



SAN FERNANDO VALLEY COUNCIL OF GOVERNMENTS

A Joint Powers Authority

TRANSPORTATION COMMITTEE MEETING AGENDA

Thursday, December 8, 2022 — 1:30 p.m.

**DUE TO THE CLOSURE OF MUNICIPAL BUILDINGS,
MEMBERS OF THE PUBLIC MAY CALL IN TO LISTEN TO THE MEETING**

Please click the link below to join the meeting:

<https://us02web.zoom.us/j/86810143286?pwd=UW9YZE0rRmFjSVFRdERCWXZEZDYyQT09>

Passcode: **391539**

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1) **Pre-register to speak:** For those wishing to speak on an agenda item, please email john@sfvcog.org no later than **11:00 a.m. on the day of the scheduled meeting** with the item number you wish to speak on and the phone number you will use when calling or the name you will use when logging into the meeting. You should then call or log into the meeting at least 10 minutes prior to its start time. Staff will unmute you and announce you when it is your time to speak. You will have two (2) minutes to speak, unless that time is adjusted by the Chair. If you do not have access to a computer, please call 818-570-3408 to request public comment.

2) **“Raise your hand”:** For those members of the public that wish to speak but did not make a request via email as described above, such members of the public may speak by using the “Raise Hand” function during the public comments portion, if on Zoom. Staff will unmute you and announce you when it is your time to speak. If participating via telephone, the

Chair will ask anyone participating by telephone if they would like to speak after asking those on Zoom. Staff will unmute telephone callers and you may state you wish to speak.

3) Emailed comments to be read into the record: You can email your comments to the COG Executive Director at john@sfvcog.org no later than 11:00 a.m. on the day of the meeting to ensure that Staff has time to organize the emails prior to the beginning of the meeting. Comments will then be provided to the members when the item is presented. Please include the Agenda Item in your correspondence.

You may also submit public comment by mail to:

SFVCOG
10945 Burbank Blvd
North Hollywood, CA 91601

Written public comment or requests to speak must be received no later than 11:00 a.m. on the day of the scheduled meeting. Please include the Agenda Item in your correspondence.

All correspondence received shall become part of the official record.

COMMITTEE MEMBERS

Chair: Councilmember Bob Blumenfield, 3rd District, City of Los Angeles
Supervisor Kathryn Barger, 5th Supervisorial District, County of Los Angeles
Mayor Jess Talamantes, City of Burbank
Councilmember Paul Krekorian, 2nd District, City of Los Angeles
Councilmember Marsha McLean, City of Santa Clarita

STAFF

SFVCOG Fiscal Agent: Rachelle Anema, County of Los Angeles
SFVCOG Secretary: Los Angeles County Commission's Office
SFVCOG Executive Director: John Bwarie
Laura Quiñonez, Senior Deputy County Counsel, County of Los Angeles

OPEN SESSION

1. CALL TO ORDER — Bob Blumenfield, Chair

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

REGULAR CALENDAR

At the discretion of the SFVCOG Committee Chair, all items appearing on this Agenda, whether or not expressly listed for action, may be deliberated and may be subject to action by the SFVCOG Transportation Committee.

4. PUBLIC COMMENTS

5. CONSIDERATION OF MAY 19, 2022 TRANSPORTATION COMMITTEE MINUTES [\(Page 4\)](#)

Recommended Action: *Approve Transportation Committee Meeting minutes*

6. SFVCOG 2022 MOBILITY WORKSHOP REPORT [\(Page 13\)](#)

Staff will present the details of the Mobility Workshop recommendations, including representatives from Urban Movement Labs

Requested Action: *Consider and provide direction to staff on next steps.*

7. SEPULVEDA TRANSIT CORRIDOR PROJECT

Recommended Action: *Discussion and direction to staff to prepare statements for the board to reaffirm the position of the Board on the project.*

8. FUTURE MEETINGS: AGENDA ITEMS

Recommended Action: *Discuss potential agenda dates and items.*

9. ANNOUNCEMENTS

10. ADJOURNMENT

Notices:

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SAN FERNANDO VALLEY COUNCIL OF GOVERNMENTS
A Joint Powers Authority

**TRANSPORTATION COMMITTEE
MEETING AGENDA**

Thursday, May 19, 2022 — 1:30 p.m.

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Passcode: **785484**

Or call by telephone:

Dial 669-900-6833 and enter Webinar ID: 833 9223 9443#

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Supervisor Kathryn Barger, 5th Supervisorial District, County of Los Angeles
Mayor Jess Talamantes, City of Burbank
Councilmember Paul Krekorian, 2nd District, City of Los Angeles
Councilmember Marsha McLean, City of Santa Clarita

STAFF

SFVCOG Fiscal Agent: Rachelle Anema, County of Los Angeles
SFVCOG Secretary: Los Angeles County Commission's Office
SFVCOG Executive Director: John Bwarie
Counsel: Shan Thever, Deputy County Counsel, County of Los Angeles

OPEN SESSION

1. CALL TO ORDER

Mr. John Popoch, representing Chair Councilmember Bob Blumenfield, called the meeting to order at 1:41 p.m.

San Fernando Valley Council of Governments Transportation Committee Meeting Minutes - Thursday, May 19, 2022

2. ROLL CALL

Roll call was conducted by Commission Staff.

QUORUM ESTABLISHED (3 Members):

Present: John Popoch for Chair Councilmember Bob Blumenfield
Vice Chair Councilmember Marsha McLean
Dave Perry for Supervisor Kathryn Barger

Absent: Councilmember Paul Krekorian
Mayor Jess Talamantes

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was conducted by Mr. Dave Perry on behalf of Supervisor Kathryn Barger.

REGULAR CALENDAR

At the discretion of the SFVCOG, all items appearing on this Agenda, whether or not expressly listed for action, may be deliberated and may be subject to action by the SFVCOG.

4. PUBLIC COMMENTS

The following member(s) of the public provided comment:

No members of the public addressed the San Fernando Valley Council of Governments.

5. CONSIDERATION OF SEPTEMBER 2, 2021, SPECIAL TRANSPORTATION COMMITTEE MINUTES (Page 4)

Recommended Action: Approve Transportation Committee Meeting Minutes

On motion of Mr. Dave Perry, seconded by Councilmember Marsha McLean, the September 2, 2021, Special Transportation Committee Minutes were duly approved by the following vote:

AYES: Councilmember Marsha McLean
Mr. Dave Perry on behalf of Supervisor Kathryn Barger
Mr. John Popoch on behalf of Chair Councilmember Bob Blumenfield

NOES: None

ABSTAIN: None

ABSENT: Councilmember Paul Krekorian
Mayor Jess Talamantes

6. NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR

Metro representatives will present a refined project alternative called the new *BRT Network Improvements*:

Recommended Action: *Discussion and Possible Action*

Julie Brown, Senior Community Relations Manager, LA Metro, presented information on the BRT Network Improvements Project. She highlighted the Transit Rider Demographics that was gathered from data collected from bus riders in the Fall of 2019 from the North San Fernando Valley (SFV) area as follows:

- 50% bus riders don't transfer which reflects that bus riders live and work in the area.
- Four out of five bus riders identify as a person of color – 58% of these identify as LatinX
- Three out of four bus riders do not have access to the internet or a smartphone
- One in four bus riders earn less than \$5,000 annually
- 66% of bus riders use the Metro five days per week
- 84% of bus riders do not own a car
- Average weekday bus rider count is 28,000+; the average weekend bus rider count is 19,000+

Fuljean Ascension, Sr. Manager, LA Metro Countywide Planning, provided background information and new options of the project as follows:

- BRT Network Improvements is a Measure M Project with \$180 million in funding and a projected opening date by 2025. The goal is to increase connectivity between the North Valley and the rest of the system, focusing on high quality service to increase productivity between CSUN and North Valley, and the rest of the metro system including the Northridge area.
- The BRT alignments include single line alternatives including new street configurations running from Chatsworth to North Hollywood and CSUN to the North Hollywood Station with Nordhoff and Roscoe Blvd. as primary routes. The various concerns revealed through the outreach were:

- A preference for alignment using Roscoe Blvd. rather than Nordhoff for the bus only lanes.
- Desire to improve access to CSUN, K-14 schools, and Panorama City.
- Desire for fast, frequent, and reliable service.
- Concern regarding bus only lanes on Nordhoff and Lankershim Blvd. creating a loss of parking and impact on neighborhoods and land use.

Israel Marin, Transportation Planner, LA Metro, reviewed the Network Improvements Projects approach which focuses on the frequency of service on Nordhoff with transit signal priority in seven corridors, enhanced stops at key connection points, electric buses, peak lane hours on Roscoe Blvd. from 7:00-10:00 a.m. and 3:00 -7:00 p.m. Off peak hours would be given back to community for parking.

Ms. Brown informed that the next steps to the project schedule will be to launch the public outreach with key stakeholder groups to gather information and feedback. If the Board approves the preferred alternative this fall, the implementation goal will span summer and fall 2023 for the installation of priority lanes on Roscoe. Winter of 2023-2025 will see:

- Installation of bus shelters
- Installation of Bus bulbs
- Use of zero emission buses
- Installation of transit signal priority

Stakeholder and Community Engagement will continue with briefings and key stakeholder presentations working toward finalizing materials for the project which will be shared with the community in partnership with CSUN to include:

- Transit Rider Intercepts
- Rider Surveys
- Door-to-door outreach to businesses along corridors
- Launch Story Map (online engagement tool) to allow the public to get view of Project
- Community meetings (Mid-June)

After presentation discussion ensued. During discussion the following comments and insights were made by presenters and Committee members:

Mr. John Poposh inquired as to the Bus Bulbs and if they are more helpful with cars *not* illegally parked. Mr. Marin responded that Bus Bulbs were implemented as a quick pick-up-and-go service that allows for additional

parking. Thus far no conflict has been noted with Uber or delivery drivers. The City of Los Angeles is looking at additional locations.

Mr. Dave Perry inquired if Metro is pursuing legislation to carry technology on buses that can identify parking violations and report them. Ms. Brown responded that Metro is working on launching a Camera-based Lane Enforcement Pilot Program that will allow cameras on buses to automatically capture illegally parked cars in bus lanes across various corridors in Los Angeles. Metro is working with LADOT to release a Request for Proposal for bus lane enforcement and citations. There will be community education and awareness campaigns prior to citation issuance.

Councilmember Marsha McLean inquired if driving lanes will be impacted as well as parking lanes. She voiced her concern that reducing vehicle lanes will impact travel and congestion if vehicle lanes are reduced for bus lane purposes. Ms. Ascension responded that a traffic analysis is currently being conducted for Roscoe Blvd. on the potential impact to vehicle lanes. Mr. Popoch suggested that this discussion be addressed at a full Board meeting.

Mr. Popoch inquired how the BRT Network Improvements Plan differs from what was approved under Measure M. Ms. Ascension indicated that Measure M did not specify a specific route under the North San Fernando BRT Improvements Project and the improvements presented meet specified criteria and performance standards.

The Board Members thanked the representatives from LA Metro for their presentation and requested that discussion regarding the BRT Networks Improvement Plan and impacts be scheduled at the next full Board meeting.

On motion of Mr. Dave Perry, seconded by Councilmember Marsha McLean, there being no objection, the Transportation Committee requested, without recommendation, that the BRT Improvements Project be placed on the agenda for discussion at the next full Board meeting scheduled for July 21, 2022.

7. DRAFT I-405 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN (CMCP)

Metro representatives will provide an update on the Draft I-405 Comprehensive Multimodal Corridor Plan (CMCP), which is now available for public review and comment.

Recommended Action: Discussion and Possible Action

Zoe Unruh, Manager, Transportation Planning, LA Metro, provided an overview of the I-405 Comprehensive Multimodal Corridor Plan (CMCP), and highlighted the following:

- The CMCP provides possibilities for traveling through one of the County's most congested corridors and covers the full extent of L.A. County. The study includes: 20 Cities, 40 Neighborhoods totaling 2.8 million residents and 1.4 million jobs.
- Senate Bill 1 (2017) made \$54 billion available over a 10-year period, administered by the California Transportation Commission for:
 - Roads
 - Highways
 - Good Movement
 - Transit
 - Active Transportation Projects
- There is \$250 million provided annually for statewide projects offering improvements and alternatives to highly congested and highly traveled corridors. Funding requires candidate projects be included in a qualifying comprehensive multi-corridor plan.

Ms. Unruh reviewed the elements in developing the Draft Plan which include:

- Corridor conditions assessment
- Defined set of corridor goals
- List of evaluated projects
- Proposed improvement strategies

Matthew Marquez, Principal Community Relations Officer, LA Metro, highlighted the Project Evaluation process that included responses from various groups regarding mobility challenges.

Ms. Unruh reviewed the input from transit riders and residents where five goals were identified:

- Improve mobility and acceptability - look at travel time delay, improve reliability, close gaps in network, expand transportation option, and help people connect to transportation
- Advance Equity by looking at investments that help expand travel options, define solutions that address barriers, and provide investments that help eliminate burden (air quality and safety impact)
- Support economic vitality – expand access to jobs
- Achieve sustainability – reduce greenhouse gases

- **Enhance safety – address unsafe interactions that exist and address the health and wellness of the transportation network to ensure they are resilient**

The CMCP conducted an evaluation of projects from an established list for their shovel worthiness and determination if the projects addressed the five aforementioned goals. Ms. Unruh spoke extensively on the process which included tier assessment, project development, and refined approach through input from COG. Adoption of the CMCP will provide Metro the ability to pursue funding.

The next steps include release of the Draft Plan for public comment which will close on June 10, 2022. The Plan will then be refined during summer 2022. In September 2022, Metro hopes to bring the plan to the Metro Board for consideration and adoption, with anticipation of qualifying for Cycle 3 funding, included in the 2020/21 state budget appropriating \$10 million in Greenhouse Gas Reduction Funds to augment Active Transportation Program funding.

8. FUTURE MEETINGS: AGENDA ITEMS

Recommended Action: Discuss potential agenda dates and items.

The next scheduled Transportation Committee meeting is scheduled for Thursday, August 18, 2022. The Mobility Workshop will take place on July 28, 2022.

9. ANNOUNCEMENTS

Mr. Dave Perry advised the Committee that the LA County Board of Supervisors approved Supervisor Barger's motion co-authored by Supervisor Janice Hahn, to direct the Department of Public Works to coordinate with Internal Services Department, the Chief Sustainability Office, and County Counsel, to position the County in unincorporated areas to capitalize on once-in-a-lifetime funding that was made available through the Bipartisan Infrastructure Legislation (BIL). BIL provides \$7.5 billion available for the expansion of electric vehicle and other fueling stations for zero emission vehicles and to rapidly expand that technology. Mr. Perry expanded on the current status and process.

10. ADJOURNMENT

On motion of Mayor Marsha McLean, seconded by Mr. Dave Perry, there being no objection, the meeting was adjourned at 2:51 p.m.

Notices:

San Fernando Valley Council of Governments Transportation Committee Meeting Minutes - Thursday, May 19, 2022

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San Fernando Valley Council of Governments Transportation Committee Meeting Minutes - Thursday, May 19, 2022



San Fernando Valley Council of Governments

DATE: December 8, 2022
TO: Transportation Committee
FROM: John Bwarie, Executive Director
RE: **2022 Mobility Workshop Report**

RECOMMENDATION

Consider and provide direction to staff on next steps

BACKGROUND

On July 28, 2022, after a short hiatus during the COVID19 Pandemic, the SFVCOG again hosted its annual Valley Mobility Workshop in person at Van Nuys Airport in a hangar at Signature Flight Support. This workshop focused on the topic of aerial mobility in the SFVCOG region. A variety of elected officials, transportation leaders, community leaders, and mobility experts from across the SFVCOG region came together to discuss and provide their input on this emerging transportation mode.

The half-day workshop presented the latest information from leading experts on regional air mobility in SoCal while giving attendees the insights to prepare the SFVCOG region for what might be coming with regard to localized aerial transport. The three featured speakers that helped set the stage for the interactive portion of the program included:

- Adam Cohen, Senior Research Manager, Innovative Mobility Research, UC Berkeley
- Adrienne Lingdren, Head of Cities - Global Partnerships and Business Development, Supernal
- Clint Harper, Advanced Air Mobility Program Manager, Urban Movement Labs

The workshop engaged attendees to take the information provided by the experts and develop key issues and takeaways that need to be considered by local community, civic, and business leaders. Attendees were also asked to identify opportunities for collaboration to prepare the region for this and other new technologies in transportation. The following report outlines the discussions that the groups had during the mobility workshop.

Attachment: [SFVCOG 2022 Mobility Workshop Report](#)



**San Fernando Valley Council of Governments
2022 Mobility Workshop Report**

Submitted October 20, 2022 to SFVCOG Board

Sharing Insights: About Urban Air Mobility

The first portion of the workshop featured the presenters providing insights and updates about the current state of Urban Air Mobility.

Adam Cohen from UC Berkeley set the stage by going over what advanced aerial mobility is and what it can be used for. Advanced aerial mobility was defined as a broad concept focusing on emerging aviation markets and use cases for on-demand aviation in urban, suburban and rural communities. Advanced aerial mobility can be used for various purposes:

1. Passenger mobility
2. Goods delivery
3. Emergency response & sanitation
4. Professional & industrial use cases

Cohen also shared some of the aircraft currently under development as well as their proposed use, range, speed, and other details. Four of the companies that are developing aircraft are in the United States and are working on aircraft to be used as air taxis or for cargo. When looking at the marketplace and aerial mobility ecosystem, the industry was market valued at approximately \$5 billion USD in 2018. The potential market forecast for the aerial mobility industry is estimated at:

1. Globally: Between \$74 billion to \$641 billion USD in 2035
2. Good delivery: Between \$3.1 billion to \$88 billion USD in 2030
3. Passenger mobility: \$2.8 billion to \$4 billion USD in 2030

As with the other presenters, he discussed community integration and the convergence of local communities and aviation needed to focus on aerial mobility. One of the important discussion points that he touched upon was the potential concerns with aerial mobility that range from safety, weather and air traffic management, noise and visual pollution, to equity, accessibility and affordability. But with that, equity opportunities were also addressed. Aerial mobility has the potential to do the following when it comes to equity opportunities:

1. Reduce the mismatch between affordable housing and jobs
2. Expand access to employment opportunities
3. Create new employment opportunities
4. Bridge gaps as it pertains to the spacial, topographical, and built environment
5. Allow for the creation of opportunities for economic development in order to revitalize neighborhoods around vertiports

Cohen also presented to the participants images and figures of the three potential archetypes for urban-air infrastructure which consist of a vertipad, vertibase, and a vertihub. Infrastructure,

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network costs, and annual operating costs will depend on the size of the city and the population density.

To conclude his presentation, Adam brought up pending federal legislation

1. Advanced Aviation Infrastructure Modernization Act – establishes a pilot grant program to support aerial mobility infrastructure and encourages connectivity to public transit, equity considerations, and integration with state and metropolitan planning organization planning documents.
2. Advanced Air Mobility Coordination & Leadership Act – which developed a federal definition of advanced aerial mobility and directs the United States Department of Transportation to establish an interagency working group in order to plan and coordinate efforts as they pertain to support aerial mobility.

Adrienne Lindgren from Supernal discussed what is needed in planning for advanced aerial mobility. She started off by addressing the positive and negative impacts that aerial mobility may have. The positive outcomes outweigh the negative and include societal gains such as modal diversity and increased access to transportation as well as economic gains which consist of green jobs, tax revenue, land use efficiency and asset utilization. On the other hand, there is fear that this will lead to higher emissions and congestion as well as an increase in infrastructure costs.

Another topic that was covered as part of this presentation was steps to effectively engaging local communities through socialization and localization, public engagement, and policy and environment. When thinking about advanced aerial mobility and ways to engage groups into this work, Adrienne also highlighted that aerial mobility should be approached as part of the transportation planning process and integrated into the mobility ecosystem.

As part of cooperation and collaboration between different entities, there is also a need to outline roles and responsibilities. During Adrienne's presentation, she outlined the roles and responsibilities of the aerial mobility industry and government (federal, state, regional/local).

Roles and Responsibilities (Industry)

1. Develop aircraft to design specifications require for aircraft certification to optimize servicing the market demand
2. Identify operating and maintenance procedures
3. Conduct aircraft operations and develop and enforce operating procedures for aircraft and personnel
4. Vertiport operator to be the entity providing vertiport facilities for the purpose of takeoff and landing aerial mobility vehicles
5. UTM providers to manage the aerial mobility traffic and airspace between different takeoff and landing points

Roles and Responsibilities (Government)

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Federal Aviation Administration

1. Certifications
2. Operational rules and regulations
3. Regulatory framework for airspace management
4. Coordinate aircraft operating in controlled and uncontrolled airspace
5. Federal infrastructure grants and assurances compliance

State Aeronautics

1. Establish registration of aircraft, operators, vertiports/facilities, and associated fees
2. Facilitation across local and state agencies
3. Zoning, Transportation Plan, and General Plan Compatibility
4. Educational frameworks and resources for community engagement

Regional Planning Organizations and Multi-jurisdictional agencies

1. Inform implementation of advanced aerial mobility infrastructure
2. Sponsor studies to identify routes, locations, make recommendations to be incorporate into local general plans
3. Connect local government, communities, and advanced aerial mobility industry operators

Council of Governments (COGs)

1. Liaise across stakeholders to facilitate effective implementation
2. Inform compatibility of airports with surrounding communities with Airport Land Use Commission (ALUC)
3. Identity and develop new processes to facilitate advanced aerial mobility development within communities

Municipal Government

1. Establish and enforce land use, zoning, and building codes
2. Have possible authority to override Airport Land Use Commission (ALUC) decisions

In outlining the roles and responsibilities of the various groups it gave workshop attendees a better understanding of what everyone can/will be doing in advancing aerial mobility in a region such as the San Fernando Valley. To conclude her presentation, Adrienne gave practical steps that can be taken to plan for aerial mobility such as:

1. Identifying funding streams that could support regional collaboration
2. Socializing and visualizing aerial mobility through public engagement
3. Develop resources and best practices for implementing
4. Support the development of technical processes and policies

Clint Harper from Urban Movement Labs talked about advanced air mobility integration in Los Angeles and the need for partnership in this. Regarding a need for advanced air mobility partnership, the main goals were:

1. Engage and educate Angelenos, policymakers, and City staff about urban air mobility

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2. Interface with the original equipment manufacturers, vertiports, technology, and others to lead the advancement of the [Principles of the Urban Sky](#).
3. Build a model for urban air mobility policies and practices to improve L.A.'s mobility network and inform other decision makers as well

The framework that will help guide Los Angeles in bringing urban air mobility to the region comes from the [Principles of the Urban Sky](#). The World Economic Forum and City of Los Angeles released seven principles for implementing urban air mobility (UAM) in a way that is safe, sustainable, and inclusive back in September of 2020 and they are the following:

- Sustainability
- Low noise
- Local workforce development
- Safety
- Equity of access
- Multimodal Connectivity
- Purpose-driven data sharing

Workshop Takeaways:

After the presentation and a short Q&A, the attendees were asked to work at their tables to identify key issues and next steps – as they saw it – for planning for this emerging technology in the San Fernando Valley COG region. Attendees were asked three questions to answer first on their own and then got to work within a smaller group to further develop their answers. They were asked:

1. When asked about what you heard today, what would you tell someone the main takeaways were?
2. How could you work with other jurisdictions, operators, and community leaders in the region to ensure coordination on the topic of aerial mobility to eliminate redundancy in planning and operations? Consider the different aspects of the issue needing different ways of coordination.
3. What are your next steps to engage with the issue of aerial mobility?

The overarching response from the various small groups concurred on one key theme: in order to work towards an aerial mobility future, there needs to be collaboration and coordination amongst all stakeholders from community members, businesses, experts in the field, and elected officials. Specific considerations included:

1. There is a need for equity to be driving the conversation on aerial mobility to ensure that this will truly be accessible to all in the region.
2. Infrastructure is key to aerial mobility as that will somewhat determine what it looks like for a region such as the San Fernando Valley. We should look at airports as community assets and the work that needs to be done to integrate them into the fabric of the surrounding communities on their own and as this new technology emerges.



3. There needs to be an analysis of the economic development impact to *the San Fernando Valley region*.
4. Work with all groups involved from community members, elected officials, and experts in the field to shape new policy as it pertains to this new form of transportation to ensure that concerns are addressed and taken into consideration.

Focus on Collaboration:

There was a resounding call for community members, government officials, industry experts, business leaders, and the diverse jurisdictions to work collaboratively to ensure that everyone's challenges and concerns are being addressed in order to help mitigate potential issues with aerial mobility implementation. When thinking about what efforts need to be made to work towards bringing aerial mobility to the San Fernando Valley, recommendations included:

1. Bringing in the local community members to engage in listening or feedback sessions so they know that they are being taken seriously and have an active role in defining what aerial mobility will look like in the place they call home.
2. Working with federal, state, city, and organizations to capture a wider reach and involve all the major entities that should be involved in these conversations.
3. Working together to create regional standards for aerial mobility operations
4. Having early, honest, and solution-oriented conversations on policies to support regulating the industry and linking transportation and land use decisions to maximize infrastructure.
5. Having more workshops like this one to ensure there are regular, open channels of communication to discuss defined and emerging issues related to this new technology and its implementation.

Next Steps:

Towards the end of the workshop, attendees were asked to think about what their next steps should be in order to engage with the issue of aerial mobility. The suggestions aligned with the theme of the day: work together to understand and develop this new mobility mode. Specific recommendations included:

1. Promoting education and research to better engage with this issue
2. Monitoring other channels of communication as it would allow stakeholders to gain a better understanding and work collaboratively with others involved.
3. Inviting organizations or speakers to their local meetings to introduce aerial mobility topic to the communities they live and work in.
4. Multiple community members expressed interest to see advanced air mobility technology for themselves to judge the noise impacts first-hand, as this was a major concern.
5. Engaging groups or departments such as the County Department of Regional Planning and Department of Economic Opportunity to invest in careers related to aerial mobility.



6. Creating subgroups within their neighborhood councils to begin to do the work on becoming better informed and ask that the COG also play a role in this by creating a committee on this topic to engage all the partnering regions.

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