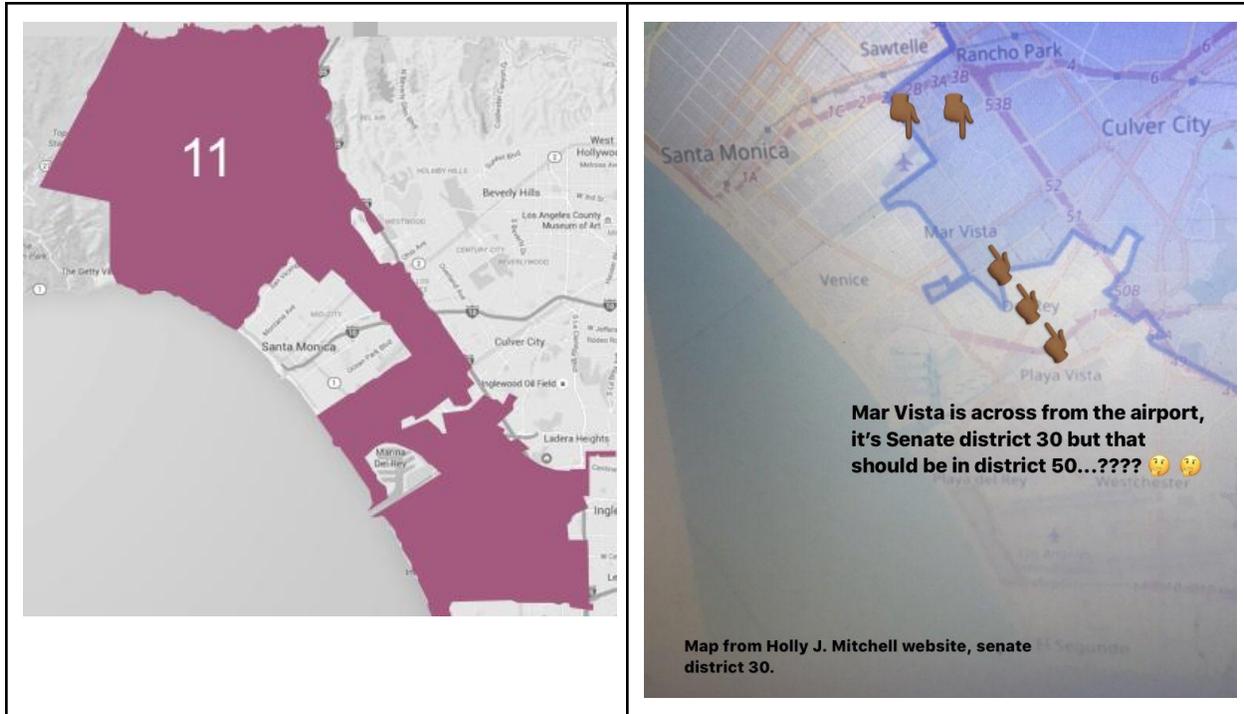
Requesting closure of the Santa Monica airport by January 2022, with an intention to use the open & safe space of the airport as early as June 2021. In June, the goal should be to begin the process (if not sooner) to build affordable housing in the open airport space that includes both affordable rent and homeownership options. The community is being proposed as a walkable, affordable community that includes affordable bungalows, apartments, condos, and townhomes.





Who

The working class, our seniors, our students, our veterans, and those living with disabilities are being denied their right to safe, clean, and affordable housing in the city of Los Angeles. Rent has gone up over 65% in the last 10 years, during that time the increase in the number of unhoused residents grew by over 50%. The working class is being pushed into poverty, WE CANNOT afford \$2,000 a month in rent for a studio apartment with no parking on a median income. *We need affordable housing that is community owned*, likely through a trust, that protects affordability of housing. If you look at the maps below, you can see where **Mar Vista** is listed and that is where I'm located. I'm in a small area that really goes unseen and we are in desperate need of more affordable housing and open park space. Santa Monica has taken more land space from my area that runs into the open airport space off bundy.



How this project can be funded

1. **The American rescue plan-** states “ the bill provides \$5 billion to provide rental assistance and supportive services, **to develop affordable rental housing**, to help acquire non-congregate shelter to be converted into permanent affordable housing or used in emergency shelter”.
2. Grants and any other state or federal relief
3. Film series as a reality style project in partnership with T.V network HGTV. Should be shown in a positive light of creating affordable housing communities that work.

Opposition/ Needs

- Zone council district 11 and assembly district 30 correctly. **By ending racial & classiest zoning that is negatively impacting residents of the westside, working class residents of Mar Vista and Venice could get more open, public land space back in order to be used for affordable housing & park space that they desperately need.** The tip of Mar Vista where I live that runs into Venice beach should be in Asm. District 26 or 50 and part of Venice & coastal concerns. More of the Santa Monica airport space should belong to LA city if not all of it, Santa Monica’s refusal to build enough affordable housing has displaced many working class residents on the westside, **including myself!** Santa Monica city is currently showing off Belmar Park online, **a beautiful space that was once home to black residents on the westside before the city displaced them.** The city shows off this empty park space as many black residents & others are still

displaced today! A resident in the city of Santa Monica recently mentioned that one of Santa Monica's affordable housing apartment buildings with over 200 units, is mostly housed **with White senior residents from Eastern Europe**, so maybe it's a senior building, but can the city provide a list to show the demographics of the inhabited affordable units? I was a tech worker in the city for a period of time and I was not successful in obtaining affordable housing from the city.

- Overturn Measure LC in Santa Monica which requires a public vote on the use of the Santa Monica airport space if necessary. This may not be necessary if the district is zoned correctly and the land space is returned to LA City. **No group of people should be able to deny others housing.** It is a form of housing discrimination that a mostly white, well off population from Santa Monica that has housing, could vote on an issue and possibly deny other residents the right to the same basic need of housing. **Also, if the assembly repeals article 34, that should take care of MeasureLC. Community members from Mar Vista and Venice need to spread out and we need more open park space. Long term residents in each of those areas should get priority for housing.**
- **Regarding the FAA; Request that the city attorney challenge the rule that states no person can live at the airport while it's operating. There is plenty of open space that can be utilized now.**
- **Possibility of toxic air space needs that would require a remedy to keep water and air space clean for the community and surrounding neighborhoods.**

Affordable Rentals

- Set a market rate of affordability for various unit types that never exceeds 30% of the average low wage workers total income after taxes. So low \$20,000 and high would be \$100,000. Lower & middle income workers would likely receive the large majority of the affordable housing units, so those in the income bracket of \$20,000-\$75,000. A percentage should be left for those with limited to no income. **Priority for housing would go to residents already in Venice, Mar Vista, and possibly some Santa Monica city workers depending how much land space is given to use at the airport.** I do not believe in setting **restrictions** on how much anyone makes once they are in housing, but each year they would verify what they made. Bachelors could start at \$600, but if you're making \$50,000 you would likely pay closer to \$800. \$600 would just be the base, the lowest that could be charged for the lower income worker that is self-sufficient.

For those with limited to no income

- I think this project should work as its own housing program that simply receives funds from HUD/HCID for some of the renters that need additional financial*** support. Example, if we set bachelor apartments at \$600 but a potential renter couldn't afford that

Created by Tieira Ryder

02/27/2021

market rate we set because they had limited or no income, then the funds from HUD would cover whatever costs the renter couldn't afford. This would likely be for seniors, single parents, students, those living with disabilities, vets, and/or chronically homeless but self functioning. This project, let's call it "**District 11 airport**", could possibly "**request from HUD the actual market rate cost of a unit**" (EX: We set a market rate of \$600, but maybe* a bachelor *should*** cost \$1,200 in Los Angeles, HUD would cover the difference in the housing projects trust fund. Money to be used for expenses related to rent, including admin and onsite safety & security if necessary.)

Affordable homeownership

- Public bank that offers low financing to potential homeowner
- Set a market rate for the total cost of a home that the homeowner would pay. When it comes to restorative justice & equity, the city would offset any cost that went above the actual inflation rate of what a home should be.
- Home types can be single bungalows or attached/detached townhomes. The homes could function similar to that of homes that are in HOA's.
- There would be resell requirements for said homes to protect affordability.
- Income limits should be set for the working class, residents in Mar Vista and Venice get priority. **30% of the housing should be offered to African Americans as a restorative, affordable housing initiative that returns homeownership opportunities to black displaced families on the westside, as a right to return.** This would not replace any federal reparation payment. I do believe that restorative justice & equity as a whole should include homes that are not required to follow resell requirements, that can be done as a larger restorative housing program but likely would not be part of this specific proposed project.
TBD.

I ask you to please consider this request, to start the process of building affordable housing that belongs to the working class as early as June 2021. We cannot wait 8 more years for the airport space to close as the wealthy in that area occupy too much of the open space in comparison to surrounding cities and they also use the space to drag their cars over in the airport area while we are all in desperate need of housing, housing that we needed it 10 years ago! No resident should have to beg for housing that they can afford, no elected official or Gov't should have that type of power that can deny the basic need for housing. ***To the elected officials, thank you for taking the time to read this request from a community housing advocate in Mar Vista that has been displaced, I'm looking forward to your response! As a courtesy, I've sent this letter to officials in the city of Santa Monica.***

Best,

Tieira Ryder

<https://htwws.org/santamonicaairport/>

tie.ryder@gmail.com

Created by Tieira Ryder

02/27/2021

Links

https://www.surfsantamonica.com/ssm_site/the_lookout/news/News-2020/August-2020/08-28-2020-Santa-Monica-Names-New-Sports-Field-After-Once-Thriving-Black-Neighborhood.html

<https://www.latimes.com/opinion/livable-city/la-oe-sharp-santa-monica-airport-housing-20190331-story.html>

“Santa Monica’s estimated population of 92,478 residents in 2019 was only a blip above what it was in 1970, when 88,289 people called the city home. This growing imbalance between jobs and housing has created a massive influx of daily commuters into Santa Monica (even well-compensated tech employees) who either can’t find or can’t afford housing near these job centers. Meanwhile, the population in neighboring jurisdictions has swelled, displacing lower-income residents.”

Created by Tieira Ryder
02/27/2021



Created by Tieira Ryder
02/27/2021



Created by Tieira Ryder
02/27/2021



From: Warren Whiteaker <wwhiteaker@octa.net>

Sent: Tuesday, March 2, 2021 4:27 PM

To: ePublic Comment Group <ePublicComment@scag.ca.gov>

Subject: Request to delay action on EAC Agenda Item 2 and RC Agenda Item 7 (CRRSAA Inter-County Apportionments) until April 1, 2021

Honorable Executive/Administration Committee (EAC) and Regional Council (RC) Members,

Please consider the attached letter requesting a one month delay in the adoption of the proposed Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) inter-county allocations to reach regionwide consensus on the distribution methodology.

Thank you for your consideration.

Warren Whiteaker

Principal Transportation Analyst

Long-Range Planning & Corridor Studies

Orange County Transportation Authority

(714) 560-5748 | wwhiteaker@octa.net

The information in this e-mail and any attachments are for the sole use of the intended recipient and may contain privileged and confidential information. If you are not the intended recipient, any use, disclosure, copying or distribution of this message or attachment is strictly prohibited. If you believe that you have received this e-mail in error, please contact the sender immediately and delete the e-mail and all of its attachments.



March 1, 2021

Mr. Kome Ajise
Executive Director
Southern California Association of Governments
900 Wilshire Boulevard, Suite 1800
Los Angeles, California 90017

Dear Mr. Ajise:

We respectfully request that you reschedule adoption of the proposed Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) inter-county allocations currently scheduled for the March 3, 2021, Southern California Association of Governments (SCAG) Executive-Administration Committee, and the March 4, 2021, Regional Council meeting.

On February 25, 2021, we submitted a letter formally requesting a reconsideration of the proposed distribution of Federal Transit Administration Section 5307 funding within the Los Angeles – Long Beach – Anaheim urbanized area. Within 24 hours of sending the letter, SCAG staff informed us that the originally proposed methodology would be recommended for considered this week by the Executive-Administration Committee and Regional Council. There was no discussion or response to the request for reconsideration, demonstrating a disregard for the concerns raised, and furthering a concerning precedent for future funding.

We ask that SCAG table adoption of the proposed inter-county allocations this week and delay the discussion to the Regional Council meeting on April 1, 2021. Understanding the importance of this funding, we support SCAG allocating the portion of the CRRSSA funding not in dispute. This approach should allow for sufficient time to reach regionwide consensus on the distribution methodology.

Thank you for your consideration. Please do not hesitate to contact us directly with any questions.

Sincerely,

Anne Mayer
Executive Director
Riverside County Transportation Commission

Darrell E. Johnson
Chief Executive Officer
Orange County Transportation Authority

Ray Wolfe
Executive Director
San Bernardino County Transportation Authority

c: Chairman Andrew Do, Orange County Transportation Authority
Chair Jan Harnik, Riverside County Transportation Commission
President Frank Navarro, San Bernardino County Transportation Authority



February 25, 2021

Mr. Kome Ajise
Executive Director
Southern California Association of Governments
900 Wilshire Boulevard, Suite 1800
Los Angeles, CA 90017

Dear Mr. Ajise:

We write to express our concerns with the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) inter-county allocations, specifically the proposed distribution of Federal Transit Administration (FTA) Section 5307 funding within the Los Angeles – Long Beach – Anaheim urbanized area.

We appreciate the time and effort that the Southern California Association of Governments (SCAG) staff and management have invested in performing calculations for the allocation of CRRSAA's Section 5307 funding, and we understand how complex such an undertaking is for one of the largest metropolitan regions in the country. This funding is critical for the region's transit systems to continue operations and response to the coronavirus pandemic, and we look forward to reaching agreement quickly on the distribution of these funds.

The methodology SCAG is proposing to allocate Section 5307 funds within the Los Angeles – Long Beach – Anaheim urbanized area not only misinterprets the CRRSAA statutory language but also sets a concerning precedent because SCAG is unilaterally deciding to deviate from the methodology used each year, and continually accepted by the counties, for distributing such funding in the region. This will result in ramifications for the future distribution of funding in all regions, impacting the ability for each agency to accurately predict future funding availability for its transit operations. We are therefore formally requesting that SCAG reconsider the proposed inter-county allocations for CRRSSA funding.

As an imperfect measure of funding need, the CRRSAA utilizes 2018 operating costs, based on data available from the National Transit Database, in distributing Section 5307 funds to urbanized areas. Specifically, the CRRSAA bill language states that the Section 5307 funding provided by the bill, when combined with the funds provided by the Coronavirus Aid, Relief, and Economic Security Act, "may not exceed 75 percent of an urbanized area's 2018 operating costs." The bill provisions implementing the operating cost limitation do not, at any point, specify that the same limits apply to recipients within an urbanized area. The very next funding provision in the bill, however, institutes a maximum funding amount for any "recipient in an urbanized area." Congress clearly intended to differentiate between the operating cost

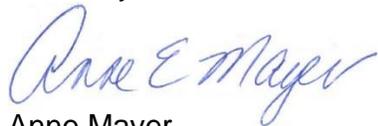
limitation, which applies to the urbanized area, and the funding ceiling, which applies to recipients within an urbanized area. FTA staff confirmed this interpretation of the bill on webinars with transit stakeholders in the days following the bill's enactment.

SCAG's distribution of the Section 5307 funding provided by CRRSAA fundamentally misinterprets this bill language by applying the 75 percent operating cost limitation to recipients within the Los Angeles – Long Beach – Anaheim urbanized area. Not only is this allocation misaligned with Congressional intent, this unprecedented inter-county allocation decision will create significant uncertainty for counties preparing for additional stimulus funding. Congress is already considering legislation that would provide additional transit funding using a similar operating cost limitation. With Congress clearly showing the intent to remain consistent in the utilization of this distribution mechanisms for future transit funding it is imperative that SCAG accurately distribute the funding provided under CRRSA.

Since the proposed inter-county allocations could have significant ramifications for transit funding throughout Southern California, we respectfully request that SCAG reconsider the methodology for Section 5307 funding, working to ensure that any funding distribution enjoys the support of all of the SCAG region's county transportation commissions, consistent with the memorandums of understanding between SCAG and the county transportation commissions.

Thank you for your consideration, and if you have any questions or require further information about our concerns, please do not hesitate to contact us directly.

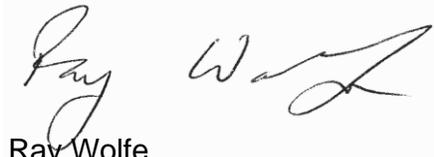
Sincerely,



Anne Mayer
Executive Director
Riverside County Transportation Commission



Darrell E. Johnson
Chief Executive Officer
Orange County Transportation Authority



Ray Wolfe
Executive Director
San Bernardino County Transportation Authority

c: Chairman Andrew Do, Orange County Transportation Authority
Chair Jan Harnik, Riverside County Transportation Commission
President Frank Navarro, San Bernardino County Transportation Authority



NORTH LOS ANGELES COUNTY

Transportation Coalition JPA

March 3, 2021

RE: NCTC Public Comment Letter for March 4, 2021 SCAG Regional Council Meeting Item 7 Staff Recommendation for the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) Inter-County Apportionments.

On behalf of the North Los Angeles County Transportation Coalition JPA (NCTC) member agencies Los Angeles County 5th District, the Cities of Lancaster, Palmdale and Santa Clarita located in North Los Angeles County, I submit this public comment letter supporting the March 4, 2021 SCAG Regional Council Meeting Item 7 Staff Recommendation for the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) Inter-County Apportionments. The SCAG Staff recommendation is fair, transparent, and implements the intent of CRRSAA to address the fiscal impacts to transit agencies related to the response to the COVID-19 public health emergency.

The CRRSAA funding allocations are much needed for transit operators and agencies in Los Angeles County to continue to respond to and offset the impacts of COVID-19. Collectively, Metro and other transit operators in Los Angeles County have spent and received reimbursement from the Federal Transit Administration (FTA) for over 98% of our region's share of the original Coronavirus Aid, Relief, and Economic Security (CARES) Act inter-county funding allocations from SCAG.

Metro and other transit operators in Los Angeles County are ready to obligate, spend and seek reimbursement for eligible operating expenses from the CRRSAA funds. The demonstrated need for additional transit operating assistance also positions Los Angeles County along with the entire Los Angeles- Long Beach- Anaheim UZA for additional federal COVID-19 relief funding from the \$30 billion that Congress is considering approving to support transit operations.

NCTC Supports the March 4, 2021 SCAG Regional Council Meeting Item 7 Staff Recommendation for the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) Inter-County Apportionments. Thank you for your efforts to support ongoing transit operations in Los Angeles County and for your leadership in securing the needed funding resources to do so through the SCAG CRRSAA inter-county apportionment process.

Sincerely,

Arthur V. Sohikian
Executive Director



LACMOA

Los Angeles County
Municipal Operators Association

Antelope Valley Transit Authority
Arcadia Transit
Beach Cities Transit
Claremont Dial-a-Ride
Commerce Municipal Bus Lines
Culver CityBus
Foothill Transit
City of Gardena's GTrans

La Mirada Transit
Long Beach Transit
Los Angeles DOT
Montebello Bus Lines
Norwalk Transit System
Santa Clarita Transit
Santa Monica's Big Blue Bus
Torrance Transit System

March 1, 2021

Kome Ajise
Executive Director
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

Dear Mr. Ajise:

In accordance with the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) that provides funding to prevent, prepare for, and respond to the novel coronavirus (COVID-19); the Los Angeles County Municipal Operators Association (LACMOA) comprised of sixteen (16) municipal agencies (Munis') understands the partnership role we play in delivering vital services that bind together our Los Angeles County region.

Therefore, LACMOA concurs with the Southern California Association of Government's (SCAG's) operating cost methodology for allocation of CRRSAA funding. This concurrence is based on the fact CRRSAA specifies that Federal Transit Administration (FTA) funding for a given Urbanized Area (UZA), when combined with amounts allocated to that UZA from Section 5307 funds appropriated under the Coronavirus Aid, Relief, and Economic Security (CARES) Act, shall not exceed 75 percent (75%) of that UZA's National Transit Database (NTD) operating cost reported by transit operators for 2018.

I want to thank you for your consideration and support to achieve regional consensus during these unprecedented times. We look forward to continuing our partnership on future COVID-19 relief funding opportunities.

Sincerely,

James C. Parker
LACMOA Chair

cc: LA County Municipal Operators