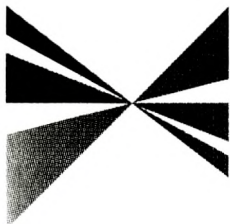


SOUTHERN CALIFORNIA



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Riverside County Transportation Commission:
Tom Mullen, Riverside County

Ventura County Transportation Commission:
Bill Davis, Simi Valley

December 23, 1998

Ms. Kari Gialketsis
Environmental Coordinator
Ventura County Department of Airports
Administrative Offices
555 Airport Way
Camarillo, CA 93010

RECEIVED
DEC 29 1998
DEPT. OF AIRPORTS

**RE: Comments on the Draft Environmental Assessment/Environmental
Impact Report for Land Acquisition and Airport Development at
Oxnard Airport, Oxnard, California - SCAG No. I 9800601**

Dear Ms. Gialketsis:

Thank you for submitting the **Draft Environmental Assessment/
Environmental Impact Report for Land Acquisition and Airport
Development at Oxnard Airport, Oxnard, California** to SCAG for review
and comment. As areawide clearinghouse for regionally significant projects,
SCAG assists cities, counties and other agencies in reviewing projects and
plans for consistency with regional plans.

The attached detailed comments are meant to provide guidance for considering
the proposed project within the context of our regional goals and policies. If
you have any questions regarding the attached comments, please contact David
Stein at (213) 236-1917.

Sincerely,

ARNOLD SHERWOOD
Director, Performance Assessment and Implementation

**COMMENTS ON THE
DRAFT EA/EIR FOR THE LAND ACQUISITION AND
AIRPORT DEVELOPMENT AT OXNARD AIRPORT
(OXNARD, CALIFORNIA)**

PROJECT DESCRIPTION

The proposed Project examines the environmental consequences of projects which would enhance safety and security at the airport by (1) providing airport control over the Runway Safety Area and Runway Object Free Area through fee simple acquisition of 43.28 acres and the acquisition of avigation easements over an additional 111.15 acres; (2) completion of the MALSR lighting system; (3) stormwater drainage improvements; and (4) installation of perimeter fencing and security lighting, among other projects. Improvements are also proposed to accommodate future long-term aviation demand, including: (1) acquisition of approximately 7.9 acres for landside development; (2) an expansion of the terminal building; (3) redesign and expansion of the hangar apron areas; (4) construction of new parking facilities and access roadways; and (5) construction of exit taxiways, among other item. The airport is located north of 5th Street, south of Teal Club Road, east of Victoria Avenue, and west of Ventura Road.

INTRODUCTION TO SCAG REVIEW PROCESS

The document that provides the primary reference for SCAG's project review activity is the Regional Comprehensive Plan and Guide (RCPG). The RCPG chapters fall into three categories: core, ancillary, and bridge. The Growth Management (adopted June 1994), Regional Transportation (adopted April 1998), Air Quality (adopted October 1995), Hazardous Waste Management (adopted November 1994), and Water Quality (adopted January 1995) chapters constitute the core chapters. These core chapters respond directly to federal and state planning requirements. The core chapters constitute the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters contain both core and ancillary policies, which are differentiated in the comment portion of this letter. The Regional Transportation Element (RTE) constitutes the region's Transportation Plan (also referred to as Community Link 21). The RTE policies are incorporated into the RCPG.

Ancillary chapters are those on the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. These chapters address important issues facing the region and may reflect other regional plans. Ancillary chapters, however, do not contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region.

Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCPG.

Each of the applicable policies related to the proposed project are identified by number and reproduced below in italics followed by SCAG staff comments regarding the consistency of the Project with those policies.

General SCAG Staff Comments

The Draft EA/EIR, on pages 5-8 and 5-9, addresses the relationship of the proposed project to **applicable regional plans** as required by Section 15125 [b] of *Guidelines for Implementation of the California Environmental Quality Act*, which state that: “*The EIR shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans. Such regional plans include, the applicable Air Quality Management Plan (or State Implementation Plan once adopted), area-wide waste treatment and water quality control plans, regional transportation plans, regional housing allocation plans, and regional land use plans for the protection of the Coastal Zone, Lake Tahoe Basin, San Francisco Bay, and Santa Monica Mountains*”. Discussions in the EA/EIR address in part the consistency of the project with applicable regional plans, specifically the *Regional Transportation Plan and the Regional Comprehensive Plan and Guide* (which incorporates references to policies in the other regional plans). The Final EIR should address the relationships (consistency with core policies and support of ancillary policies) to SCAG’s Regional Comprehensive Plan and Guide and Regional Transportation Plan, utilizing commentary from the following detailed SCAG staff comments. The response should also discuss any inconsistencies between the proposed project and applicable regional plans. We suggest that you identify the specific policies, by policy number, with a discussion of consistency or support with each policy.

Consistency With Regional Comprehensive Plan and Guide Policies

1. **The Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide contains a number of policies that are particularly applicable to the Land Acquisition and Airport Development at Oxnard Airport.

a. *Core Growth Management Policies*

3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG’s Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*

SCAG staff comments. As SCAG has designated subregions, the project is situated in the Ventura Council of Governments subregion. The Draft EA/EIR lacks a clear discussion of the relationship of the project to SCAG’s recently adopted population, housing and employment forecasts (1998 RTP Adopted Forecast – 4/16/98). The SCAG population data in Table 3A is dated and no comparison is made with regional housing and employment forecasts. SCAG’s current forecasts for Ventura County and the City of Oxnard are depicted in the following table.

SCAG VCOG Subregion	2000	2005	2010	2015	2020
Forecasts					
Population	712,800	745,000	804,300	861,700	932,300
Households	237,500	252,400	274,700	297,500	326,400
Employment	306,600	343,200	394,800	438,200	485,600
SCAG	2000	2005	2010	2015	2020

**City of
Oxnard**

Forecasts

Population	151,700	156,700	166,000	174,900	186,000
Households	42,200	44,400	47,600	50,900	55,000
Employment	42,300	49,100	58,800	66,900	75,800

The Draft EA/EIR on page 5-8 states that the Project is consistent with the population projections in the 1994 AQMP for the Oxnard Growth Area. No comparative data is presented to support this statement.

The Final EA/EIR should reference SCAG adopted forecasts and compare them with the population, housing and employment projections for the project. Based on the information provided in the Draft EA/EIR, we are unable to determine whether the Project is consistent with this core RCPG policy.

- 3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

SCAG staff comments: The Draft EA/EIR contains generalized information on development phasing and timing. Aviation forecasts and facility requirements in Chapter One of the EA/EIR are categorized as short-term and long-term. No definition is provided on what the time frame is for these two terms. SCAG's Standing Committee on Implementation has consistently stressed that Final EA's/EIR's for similar projects should address the manner in which the proposed project will be developed so that provision of service to new housing units or jobs producing commercial, industrial or other uses will be staged or phased to help achieve greater jobs/housing balance within the jurisdiction and the Subregion. The Standing Committee on Implementation (responsibilities now assumed by the Community, Economic and Human Development Committee) has previously expressed the concern that, in housing rich subregions, the housing will likely be constructed first and the employment producing land uses may never materialize. Conversely, in jobs rich subregions, the employment producing office buildings, shopping centers, schools or industrial buildings could be built first, and the housing components could be brought in much later, or never. The objective of a phasing or development staging plan would be to encourage the implementation of types of development that would address the jobs/housing balance issue and work toward the reduction of Vehicle Miles Traveled in the early phases or stages of development rather than leaving such uses until later (or allowing indefinite postponement).

Table 1H contains a specific list of short-term (1998 through 2002) improvements and long-term (presumably after 2002).

The Project is partially consistent with this core RCPG policy.

b. *Ancillary Growth Management Policies*

- 3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*

SCAG staff comments. The Draft EA/EIR on pages 3-14 and 3-15 includes information

on the types of jobs and housing in the Oxnard area. The Project is supportive of this ancillary RCPG policy.

- 3.08 *Encourage subregions to define economic strategy to maintain economic viability of the subregion, including the development and use of marketing programs, and other economic incentives, which support the attainment of subregional goals and policies.*

SCAG staff comments. The Draft EIR acknowledges on pages 4-51 and 4-52 a number of important economic benefits of the proposed Project. The Project is supportive of this ancillary RCPG policy.

- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*

SCAG staff comments. The Draft EIR identifies both on- and off-site infrastructure and public service delivery facilities to serve the Project. These improvements reflect necessary extension of existing facilities or the construction of new facilities, where none currently exist. Infrastructure is designed to minimize cost to the maximum extent. The Project is supportive of this ancillary RCPG policy.

- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*

SCAG staff comments. The Draft EA/EIR acknowledges on page 3-10 that public transportation facilities are available within the county, but no specific information is provided regarding the relationship of existing and proposed transit to the airport. Furthermore, no information is provided regarding bicycle access to the facility. Based on the information in the Draft EA/EIR, we are unable to determine if the Project is supportive of this ancillary RCPG policy.

- 3.13 *Encourage local jurisdictions plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*

SCAG staff comments. The Draft EA/EIR lacks a discussion of the relationship of the Project to existing and proposed public transit. The Final EIR should include a discussion of transit services and specific actions to make the Project transit friendly. Based on the information in the Draft EA/EIR we are unable to determine whether the Project is supportive of this ancillary RCPG policy.

- 3.17 *Support and encourage settlement patterns which contain a range of urban densities.*

SCAG staff comments. The Draft EIR on pages 3-8 and 3-9 includes a detailed presentation of the different commercial/industrial density categories proposed for the Project. The Project is supportive of this ancillary RCPG policy.

- 3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*

SCAG staff comments. The Project is designed in a manner which will minimize adverse environmental impacts. The mitigation measures included in the Draft EA/EIR have been developed to address identified adverse environmental impacts. The adequacy of project specific mitigation and the feasibility of further site specific mitigation of these impacts should be carefully considered by the County of Ventura. The Project is supportive of this ancillary RCPG policy.

- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

SCAG staff comments. The Draft EA/EIR acknowledges in Chapter 4, Section 1 that aircraft noise issues have been appropriately addressed. The adequacy of project specific mitigation and the feasibility of further site specific mitigation of these impacts should be carefully considered by the County of Ventura. The Project is supportive of this ancillary RCPG policy.

2. The 1998 Regional Transportation Plan (RTP) also has policies, all of which are core, that pertain to the Land Acquisition and Airport Development at Oxnard Airport project. The RTP links the RCPG goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies in the RTP are the following:

- 4.01 *Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.*

SCAG staff comments. The Draft EA/EIR makes no reference to support of SCAG's Regional Performance Indicators and associated objectives pertaining to:

Mobility - Transportation Systems should meet the public need for improved access, and for safe, comfortable, convenient and economical movements of people and goods.

- Average Work Trip Travel Time in Minutes - 22 minutes
- PM Peak Highway Speed - 33 mph
- Percent of PM Peak Travel in Delay (All Trips) - 33 %

Accessibility - Transportation Systems should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.

- Work Opportunities within 25 Minutes - 88 %

Environment - Transportation Systems should sustain development and preservation of the existing system and the environment. (All Trips)

- Meeting Federal and State Standards - Meet Air Plan Emission Budgets

Reliability - Reasonable and dependable levels of service by mode. (All Trips)

- Transit - 63 %

- Highway – 76%

Safety - Transportation Systems should provide minimal, risk, accident, death and injury. (All Trips)

- Fatalities Per Million Passenger Miles – 0.008
- Injury Accidents – 0.929

Livable Communities - Transportation Systems should facilitate Livable Communities in which all residents have access to all opportunities with minimal travel time. (All Trips)

- Vehicle Trip Reduction – 1.5 %
- Vehicle Miles Traveled Reduction – 10.0%

Equity - The benefits of transportation investments should be equitably distributed among all ethnic, age and income groups. (All trips)

- Low-Income (Household Income \$12,000)) Share of Net Benefits – Equitable Distribution of Benefits

Cost-Effectiveness - Maximize return on transportation investment. (All Trips)

- Net Present Value – Maximum Return on Transportation Investment
- Value of a Dollar Invested -- Maximum Return on Transportation Investment

Mitigation measures in (Transportation and Circulation) and (Air Quality) sections and specifically referenced on page 5-10, will improve mobility and accessibility, increase roadway efficiency and safety, and help create a highly livable, pedestrian friendly environment which encourages alternatives to the automobile. The Project is partially consistent with this core RCPG policy.

4.02 Transportation investments shall mitigate environmental impacts to an acceptable level.

SCAG staff comments. The Draft EA/EIR identifies various transportation impacts and details the measures to mitigate these impacts. The Project is consistent with this core RCPG policy.

4.04 Transportation Control Measures shall be a priority.

SCAG staff comments. The Draft EIR does not address the extent to which the Project considers the implementation of Transportation Control Measures set forth in the Ventura County Air Quality Management Plan as set forth in the subsequent two year segment of the Regional Transportation Improvement Program), including:

- High Occupancy Vehicle projects and pricing alternatives, park and ride lots and intermodal facilities.
- Transit improvements, urban freeway system management improvements, smart corridors TSM programs, railroad consolidation programs, CMP-based demand management strategies, vanpool programs, telecommunication facilities, demonstration programs, and bicycle and pedestrian facilities.
- Marketing information services for employers and activity centers to encourage shared rides and transit use, and transit pass centers.

Based on the information in the Draft EA/EIR we are unable to determine whether the Project is consistent with this core RCPG policy.

- 4.07 *Projects proposed for the Regional Transportation Improvement Program (RTIP) that do not indicate a reasonable phasing of construction between segments will not be approved.*

SCAG staff comments. The Draft EA/EIR on page 5-9 references the Regional Transportation Improvement Program, but no specifics are provided on the relationship of projects (facilities) to the current RTIP. Based on the information in the Draft EA/EIR, we are unable to determine whether the Project is consistent with this core RCPG policy.

- 4.09 *Commercial airport capacity shall be expanded to serve passenger and freight needs with environmental and ground access impacts being mitigated to an acceptable level.*

SCAG staff comments. The Draft EA/EIR on pages 1-4 through 1-21 details the forecast assumptions which provide the basis for recommended facility improvements. Recommendations are made for expanding commercial airport capacity to serve passenger and freight needs. Environmental and ground access needs are also appropriately addressed. The Project is consistent with this core RCPG policy.

- 4.18 *Each county should provide environmentally acceptable airport capacity within its own market area to meet local, domestic air passenger demand.*

SCAG staff comments. The Draft EA/EIR on pages 1-4 through 1-21 details plans to provide environmentally acceptable airport capacity within Ventura County market area. The Project is consistent with this core RCPG policy.

- 4.19 *Airports shall be expanded and added to the system to reinforce regional growth patterns and to make regional communities more livable.*

SCAG staff comments. The Draft EA/EIR throughout the document speaks of the function of Oxnard Airport within a county and regionwide system of airports. Issues are addressed in the document pertaining to the airport's relationship to regional growth patterns and addressing airport noise and safety concerns of residents within the airport environs. The proposed actions to acquire property and easements to the north Runway 7-25 and off the ends of the runway, will help improve the livability of people in these areas. The Project is consistent with this core RCPG policy.

- 4.20 *International facilities should be developed at other commercial airports in the SCAG region in addition to LAX.*

SCAG staff comments. The Draft EA/EIR does not propose international facilities at Oxnard Airport, given the size and proposed functions of the facility. This SCAG policy is not applicable.

Core Regional Transportation Plan Actions

Local Roadways Recommendations

43. *Improve arterials that serve regional needs for freight movement or provide capacity within commute sheds. The Plan proposes \$1 billion in addition to funds already identified by Transportation Commissions and Subregions. The \$1 billion dollars for arterial projects is not sufficient to meet regional needs and requires further research and funding.*

SCAG staff comments. The Draft EIR on pages 1-14 and 4-24 identifies a number of proposed arterial traffic improvements which will serve regional needs for passenger and freight movement. The Project is consistent with this core RCPG action.

Airport System Recommendations

In developing the Final EA/EIR please reference the attached text and figures from the Aviation section of the 98 Regional Transportation Plan. The adopted forecast of 2020 passengers in Table 11 of the RTP is the 2020 medium forecast allocation which assumes commercial air service at Oxnard Airport (0.2 million annual passengers [MAP]).

The attached passenger allocations (Sensitivity Scenarios #1, #2, #3, and a fourth scenario proposed by the TCC Aviation Subcommittee) are not a part of the Plan, but are included for further technical analysis, pursuant to page I-42 of the 98 RTP, Airport System Recommendations.

69. *Support expansion of capacity at major existing and potentially new regional airports to handle anticipated increases in both passenger and freight volume.*

SCAG staff comments. The Draft EA/EIR on page 1-5 identifies a long-term forecast of 130,000 commercial enplanements. No specific year is attributable to the term long-term. SCAG's adopted 2020 passenger forecast for Oxnard Airport is 200,000 annual passengers. Enplanements and annual passengers are two separate measures, and when comparing these small numbers, the minor differences are relatively insignificant. The Project is consistent with this core RCPG policy.

70. *Mitigate effects of expanding existing airports and adding military air bases so that community impacts are minimized.*

SCAG staff comments. The Draft EA/EIR as noted previously, mitigates the effects of the airport on the surrounding community. These impacts are identified on Table C and mitigation measures are proposed. The Project is consistent with this core RCPG policy.

3. The Air Quality Chapter (AQC) core actions that are generally applicable to the Land Acquisition and Airport Development at Oxnard Airport Project are as follows:

- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

SCAG staff comments. The Draft EIR addresses the matter of regional transportation and air quality modeling consistency on pages 4-34, 5-8 and 5-9. Regional transportation/air quality impacts appear to be mitigated. The Project is consistent with

this core RCPG policy.

Conclusions and Recommendations

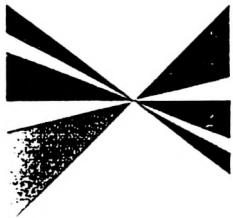
- (1) As noted in the staff comments, the proposed Land Acquisition and Airport Development at Oxnard Airport Project is consistent with or supports many of the core and ancillary policies in the Regional Comprehensive Plan and Guide. Based on the information in the Draft Environmental Assessment/ Environmental Impact Report, we are unable to determine whether the Project is consistent with core policies 3.01, and 4.04, and supportive of ancillary policies 3.12 and 3.13. The Project is partially consistent with core policy 4.01. These matters should be addressed in the Final EIR.
- (2) As noted in the General Staff Comments, recommendations are made for addressing the relationship of the proposed project to applicable regional plans.
- (3) All mitigation measures associated with the project should be monitored in accordance with AB 3180 requirements.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, the Association is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). Among its other mandated roles and responsibilities, the Association is:

- Designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. §134(g)-(h), 49 U.S.C. §1607(f)-(g) et seq., 23 C.F.R. §450, and 49 C.F.R. §613. The Association is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080.
- Responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). The Association is also designated under 42 U.S.C. §7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.
- Responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. §7506.
- Responsible, pursuant to California Government Code Section 65089.2, for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. The Association must also evaluate the consistency and compatibility of such programs within the region.
- The authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).
- Responsible for reviewing, pursuant to Sections 15125(b) and 15206 of the CEQA Guidelines, *Environmental Impact Reports* of projects of regional significance for consistency with regional plans.
- The authorized *Areawide Waste Treatment Management Planning Agency*, pursuant to 33 U.S.C. §1288(a)(2) (Section 208 of the Federal Water Pollution Control Act)
- Responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).
- Responsible (along with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.



**ASSOCIATION of
GOVERNMENTS**

Memo

To: The SCAG Region
From: Richard Spicer, Manager, Transportation Planning
Patrick Michell, Principal Transportation Planner
Date: June 18, 1998
Re: 98 Regional Transportation Plan

RS
PM

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Santa Paula • Tom Young, Port Hueneme

Thank you for your interest and participation in the 98 Regional Transportation Plan.
A copy of the final-adopted Plan is enclosed.

An open letter from SCAG President Bob Bartlett on the first page of the Plan
outlines the history, goals, and requirements of the 98 RTP that is also known as
CommunityLink 21.

Also enclosed for easy reference is a copy of the 98 RTP Constrained Project list
and a memo that is briefly footnoted in the Plan entitled Additional Air Passenger Allocations

An Internet version of the 98 RTP is nearing completion and will be placed on the
SCAG Homepage in early July 1998. (Point your browser to www.scag.ca.gov.) A limited
edition CD-ROM version of the 98 RTP is also in development. For further information on the
98 RTP on CD-ROM as well as for general inquiries concerning the 98 RTP, please contact
Clint Rosemond, Senior Community Affairs Officer, at 213-1878 or e-mail to
info@scag.ca.gov.

Finally, please note that pursuant to the 98 RTP adopting Resolution, SCAG is
preparing for the next update of the RTP. Your continued interest and participation in the
transportation and air quality issues that impact the Region are critical to this planned review
and update that is scheduled for December 1999.

**SCAG REGION COMMERCIAL AIRPORT SYSTEM
2020 AIR PASSENGER FORECASTS AND ALLOCATIONS**
(Millions of Air Passengers -MAP)
Three Sensitivity Scenarios Requested by TCC Aviation Subcommittee (2/2/98)*

<u>Airport</u>	<u>98 Draft RTP High**</u>	<u>Scen. #1 LAX Con. El Toro Uncon.</u>	<u>Scen. #2 LAX Uncon. No El Toro</u>	<u>Scen. #3 LAX Con. No El Toro</u>
Burbank	9.700	15.002	13.201	15.002
Imperial Co.	.018	.070	.070	.070
John Wayne	7.274	7.379	10.712	15.014
Long Beach	3.577	3.803	1.790	5.699
Los Angeles	101.005	70.006	107.403	70.002
Ontario	17.223	22.203	23.380	27.787
Oxnard	.165	.101	.112	.118
Palmdale	.162	.355	.277	.942
Palm Springs	1.805	2.374	2.299	2.579
El Toro	23.607	28.202	0	0
George (SCI)	.148	.130	.138	.145
March/ (Mar)	1.271			
(Mar)/(SBD)		1.300	1.889	2.579
Norton (SBD)	1.881			
Point Mugu	1.995	2.878	2.020	2.689
Region Total	169.883	153.601	163.085	143.014
MAP Loss	0	16.282	6.798	26.869
% Loss	0%	-9.6%	-4.0%	-15.8%

* This table is not part of the Plan, but is included as information for further analysis. The sensitivity scenarios are subsets of the 98 Draft RTP High forecast/allocation.

** The recommended forecast is the medium forecast

TCC AVIATION SUBCOMMITTEE SCENARIO

Airport	Proposed Alternative Air Traffic Distribution Scenario for Amendment to the SCAG Regional Transportation Plan
Burbank	9.7
Imperial Co.	.070
El Toro	28.000
John Wayne	8.000
Long Beach	6.705
Los Angeles	70.003
Ontario	19.999
Oxnard	.137
Palmdale	12.898
Palm Springs	1.781
George (SCI)	.140
March (Mar) (Mar) (SBD) Norton (SBD)	8.121
Point Mugu	4.209
Regional Total	169.763

This table is not part of the Plan, but is included as information for further analysis.

memorandum

Date: June 17, 1998

To: The Region

RE: 98 RTP Constrained Projects List



Attached is the 98 RTP Constrained Projects List for the 98 Regional Transportation Plan. This Projects List is organized by county, and within each county the list is organized by route/program and by improvement type. The Projects List also provides project limits and costs (Capital, Operations and Maintenance, and Public Costs).

1998 RTP CONSTRAINED PROJECT/PROGRAM

Imperial County

Available for Programming: \$162M

Project/Program Description								
Corridor	Route/Program	From	To	Improvement	Capital	O&M	Total Cost	Public Cost
	Airport Ground Access & Arterial Improvements	Countywide		Arterials/Interchanges	\$50,000,000	\$0	\$50,000,000	\$40,000,000
7*	SR- 7	SR-98 (PM 1.2)	I-8 (PM 6.7)	Expressway	\$34,700,000	\$1,773,288	\$36,473,288	\$32,421,288
7	SR- 7	I-8 (PM 6.7)	Evan Hewes Hwy. (PM 8.6)	Expressway	\$12,000,000	\$0	\$12,000,000	\$12,000,000
78*	SR- 78 Brawley Bypass	SR-86 (PM 7.2)	East Junction of SR-111/78 (PM 15.7)	Expressway	\$40,740,000	\$3,349,000	\$44,089,000	\$3,349,000
98	SR- 98	SR-111 (PM 32.3)	New SR-7 (PM 41.4)	Expressway	\$13,000,000	\$1,679,992	\$10,000,000	\$10,000,000
111*	SR-111	.5 miles south of Aten Road (PM 10.9)	SR-78 (PM 22.1)	Expressway	\$11,595,000	\$374,361	\$11,969,361	\$374,361
111	SR- 111	SR-98 (PM 1.2)	Interstate 8 (PM 7.7)	Expressway	\$23,000,000	\$0	\$23,000,000	\$23,000,000
111	SR- 111	SR-78	SR-111/SR-115	Expressway	\$8,000,000	\$0	\$8,000,000	\$8,000,000
115	SR- 115	Evan Hewes Hwy. (PM 8.6)	SR-78 (PM 20.2)	Expressway	\$29,900,000	\$0	\$29,900,000	\$29,900,000
Expressway Subtotal							\$175,431,649	\$119,044,649
98	SR-98	At Railroad Intersection		Grade Crossing	\$1,000,000	\$0	\$1,000,000	\$1,000,000
	Non-motorized	Countywide		Non-motorized	\$1,600,000	\$0	\$1,600,000	\$1,600,000
228	SR-228	SR-86	SR-86/SR-78	Deletion from State Highway System	\$0	\$0	\$0	\$0
	Additional Operations & Maintenance	Countywide		Roadway Operation & Maintenance	\$0	\$10,400,000	\$10,400,000	\$10,400,000
TOTAL							\$238,431,649	\$172,044,649

*Proposed for funding in the 1998 Interregional Transportation Improvement Program

14	SR-14 Antelope Valley Fwy.	I-5 (PM 24.8)	Avenue L (PM 65.7)	HOT Lanes	\$364,000,000	\$0	\$364,000,000	\$0
	Urban Rail Greenline	Aviation Station	Los Angeles International Airport	Light Rail	\$145,000,000	\$0	\$145,000,000	\$0
	Non-motorized		Countywide	Non-motorized	\$280,500,000	\$0	\$280,500,000	\$280,500,000
	Additional Operations & Maintenance		Countywide	Roadway Operations & Maintenance	\$0	\$2,400,000,000	\$2,400,000,000	\$2,400,000,000
	Signal Synchronization		Countywide	Signal Synchronization	\$428,000,000	\$0	\$428,000,000	\$428,000,000
	Smart Shuttles		Countywide	Smart Shuttles			\$5,928,000,000	\$2,984,000,000
	Transit Centers/Park & Ride		Countywide	Transit Centers	\$243,000,000	\$0	\$243,000,000	\$243,000,000
	Traveler Information		Countywide	Traveler Information	\$0	\$137,600,000	\$137,600,000	\$137,600,000
5	I-5 Golden State Fwy.	SR-14 (PM 45.6)	SR-126 (PM 53.6)	Truck Lanes	\$107,700,000	\$0	\$107,700,000	\$107,700,000
5	I-5 Golden State Fwy.	I-605 (PM 6.9)	SR-14 (PM 45.6)	Truck Lanes	\$2,985,000,000	\$0	\$2,985,000,000	\$0
60*	SR-60 Pomona Fwy.	SR-710 (PM 3.3)	San Bernardino Cty Line (PM 30.5)	Truck Lanes	\$2,000,000,000	\$8,037,600	\$2,008,037,600	\$447,037,600
710	I-710 Long Beach Fwy.	Port of Long Beach	SR-60 (PM 24.8)	Truck Lanes	\$1,315,000,000	\$0	\$1,315,000,000	\$0
				Truck Lanes Subtotal			\$6,415,737,600	\$554,737,600
TOTAL							\$ 22,933,203,367	\$ 15,861,203,367

*Proposed for funding in the 1998 Interregional Transportation Improvement Program

Project/Program Description								
Corridor	Route/Program	From	To	Improvement	Capital	O&M	Total Cost	Public Cost
	Arterial Improvements and Ground Access	Countywide		Arterials/Interchanges	\$503,812,500	\$0	\$503,812,500	\$403,050,000
80	SR-80	I-15 (PM 0.5)	Valley Way (PM 7.5)	Freeway: HOV Lanes	\$69,900,000	\$2,800,000	\$72,700,000	\$72,700,000
71**	SR-71 Chino Valley Freeway	San Bernardino Cty. Line (PM 0.0)	SR-91 (PM 3.0)	Freeway: Mixed-Flow & HOV Lanes	\$95,200,000	\$380,000	\$95,580,000	\$88,503,000
91	SR-91 Riverside Fwy.	Mary St. (17.4)	SR-80/215 Interchange (PM 21.7)	Freeway: HOV Lanes	\$85,200,000	\$1,894,200	\$86,894,200	\$86,894,200
215	I-215/SR-80 Escondido Fwy.*	E. Jct. SR-80/I-215 (PM 38.3)	University Ave. (PM 41.0)	Freeway: Mixed-Flow Lanes	\$27,000,000	\$855,452	\$27,855,452	\$27,855,452
Freeway Subtotal							\$283,009,652	\$275,952,652
	Grade Crossings	Countywide		Grade Crossings	\$169,750,000	\$0	\$169,750,000	\$169,750,000
	Commuter Rail Enhancement	Countywide		Commuter Rail	\$40,945,000	\$9,445,602	\$50,390,602	\$50,390,602
15	I-15 Corona Freeway	I-215 (PM 8.7)	SR-91 (PM 3.0)	HOT Lanes	\$230,000,000	\$0	\$230,000,000	\$0
	Non-motorized	Countywide		Non-motorized	\$17,600,000	\$0	\$17,600,000	\$17,600,000
	Additional Operation & Maintenance	Countywide		Roadway Operations & Maintenance	\$0	\$200,000,000	\$200,000,000	\$200,000,000
	Smart Shuttles	Countywide		Smart Shuttles			\$289,000,000	\$144,500,000
	San Jacinto Transit Corridor	Downtown Riverside	Hemet/San Jacinto	Transit Corridor (Commuter)	\$108,000,000	\$69,000,000	\$177,000,000	\$177,000,000
	Traveler Information	Countywide		Traveler Information			\$31,700,000	\$31,700,000
	Riv/OC Corridor	Orange County Line	I-15	Tollway: Mixed-Flow Lanes	\$400,000,000	\$0	\$400,000,000	\$0
71	SR-71 Completion	SR-91	I-15 at Cajalco Rd.	Tollway: Mixed-Flow Lanes	\$474,000,000		\$474,000,000	\$0
Tollway Subtotal					\$874,000,000	\$0	\$874,000,000	\$0
15	I-15 Ontario Freeway	SR-80 (PM 51.47)	San Bernardino County Line (PM 62.28)	Truck Lanes	\$97,500,000	\$0	\$97,500,000	\$0
80	SR-80/I-215 Moreno Vly. Fwy.	El Cerrito	Day Street (PM 13.3)	Truck Lane (east only)	\$80,500,000	\$0	\$80,500,000	\$80,500,000
80***	SR-80 Pomona Fwy.	San Bernardino Cty. Line (PM 0.0)	I-15 (PM 0.5)	Truck Lanes	\$27,900,000	\$0	\$27,900,000	\$6,200,000
Truck Lanes Subtotal					\$205,900,000	\$0	\$205,900,000	\$86,700,000
TOTAL							\$3,032,162,764	\$1,556,643,255

* I-215/SR-80 Mixed Flow project modifies 96RTIP HOV Project

** Proposed for funding in the 1998 Interregional Transportation Improvement Program

*** Proportion of funds provided through Interregional Transportation Improvement Program

Project/Program Description								
Corridor	Route/Program	From	To	Improvement	Capital	O&M	Total Cost	Public Cost
	Arterial Improvements and Ground Access	Countywide		Arterials/Interchanges	\$143,450,000	\$0	\$143,450,000	\$114,760,000
23	SR-23 Moorpark Fwy.	US-101 (PM 3.3)	SR-118 (PM 10.9)	Freeway: Mixed-Flow Lanes	\$30,794,065	\$2,994,000	\$33,788,065	\$33,788,065
118	SR-118 Simi Valley Fwy.	Tapo Canyon Road (PM 27.3)	Los Angeles County line (PM 32.6)	Freeway: Mixed-Flow Lanes	\$31,822,665	\$7,139,280	\$38,961,945	\$38,961,945
Freeway Subtotal							\$72,750,010	\$72,750,010
	Rice Road & SR-118	At Railroad Intersection		Grade Crossings	\$40,000,000	\$0	\$40,000,000	\$32,000,000
	Commuter Rail Enhancement	Countywide		Commuter Rail	\$34,602,700	\$7,982,414	\$42,585,114	\$42,585,114
	Non-motorized	Countywide		Non-motorized	\$10,200,000	\$0	\$10,200,000	\$10,200,000
	Additional Operation & Maintenance	Countywide		Roadway Operations & Maintenance	\$0	\$70,300,000	\$70,300,000	\$70,300,000
	Smart Shuttles	Countywide		Smart Shuttles			\$276,000,000	\$138,000,000
	Traveler Information	Countywide		Traveler Information	\$0	\$10,900,000	\$10,900,000	\$10,900,000
TOTAL							\$ 666,185,124	\$ 491,495,124

memorandum

Date: June 16, 1998

To: The Region

RE: Additional Air Passenger Allocations



The attached passenger allocations (Sensitivity Scenarios #1, #2, #3, and a fourth scenario proposed by the TCC Aviation Subcommittee) are not a part of the Plan, but are included as information for further technical analysis, pursuant to page I-42 of the 98 RTP, Airport System Recommendations.

SCAG REGION COMMERCIAL AIRPORT SYSTEM
2020 INTERNATIONAL PASSENGER FORECASTS AND ALLOCATIONS
(Millions of Air Passengers - MAP)
Three Sensitivity Scenarios Requested by TCC Aviation Subcommittee (2/2/98)*

Airport	98 Draft RTP High**	Scen. #1 LAX Con. El Toro Uncon.	Scen. #2 LAX Uncon. No El Toro	Scen. #3 LAX Con. No El Toro
LAX				
Total MAP	101.005	70.006	107.403	70.002
Intl. MAP	50.705	36.363	47.352	34.749
% Intl.	50.2%	51.9%	44.1%	49.6%
Ontario				
Total MAP	17.223	22.203	23.380	27.787
Intl. MAP	1.688	2.572	2.418	2.053
% Intl.	9.8%	11.6%	10.3%	14.6%
El Toro				
Total MAP	23.607	28.202	0	0
Intl. MAP	5.925	8.067	0	0
% Intl.	25.1%	28.6%	0	0
Other Airports				
Total MAP	28.048	33.190	32.303	45.225
Intl. MAP	0	0	0	0
% Intl.	0	0	0	0
Region				
Total MAP	169.883	153.601	163.085	143.014
Intl. MAP	58.318	47.002	49.770	38.802
% Intl.	34.3%	30.6%	30.5%	27.1%
Intl. MAP Loss	0	11.316	8.548	19.516
% Intl. Loss	0	19.4%	14.7%	33.5%

- * This table is not part of the Plan, but is included as information for further analysis. The sensitivity scenarios are subsets of the 98 Draft RTP High forecast/allocation
- ** The recommended forecast is the medium forecast