7.0 TECHNICAL APPENDICES

7.1 NOTICE OF PREPARATION

Notice of Preparation

TO: Interested Agencies and Individuals

SUBJECT: NOTICE OF PREPARATION OF A PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) FOR THE 2004 REGIONAL TRANSPORTATION PLAN (RTP)

DATE: JUNE 9, 2003

LEAD AGENCY:
Southern California Association
of Governments (SCAG)
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

The Southern California Association of Governments, as Lead Agency, will prepare a Program Environmental Impact Report (PEIR) in accordance with the California Environmental Quality Act (CEQA) for the 2004 Regional Transportation Plan (RTP).

The purpose of this Notice of Preparation (NOP) is to help seek all relevant comments pertaining to the scope and content of the environmental information that will be evaluated in the PEIR. The project location, description, and the expected scope of environmental analysis are contained in the materials below.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but **not later than 30 days** after receipt of this notice.

Please send your response to Ted Harris at harrist@scag.ca.gov or at the address shown above or visit our website at http://www.scag.ca.gov. Please include a return address and the name of a contact person in your agency, if appropriate. Please send your comment electronically if feasible.

Ted Harris
Regional Environmental Planner
(213) 236-1916
harrist@scag.ca.gov

Attachments: Location and Background, Project Description, and Scope of Environmental Analysis
Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) FOR THE 2004 REGIONAL TRANSPORTATION PLAN LOCATION AND BACKGROUND

The Southern California Association of Governments (SCAG), which is comprised of six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 186 cities in southern California, is the organization charged with examining and helping to resolve short- and long-term issues affecting the region, particularly those related to transportation. The region has more than 16 million residents and encompasses more than 38,000 square miles, representing the largest and most diverse region in the country.

Decision-making happens through SCAG's Regional Council, a governing body of over 70 city and county elected officials and county transportation commissioners. In addition to the Regional Council, there are four committees: Administration Committee, Transportation and Communications Committee, Community, Economic and Human Development Committee, and Energy and Environment Committee. These committees are comprised of Regional Council members, elected official representatives from subregional organizations, single-purpose regional planning organizations, county transportation commissions, the California Department of Transportation (Caltrans), and members representing the Regional Advisory Council -- SCAG's community and private sector advisory group. In addition to the four policy committees, there are various task forces and subcommittees which address specific regional policy and technical planning issues.

SCAG is officially designated by the Federal and State governments as a Council of Governments (COG), a Multi-County Designated Transportation Planning Agency, and the Metropolitan Planning Organization (MPO) for the southern California region. As such, SCAG has a number of formal authorities and responsibilities, including:

- Conducting a comprehensive transportation planning process that results in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). Together these documents serve as the legal basis for transportation decision-making in the region.
- Conducting a comprehensive environmental planning process, including a Program Environmental Impact Report (PEIR) for the Regional Transportation Plan and reviewing and assessing Environmental Impact Reports (EIRs) for all projects of regional significance.
- Determining, pursuant to the Clean Air Act, the conformity of SCAG projects, plans, and programs to air quality requirements.
- Serving as the Areawide Waste Treatment Management Planning Agency under the Federal Water Pollution Control Act.
- Developing demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the South Coast Air Quality Management Plan.

- Conducting inter-governmental review of programs proposed for Federal assistance.
- Preparing Regional Housing Needs Assessment allocations for cities and counties.

PROJECT DESCRIPTION

The Regional Transportation Plan (RTP) for Southern California, last updated in April 2001, provides an assessment of the overall growth and economic trends in six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura), and provides a blueprint for a cohesive, balanced, and multi-modal transportation system. The RTP is intended to serve as a catalyst for linking transportation agency investments within the SCAG region, and it addresses regional goals and is consistent with Federal and State requirements. Major transportation projects receiving either Federal or State funding must be consistent with the provisions of the latest Plan, and, thus, the RTP is a critical document to help ensure adequate Federal and State funding needed to maintain and improve mobility and accessibility throughout Southern California.

SCAG is required to update and revise the RTP and the RTP PEIR at least once every three years. SCAG is currently preparing the 2004 RTP and the RTP Program Environmental Impact Report (PEIR).

The 2004 RTP and PEIR are being developed as part of an innovative planning process that integrates transportation, land-use, and the environment. The process, known as PILUT—Planning for Integrated Land Use and Transportation—is being guided by Compass Growth Visioning, which is a participatory effort to help move Southern California towards a more sustainable future (http://www.socalcompass.org).

The PILUT Process will evaluate a range of 2004 RTP/PEIR Alternatives, which are currently being developed. During the initial planning phase, each Alternative will be evaluated with a multi-criterion analysis that considers transportation, land use, environmental, economic, and social factors. These factors will be presented to the Regional Council in summer/autumn 2003 to inform the selection of the Preferred Alternative.

Preliminary Plan Alternatives

It is anticipated that the 2004 RTP and RTP PEIR will evaluate at least four Alternatives. These Alternatives will change and mature as the 2004 RTP planning process proceeds. Each Alternative, except the No Project Alternative, will include a distinct, cohesive set of 1) transportation investments 2) transportation policies 3) growth policies, and 4) a growth projection. Each Alternative will include a wide range of projects including, but not limited to, aviation, bus routes, freight rail, high-speed passenger rail, highway/roadway construction and widening, and passenger rail construction.

SCAG has the discretion to select an Alternative in its entirety or to combine elements of various Alternatives to develop the final Alternative selected for the RTP and EIR. Initial Alternatives include:

No Project Alternative

The No Project Alternative consists of all major projects that are reasonably foreseeable and reasonably expected to go forward without the 2004 RTP, including all projects that have already received funding, are scheduled to receive funding, and/or have received environmental clearance. The No Project Alternative will assume that no safety-related maintenance would be deferred, but the overall appearance and function of the transportation system would be expected to deteriorate.

Modified 2001 Regional Transportation Plan (RTP) Alternative

The 2001 Regional Transportation Plan, adopted in April 2001, will be updated and revised to serve as a 2004 RTP/PEIR Alternative. The base year will be adjusted to year 2000, the planning horizon will be extended to year 2030, and some projects will be changed. A complete listing of original projects in the 2001 RTP is available in the SCAG database, and the 2001 RTP is available at the SCAG website: http://www.scag.ca.gov/rtp/mainrtp.html

PILUT Alternative One

The PILUT Alternatives will be developed and evaluated through the PILUT Process (Planning for Integrated Land Use and Transportation). Each PILUT alternative will include aviation, bus routes, freight rail, high-speed passenger rail, highway/roadway construction and widening, and passenger rail construction throughout the SCAG region. However, PILUT1 will include projects and policies designed to help guide growth toward a more centralized urban form. Specifically, PILUT1 will focus on more efficiently utilizing the existing transportation infrastructure and improving connectivity and transit to support more infill, mixed-use, pedestrian-friendly neighborhoods.

PILUT Alternative Two

As stated above, each PILUT alternative will include aviation, bus routes, freight rail, high-speed passenger rail, highway/roadway construction and widening, and passenger rail construction throughout the SCAG region. However, PILUT2 will include projects and policies designed to help guide growth toward a more decentralized urban form. Specifically, PILUT2 will focus on improving and expanding infrastructure to utilize undeveloped land on the outer edges of the urbanized area.

After finalizing and evaluating these preliminary Alternatives (and additional Alternatives if time and resources allow), the Regional Council will select a single Preferred Alternative before autumn 2003. The Draft RTP and Draft PEIR are expected to be available by late autumn of 2003, followed by a 45-day public comment period. A joint public hearing on the RTP and the PEIR will be scheduled for autumn 2003 or winter 2004. The Final RTP and PEIR will be adopted by the Regional Council in April 2004.

SCOPE OF ENVIRONMENTAL ANALYSIS

The California Environmental Quality Act (CEQA) and CEQA Guidelines require an Environmental Impact Report (EIR) for any discretionary government action, including programs and plans, that may cause significant environmental effects. Specifically, the RTP necessitates a Program EIR (PEIR), which is a "first-tier" CEQA document designed to consider "broad policy alternatives and programwide mitigation measures" (CEQA Guidelines §15168). The programmatic environmental analysis for the PEIR will evaluate environmental effects, such as direct and indirect effects, growth-inducing impacts, and cumulative impacts, and will include mitigation measures to offset potentially significant effects. In addition, the PEIR will supply the foundation for the subsequent, site-specific environmental reviews that will be conducted by implementation agencies, as projects in the RTP are developed (CEQA Guidelines §15385).

In addition to fulfilling legal requirements, the RTP EIR will provide an opportunity to inform decision-makers and the public about potential environmental effects of the RTP Alternatives. This environmental analysis will ultimately support the selection of the Preferred Plan, and will provide a useful regional-scale environmental planning tool to help local agencies evaluate and reduce cumulative environmental effects.

The impact categories listed below have been preliminarily identified for analysis in the 2004 RTP PEIR.

1) Land Use
2) Population, Employment, and Housing
3) Transportation
4) Air Quality
5) Water Resources
6) Noise
7) Public Service and Utilities
8) Cultural Resources
9) Biological Resources
10) Geology
11) Energy
12) Visual/Aesthetic Resources

For additional background information, the PEIR for the 2001 RTP is available at the SCAG website: http://www.scag.ca.gov/peir/. Although many of the significant impacts identified in the 2001 RTP PEIR will be relevant in the 2004 RTP PEIR, the 2004 RTP PEIR will provide additional evaluation of alternatives, cumulative impacts, growth-inducing impacts, and mitigation measures, as feasible.

SUMMARY

This Notice of Preparation is intended to inform agencies and individuals of the preparation of the 2004 RTP PEIR. Comments regarding the scope of the PEIR received during the 30-day NOP review period will be incorporated, as appropriate, into the documents. Active participation from agencies, decision-makers, other stakeholders, and the public will help ensure that the PEIR is adequate, objective, and useful.

A. SCOPING MEETING

MINUTES
Scoping Meeting for the Program Environmental Impact (EIR) for the 2004 Regional Transportation Plan (RTP)
September 16, 2003
4:00-6:00

THE FOLLOWING MINUTES ARE A SUMMARY OF THE SCOPING MEETING. AUDIOCASSETTE TAPES OF THE ACTUAL MEETING ARE AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

1.0 CALL TO ORDER

Sylvia Patsaouras, Manger of the Environmental Planning Section, welcomed attendees and called the meeting to order at 4:00 PM.

2.0 PRESENTATION

SCAG staff, including Sylvia Patsaouras, Naresh Amatya, Brett Sears, Jennifer Merrick, and Ted Harris presented a summary of the 2004 RTP and the proposed scope and content of the Program EIR. The presentation is available on the SCAG website at http://www.scag.ca.gov/peir/peir_scopemtg.pdf

3.0 PUBLIC COMMENT PERIOD

No comments were received from the public.

7.2 RESPONSES TO NOTICE OF PREPARATION

NOTICE OF PREPARATION

TO: **Interested Agencies and Individuals**

SUBJECT: **NOTICE OF PREPARATION OF A PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) FOR THE 2004 REGIONAL TRANSPORTATION PLAN (RTP)**

DATE: **JUNE 9, 2003**

WRCOG No longer does EIR's OR IGR's

LEAD AGENCY:
Southern California Association
of Governments (SCAG)
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

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Ted Harris
Regional Environmental Planner
(213) 236-1916
harrist@scag.ca.gov

Attachments: Location and Background, Project Description, and Scope of Environmental Analysis

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

From: "John Whitman" <jwhitman@cityofalisoviejo.com>
To: <harrist@scag.ca.gov>
Date: 6/13/03 1:44PM
Subject: Comments on Notice of Preparation of PIER for 2004 RTP

The scope and contents of the environmental information appear to be adequate.

The City of Aliso Viejo wants to review and comment on the PIER when it is available. Please send a copy to

City of Aliso Viejo

12 Journey

Aliso Viejo, CA 92656

Attn: John Whitman

City Engineer

jwhitman@cityofalisoviejo.com

CC: <dnorman@cityofalisoviejo.com>

Mr. Ted Harris

my name is Mary Harris
my mailing address is
P.O. Box 1413 1000 oaks
California 91358. And
I'm writing to say that
I Appreciate you sending
Me the notice in the
Mail, thank you. Anyway
I want to put my input
into this plan. Number (1)
Public Transportation does
not Affect Cequa
Guidelines, As far as
the Environmental Impacts
are Concerned title 14

Sections 15082(A) 15103 and 15375. And I personally feel as a disabled citizen that is public transit dependent that we could have had a quality transit systems if every city including Los angeles and every where could have prepaired into the future, our whole Southern California area could have been better. Now we have pure gridlock on our freeways from 4:30 in the morning

until 9:30 and 10:00
at night And we
Could have Had Light
Rail from 1000 oaks
to Los Angeles and Back
But its too Late Now
And I Still think we
Could Have Light Rail
Like Sacramento, And
we need to tackle
this issue Pronto its
Important, Lets Look
at this As a Big Puzzle.
if you would Like to
Have Me Come to one
of your Meetings in
Ventura County Im

More than Happy to do
So. Call Me at (805) 379
9454.

Now Lets Tackle another
issue Called Housing
issues.
Now As for the Subject
of Housing this is Something
that Could Have Been done
in a Very Respectful And
tasteful Way Had our
Scag and our Local Cities
Planned accordingly Before
Cities & Counties were Came
into Being And we Could
Had Affordable Housing
for people who Really
Needed it and

Developers Could Have
Built Mixed use
Housing And it Could
Have fit Nicely into
City & Counties General
plans, But now its to
Late, our City is Now
at Build out So we
don't Have any Land
Left. And other Cities
Are Going through this,
And I'm definetley for
Affordle Housing, And
We Have a Housing
Crisis in ALL of our
Southern California
Region and People and
Jobs are Leaving

due to High Cost of Housing And especially when Company's Are Leaving. So Here again Lies a Big problem why aren't we tackling the Problem instead of just talking. We Need to deal with issues at their Route.

As far as Cequa and Environmental Impacts I dont Believe Housing Should Affect that. We Have to Many Nimby's around Not Wanting anything So thats

why things are so bad
And with Joan passing
that didn't Help. So
these are My personal
feelings. ~~So~~ feel free
to Keep in touch with
Me.

Sincerely
Mary Harris
1000 Oakland California

From: "Tom Danna" <TDanna@ci.ontario.ca.us>
To: <harrist@scag.ca.gov>
Date: 6/17/03 9:55AM
Subject: 2004 RTP NOP

Ted,

Received your June 9, 2003 NOP for the 2004 RTP PEIR. I do not have any comments at this point in time. I will forward the notice to our planning staff so that they can review it and comment as they see fit. Please send all future correspondence to the following persons.

Tom Danna, Traffic/Transportation Manager
tdanna@ci.ontario.ca.us

Jerry Blum, Planning Director
jblum@ci.ontario.ca.us

Tom Danna, T.E.
Traffic/Transportation Manager
909-395-2387

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

METROLINK

June 19, 2003

Ted Harris
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

RE: Notice of Preparation of a Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP)

Dear Mr. Harris:

The purpose of this letter is to highlight issues that need to be addressed in several areas associated with the Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP). Our comments are based upon the Notice of Preparation issued by the Southern California Association of Governments (SCAG) on June 9, 2003.

The Southern California Regional Rail Authority (SCRRA) is a California joint powers authority that is the operator of Metrolink commuter rail service and, acting for our member agencies, operates and maintains railroad right-of-way in the six-county area utilized by our commuter rail service, Amtrak Pacific Surfliner and long distance service and Union Pacific and Burlington Northern Santa Fe freight service. Our five member agencies own the rights necessary to operate commuter rail on existing rights-of-way. As a procedural matter, we draw your attention to the mandatory consultation provisions of State CEQA Guidelines Section 15086, which indicates, among its other relevant requirements, that SCRRA and our member agencies are covered by the mandatory consultation requirements of this section. In addition, the SCRRA and our member agencies could be held responsible for providing many of the passenger rail improvements proposed in the RTP are therefore responsible agencies for purposes of CEQA.

The NOP suggests that each of the proposed Alternatives will include a wide range of projects including, but not limited to, freight rail, high-speed passenger rail, and passenger rail construction. Since each of these rail elements will significantly impact the SCRRA in its future operations and its ability to grow to meet projected demand, we request that you coordinate with SCRRA staff in the development of the Alternatives and in the preparation of the PEIR.

Should you have any questions, please call me at (213) 452-0273 or Steve Lantz at (213) 452-0207.

Sincerely,

DAVID SOLOW
Chief Executive Officer

Cc: SCRRA Board
SCRRA Member Agency Executive Directors
SCRRA TAC

From: kranser@cox.net
To: <harrist@scag.ca.gov>
Date: 6/21/03 2:16PM
Subject: Notice of Preparation of a PEIR for the 2004 RTP

The following comments are provided regarding the Transportation (Aviation) portion of the NOP:

1. If the RTP PEIR includes any estimates of airport capacity shortfall or economic loss attributable to capacity shortfall, the PEIR should first consider the potential increase in capacity at each of the existing regional airports attributable to technology and procedural improvements. Consider that existing politically derived limits on passenger service are not physical limitations and are subject to change before the 2030 planning horizon is reached.

For example, See the FAA Airport 2001 Executive Summary 06/06/01

http://www.faa.gov/events/benchmarks/DOWNLOAD/doc/01-ExecSummary.doc

The benchmark study states that "Technology and procedural improvements are expected to improve the Los Angeles [LAX] capacity benchmark by 11% (165-167 flights per hour) over the next 10 years, while the adverse weather capacity benchmark will increase by 4% (132-133 flights per hour)."

2. If the RTP PEIR makes any estimates of airport capacity shortfall or economic loss attributable to capacity shortfall, the PEIR should first consider that the Director of Los Angeles World Airports reported at the January 16, 2003 SCAG Aviation Task Force meeting that the existing runways at LAX have a capacity to handle 89 million annual passengers, MAP. If it is assumed that there will be a regional shortfall in capacity, consider the economic cost of restricting LAX to 78 MAP, a lower level of passenger service, for the next 27 years.

3. Identify any other planning agency that has or is attempting to forecast aviation demand out to 2030.

Leonard Kranser, Editor
El Toro Info Site
75 Monarch Bay Drive
Dana Point CA 92629

6/23/03

Ted Harris
Regional Environmental Planner
Southern California Association of Governments (SCAG)

818 West Seventh Street, 12th Floor Resources

Los Angeles, CA 900017-3435

Re: Notice of Preparation /2004 Regional Transportation Plan (RTP)

Dear Mr. Harris

As a community based environmental organization the Citizens to Preserve the Ojai is encouraged to learn about the development of a much-needed approach to planning that integrates transportation, land-use and the environment. We have used a similar approach in the planning process in our small town for the past 20 years. Although we have been able to maintained a population of approx 8,000 people over the last 10 years we have not been able to maintain the integrity of our environmental resources due to poor regional planning.

In the past several years we have participated in many public hearings regarding "community growth projections". Projections on future growth and needs upon which many projects are based and in part approved come from various state agencies including SCAG. However at none of the public hearings was any public official able to define the nature of the connection between needs and available community resources. In many cases the planner simply fell into a philosophical discourse on the old saw "you can't stop growth". Environmental Resources such as air and water quality and waste disposal are finite and are exhaustible.

It therefore seems to us that as environmental resources are finite for each specific area that planning should be based on the number of people that the resources for a given area can support. This is not only good environmental science it is the very essence of sustainability, and it raises the spectra of the necessity to set population limits, so that resources can be preserved. Population limits politically are not a popular issue, but planners can help by providing data and information so that decision makers are clear on what environmental population limits are.

To give one small example, as you know Ventura County is classified as a Severe Non-Attainment Area for both Federal and State Clean Air Standards for ozone and

particulates, and the citizens of the Ojai Valley breath the worst air in the County as computer modeling and site sensor data clearly show that ozone exceedance plumes both start and end in the Ojai Valley. According to *Health Indicators in Ventura County* report from the County Public Health Department dated April 2003 asthma rates have increased in children 160% between 1980 and 1994. There can be no doubt that Ventura County has exceeded its Air Quality resources, yet County and City planners continue to propose ever more resource intensive projects. Although this is a local issue, regionally this scenario is being repeated again and again.

The local APCD has a compliance program based on the "growth control" ordinances of the ten cities in the county, however 3 cities have not renewed, and several others as part of their General Plan Updates based on State Department of Finance "Growth Projections" are considering non-renewal of their growth control ordinances. The Air Quality Compliance program has become merely a tool to perpetuate a County Agency; current efforts cannot improve air quality, but will sustain government-planning jobs.

Future planning should be based on available community resources, scientific data and sustainability not on simple arithmetic projections based on a never-ending supply of resources. When communities exceed their available environmental and infrastructual resources they take some one else's clean air and water and quality of life.

Sincerely

Ivor F Benci-Woodward
Citizens to Preserve the Ojai

JOHN WAYNE AIRPORT
Orange County, California

Alan L. Murphy
Airport Director

June 24, 2003

Ted Harris
Regional Environmental Planner
Southern California Association of Governments
818 West Seventh Street
12th Floor
Los Angeles, California 90017-3435

Dear Mr. Harris:

Thank you for the correspondence regarding comments pertaining to the preparation of a Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP).

At this time, staff at John Wayne Airport does not have any comments or input into the PEIR for the 2004 Regional Transportation Plan; however, it would be very much appreciated if you could forward the PEIR for the 2004 RTP when it goes out for public comment.

Thank you for taking the time to seek our input.

Sincerely,

L. G. Serafini, Deputy Airport Director
Facilities, John Wayne Airport

LGS:cm

3160 Airway Avenue
Costa Mesa, CA
92626-4608
949.252.5171
949.252.5178 fax
www.ocair.com

From: Don Harvey <harveydonw@juno.com>
To: <harrist@scag.ca.gov>
Date: 6/24/03 9:26AM
Subject: Comments on NOP dtd 6/9/03 by SCAG for a PEIR for the 2004 RTP

Southern California Association of Governments (SCAG)
VIA E-MAIL

24 June 2003

Don Harvey, JD, PhD
Executive Director
Orange County Bicycle Coalition (OCBC)
630 S. Glassell, Suite 202B
Orange, CA 92866
(714) 288-9130
harveydonw@juno.com (no web access or attachments capability)

1. INTRODUCTION

The Orange County Bicycle Coalition (OCBC), a California public benefit corporation, is explicitly authorized to speak for about 2000 Orange County bicyclists, including our members and members of member clubs. Beyond that, we try to speak for all bicyclists, including the poor, the elderly, and children, and for the bicycle industry. OCBC has been in continuous operation, in the same building, since 1991.

2. COMMENTS

Bicycle transportation must be included in the subject environmental documentation. Bicycle transportation has the following advantageous features:
1) It provides access to all homes, businesses and workplaces.
2) It contributes to neither pollution nor congestion.
3) Its costs (both public and private) are low.
These features require its consideration.

Sincerely,

Don Harvey, JD, PhD
Executive Director
OCBC

CC: <brian@briandesousa.com>, <ken.mcguire@dot.ca.gov>, <bob.joseph@dot.ca.gov>, <jferrera@bth.ca.gov>, <rockkendall@msn.com>, <momara@dot.ca.gov>, <kentstrum@aol.com>

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road
Carlsbad, California 92009-4213

In Reply Refer To:
FWS-LA-3579.1

JUN 25 2003

Ted Harris
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, California 90017-3435

Re: Notice of Preparation of a Program Environmental Impact Report for the 2004 Regional Transportation Plan, California.

Dear Mr. Harris:

We have reviewed the above referenced Notice of Preparation (NOP) for a Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan in the Counties of Ventura, Los Angeles, Imperial, Riverside, San Bernardino, and Orange, California. This NOP was received on June 13, 2003. The proposed project involves identifying potential transportation solutions to existing and anticipated regional transportation problems.

We offer the following comments and recommendations regarding project-associated biological impacts based on our review of the NOP and our knowledge of declining habitat types and species in southern California. We provide these comments in keeping with our agency's mission to work "with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people." Specifically, we administer the Endangered Species Act (Act) of 1973, as amended. We also provide comments on public notices issued for a Federal permit or license affecting the Nation's waters pursuant to the Clean Water Act.

To facilitate the evaluation of the proposed project from the standpoint of fish and wildlife protection, we request that the PEIR contain the following specific information:

1. A description of the environment in the vicinity of the project from both local and regional perspectives, including aerial photographs for each component of the proposed project, with the project site and alternatives outlined.

2. A complete discussion of the purpose and need for each project component and their alternatives.

3. A complete description of the proposed project, including the limits of development, grading, fuel modification, and maintenance zones.

4. Quantitative and qualitative assessments of the biological resources and habitat types that will be impacted by the proposed project and its alternatives. An assessment of direct, indirect, and cumulative project impacts to fish and wildlife associated habitats, including growth-accommodating effects of the project (e.g., increased population, increased development, increased traffic). All facets of the project (e.g., construction, implementation, operation, and maintenance) should be included in this assessment. Proposed developments in the surrounding area should be addressed in the analysis of cumulative impacts.

   This assessment should include a list of Federal candidate, proposed, or listed species; State-listed species; and locally sensitive species that are on or near the project site, including a detailed discussion of these species and information pertaining to their local status and distribution. We are particularly interested in any and all information and data pertaining to potential impacts to populations of federally listed species.

   The analysis of impacts to biological resources and habitat types should include detailed maps and tables summarizing specific acreages and locations of all habitat types, as well as the number and distribution of all Federal candidate, proposed, or listed species; State-listed species; and locally sensitive species, on or near the project site that may be affected by the proposed project or project alternatives.

5. A detailed discussion of measures to be taken to avoid, minimize, and offset impacts to biological resources.

6. A detailed analysis of impacts of the proposed project on the movement of wildlife and measures proposed to avoid, minimize, and offset impacts to wildlife movement.

7. An assessment of potential impacts to wetlands and jurisdictional waters of the United States. Section 404 of the Clean Water Act prohibits the unauthorized discharge of dredged or fill material into such waters, including wetlands. This section also provides that the U.S. Army Corps of Engineers (Corps) may issue permits for discharges of dredged or fill material into jurisdictional waters and wetlands. Potential areas of Corps jurisdiction should be evaluated and wetlands should be delineated using the methodology set forth in the Corps' Wetland Delineation Manual (Environmental Laboratory 1987). The PEIR should disclose all impacts to jurisdictional waters and wetlands, and proposed measures to be taken to avoid and minimize impacts, and mitigate unavoidable impacts.

8. An evaluation of consistency with and/or impacts of the proposed project on the development and implementation of updated zoning restrictions and regional conservation plans in the area, including Central/Coastal Orange County Natural

Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), Southern Orange County NCCP/HCP, western Riverside Multiple Species HCP, and the Special Area Management Plans developed by the U.S. Army Corps of Engineers in the area.

Past comment letters from the Service on the draft EIRs for the 1998 and 2001 Regional Transportation Plans are attached for your reference. These letters requested more detail regarding anticipated impacts to sensitive habitat types and species and more detail regarding proposed avoidance, minimization, and mitigation measures, including an explanation of what measures would be necessary to reduce impacts of the proposed projects to a less than significant level. In addition, the Service requested that the RTP be updated to be consistent with the conservation goals and reserve designs presented in applicable regional conservation plans.

In general we support the alternative in the NOP that focuses on more efficiently utilizing the existing transportation infrastructure rather than the alternative that focuses on improving and expanding infrastructure to utilize undeveloped land on the outer edges of the urbanized area. The approach that more efficiently utilizes existing infrastructure should limit impacts to remaining habitat, habitat connectivity, and sensitive plant and animal species.

We appreciate the opportunity to comment on the referenced NOP. Should you have any questions pertaining to these comments, please contact Jonathan Snyder of my staff at (760) 431-9440.

Sincerely,

For Karen A. Goebel
Assistant Field Supervisor

attachments

United States Department of the Interior
Fish and Wildlife Service
Ecological Services
Carlsbad Fish and Wildlife Office
2730 Loker Avenue West
Carlsbad, California 92008

In reply refer to: 11430-2001-1477.1

MAR 15 2001

Gilberto Ruiz
Senior Planner
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, California 90017

Re: Southern California Association of Governments Draft 2001 Regional Transportation Plan and Regional Transportation Plan Update Program Environmental Impact Report

Dear Mr. Ruiz:

The U.S. Fish and Wildlife Service (Service) has reviewed the Draft 2001 Regional Transportation Plan (DRTP) and Draft 2001 RTP Update Program Environmental Impact Report (DPEIR). These comments are based on our responsibility for the administration of the Endangered Species Act of 1973, and other authorities that direct the Department of the Interior's concern for plants, fish, wildlife, and other environmental issues. Our agency provides comments on public notices issued for Federal permits or licenses affecting the Nation's waters, in particular, permits issued pursuant to the Clean Water Act and Rivers and Harbors Act. The Service is also a signatory of a Memorandum of Understanding (MOU): *National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Surface Transportation Projects in Arizona, California, and Nevada*, that commits the signatories to integrating the National Environmental Policy Act and section 404 of the Clean Water Act during the transportation planning, programming, and implementation stages. The MOU commits the signatories to improving interagency cooperation and consultation at all levels of government.

The Service recognizes the need to address transportation issues within the Southern California Association of Governments' (SCAG) six county planning area and supports the development of goals, objectives, and policies that will guide future solutions. However, the Service is concerned that neither document outlines goals, objectives, and policies that adequately balance transportation needs with the need to ensure the long-term preservation of the region's biological diversity, including federally listed species, other sensitive species, aquatic resources, and native habitats. One SCAG Regional Goal includes ensuring that "transportation investments. . . protect the environment . . ." (DPEIR, page PD-7) and Transportation Planning Policy #2 (DRTP, page 15) states that transportation investments shall mitigate environmental impacts to an "acceptable" level. However, in the DPEIR (Table ES-1, Summary of Environmental Impacts and Mitigation Measures, pages ES-22 to ES-28), impacts are considered "significant" for

project-caused siltation, loss of habitat, effects to special status species, and wildlife movement even after mitigation. Further, we are concerned that the DPEIR as a "first tier" document does not provide necessary information and analysis to support future environmental documentation for individual projects that may incorporate this document by reference.

The Service recognizes that expansion of the existing transportation system may be required and that it is appropriate for the DRTP to identity transportation needs between urban centers. However, some projects depicted in the 2025 Regionally Significant Baseline Projects (DRTP Exhibit 5.3) and 2025 Draft Plan Highway and Corridor Projects (DRTP Exhibit 5.5) would result in significant impacts to biological resources. Several of the corridors noted in the 2025 baseline are in a planning phase and do not have a final alignment. For example, the alignment shown as a 2025 baseline project for a toll road in southern Orange County in Exhibit 5.3 is only one of a number of alternatives currently being studied and considered. The Service has voiced concerns regarding this particular alignment's affect on a number of federally listed species, including the endangered Pacific pocket mouse (*Perognathus longimembris pacificus*) and arroyo toad (*Bufo californicus*), and the threatened coastal California gnatcatcher (*Polioptila californica californica*). Inclusion of specific alignments in the DRTP, as well as other actions that have not undergone a thorough alternatives analysis to identify the least environmental damaging practicable alternative, is premature and may artificially constrain the future range of alternatives.

We recommend that the Community and Environmental Transportation Acceptability Process (CETAP) quantitatively evaluate the proposed Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and the general plan revisions to incorporate potential land use constraints into its traffic models. Those models then would produce more informative data for use during the project planning phases. Without incorporating the MSHCP and general plan updates such as important zoning changes or land use allocations into traffic models, accurate assessment of traffic needs for CETAP will not be reflected.

Other corridors with alignments to be determined depicted in Exhibit 5.5 in Orange, Riverside, and San Bernardino counties would destroy and fragment biologically sensitive open space areas and core habitat reserves. The destruction and fragmentation of habitat could imperil the continued existence of sensitive species that have small populations and/or limited dispersal capabilities. The DPEIR does not contain sufficient information to adequately identify potential project related impacts to sensitive habitat types and federally listed species. In the Biological Resources section, federally listed and proposed species, and their designated or proposed critical habitats are not adequately discussed. Moreover, there are no maps of sensitive species or habitat locations in relation to proposed project locations.

Table BR-8 of the DPEIR estimates potential displacement of over 300 miles of natural vegetation with implementation of the 2001 RTP Update, including over 20 miles of riparian vegetation. Riparian vegetation is a particularly sensitive habitat within southern California due to its natural biological diversity and increasing scarcity owing to development. This vegetation provides habitat for a large number of federally listed species, including the endangered least

Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), and arroyo toad. These documents identify impacts to riparian habitats and to other sensitive aquatic resources. The documents should emphasize avoidance measures and incorporate the 404 (b)(1) guidelines for alternatives analysis to determine the least environmentally damaging practicable alternative. Consideration should be given to landscape-level planning efforts for aquatic resources such as the Riverside County Special Area Managements Plans. Although some individual projects may have "less than significant impact" and may qualify for an Army Corps of Engineers nationwide permit, the DRTP and DPEIR should summarize wetland impacts by watershed and identify appropriate mitigation measures to offset the cumulative effects of the proposed projects on wetland functions. Wetland mitigation for unavoidable impacts should follow the national policy of "no net loss" of acreage and/or function and values. Establishment of wetland mitigation banks that contribute to increasing wetland functions within affected watersheds should be considered for those projects with limited impacts and where onsite mitigation would not be appropriate.

Over 250 miles of chaparral and scrub habitats could be displaced with implementation of the 2001 RTP update. Chaparral and scrub vegetation (as defined within the DPEIR) are vegetation communities that provide habitat for a suite of federally listed species including the endangered Stephens' and San Bernardino kangaroo rats (*Dipodomys stephensi* and *D. merriami parvus*), and Quino checkerspot butterfly (*Euphydryas editha quino*), and threatened coastal California gnatcatcher. In addition, the proposed Magnetic Levitation (MAGLEV) intra-regional high-speed rail system would affect over another 100 miles of natural vegetation. Table BR-8, however, does not break these impacts down by habitat type.

Given the type of regional analysis within these documents that was based essentially on only a single biological data source (California Natural Diversity Data Base, CNDDB), it is difficult to assess the biological impacts associated with the hundreds of individual projects represented. Appendix K of the DRTP is over 200 pages of current or proposed projects. While the CNDDB is a valuable information resource, our concern is that individual project related impacts may be underestimated given the limited data sources used for this analysis. These projects range from "smart street" improvements that may have no biological impact, to maintenance and operations that may have minor impacts to areas adjacent to existing roadways, to major freeway or tollway construction through currently undeveloped areas that will result in extensive biological impacts from loss of habitat and connectivity. We are encouraged to see that mitigation measures such as, replanting disturbed areas with native vegetation, avoiding sensitive wetland and upland habitats, and attempting to time construction projects to avoid the most sensitive portions of species' life cycles are proposed. However, such measures, even including on- and off-site habitat mitigation, may not adequately address adverse affects to sensitive species and habitats. Programs noted in the DRTP such as the "Liveable Communities" concept and those strategies that maintain and optimize the existing transportation system are supported by the Service. We suggest an emphasis be placed on avoidance and minimization of impacts to the maximum extent feasible by examining a range of alternatives including the "Livable Communities" concept.

In summary, the Service does not concur with the goals, objectives, and policies of the DRTP based on the lack of consideration given to regional concerns for biological issues in planning future transportation projects, and the inclusion of projects that have the potential for significant biological resource impacts without undergoing sufficient alternatives analysis. The DPEIR and DRTP do not provide sufficient baseline information to serve as a "first tier" document, clearly define project related impacts, adequately address alternatives under section 404 (b)(1) guidelines, nor identify sufficient mitigation measures to support the conclusion of "less than significant impacts" for biological and wetland resources. We recommend that the above issues be addressed in a revised draft of both the DRTP and DPEIR.

If you have questions regarding this letter, please contact Doreen Stadtlander or Jill Terp of my staff at (760) 431-9440.

Sincerely,

Jeff Newman
Acting Assistant Field Supervisor

cc: CDFG, Region 5, San Diego, CA (attn: C. Raysbrook)
CDFG, Region 6, Chino, CA (attn: K. Taucher)
ACOE, Los Angeles, CA (attn: F. Tabatabai)
EPA, San Francisco, CA (attn: M. Butterwick)
FHWA, Los Angeles, CA (attn: S. Stephens)
FHWA, San Francisco, CA (attn: D. Harris)

FILE

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Field Office
2730 Loker Avenue West
Carlsbad, California 92008

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MAR 6 1998

Viviane Doche-Boulos
Manager, Forecasting and MEIR
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, California 90017-3435

Re: Draft 1998 Regional Transportation Plan and Draft Master Environmental Impact Report, Imperial, Los Angeles, Orange, Riverside, San Bernadino, and Ventura Counties

Dear Ms. Doche-Boulos:

The U.S. Fish and Wildlife Service (Service) has reviewed the draft 1998 Regional Transportation Plan (dRTP) and Draft Master Environmental Impact Report (dMEIR). Our comments are based on the Service's responsibility for the administration of the Endangered Species Act of 1973 and other authorities that direct the Department of the Interior's concern for fish, plants, wildlife, and other environmental issues. Our agency provides comments on public notices issued for Federal permits or licenses affecting the Nation's waters, in particular, permits issued pursuant to the Clean Water Act and Rivers and Harbors Act. The Service is also a signatory of a Memorandum of Understanding (MOU): *National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Surface Transportation Projects in Arizona, California, and Nevada*, that commits the signatories to integrating the National Environmental Policy Act and section 404 of the Clean Water Act in the transportation planning, programming, and implementation stages. The MOU commits the signatories to improving interagency cooperation and consultation at all levels of government.

The Service recognizes the need to address transportation issues within the six county planning area and supports the development of goals, objectives, and policies that will guide future solutions. However, the Service is concerned that the dRTP does not clearly identify goals, objectives, and policies that guide future transportation actions to consider the need for balancing transportation planning efforts with the need to ensure the long-term preservation of the region's biological diversity, including federally listed species, other sensitive species, and native habitats. We are also concerned that the dMEIR as a "first tier" document does not provide the necessary information and analysis to support future environmental documentation for individual projects that may incorporate, by reference, this "first tier" document.

Programs identified in the dRTP such as the "Livable Communities" concept, and those strategies that maintain and optimize the existing transportation system are supported by the Service. The Service recognizes that expansion of the existing transportation system may be

The summary table in Chapter 11 is incomplete for biological resources and does not appear to carry forward potentially significant impacts indicated in Appendix 1b "Project Level Analysis". The dMEIR does not provide text to discuss or summarize the types of projects (i.e. new roadways versus expanding existing roadways) or the expected levels of significance associated with these various project types.

The dMEIR needs to identify mitigation measures to reduce the level of biological resource and wetland impacts to a level of "less than significant." An emphasis should be placed on avoidance and minimization of impacts to the maximum extent feasible by examining a range of alternatives including the "Livable Communities" concept. Mitigation should be commensurate with the type, location, and acreage of habitat to be impacted. Mitigation site(s) should contain adequate acreage of necessary habitat types to be preserved, enhanced, and/or created to off-set project impacts. In addition to the types of habitat and location of the mitigation site(s), habitat quality should be evaluated so that the biological values, including sensitive species, impacted by the action are to the maximum extent possible comparable to those areas to be preserved and enhanced as mitigation. If offsite mitigation is appropriate, selection of suitable areas should contribute to regional conservation planning efforts. To offset the cumulative and growth enabling impacts of implementing a regional transportation plan, the dMEIR needs to identify mechanisms to augment existing preserved areas and contribute to future region wide conservation planning efforts prior to project impacts. These measures could include land acquisition, conservation banking, habitat restoration, management agreements, transfer of development rights, and fee collection. Sources of funding should be identified to implement these mitigation strategies.

Several projects identified in the dMEIR would have significant impacts to aquatic resources. The dMEIR should emphasize avoidance measures and incorporate the 404(b)(1) guidelines for alternatives analysis to determine the least environmentally damaging practicable alternative. Although some individual projects may have "less than significant impacts" and may qualify for Army Corps of Engineers nationwide permits, the dMEIR should summarize wetland impacts by watershed and identify appropriate mitigation measure to offset the cumulative effects of the proposed projects on wetland functions. Wetland mitigation for unavoidable impacts should follow the national policy of "no net loss" of acreage and/or function and values. Establishment of wetland mitigation banks that contribute to increasing wetland functions within affected watersheds should be considered for those projects with limited impacts and where onsite mitigation would not be appropriate.

In summary, the Service does not concur with the goals, objectives, and policies of the dRTP based on the lack of consideration given to regional concerns for biological issues in planning future transportation projects, and the inclusion of projects that have the potential for significant biological resource impacts without undergoing sufficient alternatives analysis. The dMEIR does not provide sufficient baseline information to serve as a "first tier" document, clearly define project related impacts, adequately address alternatives under section 404(b)(1) guidelines, nor

identify sufficient mitigation measures to support the conclusion of "less than significant impacts" for biological and wetland resources. We recommend that the above issues be addressed in a revised draft of both the dRTP and dMEIR.

In an effort to facilitate early coordination between the Service and the Southern California Association of Governments (SCAG), an Intergovernmental Personnel Action was agreed to by the Service and SCAG, whereby, Service representative, Dr. John Bradley, would be "on loan" to assist SCAG in preparation of the dMEIR and, specifically, to identify mitigation measures early in the planning process. The Service believes Dr. Bradley has the expertise to assist you in addressing the concerns raised in this letter. The Service appreciates the opportunity to formally comment on the dRTP and dMEIR and looks forward to continued coordination on the regional transportation planning process. If you have any questions regarding this letter, please contact Doreen Stadtlander of my staff at (760) 431-9440.

Sincerely,

Elizabeth H. Stevens
Acting Field Supervisor

1-6-98-TA-142

cc: CDFG, San Diego, CA (attn: B. Tippets)
CDFG, Long Beach, CA (attn. C. Taucher)
ACOE, Los Angeles, CA (attn. M. Durham)
EPA, San Francisco, CA (attn: E. Tuden)
FHWA, Los Angeles, CA (attn. S. Stevens)
FHWA, San Francisco, CA (attn. D. Harris)

required and that it is appropriate for the dRTP to identify transportation needs between urban centers. However, a number of projects currently identified in Exhibit 5 of the dRTP would have significant impacts on biological resources. For instance, alignments depicted for the Cajalco Corridor (South Pass, ID#1427) and SR-241 Northern Transportation Corridor (ID # 1417) would fragment biologically sensitive open space areas and core reserves designated under the Riverside County Habitat Conservation Agency's Stephens' kangaroo rat Habitat Conservation Plan. The only alternative depicted for the Foothill Transportation Corridor South (ID # 214) would potentially impact one of only three known populations of the federally listed endangered Pacific pocket mouse (*Perognathus longimembris pacificus*) and fragment open space areas. Inclusion of specific alignments, as well as other actions that have not undergone a thorough alternatives analysis to identify the least environmentally damaging practicable alternative, is premature and may artificially constrain the future range of alternatives.

The dMEIR does not contain sufficient information to adequately identify potential project related impacts to sensitive habitat types and federally listed species. Under Existing Biological Conditions Part II Chapter 6, federally listed and proposed species, and critical habitat that occur within the project planning area are not adequately discussed. Maps of sensitive biological communities and significant wetlands are given place holders in the document but are not available for review. In addition, errors exist within this section regarding habitat affinities for certain species (i.e., Santa Ana River woolly-star and slender-horned spineflower occur in alluvial fan scrub not coastal sage scrub, red-legged frogs occur in riparian systems not in interior wetlands). Vernal pool fairy shrimp and Riverside fairy shrimp are omitted as special status species for vernal pools. Although the dMEIR identifies sensitive plant communities within the Southwest Ecoregion, the document does not identify sensitive plant communities in the Sonoran and Mojave Ecoregions. The dMEIR omits sensitive habitat types such as sage scrub, vernal pools, and alluvial fan scrub that are known to occur within the planning area (see Table 6-1 p. 3.6.3).

It is difficult to ascertain from the dMEIR the biological impacts associated with the multitude of individual projects presented. The potential biological impacts identified in Appendix 1b "Project Level Analysis" are limited. For example, impacts to the California gnatcatcher are identified for a number of projects but no mention of impacts to sage scrub habitat is given. Conversely, potential impacts to habitat are identified for other projects but associated sensitive species that may potentially occur in that community are not listed. Although the Natural Diversity Data Base and Communities Significant Natural Area Inventory are useful locality data, our concern is that this information is not sufficient to identify potential project related impacts including habitat fragmentation issues. The dMEIR refers to findings of a GAP analysis (p. 3.6.6) that identified sensitive habitat/linkage areas. However, the findings were not reported and it is unclear if this information was used in the biological impact assessment. It is our understanding that a number of counties within the planning area have vegetation communities mapped on geographic information systems that should be utilized to assess individual projects, as well as RTP, impacts. Our concern is that individual project related impacts may be underestimated given the limited data sources used for the analysis.

CITY OF ORANGE

COMMUNITY DEVELOPMENT DEPARTMENT www.cityoforange.org FAX (714) 744-7222

ADMINISTRATION (714) 744-7240 | PLANNING DIVISION (714) 744-7220 | BUILDING DIVISION (714) 744-7200

June 26, 2003 #16-03

Mr. Ted Harris
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA. 90017-3435

Re: Notice of Preparation for a Program Environmental Impact Report for the 2004 Regional Transportation Plan

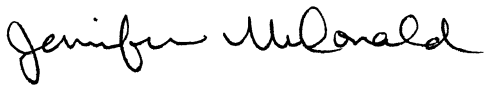
Dear Mr. Harris,

Thank you for transmitting a copy of the Notice of Preparation (NOP) for a Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP) to the City of Orange (City) for review. The RTP is a regional planning document that provides an assessment of overall growth and economic trends for six counties in southern California (including Orange County), and provides a blueprint for a regional multi-modal transportation system. The City has reviewed the NOP and would appreciate consideration of the following comments.

The City of Orange is a member city of the Orange County Council of Governments (OCCOG). As such, the City has evaluated its existing land use plans and considered the likely potential for future growth as part of a sub-regional exercise to develop local population, housing, and employment projections for use by SCAG in the RTP. Because of the fundamental disagreement between SCAG and OCCOG regarding the appropriateness of alternative growth projection methodologies, the City of Orange maintains concerns about the alternatives that will be evaluated in the RTP PEIR. The City requests that the Technically Balanced Growth Projection Modified supported by OCCOG be included in the RTP growth scenarios evaluated in the environmental document, as the population, housing, and employment projections derived using this methodology reflects what the City of Orange, and its fellow jurisdictions in the County, believe is most likely to occur during the planning period.

The City appreciates the opportunity comment on the above-referenced project and looks forward to receiving the Draft EIR for review upon its completion. Please contact me at (714) 744-7220 should you have any questions.

Sincerely,



Jennifer McDonald
Associate Planner/Environmental Review Coordinator
Community Development Department

cc: Anna Pehoushek, Senior Planner
Stan SooHoo, Community Planning Manager

CITY OF LAKE FOREST

Mayor
Richard T. Dixon

Mayor Pro Tem
Peter Herzog

Council Members
Kathryn McCullough
Marcia Rudolph
Helen Wilson

City Manager
Robert C. Dunek

June 27, 2003

Southern California Association of Governments
ATTN: Mr. Ted Harris, Regional Environmental Planner
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

SUBJECT: Notice of Preparation of a Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP)

Dear Mr. Harris:

The City of Lake Forest received your Notice of Preparation of a Program EIR for the 2004 RTP. We have no comments at this time, but look forward to reviewing the Draft EIR when it becomes available. Please send a copy to me at the following address.

City of Lake Forest
Attn: Gayle Ackerman, Director of Development Services
23161 Lake Center Drive, Suite 100
Lake Forest, CA 92630

Sincerely,
CITY OF LAKE FOREST

Gayle Ackerman

Gayle Ackerman, AICP
Director of Development Services

cc File: Interjursidictional (I 2003-06)

DRUG USE IS LIFE ABUSE

23161 Lake Center Drive, Suite 100
Lake Forest, CA 92630
(949) 461-3400
City Hall Fax: (949) 461-3511
Building/Planning/Public Works Fax: (949) 461-3512

From: <PrettySlik@aol.com>
To: <harrist@scag.ca.gov>
Date: 7/1/03 6:07PM
Subject: 2004 RTP

Mr. Harris,
I am a homeowner and resident of Aliso Viejo in Orange County. I have two comments of a high level nature to add to the discussion of the 2004 RTP.

First, it is mandatory that SCAG remove any reference to the long since defeated El Toro commercial airport from you projections. The well informed electorate of Orange County have changed the General Plan of the county to reflect only non-aviation of the former Marine base. Despite Los Angeles World Airports' underhanded attempt to hijack the property for their use, there will be no airport at El Toro.

Second, I urge you to revise your air travel passenger estimates downward to reflect reality. Your recent estimates were vastly over stated by as much as 30%.

Very Sincerely Yours,
Douglas C. Brown
2 Diamondgate
Aliso Viejo, CA 92656
PrettySlik@aol.com

From: <Pattyfine@aol.com>
To: <harrist@scag.ca.gov>
Date: 7/4/03 2:43PM
Subject: SCAG-NOP-2004 RTP PEIR

To: Mr. Ted Harris, harrist@scag.ca.gov

From: Patricia Feiner Arklin, P.O. Box 779, Somis, California 93066, pattyfine@aol.com

Re: Notice of Preparation (NOP) Program Environmental Impact Report (PEIR) for 2004 Regional Transportation Plan

Date July 4, 2003

Dear Mr. Harris:

Below please find a few general comments which I would like to submit in response to the NOP for the above-named PEIR:

With regard to the scope and content of the environmental information, I would request that the analysis be both as broad and as detailed as possible with regard to both cumulative impacts and project-specific impacts. In particular (and, in all cases, both cumulatively and project-specifically), I would like to see thorough analysis of the impacts of the various transportation alternatives on: growth patterns, land use, and growth inducement; wildlife and wildlife habitats (including threats to species and the implications of further breaking-up of contiguous wildlife habitats and corridors); agricultural resources; noise levels (and associated health, quality-of-life and stress-inducing implications of noise from the transportation projects being considered); air quality (with special emphasis on health aspects of diesel and particulate matter); water quality (both freshwater and seawater, including related habitats, through, e.g., storm runoff from roadways and other transportation surfaces and activities); vehicular traffic inducement from new and/or enlarged road projects.

With regard to the alternatives being considered, I hope the alternatives will include consideration of as many bold and ΓÇ£paradign-shiftΓÇ¥ ideas as possible so that the machinery of government transportation and land-use planning has the opportunity to begin to truly reexamine all fundamental policies, many of which are likely by now to be badly outdated. The possibilities are endless, but in any event I would like to see analysis of more balanced transportation systems that are substantially less automobile-dependent than those of today. One specific idea that begs for serious consideration would be smoothe and relatively quiet and pollution-free monorail systems along the center dividers of certain freeway corridors.

Good luck with the RTP and thank you for this opportunity to comment. Please keep me on your notice list for all stages of this, and future, environmental processes.

Sincerely yours,

Patricia Feiner Arkin

From: Barry Griffith <BarryG@ci.palm-springs.ca.us>
To: 'Ted Harris' <harrist@scag.ca.gov>
Date: 7/7/03 3:11PM
Subject: 2003 SCAG PEIR - Palm Springs International Airport

Ted:

Good afternoon. In response to the June 9, 2003 Notice for the 2004 PIER report, the City of Palm Springs has submitted "draft" copies of the 2003 Master Plan Update, Economic Benefit Study and Environmental Assessment Report for the Palm Springs International Airport. Resolution No. 20647 Airport Master Plan Update CS 5.0438 was adopted by the City Council on July 2, 2003 with a few proposed revisions to the "draft" study which are in the process of being corrected. We expect to get the final copies of the Master Plan with corrections soon, and will forward all these documents to your attention so that they can be included in the 2003 SCAG PIER report.

If you have any questions or concerns, please contact us at your earliest convenience. thanks.

<http://www.3dflags.com/assets/XV21AE/gif/2/u/3dflagsdotcom_usa_2faws.gif>
John Barry Griffith
Assistant Director of Aviation
Palm Springs International Airport
3400 E. Tahquitz Canyon Way, OFC
Palm Springs, California 92262
tel 760-318-3803 fax 760-318-3815
BarryG@ci.palm-springs.ca.us <mailto:BarryG@ci.palm-springs.ca.us>

CC: Allen Smoot <AllenS@ci.palm-springs.ca.us>, Doug Evans <DougE@ci.palm-springs.ca.us>

From: Andrea Hricko <ahricko@usc.edu>
To: <harrist@scag.ca.gov>
Date: 7/7/03 5:13PM
Subject: SCAG announcement re PEIR for RTP

Please accept these comments on the Notice of Preparation of a Program Environmental Impact Report for the 2004 Regional Transportation Plan, sent in response to the June 9, 2003 SCAG notice.

Our Southern California Environmental Health Sciences Center investigators, located at USC and UCLA, conduct research and have published their results concerning the health effects of air pollution, particularly mobile sources, on children and other residents. These include respiratory and reproductive health effects. Scientists at the Southern California Particle Center and Supersite are focusing their research and publications on the measurement of particulate matter, particularly ultrafine particles, and health effects of exposure to mobile source pollution. Other scientists around the world have published articles on the respiratory effects of living near or going to school near busy roads and freeways, particularly those with heavy duty truck traffic. We request that these and other relevant research results be considered and analyzed in-depth in the PEIR for the 2004 RTP.

Specifically, we request that the PEIR include discussion and analysis of the following research studies published or underway in California and elsewhere:

1. Links between air pollution and respiratory health effects, such as reduced lung function and exacerbation of asthma, as well as new studies about possible links between air pollution and causation of asthma [e.g., Peters, et al, McConnell, et al., (USC) and their colleagues' results from the 12-community, 10-year Children's Health Study of children in Southern California].
2. The health impacts of living or going to school close to a busy road or freeway (e.g., studies by Brunekreef et al. and others).
3. Traffic volume, proximity to busy roads, and its impact on the reproductive system and on birth weight of babies, (Ritz et al. [UCLA]).
4. Measurement of ultrafine particles near busy freeways in Southern California and the health effects of exposure to ultrafine particles (Zhu et al., Li et al. [UCLA])
5. Environmental justice, including consideration of a new study by the California DHHS (Gunier et al) on the ethnicity of those living very close to freeways in California.

Overall issues of current local importance to goods movement, anticipated increases in air pollution, and recalculation of impacts based on new knowledge include the following, which also need to considered, carefully evaluated and analyzed in the PEIR:

1. The local and regional health effects of exposure to NOx, CO, PM, and other constituents of diesel exhaust exposure (and the pollutants into which they are chemically transformed) from an increase in volume of trucks on Southern California freeways, looking specifically at the local and regional health effects of diesel exhaust exposure from expansion of the 710 Freeway to accommodate 3-4 times as many trucks coming from the Ports by the year 2025.

2. The local and regional transportation-related health impacts of ongoing expansion of the Port of Los Angeles and Port of Long Beach (including ship emissions, truck and train emissions, emissions in the Inland Counties from distribution centers servicing the freight-related transportation needs, emissions related to intermodal facilities, increased regional pollution resulting from emissions at the Ports and from related goods movement, etc.)
3. Revision of the previous estimates of improved air quality that SCAG anticipated would occur from the Alameda Corridor project, since this major public works project has not resulted in the reduction in truck traffic that was previously anticipated.

In addition, I request that the PEIR include discussion and analysis of issues relating to an increase in noise from the possible expansion of the 710 Freeway to accommodate 3-4 times as many trucks by the year 2025 and its impact on residents and school children living or going to school nearby the freeway. Again, there are many scientific articles addressing this issue, looking at health effects and the impacts on learning.

The Southern California Environmental Health Sciences Center, directed by Dr. John Peters at Keck School of Medicine of USC, and the Southern California Particle Center and Supersite, directed by Dr. John Froines at UCLA School of Public Health, are happy to have their Centers provide an air pollution and health effects briefing for those preparing the PEIR in order to guide you to the appropriate scientific literature discussing health impacts from transportation that must be included in the PEIR for the 2004 RTP. I would be happy to coordinate such a briefing with you and other SCAG staff. I will be sending a similar email communication to Mark Griffin.

Thank you for your consideration. Please enter this electronic communication into the official PEIR record. Sincerely, Andrea Hricko

Andrea M. Hricko, MPH
Director, Community Outreach and Education
Southern California Env Health Sciences Ctr &
Children's Environmental Health Center
Assoc Prof of Preventive Medicine
Keck School of Medicine
University of Southern California
1540 Alcazar Street CHP 236
Los Angeles, CA 90033

323-442-3077
323-442-3272 (FAX)

ahricko@usc.edu

July 7, 2003

Mr. Ted Harris
Regional Environmental Planner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Building Industry Association of Southern California
1330 South Valley Vista Drive
Diamond Bar, California 91765
909.396.9993
fax: 909.396.1571/Exec. Office
fax: 909.396.9846/BIS/Mbrship
www.biasc.org

Subject: Preparation of the 2004 Regional Transportation Plan PEIR

Dear Mr. Harris:

On behalf of the Building Industry Association of Southern California (BIA/SC) please accept this letter as our comments relative to the scope and content of the environmental information that will be evaluated in the Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP).

BIA/SC represents approximately 1700 member-companies who do business in Los Angeles, Riverside, San Bernardino, Ventura, Orange and Imperial Counties. Our members include home building companies, trade contractors, land-use professionals and others associated with the building industry. The total employee force from BIA/SC member-companies is estimated at 225,000 men and women. BIA/SC is a non-profit trade association with nearly 80 years of history in the Southern California region.

As the Southern California Association of Governments (SCAG) begins the process of planning for the 2004 RTP, we believe it is critical that staff evaluate and include in the PEIR not only the impacts that new growth may create, but also the significant differences between the proposed growth scenarios.

For example, when evaluating the housing necessary for of 6 million additional residents to the region, there are those who contend that this expected growth should be housed within our region's existing transportation routes and structure. However, in order to accommodate such a large number of people in our all ready over-burdened and strained infrastructure system, which includes non-transportation infrastructure systems, significant improvement and enhancements will need to be made.

The impacts on existing communities that would be needed to absorb the estimated 6 million new residents should be evaluated and judged fairly against the ability to properly plan and prepare other areas that do not currently maintain the transportation infrastructure needed to accommodate the housing for 6 million new residents. This data should also included the number of

Antelope Valley Chapter
Baldy View Chapter
Desert Chapter
Greater L.A./Ventura Chapter
Los Angeles County East Chapter
Orange County Chapter
Riverside County Chapter

families and individuals that would experience displacement in order to accommodate the infrastructure enhancements to existing communities in order to properly house and facilitate the movement of current and future residents.

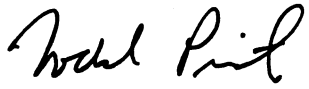
Such development within what are commonly known as "built-out" areas will undoubtedly have enormous impacts on the existing residents of those communities. SCAG should not only consider the traditional areas of concerns when preparing the PEIR for the proposed scenarios, but must also take into account the feasibility to accommodate such as growth and transportation plans in those areas, including the displacement and economic impacts on those residents. Additionally, SCAG must consider the political viability of approving "high density" projects within any given local jurisdiction. While many elected officials herald high-density infill projects, such projects rarely survive on-the-ground scrutiny and local agencies and neighboring residents.

More often than not, it is more palatable for communities to accommodate growth in areas where they can properly plan for the intended consequences from the outset. Whether it is transportation systems or other infrastructure improvements, SCAG should delineate in the PEIR the differences in accommodating growth in existing metropolitan areas in relationship to properly planning for the long-term growth of our region. It is important that our region's infrastructure investment be allocated based on where the projected growth will occur. Future infrastructure monies should be spent where the local communities are being developed.

The 2004 RTP is just a step in the continuation in the growth Southern California, and is not the final phase. This evaluation is critical not only for the 2004 RTP, but for future transportation planning as well.

We look forward to continuing to work with the SCAG's Regional Council and staff as the 2004 RTP is development and implemented.

Sincerely,



Todd Priest
Director of Government Affairs

County of Orange
Planning & Development Services Department

300 N. FLOWER ST.
SANTA ANA, CALIFORNIA

MAILING ADDRESS:
P.O. BOX 4048
SANTA ANA, CA 92702-4048

NCL 03-071

July 7, 2003

Ted Harris
Regional Environmental Planner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

SUBJECT: NOP of a DPEIR for the 2004 Regional Transportation Plan (RTP)

Dear Mr. Harris:

The above referenced item is a Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DPEIR) for the Southern California Association of Governments (SCAG). The Regional Transportation Plan (RTP) for Southern California, last updated in April of 2001, provides an assessment of overall growth and economic trends in six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura), and provides a blueprint for a cohesive, balanced, and multi-modal transportation system. The RTP is intended to serve as a catalyst for linking transportation agency investments within the SCAG regions, and it addresses regional goals and is consistent with Federal and State requirements.

The County of Orange has reviewed the NOP and offers the following comments:

FLOOD

1. The DPEIR should identify all Orange County Flood Control District (OCFCD) facilities that could potentially be impacted by the 2004 RTP. Drainage Facility Basemaps that show OCFCD's facilities are available from the County's Central Files (Phone No. (714) 834-3568) located in Room 210 of the Osborne Building at 300 N. Flower Street in Santa Ana.

2. The DPEIR should identify potential project impacts to OCFCD facilities and propose in consultation with the County's Flood Control Division appropriate mitigation measures that will need to be implemented for resolving any adverse project impacts when the RTP is implemented.

3. The DPEIR should identify potential impacts to existing Federal Emergency Management Agency (FEMA) defined floodplains and propose appropriate mitigation measures that will need to be implemented for resolving any adverse project impacts when the Plan is implemented so that the Plan and its projects remain consistent with FEMA criteria.

4. Water quality impacts due to increased urban runoff and construction runoff associated with the newly added impervious surface areas should be identified and appropriately mitigated in consultation with the County's Watershed and Coastal Resources Division.

5. All proposed work within OCFCD's right-of-way will need to be performed only after encroachment permits from the County's Public Property Permits Section have been received.

OPEN SPACE/RECREATION

Regional Recreation Facilities:

6. The DPEIR should identify any impacts to County regional recreation facilities and provide mitigation measures as appropriate. Of concern are any impacts to park operations, safety, aesthetics, infrastructure, flora and fauna.

Class I Off-road Bikeways:

7. The RTP should encourage opportunities for more Class I (paved off-road) bikeways, many people might be willing to ride bicycles if provided with continuous, off-road routes, away from traffic. We suggest emphasizing "bike-friendly" as well as "pedestrian-friendly" neighborhoods and communities.

WATER QUALITY

We recommend the following issues be addressed in the DPEIR:

8. The existing conditions of any potentially impacted Receiving Waters as identified in the Water Quality Control Plans for the Santa Ana or San Diego Basins (Basin Plans), and the corresponding goals and objectives for surface water quality; and

9. Water quality impairments in the downstream receiving waters, as reflected in the 2002 Clean Water Act 303(d) list; and

10. The potential surface water quality impacts of the project including but not limited to: construction activities, long-term runoff impacts of new impervious surfaces, pesticides and fertilizers applied to landscaping, future spills from accidents and/or improper business management of chemicals, as they relate to 1 and 2; and

11. Mitigations for project water quality impacts, which should include:

a. Preparation of a construction Stormwater Pollution Prevention Plan under State National Pollution Discharge Elimination System (NPDES) requirements;

b. Consideration of Post-construction Best Management Practices (BMPs) consistent with the Water Quality Management Plan (WQMP) program in Section 7 and Exhibit 7-II of the 2003 Countywide Drainage Area Management Plan (DAMP). This includes describing commitments to installation and maintenance of site design, source control and treatment control BMPs consistent with the DAMP New Development and Significant Redevelopment Program.

Under the new Municipal Stormwater NPDES permit and in the 2003 DAMP, within the San Diego Region, streets, roads, highways and freeways which create a new paved surface that is 5,000 square feet or greater will be considered priority projects which require appropriately sized treatment control Best Management Practices to be included in the WQMP.

Thank you for the opportunity to respond to the NOP. Please send one complete set of the DPEIR to Charlotte Harryman at the above address when it becomes available. If you have any questions, please contact Ms. Harryman at (714) 834-2522.

Very truly yours,

for Timothy Neely, Manager
Environmental Planning Services Division

ch

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
120 SO. SPRING ST.
LOS ANGELES, CA 90012
PHONE: (213) 897-4429
FAX: (213) 897-1337

Flex your power!
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IGR/CEQA No. 030632AL,
The 2004 Regional Transportation Plan (RTP)
Vic. LA/VEN
SCH #: 2003061075

July 8, 2003

Mr. Ted Harris, Regional Environmental Planner
Southern California Association
of Governments (SCAG)
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Dear Mr. Harris:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 2004 Regional Transportation Plan (RTP).

It is understood that transportation improvement projects are checked to determine whether such improvements are identified in the RTIP. Among SCAGs many and varied responsibilities are the preparation of RTIP, to demonstrate the RTIP's consistency with the RTP and make a finding of conformity with the applicable State Implementation Plan before federal funds may be expended on transportation projects.

The PEIR, Location and Background description, bullet 4 succinctly, yet sufficiently describes this responsibility. In addition, the fact that air quality is identified among the many impact categories of the PEIR, further solidifies the importance given Air Quality Conformity in the 2004 RTP PEIR.

We look forward to reviewing the RTP PEIR. We expect to receive a copy from the State Clearinghouse when it is completed. However, to expedite the review process, and clarify any misunderstandings, you may send a copy in advance to the undersigned.

If you have any questions, please feel free to contact me at (213) 897-4429 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 030632AL.

Sincerely,

STEPHEN J. BUSWELL
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Steve Buswell/AL

South Coast
Air Quality Management District
21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

July 8, 2003

Mr. Ted Harris
Southern California Association
of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Dear Mr. Harris:

Notice of Preparation of a Program Environmental Impact Report for the 2004 Regional Transportation Plan (RTP)

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The AQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR).

Air Quality Analysis

The AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the AQMD's Subscription Services Department by calling (909) 396-3720.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be considered. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the evaluation. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the AQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, AQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

AQMD rules and relevant air quality reports and data are available by calling the AQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the AQMD's World Wide Web Homepage (http://www.aqmd.gov).

The AQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

ALL030703-01LI
Control Number

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY (916) 651-6827

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July 8, 2003

Mr. Ted Harris
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017-3435

Dear Mr. Harris:

Re: *Notice of Preparation for a Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP)*
SCH# 2003061075

Thank you for including the California Department of Transportation (Department), Division of Aeronautics in the environmental review process for the above-referenced project. We have reviewed the Notice of Preparation for a Program Environmental Impact Report, dated June 2003, and offer the following comments relative to airport land use compatibility planning:

1. The project is the update and revision of the RTP and its PEIR for the Southern California Association of Governments (SCAG). SCAG is officially designated by U.S. Department of Transportation and Caltrans as a Council of Governments, a Multi-County Designated Transportation Planning Agency, and the Metropolitan Planning Organization for the southern California Region. The RTP and its PEIR are being developed as a part of an innovative planning process that integrates transportation, land use, and the environment. The process, known as PILUT (Planning for Integrated Land Use and Transportation), will evaluate a range of 2004 RTP/PEIR alternatives. During the initial planning phase, each alternative will be evaluated with a multi-criterion analysis that considers transportation, land use, environmental, economic, and social factors. These factors will be presented to the Regional Council in Summer/Autumn 2003 to inform the selection of the Preferred Alternative. PEIRs can generally be used for the analysis of broad policy issues, such as cumulative and growth-inducing impacts, and for studying a series of projects that may have related impacts. If the PEIR is sufficiently comprehensive, a lead agency may use the PEIR to focus or simplify later environmental review of project-specific applications or as the basis of a tiered EIR.

2. In accordance with the California Environmental Quality Act, Public Resources Code Section 21096, the Department's Airport Land Use Planning Handbook must be utilized as a resource in the preparation of an environmental document for a proposed project within an airport land use compatibility plan. For your reference in your analyses of impacts relative to airport land use compatibility and regional aviation planning, the Handbook can be viewed on-line at http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.html. The Handbook is a good resource in integrating air transportation, land use, and the environment, as envisioned by the PILUT process.

3. We recommend that the RTP and its PEIR discuss consistency with the policies and programs of the Department's California Aviation System Plan (CASP). The CASP provides guidance to the Department for fulfilling its mission, vision, and goals within the context of the aviation transportation mode, and its policy element is available on-line at http://www.dot.ca.gov/hq/planning/aeronaut/documents/pol-element02.pdf.

4. The environmental document should be submitted to Airport Land Use Commissions in Imperial, Los Angeles, Orange, Riverside, and Ventura Counties for their review of the RTP and its PEIR. We also recommend that SCAG coordinate its long-term planning process with airport managers to ensure that the assumptions in the proposed RTP/PEIR are consistent with the assumptions and projections in Airport Master Plans. In SCAG's analyses of these assumptions for airport land use compatibility and regional aviation planning, airport access and traffic impacts, airport economic impacts, and cumulative, and growth-inducing impacts should be key planning concepts to be coordinated with local governments.

5. We are looking forward to reviewing the Environmental Impact Report for the proposed Regional Transportation Plan. The need for compatible land uses near airports in California is both a local and a State issue. Along with protecting individuals who reside or work near an airport, the Division of Aeronautics views all public use airports in California as part of the statewide transportation system. This role will no doubt increase as California's population continues to grow and the need for efficient mobility becomes more crucial. We strongly feel that the protection of airports from the encroachment of incompatible land uses is vital to the safety of airport operations, to the well being of communities surrounding aviation facilities, and to California's economic future.

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport-related noise and airport land use/safety compatibility issues. We advise you to contact our District 07 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this environmental document. If you have any questions, please call me at (916) 654-5253.

Sincerely,

D. Cohen

DAVID COHEN
Aviation Environmental Specialist

c: State Clearinghouse
Imperial County ALUC
Los Angeles County ALUC
Orange County ALUC
Riverside County ALUC
Ventura County ALUC

URBAN DIMENSIONS
STRATEGIC SERVICES, PUBLIC AFFAIRS & COMMUNICATIONS
506 Santa Monica Blvd., Ste 223, Santa Monica, CA 90401 310-899-6767 PHONE 310-899-6765 FAX
INFO@URBANDIMENSIONS.NET

July 9, 2003

Via U.S. Mail & Fax to 213-236-1963

Mr. Ted Harris
Regional Environmental Planner
Southern California Association
of Governments
818 West Seventh St., 12th Floor
Los Angeles, CA 90017-3435

Re: Comments on Notice of Preparation of a Program Environmental Impact Report for the 2004 Regional Transportation Plan

Dear Mr. Harris:

This letter is submitted on behalf of the City of El Segundo (City). The City of El Segundo appreciates SCAG's efforts to gather public input on the scope and content of the environmental analysis to be performed for the Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP). We trust SCAG will prepare CEQA documents that provide relevant information to the public in a timely manner prior to the adoption of the RTP. We have reviewed the Notice of Preparation and submit the following comments.

AVIATION ELEMENT

The City fully supports the consensus of the region to decentralize aviation activity in southern California and equitably distribute future air traffic demand to airports throughout region. Indeed, a guiding principle for aviation planning at SCAG is that each county should have both the obligation and the opportunity to meet its own air traffic needs and that principle is reflected in the decentralized aviation system adopted in the 2001 RTP.

1. Restrictions on Federal Funds Limit Range of Alternatives in the PEIR

The City is concerned that SCAG has relinquished local control over aviation planning decisions in the SCAG region and has allowed the federal government to impose federal control by accepting restrictive federal funds with which to conduct regional aviation planning and analysis for the 2004 RTP. In doing so, SCAG appears poised to prepare a CEQA document that fails to comply with CEQA requirements to analyze a full range of alternatives.

SCAG has seriously limited its ability to identify and analyze the full range of aviation resources available in the SCAG region by accepting Federal Aviation Administration Airport

Improvement Program funds that prohibit use for the planning and analysis of a proposed airport at the former MCAS El Toro in Orange County. In order to comply with CEQA, we believe SCAG must find additional funding that it can use to analyze El Toro as part of its overall analysis. Otherwise, the PEIR would fail to offer the full alternatives analysis legally required under CEQA.

2. *Supplemental PEIR Might Be Required*

The fundamental basis for including El Toro in the region's aviation planning effort has not changed since El Toro was included in the adopted 2001 RTP. At that time, the Department of the Navy owned El Toro. The Orange County Board of Supervisors proposed to the Department of the Navy that the County take possession of the facility and operate it as a commercial airport.

Currently, the Department of the Navy still owns El Toro and now the City of Los Angeles has proposed that the Navy lease the facility to the City of Los Angeles for the purpose of operating El Toro as a commercial airport.

In the event that it fails to include any analysis of an airport at El Toro in the PEIR, SCAG must be prepared to fund and conduct a supplemental PEIR restoring El Toro to the airport inventory being analyzed in the aviation element for the 2004 RTP based on the City of Los Angeles' lease proposal and the ongoing lack of consensus regarding the future of the airport at El Toro.

3. Alternatives that Overwhelm Ontario International Airport with Orange County's Demand are Unreasonable

As stated previously, SCAG has eliminated El Toro from the aviation plan resulting in the need to redistribute 30 million annual passenger (MAP) and 1.69 million annual tons (MAT) of cargo that SCAG had projected El Toro would accommodate in the adopted 2001 RTP. For the 2004 RTP, early modeling of an aviation system without El Toro attempts to redirect a substantial amount of Orange County's aviation demand to Ontario, overwhelming the airport with up to 37 MAP and 2.6 MAT of cargo.

SCAG has acknowledged that it is highly unlikely that Ontario International Airport is capable of handling more than 30 MAP with its existing runways. It also is unlikely that a third runway can be added within existing airport boundaries. Furthermore, neither the City of Los Angeles (the airport's owner/operator) nor the City of Ontario has indicated any plan or desire to add a third runway.

Any alternatives that would overwhelm Ontario International Airport with Orange County's aviation demand are unreasonable. The PEIR must identify alternatives that more reasonably and realistically redirect the demand that Orange County has failed to accommodate within its own borders.

4. Identify and Analyze the Impacts of Counties that Fail to Meet Their Own Aviation Demand

The PEIR must identify and analyze appropriate and effective measures to mitigate the negative impacts imposed on other communities by counties that fail to accommodate their own aviation demand.

All counties in the SCAG region generate air passenger and air cargo demand but not all counties are willing or able to accommodate that demand and, therefore, "export" some or all of their aviation demand and its negative impacts to airports in other counties, primarily Los Angeles County.

For example, Ventura County boasts a population of 742,000 making it the 12th most populous county in the state of California. SCAG projects Ventura County's population to increase 26 percent to 951,080 by the year 2025. Yet Ventura County handles only general aviation at its airports in Oxnard, Camarillo and Santa Paula. Ventura exports virtually all of its air passenger and air cargo demand and associated traffic, noise and pollution to other counties in the region.

Orange County currently handles approximately one-third of its annual passenger demand and less than one percent of its annual air cargo demand at the County's only commercial airport, John Wayne Airport. The County exports the overwhelming majority of its aviation demand to airports in other counties, primarily LAX. SCAG projected Orange County's aviation demand to reach 30 MAP by the year 2025. Without an additional commercial airport at El Toro or elsewhere in the county, Orange County's significant aviation demand will be exported out of the county. The 2001 RTP estimated that without a second airport in Orange County an additional 30,000 people in the region – in mostly low-income and minority communities – will suffer the negative impacts of Orange County's aviation demand. This transfer of environmental burden from the mostly white affluent majority of south Orange County to the low-income and minority communities of other counties is an obvious and egregious violation of principles of environmental justice.

In order to implement appropriate and effective measures to mitigate the negative impacts imposed on other communities by counties that fail to accommodate their own aviation demand, SCAG must first:

1. identify and analyze the level of air passenger and air cargo demand generated by each county in the SCAG region,
2. identify where and at what level each county's air passenger and air cargo demand is being met,
3. identify communities that are impacted by another county's aviation demand,
4. identify and analyze the type and level of negative impacts on communities accommodating another county's demand, and

5. identify potential mitigation measures that might be implemented to address these negative impacts, such as the proposed MAGLEV project that links Anaheim and Orange County with Ontario Airport.

5. Identify and Prioritize Infrastructure Projects to Facilitate Implementation of Decentralized Regional Aviation

The region has reached a consensus to develop a decentralized airport system in southern California. SCAG adopted a decentralized aviation system in the 2001 RTP and plans only to "tweak" the aviation scenario for the 2004 RTP leaving the decentralized aviation system in place. And Los Angeles Mayor James Hahn has announced a Master Plan alternative that will constrain LAX to its currently existing capacity ensuring that LAX will be incapable of being the central receiver of future growth in regional aviation demand.

In short, the decision to develop and implement a decentralized regional airport system has already been made. The function of the 2004 RTP planning and analysis processes should be to identify, analyze and prioritize infrastructure projects that facilitate implementation of a decentralized regional aviation system - specifically, those infrastructure projects that provide access to airports in the Inland Empire where there is public and political support for developing Ontario International Airport, March GlobalPort, San Bernardino International Airport and Southern California Logistics Airport to handle a significant share of the region's future air passenger and air cargo demand. Both the proposed MAGLEV project from West Los Angeles to Union Station to Ontario International Airport and the California-Nevada MAGLEV project segment linking Anaheim to Ontario International Airport are examples of such key projects.

Thank you for the opportunity to comment on the Notice of Preparation of a Program Environmental Impact Report for the 2004 Regional Transportation Plan.

Very truly yours,

URBAN DIMENSIONS

NANCY L. PFEIFER

Cc: Jeff Stewart, Assistant City Manager, City of El Segundo
E. Clement Shute, Jr., Shute, Mihaly & Weinberger LLP

From: "Ned Ibrahim" <Ned.Ibrahim@ci.corona.ca.us>
To: <harrist@scag.ca.gov>
Date: 7/9/03 11:04AM
Subject: Comments from Corona on the NOP for Regional TransportationPlan (PEIR)

Dear Mr. Harris,

The City of Corona would like to see that the RTP and PEIR acknowledge the magnitude of the existing and future congestion problem in the SR-91 Corridor between Riverside County and Orange County, and that the RTP include several of the improvements strategies adopted by the Four Corners Group and recently prepared report by Caltrans for the SB 1010 Advisory Committee to OCTA.

The current RTP (Exhibit 5.5 in the RTP and Figure PD-3 in the PEIR) shows a broad Riverside County/Orange County corridor with the alignment to be determined. We strongly support the development of an additional corridor between Riverside County and Orange County to help relieve the serious congestion on SR-91, and request that the RTP further refine the location of the corridor, starting at a point near the Cajlaco/ I-15 Interchange and to link directly to Route 241.

The RTP plan should include the Pine/Schleisman/Arlington corridor, adopted by the Four Corners Group as a critical east-west arterial corridor north of SR-91.

The plan should further emphasize use alterative transportation modes, include rail and bus transit and development of regional non-motorized trails

Thank you for this opportunity, and we look forward to active participation in the RTP CEQA process.

Sincerely

Ned Ibrahim, PE
Principal Civil Engineer
City of Corona - Public Works Dept
909/ 736 - 2290

CC: "Amad Qattan" <Amad.Qattan@ci.corona.ca.us>, "John Licata" <John.Licata@ci.corona.ca.us>

United States Department of the Interior

NATIONAL PARK SERVICE
Santa Monica Mountains National Recreation Area
401 West Hillcrest Drive
Thousand Oaks, California 91360-4207

In reply refer to:
L76 (SAMO)

July 9, 2003

Ted Harris, Regional Environmental Planner
Southern California Association of Governments (SCAG)
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Dear Mr. Harris:

The National Park Service recommends the incorporation of the proposed Heart-of–the-Park Shuttle Demonstration Project in the 2004 Regional Transportation Plan.

The National Park Service, in cooperation with the California State Parks, is proposing a tourist shuttle system that will serve many popular sites within the Santa Monica Mountains National Recreation Area (SMMNRA). Mini-buses will be used to travel a loop in the central part of the park using Malibu Canyon Road, Pacific Coast Highway, Kanan Dume Road and Mulholland Highway.

As proposed, the demonstration shuttle project will last three years and operate on weekends only. During the demonstration period , the shuttle fleet will consist of four mini-buses. The shuttle route has 13 proposed stops that will include destination sites such as Malibu Creek State Park, Malibu Lagoon State Beach, Solstice Canyon, Zuma Beach, Paramount Ranch, Tapia Park, Backbone Trailheads, Rocky Oaks and Peter Strauss Ranch. A vital part of the shuttle system's success is the proposed link to MTA's local bus route 434 and possibly route 161 in the future.

The purpose of the demonstration project is to determine the benefits of a park shuttle system that may address current transportation issues such as roadway congestion, lack of accessibility, limited parking and improving visitor experience. The ridership for the project is projected between 23,500 and 30,500 passengers in the first year of operation. If the demonstration phase is successful, we hope to permanently establish the shuttle system in the park.

The National Park Service thanks SCAG for the opportunity to comment on the Notice Of Preparation of the Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP). If you have questions, please call Jessica Zakrie, Outdoor Recreation Planner, at (805) 370-2332.

Sincerely,

Woody Smeck
Superintendent

cc: Joe Edmiston, Executive Director, Santa Monica Mountains Conservancy
Hayden Sohm, Acting Superintendent, Angeles District, State Department of Parks and Recreation
Becca Barkin, Executive Officer, Resource Conservation District of the Santa Monica Mountains

DEPARTMENT OF TRANSPORTATION
District 12
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894

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July 10, 2003

Mr. Ted Harris
Regional Environmental Planner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

File: IGR/CEQA
SCH#: Not available
Log #: 1260
SR: All Routes

Subject: **NOP for the 2004 Regional Transportation Plan (RTP)**

Dear Mr. Harris,

Thank you for the opportunity to review and comment on the **Notice of Preparation** received June 11, 2003, for the **2004 Regional Transportation Plan.** The project is to create a regional plan that provides an assessment of overall growth and economic trends for six counties as well as a framework for a cohesive, balanced, multi-modal transportation system that meets State and Federal requirements. The four alternatives are: No Project, Modified 2001 RTP, PILUT Alternative One, PILUT Alternative Two.

Caltrans District 12 is a reviewing agency on this project and has the following comments:

1. It is important that the document contain consistency and uniformity within the region in the identification of adverse traffic impacts to State Highway Facilities that may be caused as a result of proposed development, as well as the identification of measures to mitigate those traffic impacts.

2. The 2004 RTP Program EIR should address any new and existing air quality guidelines as set forth by the United States Environmental Protection Agency and/or the California Air Resources Board.

3. Measurement of emissions adjacent to transportation facilities in highly urbanized areas (such as Orange County) may not all be related directly to the transportation facilities and therefore a more detailed analysis of the actual emission source needs to be identified.

4. Due to the significance of the tremendous goods movement growth within the region, there needs to be an in depth analysis of the impacts to air quality as a result of this growth and the strategy to mitigate it.

Please continue to keep us informed of this project and other future developments, which could potentially impact our transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Maureen El Harake at (949) 724-2086.

Sincerely,

Robert Joseph, Chief
IGR/Community Planning Unit

c: Ron Helgeson, HQ IGR/CEQA
Terry Roberts, OPR
Everrett Evans, Regional Planning
Leslie Manderscheid, Environmental Planning Branch B

CITY OF ANAHEIM, CALIFORNIA

Planning Department

July 10, 2003

Ted Harris, Regional Environmental Planner
Southern California Association
of Governments (SCAG)
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

RE: NOTICE OF PREPARATION (NOP) OF A PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) FOR THE 2004 REGIONAL TRANSPORTATION PLAN (RTP)

Dear Mr. Harris:

Thank you for the opportunity to review and comment on the above-referenced document. City of Anaheim staff offer the following comments:

- Staff requests that the RTP population, household and employment growth projections that are evaluated in the PEIR meet the criteria of being realistic, probable, and defensible for the City of Anaheim, the County of Orange, and the region. The projections currently under review by SCAG (Trend/Local A, Trend/Technically Balanced Growth Projection (TBGP), and Trend/TBGP Modified) and as approved by the Community, Economy, and Human Development Committee (CEHD) do not meet said criteria as they contain a level of growth that exceeds maximum potential densities and associated infrastructure capacities (e.g. transportation, water, sewers, storm drains, etc.), particularly in a built environment such as Anaheim. They also do not give consideration to environmental concerns that may constrain development. At this time, the only projection reviewed by City staff that meets the above criteria is the Modified TBGP that was cooperatively prepared by representatives from the Council's of Government and Transportation Agencies in Orange, Riverside and San Bernardino Counties. The Modified TBGP was forwarded by the Center for Demographic Research to SCAG staff in April and May of this year and should be, and is requested to be, addressed as one of the alternatives in the PEIR.

- Inasmuch as the Modified 2001 Regional Transportation Plan Alternative has yet to be selected, Staff also requests the opportunity to review and provide comments to SCAG

200 South Anaheim Boulevard
P.O. Box 3222, Anaheim, California 92803 • (714) 765-5139 • www.anaheim.net

DRUG USE IS LIFE ABUSE

on the projection ultimately selected through the NOP process. Pursuant to the 2003 CEQA Guidelines, Section 15082, staff does not have sufficient information describing the project and the potential environmental effects to enable a meaningful response at this time.

Please forward any subsequent information, public notices and/or environmental documentation regarding this project to my attention at the address listed at the bottom of the first page of this letter. If you have any questions regarding these comments, please do not hesitate to contact Tracy Sato, Senior Planner, at (714) 765-5139, Extension 5735.

Sincerely,

Mary R. McCloskey

Mary R. McCloskey
Deputy Planning Director

cc: Phil Tsunoda, Intergovernmental Relations Officer
John Lower, Traffic/Transportation Manager
Tracy Sato, Senior Planner
Dr. William Gayk, Director, Center for Demographic Research

H:\DOCS\ADVPLAN\Jpowers\Projects\Responsible Agency Review\SCAG\2004 RTP\NOP response Letter.doc

CITY OF GLENDALE, CALIFORNIA
Planning Division

633 East Broadway, Room 103
Glendale, California 91206-4385
(818) 548-2140 (818) 548-2144
(818) 548-2115 Fax (818) 240-0392
www.ci.glendale.ca.us

July 11, 2003

Mr. Ted Harris
Regional Environmental Planner
Southern California Associations of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Re: Notice of Preparation of a Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP)

Dear Mr. Harris:

The City of Glendale Planning Division appreciates this opportunity to comment on the above referenced project, relative to impacts within in the City of Glendale. The proposed project involves updating the Regional Transportation Plan (RTP) for Southern California, last updated in April 2001. The RTP provides and assessment of the overall growth and economic trends in the six counties with the SCAG region and provides for a cohesive, balanced, and multi-modal transportation system. To enable the City of Glendale, Planning Division staff to adequately review and comment on the proposed project we recommend the following information, where applicable, be included in the Draft Environmental Impact Report:

1. The author(s) of the Draft PEIR should consider including, in the list of impact categories, Hazards & Hazardous Materials, for the purposes of discussing impacts related to the transportation of hazardous substances and the potential for the release of hazardous materials into the environment during construction related activities.

If you have any questions regarding the City of Glendale, Planning Division staff comments, please feel free to contact me at (818) 548-2140. Thank you for this opportunity to provide comment.

Sincerely,

Erik Krause
Planner

EK:ek

WE RECYCLE

DEPARTMENT OF FISH AND GAME
South Coast Region
4949 Viewridge Avenue
San Diego, California 92123
(858) 467-4201
(858) 467-4235 FAX

July 14, 2003

Ted Harris
Southern California Association of Governments
818 W. 7th Street; 12th Floor
Los Angeles, CA 90017-3435

Comments on the Notice of Preparation of a Program Environmental Impact Report for the 2004 Regional Transportation Plan (SCH#2003061075)

Dear Mr. Harris:

The South Coast Region of the Department of Fish and Game (Department) appreciates this opportunity to comment on the above-referenced project relative to impacts to biological resources. The South Coast Region includes the coastal counties from San Diego to Santa Barbara. The Department is both a Trustee and Responsible Agency pursuant to the California Environmental Quality Act (CEQA), Sections 15386 and 15381 respectively. As a Trustee Agency, the Department must be consulted by the Lead Agency during the preparation and public review of CEQA documents. The Department is responsible for the conservation, protection, and management of the state's biological resources, including rare, threatened, and endangered plant and animal species pursuant to the California Endangered Species Act (CESA). The Department also administers the Natural Community Conservation Program (NCCP).

According to the Notice of Preparation (NOP), the proposed Regional Transportation Plan (RTP) will establish the priorities for future transportation improvements in a six-county area that includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Major transportation projects receiving either Federal or State funding must be consistent with the provisions of the latest plan, which must be updated at least once every three years. The 2004 RTP is being developed as part of a new process that will integrate transportation, land-use and the environment. This process, known as Planning for Integrated Land Use and Transportation (PILUT) is intended to move Southern California towards a more sustainable future. The Draft Program Environmental Impact Report (DPEIR) will evaluate at least four alternatives. The NOP also states that the DPEIR will evaluate environmental effects, such as direct and indirect effects, growth-inducing impacts, and cumulative impacts, and will include mitigation measures to offset potentially significant effects. In addition, the PEIR will supply the foundation for subsequent, project-specific environmental review.

The Department supports SCAGs decision to implement planning which integrates land use, transportation and the environment, and the use of a Program level EIR that can more effectively address regional issues. There are several advantages to the use of a PEIR that should be fully utilized. A PEIR can provide more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action (Section 15168[b][1] of the CEQA Guidelines). The PEIR should include "a range of reasonable alternatives to the project... which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives," as required by Section 15126.6 (a) of the CEQA Guidelines. The discussion must include alternatives, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly" (Section 15126.6 [b] of the CEQA Guidelines). In order for the Department to utilize the final document as a responsible agency, the alternatives must include those which avoid or otherwise minimize impacts to sensitive biological resources that are regulated by Fish and Game Code. In addition, SCAG must ensure that in the process of determining the improvements that will ultimately be developed into projects, that alternatives which would avoid or minimize impacts to biological resources are not eliminated from further consideration at the PEIR stage.

Another advantage of a PEIR is that it can "ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis" (Section 15168[b][2] of the CEQA Guidelines). Since the RTP consists of many projects causing related impacts, the Department recommends that the PEIR provide a thorough cumulative impacts analysis that is both well-supported by sufficiently detailed information and addresses biological resources on a local and regional level. A PEIR also can "allow the lead agency to consider broad policy alternatives and program wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts" (Section 15168[b][4] of the CEQA Guidelines). The Department is especially interested in the PEIR identifying the regional impacts of the RTP on biological resources, and in particular, those impacts that cannot be effectively analysed or mitigated at the project level.

To enable Department staff to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish, wildlife, and sensitive habitats, we recommend the following information be included in the DPEIR:

1. A complete discussion of the goal of the RTP, the purpose and need for the proposed projects that comprise the plan, and the function this PEIR is intended to fulfill in the CEQA process. Since the lead agency for subsequent CEQA documents will not be the same as the lead agency for the programmatic, a complete discussion of how SCAG can ensure implementation of the policy and mitigation measures presented in the PEIR is needed.

2. A thorough discussion of the extent to which SCAG and the RTP can influence land use and growth patterns.

3. A complete description of the proposed plan and all plan alternatives. This should include: narrative, tables, and figures that clearly describe/depict the following for the proposed plan and each plan alternative: (i) the habitat types within the project area, (ii) the projected distribution of the human population anticipated as a result of the different transportation scenarios and the relative footprints of those land use patterns on biological resources, and (iii) how preservation of biological resources will be accommodated by each scenario.

   The descriptions and analyses of the alternatives should ensure that alternatives to the proposed project are fully considered and evaluated. The analyses must include alternatives that avoid or otherwise reduce impacts to sensitive biological resources. Because of the magnitude of the acreage involved and the many sensitive species and habitats that could be negatively affected or lost as a result of both the RTP and the growth patterns influenced by it, the CEQA alternatives analysis for this plan is extremely important. The Department is particularly interested in the DPEIR describing "a range of reasonable alternatives to the project... which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (Section 15126.6 (a) of the CEQA Guidelines).

4. An identification and discussion of potential impacts to sensitive species, including State and federally listed rare, threatened, endangered, and proposed or candidate species, California Species of Special Concern, State Protected and Fully Protected species, and any locally unique species and sensitive habitats within the plan's area of potential effect.

5. A complete discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources. This should include:

   a. Discussions regarding the regional setting, pursuant to the CEQA Guidelines Section 15125(a), with special emphasis on resources that are rare or unique to the region that would be affected by the plan. This should include comprehensive and geographically specific information on both terrestrial and aquatic resources that are within the area of potential effect. This discussion is critical to an assessment of environmental impacts.

   b. Discussions regarding the anticipated impacts on sensitive species and habitats.

   c. Discussions regarding potential indirect impacts on biological resources, including

resources on nearby public lands, open space, adjacent natural habitats, riparian and other aquatic ecosystems, and any designated and/or proposed NCCP reserve lands.

d. Discussions regarding impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas. At the programmatic level, it is particularly important to provide a thorough analysis and discussion of those species that require large territories to maintain sustainable populations since the combination of the projects that make up the plan will have a much greater impact that any individual project . To determine the potential impacts on wildlife movement and to assist in determining appropriate measures to eliminate or minimize these impacts, we recommend that wildlife movement studies be conducted.

e. An analysis of cumulative effects, as described under CEQA Guidelines Section 15130.

f. An analysis of the effect that the project or any alternative may have on completion and implementation of regional and/or sub-regional conservation programs. Under Section 2800 *et seq*. of the Fish and Game Code, the Department, through the NCCP program, is coordinating with local jurisdictions, landowners, and the Federal Government to preserve local and regional biological diversity. The Department recommends that SCAG ensure that project alternatives do not preclude long-term preserve planning options and that projects conform with other requirements of the NCCP program.

6. A thorough discussion of the growth-inducing impact as described in CEQA Guidelines Sections 15126 and 15126.2(d). The discussion should include the role that the RTP plays in providing the infrastructure necessary to accommodate growth. Although growth projections are based on a number of factors beyond the control of SCAG, the maintenance of an effective transportation system contributes to the ability of the region to accommodate new growth. The location, capacity, and type of transportation infrastructure can influence the "quality of life" or desirability of areas, which influences the demand for growth.

7. Specific mitigation measures for regionally significant impacts need to be addressed in the PEIR, rather than at the project level. The RTP will consist of many separate projects that will function both individually at the local level and as part of the larger transportation system on the regional level. Similarly, impacts to biological resources have both a local and regional context. While it is possible to mitigate for local impacts at the project level,

impacts on the ecosystem can only be addressed at the regional level; this discussion and appropriate mitigation[1] must be included in the PEIR.

The Department appreciates the opportunity to comment on this NOP. Please contact Pam Beare at (858) 467-4229 if you have any questions or comments concerning this letter.

Sincerely,

William E. Tippets
Environmental Program Manager

cc: State Clearinghouse

File: Chron
file: SCAGNOP.wpd

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1 One example of a method to mitigate for regional biological impacts would be mitigation banking. SCAG could partner with the appropriate local jurisdiction(s) and the California Department of Transportation to develop mitigation banks that preserve regionally significant ecosystems, are connected via adequate corridors with other preserved habitats, and will function to maintain viable populations of both plants and animals over the long-term. Preservation and restoration on this scale may also be more economical.

DEPARTMENT OF CONSERVATION

STATE OF CALIFORNIA

DIVISION OF LAND RESOURCE PROTECTION

801 K STREET
SACRAMENTO
CALIFORNIA
95814

PHONE
916/324-0850

FAX
916/327-3430

INTERNET
consrv.ca.gov

GRAY DAVIS
GOVERNOR

July 14, 2003

Mr. Ted Harris, Regional Environmental Planner
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, CA 90017-3435

Subject: Notice of Preparation (NOP) of a Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP)
SCH# 2003061075

Dear Mr. Harris:

The Department of Conservation's Division of Land Resource Protection (Division) monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. The Division has reviewed the list of impact categories for the program-level RTP and offers the following recommendations for the PEIR with respect to the project's potential impacts on agricultural land.

The NOP's list of impact categories includes a category called "Land Use." We recommend that a separate category be established for Agricultural Resources which would analyze project impacts on agricultural and grazing lands. We also recommend that the PEIR provide general information on the items listed below and that future project-specific environmental documents address the issues in further detail.

Agricultural Setting of the Project

- The environmental document should describe the project setting in terms of the actual and potential agricultural productivity of the land. For example, the document could utilize information from the Division's most current Important Farmland Map(s) for the area. In areas lacking published modern soil surveys and Important Farmland Maps, we recommend assessment of agricultural soil quality by using the Williamson Act's definition of prime agricultural land (Government Code Section 51201(c)). In addition, we would recommend including the following items of information to characterize the agricultural land resource setting of the area.

- Current and past agricultural use of the project area. Include data on the types of crops grown, and crop yields and farmgate sales values.
- To help describe the full agricultural resource value of the soils on the site, we recommend the use of economic multipliers to assess the total contribution of the site's potential or actual agricultural production to the local, regional and state economies. State and federal agencies such as the UC Cooperative Extension Service and USDA are sources of economic multipliers.

Project Impacts on Agricultural Land

- Type, amount, and location of farmland conversion resulting directly from project implementation.
- Type, amount, and location of farmland conversion resulting indirectly from project implementation through growth inducement.
- Impacts on current and future agricultural operations; e.g., land-use conflicts, increases in land values and taxes, vandalism, etc.
- Incremental project impacts leading to cumulatively considerable impacts on agricultural land. This would include impacts from the proposed project as well as impacts from past, current and probable future projects.

Impacts on agricultural resources may also be quantified and qualified by use of established thresholds of significance (California Code of Regulations Section 15064.7). The Division has developed a California version of the USDA Land Evaluation and Site Assessment (LESA) Model, a semi-quantitative rating system for establishing the environmental significance of project-specific impacts on farmland. The model may also be used to rate the relative value of alternative project sites. The LESA Model is available on the Division's website listed on the next page.

Williamson Act Lands

A project is deemed to be of statewide, regional or area-wide significance if it will result in cancellation of a Williamson Act contract for a parcel of 100 or more acres [California Code of Regulations Section 15206(b)(3)]. If lands under Williamson Act contract exist on or adjacent to the project area, the Department recommends that the following information be provided in the DEIR:

- A map detailing the location of agricultural preserves and contracted land within each preserve. The DEIR should also tabulate the number of Williamson Act acres, according to land type (e.g., prime or non-prime agricultural land), which could be impacted directly or indirectly by the project. Similarly, information on

lands under agricultural conservation easements or open space easements should also be provided.

- A discussion of lands under Williamson Act contract subject to public acquisitions to accommodate the project.

It should be noted that State policy is to avoid location of public improvements in agricultural preserves and especially on lands under Williamson Act contract. If public acquisition is considered, there are specific required findings. (See Government Code Sections 51290-51295 for specific details.) The Lead Agency should also provide notice to the Department of Conservation. The notice should be mailed to:

Darryl Young, Director
Department of Conservation
c/o Division of Land Resource Protection
801 K Street MS 13-71
Sacramento, CA 95814-3528

Project Alternatives and Mitigation Measures

Feasible alternatives to the project's location or configuration that would lessen or avoid farmland conversion impacts should be considered in the environmental document. If there are no feasible project alternatives to avoid impacts on agricultural land, then mitigation measures should be considered.

One mitigation measure to consider is the purchase of agricultural conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land, as well as for the mitigation of growth-inducing and cumulative impacts on agricultural land. We highlight this measure because of its growing acceptance and use by lead agencies as mitigation under the California Environmental Quality Act (CEQA).

Mitigation using conservation easements can be implemented by at least two alternative approaches: the outright purchase of conservation easements tied to the project, or via the donation of mitigation fees to a local, regional or statewide organization or agency, including land trusts and conservancies, whose purpose includes the purchase, holding and maintenance of agricultural conservation easements. Whatever the approach, the conversion of agricultural land should be deemed an impact of at least regional significance and the search for mitigation lands conducted regionally, and not limited strictly to lands within the specific transportation project corridor.

Information about conservation easements is available on the Division's website, or by contacting the Division at the address and phone number listed below. The Department's website address is:

http://www.conservation.ca.gov/DLRP/

Of course, the use of conservation easements is only one form of mitigation that should be considered. Any other feasible mitigation measures should also be considered.

Thank you for the opportunity to comment on the NOP. If you have questions on our comments, or require technical assistance or information on agricultural land conservation, please contact the Division at 801 K Street, MS 13-71, Sacramento, California 95814; or, phone (916) 324-0850.

Sincerely,

Erik Vink
Assistant Director

DEPARTMENT OF PUBLIC WORKS

FLOOD CONTROL • REGIONAL PARKS • SOLID WASTE MGMT • SURVEYOR • TRANSPORTATION

COUNTY OF SAN BERNARDINO
ECONOMIC DEVELOPMENT
AND PUBLIC SERVICES GROUP

825 East Third Street • San Bernardino, CA 92415-0835 • (909) 387-8104
Fax (909) 387-8130

KEN A. MILLER
Director of Public Works

July 15, 2003

Mr. Ted Harris, Regional Environmental Planner
Southern California Association of Governments (SCAG)
818 West 7th Street, 12th Floor
Los Angeles, CA 90017-3435
harrist@scag.ca.gov

File#10(ENV)-3.01

RE: NOTICE OF PREPARATION OF PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) – 2004 REGIONAL TRANSPORTATION PLAN (RTP)

Dear Mr. Harris:

Thank you for giving the San Bernardino County Department of Public Works (Department) the opportunity to comment on the above-referenced project.

The 2004 Regional Transportation Plan will incorporate the six counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

The Traffic Division requests a copy of the traffic study to be submitted to the Department for review.

Should there be any updates to this project, please notify our Department so that we may have the opportunity to comment on the changes. If you have any questions or need additional information, please contact Kelly A. Rozich at (909) 387-8114.

Sincerely,

NARESH P. VARMA, Chief
Environmental Management Division

NV:KR/RegionalTransPlan2004-NOPEIR-Response

cc: Jacob Babico, Traffic Division
Kelly A. Rozich, EMD
KAM/PJM Reading File

WALLY HILL
County Administrative Officer
JOHN GOSS
Assistant County Administrator
Economic Development and
Public Services Group

Board of Supervisors
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PAUL BIANE ..... Second District
DENNIS HANSBERGER ..... Third District
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JERRY EAVES ..... Fifth District

OCTA

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Chief Executive Officer

July 15, 2003

Mr. Ted Harris
Regional Environmental Planner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Subject: Notice of Preparation of a Program Environmental Impact Report for the 2004 Regional Transportation Plan

Dear Mr. Harris:

The Orange County Transportation Authority (OCTA) has reviewed the above referenced document and has the following comments:

The Notice of Preparation indicates that the RTP Program Environmental Impact Report will evaluate at least four alternatives, including the No Project alternative, Modified 2001 RTP alternative, and PILUT One and Two. The strategies to accompany each RTP alternative have significant ramifications to transportation agencies, and OCTA requests that SCAG provide adequate time to review and provide input into these strategies for each alternative including transportation investments, transportation policies, growth policies and the growth projection.

The RTP growth projection will play a key role in the planning of regional, sub-regional, and even local agencies transportation infrastructure systems. OCTA encourages SCAG to work closely with OCCOG to develop mutually acceptable growth forecasts for Orange County which will be used in the development of the Regional Transportation Plan.

OCTA believes that the new PILUT process used to develop the 2004 RTP should take into account local subregional needs (including projects that have been previously programmed in the RTP as "planned") and provide flexibility to define new projects in consultation with the County Transportation Commission.

OCTA suggests at least one RTP alternative to be studied in the PEIR including the 2001 RTP projects, as well as new projects specifically requested by the county transportation commissions in the SCAG region for the 2004 RTP. OCTA submitted additional projects for inclusion in the 2004 RTP in December 2002. Attached is OCTA's list of projects approved by the OCTA Board for

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

inclusion in the 2004 RTP (including Balanced plan, Preferred plan projects, and amended projects).

The OCTA appreciates the opportunity to provide input on this project. Please contact me at 714-560-5741 or kmortazavi@octa.net if you have any questions or concerns.

Sincerely,

Kia Mortazavi
Manager of Planning and Programming

c: Dave Elbaum, OCTA Director of Strategic Planning

Attachment

OCTA 2002 Long-Range Transportation Plan
Balanced Plan Project List
Includes Baseline & Financially Constrained Elements

2002 OCTA Long-Range Transportation Plan Balanced Plan
In 2002 Dollars, In Millions

Ref	Route/Direction	Location	Description	Change 2001 RTP	Year	Capital in Millions $			O&M in Millions $			Total Project
						OCTA	Others	Total Cap	OCTA	Others	Total O/M	
	I. Baseline Improvements (Major Projects - Others Included in 2002 RTIP)											
	Freeway/State Highways											
1	I-5 NB/SB Far North	LA County Line to SR-91	Add one mixed flow and 1 HOV each direction	same	2008	141.9	37.0	178.9				178.9
2	I-5 at Vista Hermosa	Vista Hermosa	In San Clemente, add Vista Hermosa I/C	same	2005		11.5	11.5				11.5
3	SR-22 EB/WB	Valley View to SR-55 Plus Corridorwide Aux and Operational Improvements	Add 1 HOV lane each direction EB/WB aux Knott to Beach, continuous aux Beach to I-5, braid SB 57 to WB 22 w/City Drive, EB collector-distributor Lewis to I-5, aux SB I-5 to EB 22 end of connector to Main, EB aux Glassell to Tustin, Beach/Brookhurst ramp improvements	clarify project definition	2006	362.4	25.0	387.4				387.4
4	SR-55	Alton Overcrossing	In Santa Ana - Alton overcrossing	same	2006		52.6	52.6				52.6
5	SR-55	SR-22 to SR-91	Widen SR-55 (complete)	same	complete	101.1	0.0	101.1				101.1
6	SR-57	Lambert & Imperial	Interchange improvements	same	2004		1.4	1.4				1.4
7	SR-73 NB/SB	Spruce/Birch to I-405	Add 1 MF each direction plus soundwalls	same	2006	15.2	1.8	17.0				17.0
8	SR-73/I-405	At I-405/SR-73 interchange	Reconstruct 405/73 with braids, construct NB on-ramp from Hyland, NB on-ramp from Anton, NB off-ramp to Ave of the Arts	same	2003	42.0	11.0	53.0				53.0
9	SR-133 NB/SB	SR-73 to I-405	Realign, widen road to 4 lanes, drainage	same	2005	5.9	26.3	32.2				32.2
10	I-405/Seal Beach Blvd	Seal Beach Overcrossing	Widen bridge from 4 to 6 lanes	same	2003		4.3	4.3				4.3
11	I-405 at Bolsa	Bolsa Overcrossing	In Westminster,widen Bolsa bridge Chestnut-Goldenwest	same	2005		4.0	4.0				4.0
12	I-405 at Susan Street	Susan Street	In Costa Mesa, new off-ramp at Susan St/South Coast Dr	same	2003		2.4	2.4				2.4
12A	I-405 Irvine	MacArthur to Culver	Add aux lane (2002 ITIP)	add	2003		13.6	13.6				13.6

2002 OCTA Long-Range Transportation Plan Balanced Plan
In 2002 Dollars, In Millions

Ref	Route/Direction	Location	Description	Change 2001 RTP	Year	Capital in Millions $			O&M in Millions $			Total Project
						OCTA	Others	Total Cap	OCTA	Others	Total O/M	
13	I-405 at Harbor Blvd	Harbor Interchange	NB Harbor at SB I-405 on-widen NB Harbor off and approaches at I-405 from 3 to 4 lanes.	same	2006		2.2	2.2				2.2
14	I-405 SB at Fairview	On-Ramp	Widen bridge and onramp to accommodate 3 left turn lanes	add	2006		2.2	2.2				2.2
15	Other Freeway Projects	Completed M / Other Freeway Projects	I-5 Widening (N/S), SR-91 HOV, other M freeways	complete	N/A	136.7		136.7				136.7
	Freeway Chokepoints											
16	I-5 SB	Culver off-ramp	Widen off-ramp to 2 lanes	New Baseline	2004	1.9		1.9				1.9
17	I-5 SB	La Paz-Oso Pkwy	SB auxiliary lanes to provide storage at Oso off ramp (does not extend through La Paz), intersection improvements, free rt turn NB Cabot and increase on-ramp storage	New Baseline	2004	17.0		17.0				17.0
18	I-5/405 NB	Alicia-El Toro	Signing and restriping	New Baseline	2005					1.2	1.2	1.2
19	I-5 SB	Camino Capistrano	Widen Camino Capistrano off ramp	New Baseline	2005	9.2		9.2				9.2
20	I-5 at Pico	Avenue Pico	Widen ramp	New Baseline	2004	2.7		2.7				2.7
21	SR-91 WB	OC/Riv Line-Coal Cyn	Lane drop restoration/restriping (advance 2 yrs)	New Baseline	2004	4.0	7.1	11.1				11.1
22	I-405 NB/SB	Magnolia-Beach	Add auxiliary lane	New Baseline	2006	27.2	9.2	36.4				36.4
23, 24	I-405 NB	SR-133 to Sand Cyn	Widen NB I-405 SR-133 to Sand Cyn off, add aux lane	New Baseline	2004		2.1	2.1				2.1
	HOV Projects											
25	I-405/SR-55	North Transitway	MOS 2&3 - N Transitway/Bristol Braid	same	2004	73.9	12.6	86.5				86.5
26	I-405/SR-55	South Transitway	Balance of MOS 1 - 405/55 - transitway	same	2002	35.8	0.5	36.3				36.3
27	I-605 NB/SB	I-405 to LA County Line	Add 1 HOV lane each direction	same	2002		10.1	10.1				10.1
	Toll Roads											
28	SR-73 SJHTC	Glenwood Interchange (I/C)	Construct Glenwood/Pacific Pk Dr I/C	same	2007	6.0	33.0	39.0				39.0
29	SR-73 SJHTC	Catalina View TP to MacArthur Blvd.	Add 1 MF lane NB	New Baseline	2007		9.0	9.0				9.0

2002 OCTA Long-Range Transportation Plan Balanced Plan
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Ref	Route/Direction	Location	Description	Change 2001 RTP	Year	Capital in Millions $			O&M in Millions $			Total Project
						OCTA	Others	Total Cap	OCTA	Others	Total O/M	
30	SR-73 SJHTC	SR-73 @ Jamboree	Construct interchange improvements at SR-73 and Jamboree	New Baseline	2007		2.0	2.0				2.0
31	SR-133 ETC	I-5 to SR-241/SR-133 interchange	Add 1 MF lane each direction	same	2005		14.0	14.0				14.0
32	SR-241 FTC-S	I-5 to Oso Parkway	2 MF each direction plus climbing & aux lanes	New Baseline	2007		478.0	478.0				478.0
33	SR-241 FTC	Portola N to ETC	1 MF each direction	New Baseline	2005		5.3	5.3				5.3
34	SR-241 FTC	Santa Margarita Pkwy to Bake Pkwy	Add 1 MF lane each direction plus climbing & aux lanes	New Baseline	2007		120.5	120.5				120.5
35	SR-241 ETC	Chapman Ave to SR-133	Add 1 MF lane in each direction	New Baseline	2007		21.4	21.4				21.4
36	SR-241 FTC	Santa Margarita Interchange	Widen Santa Margarita NB on-ramp & Trabuco Bridge	New Baseline	2005		10.1	10.1				10.1
37	SR-241 FTC	New Bandares Overcrossing	Add Banderas Overcrossing on SR-241	New Baseline	2005		5.5	5.5				5.5
38	SR-261 ETC	Walnut to SR-241/261Interchange	Add 1 MF lane each direction plus climbing & aux lanes	New Baseline	2007		35.6	35.6				35.6
		Total Baseline Freeway/Toll Roads/Chokepoints				**982.9**	**971.3**	**1,954.1**	**0.0**	**1.2**	**1.2**	**1,955.3**
	Arterials & Grade Crossings											
39	Alicia Parkway	In Mission Viejo, Charlinda to Muirlands	Widen NB to 7 lanes-Charlinda to Murilands	same	2002		0.3	0.3				0.3
40	Alicia Parkway	In Laguna Hills, Paseo De Alicia to I-5	Alicia @ I-5 - Add 4th EB lane Paseo de Alicia to I-5 SB Ramp	same	2006	0.1	0.5	0.6				0.6
41	Barranca Parkway	Redhill to Jamboree	Widen from 6 to 8 lanes - Phase II	same	2005		14.6	14.6				14.6
42	Bolsa Chica	In Westminster, Duncannon to I-405	Widen from 4 to 6 lanes	same	2005		0.6	0.6				0.6
43	Bristol Street	In Santa Ana, Warner to Memory Lane	Widen from 4 to 6 lanes, operational improvements and accommodate CenterLine project.	modify description	2006	34.4	86.6	121.0				121.0
44	Brookhurst Street	In Anaheim, La Palma to EB SR-91	Upgrade from secondary to major	same	2005	8.0	0.0	8.0				8.0

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						OCTA	Others	Total Cap	OCTA	Others	Total O/M	
45	Cabot Rd Bridge	In Laguna Niguel at Cabot Rd Bridge	Cabot Road bridge to Camino Capistrano (design only).	modify	2003		1.9	1.9				1.9
46	Carbon Cyn (SR142)	In Brea, Carbon Cyn & Valencia	Widen from two to five lanes (3 WB, 2 EB) improve intersection	same	2002		2.6	2.6				2.6
47	Chapman Ave	In Orange, Tustin to SR-55	Widen to 6 lanes, add dedicated right hand turn lanes	same	2004		6.8	6.8				6.8
48	Crown Valley Pkwy	In Mission Viejo, Puerta Real to City Limits	Widen from 6 lane to 8 lane divided	same	2002		5.1	5.1				5.1
49	Crown Valley Pkwy	In Laguna Niguel, Crown Valley Pkwy at Forbes Road	Intersection Widening	same	2003		0.1	0.1				0.1
50	Crown Valley Pkwy	In Laguna Niguel at Niguel Rd	Intersection Widening	same	2003		0.1	0.1				0.1
51	Crown Valley Pkwy	In Laguna Niguel at Greenfield	Intersection Widening, add SB right lane	same	2004		0.2	0.2				0.2
52	Crown Valley Pkwy	In Laguna Niguel at La Paz	Intersection Widening, add 2nd NB left lane	same	2004		0.2	0.2				0.2
53	Culver Drive	In Irvine, Campus Dr to Bonita Cyn	Widen Culver from 2 to 4 lane divided + realign	same	2006	5.1	4.9	10.0				10.0
54	El Toro Road	Paseo de Valencia	Add one left/rt turn each direction	same	2004		0.5	0.5				0.5
55	El Toro Road	County, In Lake Forest at I-5	Widen to provide add'l EB lane De La Carlota to Bridger	same	2002		0.6	0.6				0.6
56	Fairview St	In Santa Ana, Civic Ctr to Garden Grove Blvd	Widen 4 to 6 lanes	same	2006		2.5	2.5				2.5
57	Golden Lantern	In Laguna Niguel, Aloma to Sardinia	Widen Golden Lantern from 4 to 6 lanes (Smart Street)	same	2005	2.2	2.2	4.4				4.4
58	Golden Lantern	In Laguna Niguel, Golden Lantern at Camino Del Avion	Intersection Widening	same	2003		0.1	0.1				0.1
59	Harbor Blvd	In Garden Grove, Trask to Woodbury	Widen Harbor from 5 to 8 divided lanes (Smart Street)	same	2003	2.1	0.3	2.4				2.4
60	Harbor Blvd	In Garden Grove, Woodbury to Westminster	Widen from 5 to 8 divided lanes (Smart Street)	same	2003	2.6	0.3	2.9				2.9
61	Harbor Blvd	SR-91 to I-405	Other Smart Street Improvements	same	2006		6.0	6.0				6.0
62	Imperial Hwy (SR90)	In Yorba Linda, Rose to Orangethorpe	Widen to 4 lanes, signal coordination, other Smart Street	same	2002	25.0		25.0				25.0

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						OCTA	Others	Total Cap	OCTA	Others	Total O/M	
63	Imperial Hwy (SR90)	In Brea, SR-57 to Rose	Widening EB by 1 lane from east of Valencia to City Limits, other ops	same	2006	3.4		3.4				3.4
64	Imperial Hwy (SR90)	In Fullerton, 57 to Harbor	Upgrade from 4 to 6 lane major + Smart Street (3 miles)	same	2006	2.5		2.5				2.5
65	Imperial Hwy (SR90)	In Brea, at Kraemer	Add NB through and WB right turn on Imperial at Kraemer	same	2005		2.7	2.7				2.7
66	Imperial Hwy (SR90)	In La Habra, LAC line to Harbor	Restripe 6 lanes from LAC to Harbor, add raised median (Smart Street)	same	2004	8.9		8.9				8.9
67	Katella Avenue	Humor to Jean	Smart Street	change date	2009	5.4		5.4				5.4
68	Katella Avenue	Humor to 9th	Smart Street	clarify	2006	6.4		6.4				6.4
69	Katella Avenue	In Cypress, at Valley View	Widening of Katella at Valley View; install 4th EB lane on Katella	same	2003	0.4		0.4				0.4
70	Katella Avenue	County, 100'east of Jean to Magnolia	Smart Street - widen from 4 to 6 lanes, dedicated right turns	same	2006	5.6	0.0	5.6				5.6
71	Katella Ave	In Los Alamitos, Knott to I-605	Widen from 6 to 8 lanes, signal coordination, intersection improvements	same	2002	4.5	0.0	4.5				4.5
72	Katella Ave	In Stanton, Magnolia to Knott	Widen from 4 to 6 lanes, bus turnouts, other Smart Street	same	2006	5.2		5.2				5.2
73	Main Street	In Orange, Culver to S/O Chapman	Widen from 4 to six lanes, mid-block improvement Main/LaVeta	modify	2004		4.5	4.5				4.5
74	McFadden Avenue	In Huntington Bch, Gothard to Beach	Widen McFadden from 2 to 4 Div lanes Gothard to Beach	same	2002		3.5	3.5				3.5
75	Memory Lane	In Santa Ana, S.A. River Bridge	Widen from 4 to 6 lanes	same	2002		3.8	3.8				3.8
76	Miraloma, Van Buren, Richfield	In Placentia, Gap Closure	Miraloma, Van Buren, Richfield Gap Closure (to primary)	same	2002		0.5	0.5				0.5
77	Moulton / Edinger	In Santa Ana, Richey to Redhill	Restripe 6 lanes, add bike lanes, raised median, other Smart Street	same	2002	7.7	0.0	7.7				7.7
78	Moulton Parkway	In Irvine, Harvard to Lake Forest	Widen Moulton from 4 to 6 lanes (Smart Street)	same	2006	1.1		1.1				1.1
79	Moulton Parkway	In Laguna Hills, Lake Forest to El Pacifico	Widen from 8 to 9 lanes	same	2003		1.3	1.3				1.3

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						OCTA	Others	Total Cap	OCTA	Others	Total O/M	
80	Newport Ave/SR-55	In Tustin, At Newport Ave at SR-55	NB ramp reconfiguration including relocation of existing ramps, construction of new ramps, construction of Newport Ave between Edinger and Valencia and realignment/construction of Del Amo Ave between Edinger and new ramp	add	2004	2.8	16.3	19.1				19.1
81	Newport Blvd	In Costa Mesa from 19th to 17th Street	Widen to provide 7 lanes (4 NB) 19th to 17th St and operational improvements	add	2004	1.2	4.3	5.5				5.5
82	Orangethorpe	In Placentia, Melrose to Temple	Widen from 4 to 6 lanes	same	2004		1.3	1.3				1.3
83	Paseo de Valencia	In Laguna Hills, Laguna Hls Dr to El Toro	Widen from 4 to 6 lanes	same	2004		2.7	2.7				2.7
84	Placentia Ave	In Newport Bch, Superior to Hospital Rd	Widen from 2 to 4 lanes	same	2002		2.0	2.0				2.0
85	Sand Canyon	In Irvine, Intersection of I-405	Ramp improvements	same	2002		1.6	1.6				1.6
86	Tustin Avenue	In Anaheim, La Palma to SR-91	Widen from 4 to 6 lanes	same	2002	3.6		3.6				3.6
87	Tustin Ranch Rd	In Tustin, Walnut to Edinger	Extend 6 lane major arterial Walnut to Edinger; grade sep at Edinger	same	2002		22.1	22.1				22.1
88	Valley View Street	In Buena Pk, Lincoln to Artesia	Street widening from 6 to 8 lanes - engineering & ROW	same	2002	0.3	0.7	1.0				1.0
	Other Contributions to Streets & Road Projects											
89	Measure M/MOE	Countywide	Other M Projects+ MOE to 2006	clarify	2006	267.7	320.7	588.4				588.4
	Grade Crossings											
90	Imperial	Orangethorpe Corridor	Imperial Highway in Yorba Linda	same	2005	40.6	4.5	45.1				45.1
91	Jeffrey	Orange/Olive Corridor	Jeffrey in Irvine, Undercrossing (1998 STIP)	same	2005	10.0	15.9	25.9				25.9
92	Red Hill	Orange/Olive Corridor	Design Red Hill Overcrossing/Viaduct in Tustin (1998 STIP)	same	2005	0.3	0.9	1.2				1.2

2002 OCTA Long-Range Transportation Plan Balanced Plan
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Ref	Route/Direction	Location	Description	Change 2001 RTP	Year	Capital in Millions $			O&M in Millions $			Total Project
						OCTA	Others	Total Cap	OCTA	Others	Total O/M	
93	Sand Canyon	Orange/Olive Corridor	Design only - Sand Canyon grade separation in Irvine (1998 STIP)	same	2005	0.9	0.0	0.9				0.9
94	BNSF Rail Line - PA&ED of grade separation alternatives + grade separations at Melrose, Placentia	Orangethorpe Corridor	PA&ED of grade separation alternatives plus grade separations at Melrose, Placentia	modify	2006	5.1	30.5	35.6				35.6
	Total Baseline Arterials & Grade Crossings					**462.9**	**576.7**	**1,039.6**	**0.0**	**0.0**	**0.0**	**1,039.6**
	Bus Transit											
95	Baseline OCTA Fixed Route: Local Bus Service	Countywide Fixed Route Local Bus Service	Hold Service Levels Constant	same	2002-2030	994.1		994.1	4,112.8		4,112.8	5,106.9
96	Baseline OCTA Express Bus Service	Includes existing 200 and 700 routes	Hold Service Levels Constant	same	2002-2030	included in frte above	included in frte above	included in frte above	included in frte above	included in frte above	included in frte above	included in frte above
97	Baseline OCTA StationLink Rail Feeder Service	Includes existing rail feeder	Hold Service Levels Constant	same	2002-2030	included in frte above	included in frte above	included in frte above	included in frte above	included in frte above	included in frte above	included in frte above
98	Baseline OCTA Paratransit Service	Includes existing paratransit service	Includes ACCESS ADA service and Special Agency Service - 419,624 annual vsh	same	2002-2030	79.6		79.6	589.5		589.5	669.1
99	Bus Stop Accessibility Program	Countywide	Retrofit Key Bus Stops/Transfer Areas for ADA compliance (1.5m/year)	same	2002-2004	3.0		3.0				3.0
		Total Baseline Bus Transit				**1,076.6**	**0.0**	**1,076.6**	**4,702.3**	**0.0**	**4,702.3**	**5,778.9**

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Ref	Route/Direction	Location	Description	Change 2001 RTP	Year	Capital in Millions $			O&M in Millions $			Total Project
						OCTA	Others	Total Cap	OCTA	Others	Total O/M	
	Rail Transit											
100	Orange Line/IEOC Line/Riv-Full-LA	Lossan and Orange/Olive Corridors	Orange -19 daily trains, IEOC 12 daily trains at 90-min headways, Riv-Fullerton-LA Line May 2002 start at 5 daily trains (2 peak, 1 off peak)	modify	2002-2030	150.4	21.9	172.3	269.0	0.0	269.0	441.3
101	Orange/Olive Corridor	Lincoln Avenue Double Track	Double track (1998 STIP project)	modify	2005	costs included in project #100 above						
102	BNSF	Soundwall	Anaheim BNSF Soundwall (2002 STIP)	modify	2003	costs included in project #100 above						
103	Yorba Linda Metrolink Station	Yorba Linda	ITIP / other	modify	2007	costs included in project #100 above						
104	Buena Park Metrolink Station	Buena Park	2002 STIP	same	2003	costs included in project #100 above						
105	CenterLine (2002 Dollars)	Construct Tri City Line - 11 miles	Santa Ana Transportation Center to UCI	baseline LPA Revised	2011	652.2	596.5	1,248.7	210.1		210.1	1,458.8
			Total Baseline Rail Transit			**802.6**	**618.4**	**1,420.9**	**479.1**	**0.0**	**479.1**	**1,900.0**
	Baseline - Other											
106	Countywide Rideshare	Regional Rideshare Marketing	Provide $450,000 annually for regional rideshare for 2 years	same	2002-2003				0.9		0.9	0.9
			Total Other Baseline			**0.0**	**0.0**	**0.0**	**0.9**	**0.0**	**0.9**	**0.9**
			Total Baseline Program			**3,324.9**	**2,166.3**	**5,491.3**	**5,182.3**	**1.2**	**5,183.5**	**10,674.8**

Tier II - Beyond Baseline

Ref #	Route/Direction	Location	Description	Change 2001 RTP	Year	Capital in Millions $			O&M in Millions $			Total Project
						OCTA	Other	Total Cap	OCTA	Other	Total O/M	
	Freeway/Toll Road/Chokepoint Projects											
107	I-5 SB	1st and SR-55	Reconfigure to reduce weaving - interim project	modify	2020	50.0		50.0				50.0
108	I-5 SB	La Paz-Oso Pkwy	Extend auxiliary lane through interchange	clarify, move date	2030	1.5		1.5				1.5

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						OCTA	Others	Total Cap	OCTA	Others	Total O/M	
109	I-5 NB/SB	La Paz Road	Re-construct interchange to increase storage capacity of ramps	modify	2010		29.4	29.4				29.4
109a	I-5 SB	Stonehill Drive	Ramp improvements	add	2020		7.0	7.0				7.0
110	I-5 SB	Alicia Parkway	Extend auxiliary lane through interchange	clarify and move date	2030	5.0		5.0				5.0
111	I-5 NB/SB	Avery Parkway	Avery parkway ramp relocation, reconfiguration, upgrades	modify, move date	2010		13.9	13.9				13.9
112	I-5 NB/SB	Jamboree Road	Provide two lanes off and widen terminal section of off-ramp, modify NB ramp	same	2010	6.0		6.0				6.0
113	I-5 NB/SB	I-5/SR-74 Separation	Re-build interchange including widening of SR-74 overcrossing	move date	2010		50.0	50.0				50.0
114	SR-55	17th/4th/I-5 area	Address lane drop/merge issues	new	2010	10.0		10.0				10.0
115	SR-55 SB	SB Dyer to MacArthur	Aux lane	modify	2010		1.3	1.3				1.3
116	SR-57 NB	Lambert-Tonner Cyn	Truck climbing lane	clarify	2010	68.3		68.3				68.3
117	SR-57 NB	Orangethorpe-Lambert	MF or aux lane capacity	clarify	2010	77.0		77.0				77.0
118	SR-57 NB	SR-57 @ SR-91	Add 4th through lane @ SR-91 (costs to be determined)	modify	2010	TBD		TBD				0.0
119	SR-57 NB	Katella on to Lincoln off	Auxiliary lane & full standard median	clarify	2020		18.1	18.1				18.1
120	SR-57 SB	Ball off-ramp to Katella on-ramp	Add auxiliary lane	add	2030		75.0	75.0				75.0
121	SR-91 EB/WB	SR-55 to Riverside County Line	Add 1 MF lane each direction	add	2010	150.0	100.0	250.0				250.0
122	SR-91 WB	SR-71 to SR-241	Add 1 aux lane	modify	2010	5.0	5.0	10.0				10.0
123	SR-91 EB	SR-241 east to SR-71	Add 1 aux lane EB drops at Green River, another aux extends to SR-71	clarify, move date	2007	18.0	18.0	36.0				36.0
124	SR-91 EB/WB	EB truck scales to Imperial	Add storage lane at truck weigh in motion station	same	2007	8.0		8.0				8.0
125	SR-91 WB	NB SR-55 to WB SR-91 at Tustin	Add auxiliary lane	same	2010	35.0		35.0				35.0

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						OCTA	Others	Total Cap	OCTA	Others	Total O/M	
126	SR-91 WB	SR-57 to I-5	Auxiliary lane	clarify, move date	2010	20.0		20.0				20.0
127	SR-91	Lakeview Interchange	Improve SR-91/Lakeview interchange area	modify	2010	15.0		15.0				15.0
128	SR-91/ Fairmont	Riverside County Line to SR-55	Add intermediate access and Fairmont drop ramp	add	2010	70.0		70.0				70.0
129	I-405/SR-55	South Bristol Braid	Interchange Improvement (City Project)	same	2020		40.0	40.0				40.0
130	I-405 SB	Irvine Center Drive	Add 2nd auxiliary lane	add	2010		1.3	1.3				1.3
131	I-405 NB	Jeffrey to Culver	Auxiliary Lane	add	2010		3.1	3.1				3.1
132	I-405 NB	Sand Cyn to Culver	Tie auxiliary lanes together	clarify, move date	2030		2.5	2.5				2.5
132-A	I-405	SR-73 to Beach	Add 1 MF lane each direction	add	2030	130.0		130.0				130.0
132-B	I-405 SB	Beach to I-605	Continuous aux, operational	add	2030	30.5	44.5	75.0				75.0
133	Countywide	Countywide	Other Chokepoints	new	2030	32.1	37.1	69.2				69.2
	Toll Road Improvements											
134	SR-73 SJHTC	I-5 in San Juan to Rte 73 Irvine	15-mile toll road - add 1 MF each direction plus climbing & aux lanes per SCAG/TCA MOU	same	2015		134.4	134.4				134.4
135	SR-91/SR-241	SR-91/SR-241 Interchange	Add direct toll-to-toll or HOV connection	same	2015		65.0	65.0				65.0
136	SR-91	From SR-241 to SR-71	Add toll lane and toll connection at SR-71 (4-corners)	same	2020		160.0	160.0				160.0
137	SR-133 ETC	I-5 to SR-241/SR-133 Interchange	Add 1 MF lane each direction per SCAG/TCA M0U	add	2015		94.9	94.9				94.9
138	SR-241 ETC	SR-91 to SR-133/SR-241 Interchange	Add 1 MF lane each direction per SCAG/TCA MOU	same	2015		143.1	143.1				143.1
139	SR-241 FTC	From Oso Pkwy to ETC	Add 1 MF each direction plus climbing/aux per SCAG/TCA MOU	same	2010		138.5	138.5				138.5
140	SR-241 FTC-S	Pico to Oso Pkwy	2 MF Each Direction - Build Out FTC-S	same	2020		200.0	200.0				200.0
141	SR-261 ETC	Walnut to SR-241/261 Interchange	Add 1 MF lane each direction per SCAG/TCA M0U	Add	2015		103.0	103.0				103.0

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						OCTA	Others	Total Cap	OCTA	Others	Total O/M	
	HOV Improvements											
142	I-5 at Gene Autry Way	I-5 North @ Gene Autry	Extend bridge to Haster (city funds)	clarify	2010		17.0	17.0				17.0
143	I-5 NB/SB	Coast Hwy to Pico	Add one HOV lane each direction	same	2020	70.0		70.0				70.0
144	SR-22/I-405	HOV to HOV	Add direct HOV connectors between freeways	change date	2020	75.0		75.0				75.0
145	I-405/I-605	HOV to HOV	Add direct HOV connectors between freeways	change date	2020	12.6	92.4	105.0				105.0
146	SR-22/I-5	HOV to HOV	Add direct HOV connectors between freeways	delete	delete	delete	delete	delete	delete	delete	delete	delete
147	SR-22/SR-55	HOV to HOV	Add direct HOV connectors between freeways	delete	delete	delete	delete	delete	delete	delete	delete	delete
148	I-405 at Von Karman	at Von Karman	Add drop ramp	same	2020	50.0		50.0				50.0
	Other Freeway											
149	Motorist Services	Countywide	Freeway Service Patrol & Callbox Program	clarify	2030				150.8		150.8	150.8
150	Soundwalls	Countywide	Invest in freeway soundwalls	add	ongoing	87.0		87.0				87.0
151	Highway O&M	Countywide	2/3 of SHOPP less programmed SHOPP (Balance chokepoints)	clarify	ongoing					497.5	497.5	497.5
		Total Freeway/Toll Road/Chokepoints Balanced				**1,025.9**	**1,594.6**	**2,620.5**	**150.8**	**497.5**	**648.3**	**3,268.8**
	RTP Arterials & Grade Crossings											
152	17th Street	In Costa Mesa, Newport to Irvine Blvd	Intersection Improvements	modify	2003		2.2	2.2				2.2
153	Adams Ave	Beach Blvd to Harbor	Smart Street Improvements	modify	2025	7.2	14.3	21.5				21.5
154	Alton Parkway	County, Irvine Blvd to Commercentre Dr	Alton extension	change	2004		14.0	14.0				14.0
155	Barranca Parkway	In Irvine, Redhill to Jamboree	Widen Barranca from 6 to 8 lanes	same	2006		1.5	1.5				1.5
156	Bolsa Ave/first St	Bolsa Chica to I-5	Smart Street Improvements	modify	2020	20.8	41.7	62.5				62.5
157	Bolsa Chica @ I-405	Overcrossing	Widen Overcrossing to accommodate future Valley View Smart Street traffic	add	2005		3.0	3.0				3.0
158	Bristol Street	In Costa Mesa, Baker to I-405	Widen to provide 7 lanes (4 NB)	add	2012		2.7	2.7				2.7

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Ref	Route/Direction	Location	Description	Change 2001 RTP	Year	Capital in Millions $			O&M in Millions $			Total Project
						OCTA	Others	Total Cap	OCTA	Others	Total O/M	
159	Cabot Rd Bridge	In Laguna Niguel at Cabot Rd-Bridge to Camino Cap	Construct Cabot Road bridge to Camino Capistrano.	modify	2005		7.0	7.0				7.0
160	Crown Valley	PCH to Foothill TC	Smart Street Improvements	modify	2020	18.3	36.7	55.0				55.0
161	Edwards Street	In Westminster, Overcrossing widening	Widen Overcrossing	2008	add		2.5	2.5				2.5
161	El Toro Road	Laguna Cyn Rd to Foothill TC	Smart Street Improvements	change date	2020	18.3	36.7	55.0				55.0
162	El Toro Road	Laguna Cyn Rd to Foothill TC	Smart Street Improvements	change date	2020	18.3	36.7	55.0				55.0
162a	El Toro Road	In Laguna Woods, El Toro to Paseo de Valencia to I-5	Increase left turn capacity of NE bound El Toro Rd to Paseo de Valencia and add 2nd left turn lane at intersection	modify	2020		0.8	0.8				0.8
162b	El Toro Road	In Laguna Woods, El Toro Road from Alison Creek Road to Canyon Hills Drive	Ad third southbound lane	add	2020		27.5	27.5				27.5
163	Goldenwest @ I-405	In Westminster, Overcrossing widening	Widen Goldenwest overcrossing at I-405	add	2004		3.5	3.5				3.5
164	Harbor Blvd	In Garden Grove, I-5 to I-405	Smart Street Widening from 4 to 6 lanes, Operational Improvements	change date	2006		6.0	6.0				6.0
165	Harbor Boulevard	Imperial Hwy to SR-55	Gap Closure Smart Street Improvements	change date	2020	19.6	39.1	58.7				58.7
166	Irvine Blvd/Trabuco	El Toro Road to SR-55	Smart Street Improvements	modify	2020	22.5	45.0	67.5				67.5
167	Jamboree	Irvine Boulevard to SR-73	Smart Street Improvements	modify	2020	12.8	25.7	38.5				38.5
168	Katella Avenue	I-605 to SR-55	Balance of Smart Street Improvements (not already programmed in RTIP) I-5 to SR-55	add	2020	8.3	16.6	25.0				25.0
169	Laguna Canyon Rd (SR-133)	PCH to I-405	Smart Street Improvements	modify	2020	13.3	26.7	40.0				40.0
170	La Paz Road	Cabot to Pradera Drive	Upgrade from primary to major	add	2015	7.5	7.5	15.0				15.0
171	Lincoln Avenue	State College to Sunkist	Widen from 4 to 6 lanes	add	2005	0.6	0.6	1.2				1.2
172	Moulton Parkway	Main St Santa Ana to PCH	Edinger, Moulton, Street of Golden Lantern - Balance Smart Street Improvements	add	2020	23.6	47.2	70.8				70.8
172a	Moulton Parkway	In Laguna Woods from Via Campo Verde to Santa Maria	Add dual left turn lanes on El Toro Road at Moulton Parkway, add bike lanes and sidewalks	add	2005		6.0	6.0				6.0
173	Newland Street @ I-405	Overcrossing	Widen Newland Overcrossing	add	2004		4.0	4.0				4.0
174	Newport Blvd.	In Costa Mesa, 19th St to 17th St	Widen to 8 lanes (city project)	modify	2010		5.1	5.1				5.1
175	Newport Blvd	19th St to Finley	Smart Street Improvements	modify	2020	3.3	6.7	10.0				10.0

2002 OCTA Long-Range Transportation Plan Balanced Plan
In 2002 Dollars, In Millions

Ref	Route/Direction	Location	Description	Change 2001 RTP	Year	Capital in Millions $			O&M in Millions $			Total Project
						OCTA	Others	Total Cap	OCTA	Others	Total O/M	
176	Newport Avenue	Current terminus to Edinger	In Tustin, Phase II - Newport Ave Extension to Edinger including railroad underpass and widening Newport Ave (3 lane each direction) from Tustin Grove Dr to Myrtle Ave.	add	2005	0.2	26.5	26.7				26.7
177	Orangethorpe Ave	Beach Blvd to Imperial Hwy	Smart Street Improvements	change date	2020	22.8	45.7	68.5				68.5
178	Pacific Coast Hwy	San Juan Creek to Warner	Smart Street Improvements	modify	2020	49.8	99.7	149.5				149.5
179	Pacific Electric Arterial	SR-22 to downtown Santa Ana	Add 4-lane limited access express (SR-22/WOCC Project)	delete	delete	delete	delete	delete	delete	delete	delete	delete
179a	State College	SR-91 to Imperial Hwy	Smart Street Improvements	add	2020	7.5	15.0	22.5				22.5
180	Tustin Ave/Rose Dr	SR-91 to Imperial Hwy	Smart Street Improvements	modify	2020	7.0	14.0	21.0				21.0
180a	Valencia North Loop Road and Armstrong Ave within MCAS Tustin	In Tustin, Valencia North Loop Rd to Redhill Avenue to Tustin Ranch Rd, Armstrong Ave from Barranca Pkwy to Valencia North Loop Rd and West Connector from Valencia North Loop Rd to Edinger Ave	Construct road, utilities for development of former MCAS Tustin	add	2020		27.5	27.5				27.5
181	Valley View	SR-22 to SR-91	Smart Street Improvements	modify	2020	16.7	33.4	50.1				50.1
182	Warner Avenue	Harbor Blvd to PCH	Smart Street Improvements	modify	2020	15.3	30.7	46.0				46.0
182a	SR-74/Ortega Hwy	I-5 to Antonio Pkwy	Widen to 4 lanes	modify	2030	10.0		10.0				10.0
183	Measure M Regional/Local Projects	Countywide	Measure M + MOE 2007-2011	clarify	ongoing	355.7	276.8	632.5				632.5
184	Countywide	Countywide	RSTP Projects	clarify	ongoing	330.5		330.5	330.5		330.5	661.0
185	Countywide	Countywide	TCRP Subventions, Prop 42 City/County	clarify	ongoing		390.5	390.5		390.5	390.5	781.0
186	Other Street Projects/Operations & Maintenance	Countywide	Gas Tax Subventions for Street Projects/Maintenance (assume 1/2 capital, 1/2 O&M)	clarify	ongoing		680.0	680.0		680.0	680.0	1,360.0
187	Countywide	Countywide	HBRR/HES Projects	clarify funding	ongoing					151.4	151.4	151.4

2002 OCTA Long-Range Transportation Plan Balanced Plan
In 2002 Dollars, In Millions

Ref	Route/Direction	Location	Description	Change 2001 RTP	Year	Capital in Millions $			O&M in Millions $			Total Project
						OCTA	Others	Total Cap	OCTA	Others	Total O/M	
	Grade Crossings											
188	OnTrak - Track Lowering	Orangethorpe Corridor	Placentia Avenue to Kellogg Drive. Accommodates crossings at Kellogg, Richfield, Van Buren, Kraemer, Tustin/Rose, Orangethorpe	modify	2010		400.0	400.0				400.0
189	Lakeview Ave	Orangethorpe Corridor	Lakeview in Placentia	add	2020	38.0		38.0				38.0
190	State College	Orangethorpe Corridor	State College Avenue in Fullerton	same	2015		30.0	30.0				30.0
191	Raymond Avenue	Orangethorpe Corridor	Raymond Avenue in Fullerton	add	2020	28.0		28.0				28.0
192	Acacia Avenue	Orangethorpe Corridor	Acacia Avenue in Fullerton	add	2020	22.0		22.0				22.0
193	Ball Road	Orange/Olive Corridor	Ball Road in Anaheim	same	2020		35.0	35.0				35.0
194	Grand Avenue	Orange/Olive Corridor	Grand Avenue in Santa Ana, Overcrossing/Viaduct	same	2020		17.3	17.3				17.3
195	La Veta	Orange/Olive Corridor	La Veta in Orange, Undercrossing	same	2020	14.0		14.0				14.0
196	17th Street	Orange/Olive Corridor	17th Street in Santa Ana, Undercrossing	same	2020	18.0		18.0				18.0
197	Red Hill	Orange/Olive Corridor	Redhill Avenue in Tustin	same	2020	30.5		30.5				30.5
198	State College	Orange/Olive Corridor	State College in Anaheim, Undercrossing	same	2020	19.1		19.1				19.1
199	Santa Ana Blvd	Orange/Olive Corridor	Santa Ana Boulevard in Santa Ana, Undercrossing	same	2020	15.4		15.4				15.4
200	4th Street	Orange/Olive Corridor	4th Street in Santa Ana, Lane Widening	same	2020	3.0		3.0				3.0
201	Collins Ave	Orange/Olive Corridor	Collins Avenue in Orange, Lane Widening	same	2020	4.0		4.0				4.0
202	Tustin Ave	Orange/Olive Corridor	Tustin Avenue in Anaheim, Undercrossing	same	2020	23.2		23.2				23.2
203	Walnut Ave	Orange/Olive Corridor	Walnut Avenue in Orange, Lane Widening	same	2020	3.7		3.7				3.7
204	Sand Canyon	Orange/Olive Corridor	In Irvine, undercrossing construction	add	2020	17.2		17.2				17.2
205	Other Grade Crossings	Countywide	Countywide	delete	delete	delete		0.0				0.0
		Arterial & Grade Crossing Balanced Plan				**1,246.0**	**2,589.1**	**3,835.1**	**330.5**	**1,221.9**	**1,552.4**	**5,387.5**

2002 OCTA Long-Range Transportation Plan Balanced Plan
In 2002 Dollars, In Millions

Ref	Route/Direction	Location	Description	Change 2001 RTP	Year	Capital in Millions $			O&M in Millions $			Total Project
						OCTA	Others	Total Cap	OCTA	Others	Total O/M	
	Bus Transit											
206	RTP - Fixed Route - Add'l OCTA Local Bus	Countywide	Expand local service to 10-minute headways in the core of the county. Local service expands to 2.5 million annual vsh by 2030)	clarify	2010-2030	546.4		546.4	1,346.4		1,346.4	1,892.8
207	RTP - Add'l OCTA Express Bus	Intercounty & Intracounty	Includes the following new services: Industry to Anaheim Resort (2004), 4 routes between Orange-Riverside (2003), Rancho Santa Margarita to Irvine Transportation Center (2010), Long Beach to South Coast Metro (2004), San Clemente to South Coast Metro (2004), Long Beach to Orange (2007), Laguna Hills to Anaheim (2004), other Express to be determined (2010-2030)	clarify	Varies to 2030	Costs included above (in # 206)	Costs included above (in # 206)	Costs included above (in # 206)	Costs included above (in # 206)	Costs included above (in # 206)	Costs included above (in # 206)	Costs included above (in # 206)
208	RTP - Add'l Rail Feeder Service	Countywide	Adds Station Link service to an estimated annual 40,000 vsh	clarify	2003-2030	Costs included above (in # 206)	Costs included above (in # 206)	Costs included above (in # 206)	Costs included above (in # 206)	Costs included above (in # 206)	Costs included above (in # 206)	Costs included above (in # 206)
209	RTP - Add'l Bus Rapid Transit	BRT Lite on arterials: Harbor, Westminster, Katella, Edinger, Beach, La Palma	Adds Bus Rapid Transit in mixed traffic with signal priority on the following lines: Harbor Boulevard (28 miles - 2003), Westminster (14 miles - 2004), Katella Avenue (11 miles - 2012), Edinger Boulevard (10 miles - 2012), Beach Boulevard (10 miles - 2012), La Palma (9 miles - 2025), Full to Brea (5 miles - 2025)	clarify	2003-2030	Costs included above (in # 206)	Costs included above (in # 206)	Costs included above (in # 206)	Costs included above (in # 206)	Costs included above (in # 206)	Costs included above (in # 206)	Costs included above (in # 206)
210	RTP - Add'l Paratransit	Countywide	Expand specialized transit to meet ADA mandates from .400 million annual vsh to .700 million by 2030 (Includes bus base)	clarify	2002-2030	41.8		41.8	232.8		232.8	274.6
210A	RTP - Senior Mobility Program	Countywide	Provide community based senior transportation services	add	2002-2030				68.0	25.5	93.5	93.5
211	Bus Stop Accessibility Program	Countywide	Invest in making bus stops accessible for people with disabilities	same	2002-2011	10.0		10.0				10.0
			Balanced Plan Bus			**598.2**	**0.0**	**598.2**	**1,647.3**	**25.5**	**1,672.8**	**2,270.9**

2002 OCTA Long-Range Transportation Plan Balanced Plan
In 2002 Dollars, In Millions

Ref	Route/Direction	Location	Description	Change 2001 RTP	Year	Capital in Millions $			O&M in Millions $			Total Project
						OCTA	Others	Total Cap	OCTA	Others	Total O/M	
	Rail Transit											
212	Orange & IEOC Line & Riverside-Fullerton LA Line	Lossan and Orange/Olive Corridors - O&M / other improvements	Orange Line - Increase service to achieve 30 daily and IEOC to 21 daily trains....91 Line grows to 21 daily trips	same	2002-2030	161.0	34.4	195.4	70.9		70.9	266.3
213	Intracounty Metrolink	Laguna Niguel to Fullerton	Plan for midday service - not included in costs	new	tbd	tbd						TBD
214	Track La Mirada Basta	La Mirada	DT Junction to La Mirada Triple Track	change date	2004	costs included in project #212 above						0.0
215	Fullerton Parking Structure	Fullerton	Expand Parking Fullerton Parking Lot	clarify	2003	costs included in project #212 above						0.0
216	Yorba Linda Metrolink Station	Yorba Linda	Construct Yorba Linda Metrolink Station	change date/clarify	2007	costs included in project #100 above						0.0
217	Anaheim Stadium	Anaheim Stadium	Other Capital Improvements including parking structures ($72), platform extensions ($1.2)	add	tbd		73.2	73.2				73.2
218	CenterLine Extensions	Alignments TBD	Extend CenterLine north, west or south - For RTP modeling: extend CenterLine to Santa Ana College	tbd	2012-2030	385.0	385.0	770.0				770.0
			Total Balanced Plan Rail			**546.0**	**492.6**	**1,038.6**	**70.9**	**0.0**	**70.9**	**1,109.5**

2002 OCTA Long-Range Transportation Plan Balanced Plan
In 2002 Dollars, In Millions

Ref	Route/Direction	Location	Description	Change 2001 RTP	Year	Capital in Millions $			O&M in Millions $			Total Project
						OCTA	Others	Total Cap	OCTA	Others	Total O/M	
	Other											
219	Regional Rideshare	Countywide	Invest in transportation demand management programs	same	ongoing				27.0		27.0	27.0
220	Bicycle/Non-Motorized	Countywide	Build the Commuter Bikeways Strategic Plan	same	ongoing	115.0		115.0				115.0
221	Intelligent Trans Systems	Countywide	Invest in ITS Programs	same	ongoing	29.0		29.0				29.0
222	Project Development	Countywide	Project Development	add	ongoing				84.0		84.0	84.0
223	Other Transit	Santa Ana Intermodal Center	Construct Intermodal Center in Santa Ana	add	2020	50.0		50.0				50.0
224	Other TEA	Countywide	Transportation Enhancement Activities	add	ongoing	45.2		45.2				45.2
			Total Other			**239.2**	**0.0**	**239.2**	**111.0**	**0.0**	**111.0**	**350.2**
		Total Balanced Plan Beyond Baseline				**3,655.3**	**4,676.3**	**8,331.6**	**2,310.5**	**1,744.9**	**4,055.3**	**12,386.9**
			Total Baseline Program			**3,324.9**	**2,166.3**	**5,491.3**	**5,182.3**	**1.2**	**5,183.5**	**10,674.8**
	Debt					**911.3**		**911.3**	**363.4**		**363.4**	**1,274.7**
	Total Balanced Plan					**7,891.5**	**6,842.6**	**14,734.1**	**7,856.2**	**1,746.1**	**9,602.2**	**24,336.4**

Other - Long Range Corridors for Further Study (no identified funding)

High Speed Rail	Anaheim to Ontario Airport	Study feasibility of adding high speed rail between Anaheim and Ontario Airport	add	tbd								tbd

OCTA 2002 Long-Range Transportation Plan By Mode
2002 Dollars, In Millions

Mode	Tier I Baseline	Tier II Financially Constrained	Subtotal	Debt	Total Balanced Plan	% of Total
Freeways	1,213.7	1,732.4	2,946.1	811.5	3,757.6	
Toll Roads	740.4	1,038.9	1,779.3		1,779.3	
Freeway O&M	1.2	497.5	498.7		498.7	
Subtotal Freeways & Toll Roads	1,955.3	3,268.8	5,224.1	811.5	6,035.6	25%
Arterials	930.9	4,669.1	5,600.0	3.6	5,603.6	
Grade Crossings	108.7	718.4	827.1		827.1	
Subtotal Arterials & Grade Crossings	1,039.6	5,387.5	6,427.1	3.6	6,430.7	27%
Bus Transit	5,778.9	2,270.9	8,049.8	19.6	8,069.5	
Subtotal Bus Transit	5,778.9	2,270.9	8,049.8	19.6	8,069.5	33%
Rail - Metrolink	441.3	339.5	780.7	76.6	857.4	
Rail - CenterLine 11.4 mile line	1,458.8		1,458.8		1,458.8	
Rail - CenterLine Extension(s)		770.0	770.0		770.0	
Subtotal Rail Transit	1,900.0	1,109.5	3,009.5	76.6	3,086.1	13%
Subtotal Other	0.9	350.2	351.1	363.4	714.5	3%
Total	**10,674.8**	**12,386.9**	**23,061.7**	**1,274.7**	**24,336.4**	100%

OCTA 2002 Long-Range Transportation Plan
Preferred Plan Project List

OCTA 2002 Long-Range Transportation Plan Preferred Plans & Options

Mode/Description	Preferred Plan - Financially Unconstrained	Est - Millions 2002 $	Cost OCTA (Millions)	Cost Others /Notes
I-5	Interchange improvements:			
	I-5/SR-55 interchange (ultimate)	(costs w/chokepoints)		
	I-5/SR-57/SR-22 interchange	(costs w/chokepoints)		
	HOV Chokepoint SR-55 to SR-57	40	40	
SR-55	HOV Chokepoint Dyer to I-5	45	45	
SR-91	91 Congestion Relief Plan (over constrained):			
	add 4 express GP lanes Riv line to SR-55 (structure) with access to/from Imperial Hwy and SR-55	1660	1000	Federal Discretionary $660
	add 2 lanes SR-55 to I-5	225	225	
	Interchange improve at SR-91/55	(costs w/chokepoints)		
I-405	I-405 Congestion Relief Plan			
	Add 2 more lanes SR-73 to Beach (total 4 at grade with balanced plan) 7 miles	425	425	Over and above balance plan costs
	Punch through aux lanes SB direction I-605 to Beach	50	50	
	Invest in access to and from I-405	50	50	
Chokepoints	Countywide Chokepoints/Interchange Improvement Program	500	500	
Toll Roads				
SR-73 SJHTC	Shadow tolls/subsidies for HOV 3+ (all facilities)	unknown		
Arterials & Grade Crossings				
Streets & Roads Capacity	MPAH Buildout (829 lane miles) or comparable alts with focus on potential deficiency areas idenfied in MPAH Assessment	1,000	1000	Cost assumes available funding can pay for 1/2 of MPAH buildout - balance is unfunded.

OCTA 2002 Long-Range Transportation Plan Preferred Plans & Options

Mode/Description	Preferred Plan - Financially Unconstrained	Est - Millions 2002 $	Cost OCTA (Millions)	Cost Others /Notes
Maintenance	Continue turnback funding to help meet street maintenance needs.	600	600	
Smart Streets	Additional Smart Streets - priority corridors La Palma, Westminster, State College, Grand, Tustin	200	200	
Operational Improvements	Regional Interchange/Intersection/Signal Program	500	500	$25 m per year @ 20 yrs
Bus Transit				
Fixed Route	Expand to 1.04 vsh/capita by 2020	1652	1652	Peer group avg investment
Rapid Bus	Higher Level Rapid Bus - portions in dedicated rights of way where feasible - faster operating speeds	500	250	Cost assumes 1/2 paid federal ($250)
Specialized Transit	Add funding for Senior Mobility program	100	100	Doubles program
Rail Transit				
Commuter Rail	For ongoing operations	300	300	
Metrolink Stations	Placentia Metrolink Station	10	10	
Light Rail Transit	CenterLine extension	900	450	Assume balance is federal ($450)
Other				
TLC	Partner to encourage transit-oriented development/redevelopment projects - include pedestrian / safety elements	100	100	
	Total	8,857	7,497	

Modifications to
Orange County 2004 Regional Transportation Plan Nominations

Modified Description as per Caltrans													
Ref #	Route/Dir	Location	Description	Changes	Change 2001 RTP	Year	Capital in Millions $			O&M in Millions $			Total Project
							OCTA	Other	Total Cap	OCTA	Other	Total O/M	
115	SR-55 SB	SB Dyer to MacArthur	Aux lane	Changed NB to SB	modify	2010		1.3	1.3				1.3
124	SR-91 EB/WB	EB truck scales to Imperial	Add storage lane at truck weigh in motion station	Changed to both directions (was only EB)	same	2007	8.0		8.0				8.0

Projects Added													
Ref #	Route/Dir	Location	Description	Changes	Change 2001 RTP	Year	Capital in Millions $			O&M in Millions $			Total Project
							OCTA	Other	Total Cap	OCTA	Other	Total O/M	
109a	I-5 SB	Stonehill Drive in San Juan Capistrano	Ramp improvements	Project added	add	2010		7.0	7.0				7.0
162a	El Toro Road	In Laguna Woods, El Toro Road/Paseo de Valencia to I-5	Increase left turn capacity of NE bound El Toro Rd to Paseo de Valencia and add 2nd left turn lane at intersection	Project added	modify	2004		0.8	0.8				0.8
180a	Valencia North Loop Road and Armstrong Ave within MCAS Tustin	In Tustin, Valencia North Loop Rd from Redhill Ave to Tustin Ranch Rd, Armstrong Ave from Barranca Pkwy to Valencia North Loop Rd and West Connector from Valencia North Loop Rd to Edinger Ave	Construct road, utilities for development of former MCAS Tustin	Project added	add	2020		27.5	27.5				27.5
182a	SR-74/Ortega Hwy	I-5 to Antonio Pkwy	Widen to 4 lanes	Project added	modify	2030	10.0		10.0				10.0
162b	El Toro Road	In Laguna Woods, El Toro Road from Aliso Creek Road to Canyon Hills Drive	Add 3rd southbound lane	Project added	add	2004		0.7	0.7				0.7
172a	Moulton Parkway	In Laguna Woods, Moulton Parkway from Via Campo Verde to Santa Maria	Add dual left turn lanes on El Toro at Moulton Parkway, add bike lanes and sidewalks.	Project added	add	2005		6.0	6.0				6.0

23920 Valencia Blvd.
Suite 300
Santa Clarita
California 91355-2196
Website: www.santa-clarita.com

Phone
(661) 259-2489
Fax
(661) 259-8125

City of Santa Clarita

July 18, 2003

Mr. Ted Harris, Regional Environmental Planner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, California 90017-3435

Re: City of Santa Clarita Response to the Notice of Preparation for the Program EIR for the 2004 Regional Transportation Plan (RTP)

Dear Mr. Harris:

Thank you for the opportunity to review and respond to the Notice of Preparation (NOP) for the Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP), prepared by the Southern California Association of Governments (SCAG). This package includes the City of Santa Clarita's initial comments on the socioeconomic trend projection alternatives to be analyzed in the PEIR. Please note that the City will submit additional comments once the project description is finalized and numeric projections are made available for each alternative to allow for a complete review.

Introduction

As you know, the City of Santa Clarita has actively participated in the socioeconomic trend projection process, representing the City at the Forecasting Technical Task Force (FTTF) meetings, providing a comprehensive response in November 2002 to SCAG's request for local input, attending agency and public meetings throughout the region regarding the proposed growth scenarios, and regularly communicating with SCAG staff and elected officials serving on SCAG committees. City staff is now participating in the Plans and Programs Technical Advisory Committee, which is charged with developing technical recommendations to the policy committees regarding the RTP and the growth forecast processes. Throughout this process, the City has coordinated closely with other North County staff and community leaders from the cities of Palmdale and Lancaster, as well as Los Angeles County.

Since Fall 2002, the City of Santa Clarita has raised a number of issues and concerns relating to the growth projection development process, the characteristics and impacts of the proposed growth alternatives, and, most recently, the CEQA process launched in June 2003. These concerns and issues are detailed as follows.

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COMMENTS ON SCAG GROWTH PROJECTION PROCESS

1. **The initiation of the CEQA process is premature given that the project description provided in the Notice of Preparation is incomplete, unavailable for public review, and still in the process of being finalized by SCAG staff.**

The growth scenario alternatives presented in the Notice of Preparation are described as "initial alternatives" that "will change and mature as the 2004 RTP planning process proceeds." Because these four initial alternatives continue to be a moving target, this Notice of Preparation does not adequately provide an opportunity for meaningful agency and public input to guide the CEQA evaluation. Agency input and direction at this stage of the planning process is critical given the size of the planning area and the scope of the environmental analysis. Clearly, the nature of the comments prepared by agencies in the SCAG region is directly tied to the characteristics of each specific growth scenario. The unavailability of the population, household and employment counts for each alternative, combined with the expectation that the alternatives will continue to change, is obstructing agency review and calls to question the integrity of the CEQA process.

SCAG has indicated that five growth alternatives will be further refined during the summer months through committee workshops and additional technical work by SCAG staff. In the July 8, 2003, Plans and Programs TAC meeting, the City learned that these alternatives may or may not be synonymous with the four initial alternatives presented in the Notice of Preparation. It appears that two processes – the development of the RTP growth alternatives and the preparation of the Program EIR evaluating these alternatives - are occurring concurrently when these processes should be conducted consecutively. There appears to be a major disconnect between these two processes where even the number of alternatives to be refined and evaluated is inconsistent. This has created confusion for agencies that wish to provide input to SCAG, and has raised a number of questions regarding the validity of the CEQA process. The City recognizes that SCAG has initiated the CEQA process in order to meet a Spring 2004 state-imposed deadline, however, the fact that the project description remains undetermined shows that SCAG has prematurely launched the CEQA process.

2. **The City of Santa Clarita requests that the Notice of Preparation circulation period be extended to allow for agency review on the population, household and employment projections for each growth alternative to be evaluated in the PEIR.**

At the July 8, 2003, Plans and Programs TAC meeting, the City requested that SCAG extend the NOP circulation period to allow for agency comment on the growth projections for each alternative, once they are finalized. Agency comments

specific to the calculations of population, households and employment are essential to the CEQA process. This will ensure that agency concerns and issues regarding each alternative are captured early on the process and addressed in the environmental analysis.

3. **The City of Santa Clarita requests that a scoping meeting for agencies in the SCAG region be held during the circulation period for the Notice of Preparation to allow for agency discussion and input on the proposed growth alternatives.**

Given the complexity of the 2004 RTP alternatives and the future implications for the SCAG region, an agency scoping meeting should be scheduled by SCAG during the Notice of Preparation circulation period. Although not mandated by CEQA, a scoping meeting is critical to set the stage for the CEQA process and ensure that all major issues and concerns are identified early in the environmental impact evaluation process.

4. **The process to develop, refine, advance and evaluate growth projection alternatives has changed, resulting in the advancement of two policy alternatives with no technical basis.**

As previously mentioned, the City of Santa Clarita, as well as other North County representatives, participated in SCAG's Forecasting Technical Task Force (FTTF). This task force was charged with developing evaluation criteria and technically critiquing three main growth projections - the SCAG Trend Projection, the Local Input Projection, and the Technically Balanced Growth Projection (TBGP). Additional variations on these three main growth scenarios were also developed and the technical merits of each were considered by the task force for recommendation to the CEHD. Several months of FTTF discussion resulted in the development of seven growth projections.

On two occasions, the FTTF voted on a preferred growth alternative, ultimately recommending the TBGP 2 Alternative as the preferred alternative, with the Trend/Local Input A Alternative as a "strongly support" runner-up. Both alternatives ensure that reasonable relationships between population, housing and employment are maintained at the regional level, with consideration for the input received from the local governments. However, neither the main growth projections nor FTTF's two preferred variations are included or even mentioned in the Notice of Preparation for the PEIR. Instead, two "bookend" scenarios were introduced by SCAG staff to the CEHD, and subsequently advanced for evaluation in the PEIR. It appears that the technical analysis and input of the FTTF was overlooked for two policy alternatives that have no technical basis. SCAG has not only shown a disregard for a year-long process and the efforts of the FTTF, but is jeopardizing the validity of the SCAG RTP by proceeding with growth alternatives

that do not satisfy the basic evaluation criteria developed by SCAG staff and validated by the FTTF.

5. The COMPASS growth visioning workshop series was limited in scope and did not adequately obtain public input on growth alternatives.

Earlier in 2003, SCAG staff indicated that a series of growth visioning workshops would be held throughout the region to assist in the development of the growth projection alternatives. The City supports the COMPASS mission to create a vision for the region and had hoped that this work effort would be integrated into the RTP process, becoming a driver for the development of the growth alternatives. Although one workshop was held in the North Los Angeles County Subregion, it was poorly advertised and, as a result, attended by only a handful of individuals. Also, because the workshop was held in the Antelope Valley, over 30 miles from the City of Santa Clarita, there was no representation from the Santa Clarita Valley. Shortly following the Antelope Valley workshop, the City learned that the COMPASS workshop series had been suspended due to SCAG resource constraints. Without the COMPASS growth visioning workshop series, the RTP growth alternatives process lacks a public forum to facilitate a dialogue about the land use and transportation options for the region.

6. Local agency input was not considered in development of the 2004 RTP alternatives as identified in the Notice of Preparation.

In November 2002, SCAG solicited input from its membership on an initial set of growth projections. Local jurisdictions throughout the SCAG region were asked to assess the Trend Projection comprised of population, household and employment totals in five-year increments from 2010-2030. The purpose of this work effort was to assemble a growth projection based on local build-out calculations, local land use and transportation plans, demographic trends, redevelopment opportunities, environmental constraints and infrastructure limitations. The local input process provided each municipality with an opportunity to share its best guess for how their community would grow and change over the next 25 years. In this way, local planning predictions could be compared with SCAG's regional perspective to ultimately achieve balance between these often competing viewpoints.

The City of Santa Clarita responded to SCAG's initial projections with a comprehensive package detailing the City's environmental constraints, infrastructure capacity, and local land use policies. This comprehensive response included revised projections and two boxes of supporting documents and graphics to provide a more realistic picture for how the area will grow over the next 25 years. The cover letter, qualitative and quantitative analyses, and list of exhibits are attached to this letter for your reference. These materials provide SCAG with a

local perspective that reflects the uniqueness of the area and provides a realistic snapshot of the growth trends that can be expected to occur.

SCAG's selection of the two "bookend" growth alternatives (PILUT I and II) for analysis in the PEIR discounts the local input solicited and received by SCAG in November 2002. When compared with the City of Santa Clarita projections, the PILUT scenarios conflict with the anticipated population and household build-out totals, ignoring the City's land use policies and requirements, infrastructure plans and capacity constraints, physical and environmental characteristics and other public and social service limitations that were articulated in the City's November 2002 response. In short, these two extreme alternatives do not reflect the SCAG membership's judgment for how the region will grow and, for this reason, should not be treated as the two primary growth alternatives.

COMMENTS ON RTP ALTERNATIVES & ENVIRONMENTAL ISSUES FOR CEQA REVIEW

The majority of the comments and issues identified below are related to PILUT Alternative II, also known as the "5th Ring" Alternative. This alternative presents a worst case scenario for growth, not only for the City of Santa Clarita, but the entire SCAG region.

1. **Because the PILUT alternatives are non-technical and policy based, they offer an unrealistic and infeasible road map for growth in the SCAG region and, therefore, should not be primary alternatives for Regional Council consideration.**

The PILUT growth alternatives present two extreme snapshots of the future. The alternatives offer an "all or nothing" approach to population growth and infrastructure planning, placing the burden of accommodating growth either in an outlying area with limited infrastructure and resources needed to support the population, or in the inner urban core which is already struggling with capacity issues. Even when evaluated on the most general terms, these alternatives do not pass the feasibility test as they conflict with municipal plans for land use and infrastructure, as well as regional transportation agency priorities and funding capabilities. The population, household and employment projection totals, as well as their distribution throughout the region, have no technical basis and appear to be politically driven.

In recent meetings and workshops, SCAG staff has acknowledged that implementation of the "5th Ring" Alternative presents several resource and funding challenges for the North County/High Desert area that would be difficult to overcome. For this reason, the City of Santa Clarita recommends that SCAG abandon the PILUT alternatives as they add no value to the growth forecasting

process and analyze those growth projections that can be technically justified and offer a more balanced distribution of regional growth – including the Technically Balanced Growth Projection and Trend/Local Input alternatives developed during the FTTF review process.

2. Terminology and geographic references to the North Los Angeles County area are unclear.

The terms "North County" and "High Desert" are used interchangeably in presentations and dialogue by SCAG staff and consultants. In addition, the "5th Ring" Alternative has also been referred to as the "North County" Alternative by SCAG staff. This has resulted in further confusion and ambiguity and suggests that SCAG staff is also unclear about where the 1.75 million persons are expected to reside. In addition, three incorporated cities are located within the North County Subregion – the City of Santa Clarita to the south, and the cities of Palmdale and Lancaster to the north in the Antelope Valley. The demographics, infrastructure, land use and character of the Santa Clarita Valley, the Antelope Valley and the High Desert are distinct and will be affected differently by the "5th Ring" Alternative. In SCAG discussions about the "5th Ring" Alternative, there appears to be no distinction of these geographic areas and how they relate to one another. In the environmental analysis, the City requests that the geographic areas affected by the "5th Ring" Alternative be clearly defined and a detailed description provided for each geographic area and community.

In addition, the City requests that SCAG provide a breakdown of the distribution of population, household and employment for the City of Santa Clarita, City of Palmdale, City of Lancaster, and unincorporated Los Angeles County. Is the growth expected to occur evenly throughout the Santa Clarita Valley, Antelope Valley and High Desert, or will SCAG apply a ratio that distributes the growth according to land use, infrastructure and economic factors? Until this information is finalized and released for public review, it is difficult to evaluate the impacts to each jurisdiction.

3. The "5th Ring" growth estimates for the City of Santa Clarita grossly conflict with local projections supported by local and subregional planning programs currently in place.

The "5th Ring" Alternative concentrates future growth in the North Los Angeles County and High Desert areas. The "5th Ring" Alternative places over 689,000 <u>more</u> persons in the North County Subregion by Year 2030 than what the North County originally projected, bringing the total population to 1.75 million. The City of Santa Clarita projects that 226,282 persons will live within its jurisdictional limits in 2030. Assuming that the City takes 21 percent of the North County Subregion's growth (which is consistent with the City's Local Input ratio), the

population count would rise to 367,531 persons – an increase of 141,249 persons beyond the City's expected 2002-2030 growth of 67,982 persons. In short, the "5th Ring" Alternative more than doubles the growth expected within the City's jurisdictional limits by 2030 above that which is already anticipated. The attached Narrative, which was submitted in November 2002 as part of the City's response to the SCAG Socioeconomic Trend Projections, provides an exhaustive discussion of how the City will grow and why the 141,249 person increase is not a plausible growth scenario.

4. **A disconnect exists with SCAG's PILUT alternatives and infrastructure planning and financing managed by the region's transportation agencies, resulting in growth expectations that would create a transportation demand crisis for the North County Subregion if implemented.**

Understanding that SCAG is a planning agency without implementation or funding capabilities, it is critical that the development of growth projections be a collaborative process with regional transportation agencies that set project priorities and allocate funding resources for infrastructure. Placing 1.75 million persons in the North County area while investing infrastructure dollars in other subregions will result in a transportation crisis for critical transportation links serving the entire SCAG region.

As you know, the highway corridors within the North County Subregion provide the primary transportation linkages to the Southern California region from areas to the north and east. Interstate 5 connects the Southern California region to California's Central Valley, runs along the western edge of the Santa Clarita Valley, and merges with SR-14 in the Newhall Pass area just north of the City of Los Angeles. SR-14 traverses the subregion southwest to northeast, providing the primary regional connection between the Santa Clarita Valley and the Antelope Valley. Both of these corridors are major north/south transportation routes to and from the economic centers of the SCAG region. The "5th Ring" Alternative presents a direct threat to the operational effectiveness of these highway corridors, affecting not only the residents and commuters of the subregion, but pass-through freight movement and intra/interstate travel.

5. **The "5th Ring" Alternative cannot be implemented due to infrastructure and funding constraints, water supply limitations and unrealistic employment projections in the North County/High Desert area and is, therefore, fatally flawed.**

As stated at the SCAG meeting held in Apple Valley in May 2003, the "5th Ring" Alternative poses several obstacles to implementation in the North County/High Desert area. The availability of water is a key issue identified by both SCAG and the local jurisdictions within the North County as a factor that would inhibit

growth. Also, SCAG indicated that although additional employment opportunities would be encouraged in the North County/High Desert areas, there would continue to be a disconnect between the types of jobs offered and the socioeconomic composition of the local work force. In the Apple Valley meeting, SCAG staff indicated that this imbalance would result in even higher commuter traffic volumes to the Los Angeles Basin, requiring the Antelope Valley Freeway to be augmented to 12 lanes. The "5th Ring" Alternative, therefore, fails to create a community with a balanced jobs-housing ratio that would function independently of the greater Los Angeles area.

Probably the greatest obstacle to realization of the "5th Ring" Alternative is the lack of transportation infrastructure and impacts to existing facilities. At recent presentations made by SCAG staff and consultants at the Plans & Programs TAC, it was reported that Los Angeles County is already in a deficit to meet baseline plus Tier 2 projects. The "5th Ring" Alternative only exacerbates this shortfall. The "5th Ring" Alternative, when compared to the 2000 Base Year and five other Year 2030 alternatives, ranked the worst in terms of mobility (5.5 million vehicle hours of delay) and showed the lowest PM peak average speed. From a transportation performance standpoint, the "5th Ring" Alternative fails.

6. The transportation needs of the "5th Ring" Alternative exceed the infrastructure build-out capacity planned in the Santa Clarita Valley.

The City of Santa Clarita and the County of Los Angeles currently administer five Major Bridge and Thoroughfare (B&T) Districts in the Santa Clarita Valley. The District Reports (nexus studies) have recently been updated to collect sufficient fees from new development to provide the transportation infrastructure necessary to support the traffic generated by new development. The anticipated development included in these reports was developed in a cooperative and comprehensive process with all major development stakeholders in the Santa Clarita Valley. Any additional growth programmed for the Valley above what is currently included in the B&T District reports would exceed the capacity of the Valley's transportation infrastructure at system build-out.

7. In addition to transportation impacts, the PEIR will need to evaluate the full range of environmental and social impacts associated with the implementation of the "5th Ring" Alternative.

The attached Narrative to the Socioeconomic Trend Projection provides a comprehensive discussion about the City of Santa Clarita's land use and environmental characteristics. This information can be used in the CEQA analysis, especially in the evaluation of the "5th Ring" Alternative. Other issue areas that should be addressed include air quality, water supply, noise, parkland and

recreation, open space, police services, fire and emergency services, and medical services.

In conclusion, the City understands that local land use and transportation planning must be balanced and weighed with the needs of the SCAG region. However, without a direct linkage between planned infrastructure improvements and the growth scenarios, this forecasting effort will be unsuccessful. As SCAG continues with the RTP process, it is important that sound comprehensive planning be employed to find the right balance of reality, technical justification and policy, recognizing the limitations that exist at the local and regional levels, and factors that would affect implementation of the selected growth alternative. The City looks forward to its continued participation in both the 2004 Regional Transportation Plan growth projection process and the CEQA process. If you should have any questions, comments or require additional materials, please contact me or Lisa Hardy, Senior Planner, at (661) 255-4949 / lhardy@santa-clarita.com.

Sincerely,

Jeffrey J. Lambert, AICP
Director of Planning & Building Services

Enclosures

cc: Mayor Smyth and City Councilmembers
Chair Winsman and Planning Commissioners
Mayor Bev Perry, City of Brea, President of SCAG Regional Council
Mayor William "Bill" Alexander, City of Rancho Cucamonga, Chairman of SCAG Community, Economic & Human Development Committee
Vice-Mayor Harry Baldwin, City of San Gabriel, Chairman of SCAG Transportation and Communications Committee
Kenneth Pulskamp, City Manager
Michael Murphy, Intergovernmental Relations Officer
Vincent P. Bertoni, Planning Manager
Mike Haviland, Marketing & Economic Development Manager
Mark Yamarone, Capital Plan and Programs Administrator
Mark Pisano, Executive Director, SCAG
Hasan Ikhrata, Director of Planning & Policy, SCAG
Councilmember Michael Dispenza, City of Palmdale
Laurie Lile, Director of Planning, City of Palmdale
Mike Behen, Senior Transportation Planner, City of Palmdale

Brian Ludicke, Community Development Director, City of Lancaster
David Ledbetter, Principal Planner, City of Lancaster
Paul Novak, Deputy, Supervisor Antonovich's Office, 5th District
Millie Jones, Senior Field Deputy, Supervisor Antonovich's Office, 5th District
Jim Hartl, Los Angeles County Director of Regional Planning
Andy Malakates, Section Head, Los Angeles County Dept. of Regional Planning

JJL:LMH
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City Of Loma Linda

25541 Barton Road, Loma Linda, California 92354-3160 • (909) 799-2830 • FAX (909) 799-2894

From The Department Of Community Development

July 23, 2003

Mr. Ted Harris
Regional Environmental Planner
Southern California Association of Governments (SCAG)
818 West Seventh Street, 12th Floor
Los Angeles, California 90017-3435

RE: Notice of Preparation of a Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP)

Dear Mr. Harris:

Thank you for the opportunity to review the above referenced document. We have no comments at this time; however, we anticipate reviewing the draft PEIR and draft RTP documents and will provide detailed comments pending our review of those documents.

Sincerely,

Deborah Woldruff

Deborah Woldruff, AICP
Director

cc: T. Jarb Thaipejr, Public Works Director/City Engineer
Lloyd Zola, LSA Associates
Kevin Fincher, LSA Associates

I:\Planning Letters\2003\PL03-26 NOP Comments.doc

PALMDALE

a place to call home

JAMES C. LEDFORD, JR.
Mayor

MIKE DISPENZA
Mayor Pro Tem

RICHARD J. LOA
Councilmember

JAMES A. "JIM" ROOT
Councilmember

RICHARD H. "RICK" NORRIS
Councilmember

38300 Sierra Highway

Palmdale, CA 93550-4798

Tel: 661/267-5100

Fax: 661/267-5122

TDD: 661/267-5167

September 10, 2003

Mr. Mark Pisano
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

RE: 5th Ring Growth Projections

Dear Mr. Pisano:

On behalf of the members of the City Council and the City staff, I would like to thank you and your staff for meeting with us on June 19, 2003 to provide insight into SCAG's 5th Ring Growth projection. Following our meeting, I asked Palmdale staff members to evaluate the 5th Ring projection and determine its feasibility, and its potential impacts and/or benefits to our community. After this evaluation, we have determined that the projected growth set forward in the 5th Ring alternative would have substantial detrimental impacts on our community, requiring extensive modifications to our General Plan. It would have a devastating impact on the quality of life for our citizens and would require the commitment of billions of dollars in infrastructure costs to support the additional residents that would live in Palmdale. Therefore, based on these negative consequences, the City of Palmdale strongly opposes the continued consideration of this alternative in the 2004 RTP Environmental Impact Report analysis and the 2006 Regional Housing Needs Assessment.

The following issues will be discussed with respect to the City's objections to this alternative: 1) the projection is not credible; 2) the cost for necessary infrastructure to support such development is excessive and no funding is assured; 3) the level of development would have a significant adverse impact on the quality of life of the residents of Palmdale; and 4) further consideration of this alternative is inconsistent with the California Environmental Quality Act.

Auxiliary aids provided for communication accessibility upon 72 hours' notice and request.

In evaluating the potential impacts of the level of growth set forth in the 5th Ring alternative, staff determined a reasonable proportional share of growth, based on the trend and local input projections. The following levels of development were contemplated in our analysis:

North LA County	2000 Population	2030 Population	2000 Households	2030 Households	2000 Employment	2030 Employment
Local Input	512,409	1,060,667	161,137	355,435	178,997	265,691
Trend		1,101,536		368,740		247,578
5th Ring		1,750,148		611,940		611,940
Palmdale						
Local Input	117,729	300,101	34,447	88,265	45,116	73,964
Trend		322,290		94,013		55,850
5th Ring		500,000		154,000		150,000

Credibility of the 5th Ring Alternative

It is staff's position that the 5th Ring growth projection is not, by any credible measure, a true "projection" of growth. There is no technical justification for the diversion of 256,000 households from locations in the rest of the SCAG region to North Los Angeles County, nor is there any justification to assume that employment production will exceed local input projections by over 100%. It is clear that these numbers are simply cobbled together without regard to historic trends, available resources or local plans in order to achieve a desired political outcome. There is no plausible description of how SCAG plans to manipulate current market forces, state financing and tax policies, or Federal environmental regulations, in order to bring about this overly-ambitious development scenario. Based on this lack of credibility, we shall refer to the 5th Ring "projection" as merely a "proposal."

The basis for the 5th Ring proposal is substantially flawed. The incredible growth proposals for population, households and employment would more than double the amount of growth projected by North Los Angeles County local governments. To achieve these numbers of population, households

and employment, the rate of development would have to exceed any previous rate ever experienced in North Los Angeles County. As noted above, to date no specific strategies have been identified that would significantly influence those forces that would drive development at these unprecedented rates. The strategies noted by SCAG staff—the prioritization for funding of local transportation projects, and the "support" of the development of the Palmdale airport—will result in little change at the local level. The costs for providing the necessary infrastructure far exceed the funds that could reasonably be expected from state and federal sources and the success of the airport will be dependent almost exclusively on the interest and investments made by airlines, not by vague expressions of policy support. Since no actions that would dramatically influence market forces can be brought to bear on this proposal, it does not represent a credible projection of growth, supported by professional demographic research and historic development trends.

When reviewed in context of the region, the following implications become evident:

- The population increase for North Los Angeles County would represent over 21% of the population increase for the entire SCAG region. This would mean that for the next twenty-seven years, more than one of every five new Southern California residents would move to North Los Angeles County.

- The number of new residents that would be expected in Palmdale alone would exceed the number of new residents in **all of Orange County**. (Under the 5th Ring proposal, the total population increase for Orange County and **all** local governments therein would be 314,959 between 2000 and 2030, Palmdale's increase in the same time period would be 382,271).

- Palmdale's local input growth projection for 2030 would result in near buildout conditions. The number of additional units caused by the 5th ring proposal would substantially exceed the total residential development anticipated by our General Plan. To accommodate this level of development, the City would need to increase General

Plan Land use development densities by 100% or more on all remaining undeveloped residentially designated land.

Infrastructure Costs

The implementation of the 5th Ring proposal would result in a demand for additional infrastructure to support the households and employment growth identified for Palmdale. To evaluate the potential cost of the incremental increase in infrastructure demand caused by the 5th Ring alternative, staff prepared a partial list of transportation and utility improvements, drainage facilities, parkland and civic facilities, and other municipal services that would be required. Based on this partial analysis staff estimates the costs to support this amount of development would exceed $5.2 billion for Palmdale alone. To put this into perspective, in FY 2003-2004 our budget for capital projects is expected to be $74.2 million. In addition to the costs to Palmdale, there are capital costs to Los Angeles County, the State of California and/or Federal Government, and to private community investors to provide the infrastructure necessary to support 5th Ring proposal. The combined total of these capital costs would be over $18.6 billion to support only a portion of North Los Angeles County's share of the 5th ring growth proposal. A spreadsheet itemizing these costs is attached to this letter.

Costs for 2030 Growth Capital /One Time Costs	**Local Input Increment**	**Fifth Ring Increment**	**Total**
City	$3,073,436,000	$2,164,832,000	$5,238,268,000
County	$850,000,000	$430,900,000	$1,280,900,000
State/Federal	$5,780,000,000	$4,316,000,000	$10,096,000,000
Private Local	$1,179,600,000	$831,300,000	$2,010,900,000
Total	$10,883,036,000	$7,743,032,000	$18,626,068,000

In addition to the costs for capital improvements, annual operating costs associated with serving this population would exceed $250 million, based on a projection of our current expenditures and population.

These financial burdens are extraordinary, and to fulfill this obligation, we would require a dedicated source of funds of upwards of $900 million each year. Staff is not aware of any reliable source that could ensure

availability of this amount of money. We are already aggressively seeking grants, have set in place development impact fees, and have utilized our bonding capacity to the extent that prudence suggests, but it is unlikely that these sources will suffice for the significant and long term financial burden that the 5th Ring Growth projection would create.

Quality of Life for our Current Residents

This rate and volume of growth will inexorably change the character of our community. As indicated above, substantial modifications to the City's General Plan would be necessary. We would either have to dramatically increase allowable development densities or change existing land use designations throughout the City. Planning staff have determined that to create opportunities for construction of the number of housing units implied by the 5th Ring, the City would need to increase development density on all remaining undeveloped residential properties to an average of 5.5 dwelling units per acre (du/ac). Most of the remaining undeveloped land has a density designation of one unit per acre because those properties are located along the San Andreas Rift Zone and are in hillside areas with average slopes over 10%. These areas are not conducive to development densities as high as 5.5 du/ac. Alternatively, the City could increase development densities in the core area; however these downtown densities would need to be over 30 du/ac, in order to minimize inappropriate development in the hillside areas. Neither of these alternatives is likely to occur voluntarily, leaving the City in a situation where the projected growth far exceeds the permitted growth.

We are constrained from redesignating a significant amount of non-residentially designated property for two primary reasons: first, because if that were to occur then the astonishing 5th Ring employment projection could never be achieved; but most importantly, because residential encroachment within the operational area for U.S. Air Force Plant 42 could jeopardize its continued operation, as well as its future use as a commercial airport. The Southern California examples of the incompatibility between aircraft overflight and residential land are many. All of these situations have inevitably lead to closure of the facility or undue restrictions on the aircraft uses. Plant 42 is too valuable to our

local economy and the entire National Defense system to be threatened by the unnecessary encroachment of homes under flight paths. The 5th Ring proposal will make protection of this valuable facility nearly impossible.

Significant impacts to local air quality, loss of open space, hillside grading and aesthetics, and public service systems would also occur under this proposal. And, if insufficient funds are available to support development of necessary infrastructure, then the increased population and its accompanying impacts will further diminish the quality of life for both current and future residents. Increased development, adverse environmental changes and a reduction in services will change the character of our community from a "place to call home" to a place you wouldn't want to live.

CEQA Compliance

In response to the Notice of Preparation posted for the 2004 Regional Transportation Plan Environmental Impact Report, the City takes the position that the 5th Ring proposal is not a feasible alternative, and therefore should not be included in the EIR.

Pursuant to Public Resources Code Section 21061.1, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors. Based on the information provided above, the 5th Ring proposal has no chance of being accomplished in a successful manner, or in a reasonable amount of time. Further, it is economically infeasible, and would result in significant adverse environmental impacts to the entire Antelope Valley. Based on these issues, inclusion of this proposal as an EIR alternative is in conflict with CEQA Guidelines Section 15126.6, which requires an EIR to "consider a range of potentially feasible alternatives that will foster informed decisionmaking and public participation." Because this alternative is not feasible and by its radical nature would countervail the process of informed decisionmaking, the City requests that you delete this alternative from the draft EIR.

In summary, we are strongly opposed to the further consideration of this proposal. It does not represent a credible 2030 growth scenario and it is not in the best interests of the residents of North Los Angeles County. If you have any questions concerning the issues raised in this letter, please contact Planning Director Laurie Lile at (661) 267- 5200

Sincerely,

James C. Ledford, Jr.
Mayor

cc: Members of the City Council
Distribution List

CITY OF RANCHO PALOS VERDES
PLANNING, BUILDING, & CODE ENFORCEMENT

September 11, 2003

Ted Harris
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

Subject: Notice of Preparation for Program Environmental Impact Report for the 2004 Regional Transportation Plan

Dear Mr. Harris:

Thank you for the opportunity to respond to the Notice of Preparation for Program Environmental Impact Report for the 2004 Regional Transportation Plan. The City of Rancho Palos Verdes does not currently have any comments on the Notice of Preparation. Nonetheless, the City of Rancho Palos Verdes looks forward to reviewing the Draft Program Environmental Impact Report, at which time the City may provide comments.

If you have any questions regarding this matter, please contact Dave Blumenthal, Associate Planner, at (310) 544-5228, or via email at daveb@rpv.com.

Sincerely,

Joel Rojas, AICP
Director of Planning, Building
and Code Enforcement

30940 HAWTHORNE BLVD. / RANCHO PALOS VERDES, CA 90275-5391
PLANNING/CODE ENFORCEMENT (310) 544-5228 / BUILDING (310) 541-7702 / DEPT. FAX (310) 544-5293 / E-MAIL: PLANNING@RPV.COM

PLANNING & DEVELOPMENT DEPARTMENT
PLANNING DIVISION

September 30, 2003

Ted Harris, Regional Environmental Planner
Southern California Association of Governments (SCAG)
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Re: Notice of Preparation of a Program Environmental Impact Report for the 2004 Regional Transportation Plan

Dear Mr. Harris:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP). The City looks forward to the RTP update process.

The NOP appears to indicate that the PEIR will review 12 of the environmental impact areas identified in Appendix G of the State CEQA Guidelines, with the exception of hazards and hazardous materials, recreation, and mineral resources. It is suggested that in addition to the 12 impact areas identified in the NOP, that the PEIR also should evaluate potential impacts in regards to hazards and hazardous materials. While it is the City's understanding that the PEIR cannot analyze such impacts on a site-specific basis, it is suggested that additional programs and policies at a regional level could better work to reduce any potential impacts in regards to hazards and hazardous materials throughout the SCAG region. Such regional programs and policies should best be evaluated in the context of the PEIR, and not in a piecemeal approach on a site-specific basis.

Thank you again for the opportunity to comment on the NOP. We look forward to reviewing the draft PEIR.

Sincerely,

John Poindexter
Planning Division Manager

cc: Joyce Amerson, Director of
Department of Transportation

175 North Garfield Avenue · Pasadena, CA 91101-1704
(626) 744-4009
www@ci.pasadena.ca.us

7.3 AIR EMISSIONS TABLES

YEAR 2000 - YR BASE (00r4.ZIP) - 2004 RTP
Version : Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **
Run Date : 10/31/03 13:16:20
Scen Year: 2000 -- Model Years: 1965 to 2000
Season : Summer

VEHICLE ON-ROAD EMISSIONS (Emissions in tons, VMT in 1000-miles, Fuel Consumption in 1000-gallons) Friday, October 31, 2003 1:18:29 PM

SUB AREA		VEHICLE	DAILY VMT	STARTS	ROG	CO	NOX	PM10 EX	TIRE W	BRAKE W	PM10 SUM	SOx	GASOLINE	DIESEL
LOS(SCAB)	HDT	181239	12269	4734291	25.24	216.45	202.67	3.68	0.31	0.17	4.17	1.51	321.51	1600.51
	L&M	5181487	179125	32265266	229.48	2384.34	229.67	3.16	1.57	2.47	7.21	1.26	9769.70	46.95
	OTH	59706	1592	55298	3.27	51.12	20.96	0.36	0.02	0.02	0.39	0.17	75.22	175.46
	SUM	5422430	192986	37054800	257.99	2651.92	453.29	7.21	1.91	2.67	11.79	2.95	10166.44	1822.94
ORA(SCAB)	HDT	42618	2936	1178238	5.22	46.01	41.44	0.68	0.07	0.04	0.78	0.33	85.64	335.80
	L&M	2009511	64562	12574433	70.07	689.98	66.40	0.89	0.56	0.89	2.36	0.45	3436.71	18.79
	OTH	22392	469	14091	0.89	15.60	4.44	0.07	0.00	0.00	0.08	0.03	25.57	33.08
	SUM	2074520	67967	13766800	76.18	751.59	112.28	1.65	0.64	0.94	3.23	0.80	3547.93	387.67
RIV(SCAB)	HDT	43134	3416	1105873	6.10	54.45	56.46	0.84	0.08	0.04	0.98	0.40	87.29	425.64
	L&M	762905	30722	4735071	33.85	373.41	34.62	0.52	0.27	0.44	1.21	0.22	1665.92	12.22
	OTH	17150	336	7997	0.57	12.40	2.50	0.04	0.00	0.00	0.05	0.02	19.68	15.66
	SUM	823189	34474	5848950	40.51	440.25	93.58	1.39	0.36	0.48	2.23	0.64	1772.88	453.52
SBD(SCAB)	HDT	35254	2547	878434	4.40	38.11	44.87	0.69	0.07	0.04	0.78	0.34	56.50	347.67
	L&M	789653	26775	4906288	33.13	332.32	31.39	0.40	0.23	0.37	1.01	0.19	1443.75	8.76
	OTH	12156	223	7414	0.41	8.30	1.97	0.04	0.00	0.00	0.05	0.01	12.12	14.28
	SUM	837063	29546	5792140	37.94	378.73	78.25	1.11	0.31	0.41	1.83	0.53	1512.37	370.71
SCAB SUM	HDT	302245	21168	7896835	40.96	355.01	345.45	5.88	0.52	0.30	6.70	2.55	550.95	2709.63
	L&M	8743568	301186	54481066	366.52	3780.04	362.07	4.98	2.64	4.17	11.81	2.11	16316.10	86.74
	OTH	111404	2620	84800	5.14	87.44	29.88	0.51	0.03	0.04	0.58	0.24	132.58	238.49
	SUM	9157210	324973	62462700	412.61	4222.49	737.40	11.37	3.22	4.49	19.08	4.91	16999.62	3034.84
VENTURA	HDT	13978	739	389199	1.72	15.17	11.00	0.16	0.01	0.00	0.20	0.07	25.05	75.77
	L&M	569466	15298	3525350	19.32	173.52	18.71	0.19	0.14	0.20	0.55	0.10	776.37	5.57
	OTH	10236	132	3580	0.22	5.59	0.95	0.01	0.00	0.00	0.01	0.00	8.33	4.38
	SUM	593680	16169	3918130	21.28	194.27	30.64	0.38	0.15	0.22	0.76	0.18	809.75	85.73
ANTELOPE	HDT	5453	366	154604	0.80	6.71	4.64	0.06	0.00	0.00	0.08	0.03	13.44	31.84
	L&M	149818	5715	921429	7.15	77.66	7.63	0.10	0.05	0.07	0.22	0.04	289.45	2.09
	OTH	3577	67	1832	0.12	2.35	0.55	0.01	0.00	0.00	0.01	0.00	3.53	3.55
	SUM	158848	6146	1077860	8.07	86.74	12.84	0.18	0.06	0.08	0.32	0.08	306.42	37.46
VICTOR+	HDT	13832	1123	386884	2.80	27.93	17.44	0.23	0.01	0.01	0.27	0.12	41.99	104.04
	L&M	187445	9001	1145812	11.29	135.09	12.59	0.19	0.08	0.13	0.39	0.07	482.71	4.56
	OTH	6376	147	2891	0.28	6.95	1.13	0.01	0.00	0.00	0.01	0.00	9.35	5.83
	SUM	207653	10269	1535590	14.37	169.97	31.17	0.44	0.11	0.14	0.69	0.19	534.06	114.44
COACHELLA	HDT	6656	543	189387	1.13	11.65	8.35	0.11	0.01	0.00	0.13	0.05	20.40	53.87
	L&M	135930	6332	849811	6.28	74.96	6.85	0.11	0.05	0.09	0.26	0.05	350.71	2.30
	OTH	2646	65	1561	0.13	2.36	0.53	0.00	0.00	0.00	0.00	0.00	3.99	3.51
	SUM	145232	6939	1040760	7.54	88.96	15.72	0.23	0.07	0.10	0.39	0.11	375.10	59.67
IMPERIAL	HDT	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	L&M	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	OTH	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	SUM	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
AREA SUM	HDT	342164	23939	9016910	47.41	416.48	386.87	6.45	0.56	0.30	7.39	2.85	651.82	2975.14
	L&M	9786215	337530	60923460	410.57	4241.28	407.86	5.56	2.95	4.66	13.21	2.38	18215.32	101.24
	OTH	134239	3031	94664	5.89	104.67	33.03	0.54	0.02	0.02	0.60	0.23	157.79	255.75
	SUM	10262615	364496	70035030	463.88	4762.43	827.77	12.59	3.61	5.04	21.24	5.48	19024.95	3332.14

Note :
Banning Area is included in SCAB, not in Coachella Valley
SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle
HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home
Y00SCAB.prn, Y00VENT.PRN, Y00ANTE.PRN, Y00VICT.PRN
Y00COAC.PRN
For Rule 2202 : VOC = 300.99 CO = 3422.00 NOx = 319.76 PM10 = 10.77
D:\EmfacBasic\EmfacBurden.vbp - Hong Kim (213) 236-1904 kim@scag.ca.gov Conformity Analysis SCAG

YEAR 2030 - ONE PILUT (30p1a.ZIP)
Version : Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **
Run Date : 11/09/03 12:58:43
Scen Year: 2030 -- Model Years: 1985 to 2030
Season : Summer

VEHICLE ON-ROAD EMISSIONS (Emissions in tons, VMT in 1000-miles, Fuel Consumption in 1000-gallons) Sunday, November 09, 2003 1:00:57 PM

SUB AREA		VEHICLE	DAILY VMT	STARTS	ROG	CO	NOX	PM10 EX	TIRE W	BRAKE W	PM10 SUM	SOx	GASOLINE	DIESEL
LOS(SCAB)	HDT	265496	18747	6150338	8.16	36.42	37.30	1.12	0.53	0.27	1.91	0.34	279.72	2873.95
	L&M	5438453	181274	33089815	27.39	232.26	18.74	3.85	1.59	2.51	7.94	0.86	9204.69	3.34
	OTH	96393	2416	78598	1.03	9.10	10.02	0.23	0.02	0.03	0.29	0.03	115.85	193.94
	SUM	5800340	202437	39318800	36.58	277.78	66.05	5.20	2.15	2.80	10.15	1.23	9600.27	3071.21
ORA(SCAB)	HDT	67077	4044	1646187	2.14	8.52	8.19	0.25	0.10	0.05	0.41	0.06	71.79	565.59
	L&M	2332495	68931	14203198	11.11	79.86	5.89	1.19	0.60	0.95	2.76	0.33	3446.70	1.08
	OTH	40310	802	22296	0.30	2.76	2.57	0.06	0.01	0.01	0.09	0.00	40.00	49.67
	SUM	2439890	73777	15871700	13.55	91.14	16.64	1.51	0.72	1.02	3.25	0.40	3558.49	616.34
RIV(SCAB)	HDT	83223	6319	1931509	2.76	12.18	12.38	0.37	0.19	0.10	0.63	0.11	103.77	926.29
	L&M	1253372	47553	7655923	6.49	56.16	3.74	0.95	0.42	0.66	2.05	0.24	2532.56	0.64
	OTH	39914	764	16356	0.18	1.87	1.41	0.04	0.01	0.01	0.07	0.00	41.83	34.01
	SUM	1376510	54635	9603790	9.44	70.23	17.53	1.38	0.60	0.76	2.74	0.35	2678.17	960.94
SBD(SCAB)	HDT	70485	4884	1587317	2.10	9.24	9.85	0.30	0.13	0.06	0.51	0.08	68.97	760.20
	L&M	1231208	39878	7535194	5.98	44.17	3.12	0.67	0.35	0.55	1.60	0.20	2073.49	0.42
	OTH	28169	503	15032	0.12	1.06	1.10	0.03	0.00	0.00	0.04	0.00	24.28	27.42
	SUM	1329860	45267	9137540	8.20	54.47	14.08	1.02	0.50	0.63	2.14	0.29	2166.75	788.04
SCAB SUM	HDT	486281	33994	11315349	15.15	66.37	67.73	2.04	0.94	0.47	3.48	0.59	524.28	5126.01
	L&M	10255536	337634	62484120	50.97	412.45	31.48	6.68	2.96	4.66	14.33	1.62	17257.45	5.48
	OTH	204786	4486	132282	1.64	14.80	15.09	0.36	0.06	0.06	0.48	0.06	221.96	305.05
	SUM	10946600	376116	73931800	67.77	493.62	114.30	9.11	3.97	5.20	18.28	2.26	18003.69	5436.52
VENTURA	HDT	19874	1001	488421	0.60	2.30	2.17	0.06	0.02	0.01	0.10	0.01	19.61	136.56
	L&M	795590	19779	4821954	3.59	22.52	1.89	0.30	0.17	0.28	0.75	0.09	951.11	0.30
	OTH	18595	238	5779	0.05	0.36	0.41	0.01	0.00	0.00	0.02	0.00	12.82	8.74
	SUM	834059	21020	5316150	4.23	25.20	4.46	0.37	0.20	0.29	0.86	0.11	983.54	145.61
ANTELOPE	HDT	20030	1441	497508	0.61	2.48	2.22	0.06	0.04	0.02	0.14	0.01	30.81	177.54
	L&M	371210	14086	2270849	1.65	16.18	1.16	0.30	0.12	0.19	0.61	0.06	715.29	0.17
	OTH	12615	229	5646	0.04	0.28	0.36	0.01	0.00	0.00	0.02	0.00	13.08	10.54
	SUM	403855	15758	2774000	2.28	18.95	3.73	0.38	0.16	0.22	0.76	0.09	759.19	188.26
VICTOR+	HDT	26433	2240	658658	1.10	4.57	3.59	0.14	0.06	0.03	0.23	0.03	48.79	276.10
	L&M	293700	13859	1788285	1.58	17.23	1.28	0.32	0.12	0.19	0.62	0.07	712.22	0.15
	OTH	16096	371	6420	0.10	0.88	0.81	0.02	0.00	0.00	0.03	0.00	18.72	15.38
	SUM	336229	16470	2453360	2.78	22.66	5.68	0.47	0.18	0.23	0.88	0.10	779.73	291.64
COACHELLA	HDT	15124	1219	367773	0.52	2.45	2.42	0.06	0.02	0.01	0.11	0.01	25.49	164.52
	L&M	311580	13378	1912547	1.51	15.84	1.03	0.33	0.12	0.18	0.61	0.07	740.18	0.20
	OTH	5586	133	2909	0.03	0.39	0.27	0.00	0.00	0.00	0.01	0.00	6.82	6.75
	SUM	332290	14728	2283230	2.07	18.68	3.72	0.40	0.15	0.20	0.75	0.09	772.50	171.47
IMPERIAL	HDT	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	L&M	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	OTH	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	SUM	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
AREA SUM	HDT	567742	39895	13327711	17.99	78.16	78.12	2.36	1.09	0.55	4.04	0.65	648.95	5880.75
	L&M	12027608	398738	73277765	59.30	484.22	36.85	7.91	3.49	5.51	16.94	1.92	20376.24	6.30
	OTH	257678	5456	153036	1.85	16.70	16.95	0.40	0.04	0.05	0.57	0.03	273.40	346.45
	SUM	12853033	444092	86758570	79.13	579.11	131.89	10.73	4.66	6.15	21.53	2.66	21298.64	6233.51

Note :
Banning Area is included in SCAB, not in Coachella Valley
SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle
HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home
030SCAB.prn, 030VENT.PRN, 030ANTE.PRN, 030VICT.PRN
030COAC.PRN
For Rule 2202 : VOC = 31.90 CO = 334.35 NOx = 25.24 PM10 = 12.93
D:\EmfacBasic\EmfacBurden.vbp - Hong Kim (213) 236-1904 kim@scag.ca.gov Conformity Analysis SCAG

YEAR 2030 - TWO PILUT (30p2a.ZIP)
Version : Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **
Run Date : 11/10/03 10:37:09
Scen Year: 2030 -- Model Years: 1985 to 2030
Season : Summer

VEHICLE ON-ROAD EMISSIONS (Emissions in tons, VMT in 1000-miles, Fuel Consumption in 1000-gallons) Monday, November 10, 2003 10:39:17 AM

SUB AREA		VEHICLE	DAILY VMT	STARTS	ROG	CO	NOX	PM10 EX	TIRE W	BRAKE W	PM10 SUM	SOx	GASOLINE	DIESEL
LOS(SCAB)	HDT	272015	19207	6301336	8.28	37.20	39.01	1.12	0.55	0.27	1.92	0.34	287.10	2944.49
	L&M	5398010	179925	32843721	27.12	228.53	18.54	3.74	1.58	2.50	7.82	0.85	9073.14	3.31
	OTH	96393	2416	78598	1.03	9.10	10.02	0.23	0.02	0.03	0.29	0.03	115.85	193.94
	SUM	5766420	201549	39223700	36.44	274.83	67.57	5.10	2.15	2.79	10.04	1.22	9476.11	3141.75
ORA(SCAB)	HDT	65743	3964	1613430	2.10	8.38	8.02	0.25	0.10	0.05	0.40	0.05	70.72	554.33
	L&M	2310658	68285	14070198	11.01	79.01	5.82	1.18	0.60	0.94	2.72	0.32	3412.01	1.07
	OTH	40310	802	22296	0.30	2.76	2.57	0.06	0.01	0.01	0.09	0.00	40.00	49.67
	SUM	2416710	73051	15705900	13.40	90.15	16.42	1.49	0.71	1.01	3.21	0.39	3522.72	605.07
RIV(SCAB)	HDT	79912	6068	1854679	2.64	11.62	11.95	0.35	0.18	0.10	0.60	0.11	98.47	889.44
	L&M	1267240	48077	7740625	6.57	56.79	3.79	0.98	0.43	0.66	2.06	0.25	2561.68	0.64
	OTH	39914	764	16356	0.18	1.87	1.41	0.04	0.01	0.01	0.07	0.00	41.83	34.01
	SUM	1387070	54910	9611660	9.39	70.28	17.13	1.37	0.60	0.76	2.73	0.35	2701.99	924.10
SBD(SCAB)	HDT	75256	5214	1694760	2.18	9.71	11.09	0.29	0.14	0.06	0.52	0.09	73.24	811.65
	L&M	1148159	37189	7026930	5.56	40.32	2.90	0.60	0.33	0.51	1.45	0.18	1902.56	0.40
	OTH	28169	503	15032	0.12	1.06	1.10	0.03	0.00	0.00	0.04	0.00	24.28	27.42
	SUM	1251580	42907	8736730	7.86	51.10	15.09	0.94	0.48	0.59	2.02	0.28	2000.06	839.47
SCAB SUM	HDT	492926	34453	11464204	15.20	66.89	70.07	2.01	0.97	0.48	3.46	0.60	529.54	5199.93
	L&M	10124071	333478	61681527	50.27	404.65	31.04	6.51	2.93	4.62	14.06	1.59	16949.37	5.42
	OTH	204786	4486	132282	1.64	14.80	15.09	0.36	0.06	0.06	0.48	0.06	221.96	305.05
	SUM	10821800	372417	73278000	67.10	486.36	116.20	8.90	3.95	5.15	18.00	2.24	17700.89	5510.38
VENTURA	HDT	19029	958	467626	0.57	2.20	2.07	0.05	0.02	0.01	0.10	0.01	18.65	130.74
	L&M	766168	19048	4643632	3.46	21.61	1.82	0.28	0.17	0.26	0.70	0.09	910.81	0.30
	OTH	18595	238	5779	0.05	0.36	0.41	0.01	0.00	0.00	0.02	0.00	12.82	8.74
	SUM	803792	20245	5117040	4.07	24.17	4.29	0.35	0.20	0.28	0.82	0.10	942.28	139.79
ANTELOPE	HDT	18934	1361	470277	0.58	2.53	2.18	0.07	0.03	0.02	0.14	0.01	34.42	167.83
	L&M	680566	25826	4163309	3.23	31.90	2.25	0.74	0.22	0.35	1.33	0.14	1547.89	0.31
	OTH	12615	229	5646	0.04	0.28	0.36	0.01	0.00	0.00	0.02	0.00	13.08	10.54
	SUM	712115	27418	4639230	3.85	34.69	4.80	0.83	0.26	0.38	1.47	0.17	1595.38	178.68
VICTOR+	HDT	31468	2667	784092	1.24	5.40	4.98	0.14	0.07	0.04	0.24	0.04	61.72	328.68
	L&M	466301	22004	2839229	2.54	27.86	2.08	0.53	0.19	0.30	1.03	0.11	1163.94	0.26
	OTH	16096	371	6420	0.10	0.88	0.81	0.02	0.00	0.00	0.03	0.00	18.72	15.38
	SUM	513865	25041	3629740	3.88	34.12	7.85	0.69	0.26	0.35	1.30	0.15	1244.39	344.32
COACHELLA	HDT	15452	1245	375715	0.53	2.48	2.45	0.06	0.02	0.01	0.11	0.01	25.42	168.08
	L&M	334695	14371	2054434	1.63	17.08	1.10	0.34	0.13	0.20	0.67	0.07	792.37	0.20
	OTH	5586	133	2909	0.03	0.39	0.27	0.00	0.00	0.00	0.01	0.00	6.82	6.75
	SUM	355733	15746	2433060	2.19	19.94	3.82	0.42	0.16	0.22	0.80	0.10	824.61	175.04
IMPERIAL	HDT	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	L&M	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	OTH	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	SUM	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
AREA SUM	HDT	577809	40684	13561915	18.12	79.52	81.75	2.33	1.11	0.56	4.03	0.66	669.74	5995.24
	L&M	12371797	414725	75382078	61.12	503.10	38.30	8.39	3.65	5.72	17.78	2.01	21364.40	6.49
	OTH	257678	5456	153036	1.85	16.70	16.95	0.40	0.04	0.05	0.57	0.03	273.40	346.45
	SUM	13207285	460867	89097060	81.08	599.28	136.97	11.19	4.82	6.38	22.39	2.76	22307.54	6348.22

Note :
Banning Area is included in SCAB, not in Coachella Valley
SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle
HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home
T30SCAB.prn, T30VENT.PRN, T30ANTE.PRN, T30VICT.PRN
T30COAC.PRN
For Rule 2202 : VOC = 31.43 CO = 327.51 NOx = 24.88 PM10 = 12.69
D:\EmfacBasic\EmfacBurden.vbp - Hong Kim (213) 236-1904 kim@scag.ca.gov Conformity Analysis SCAG

YEAR 2030 - No Project
Version : Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **
Run Date : 11/10/03 09:40:43
Scen Year: 2030 -- Model Years: 1985 to 2030
Season : Summer

VEHICLE ON-ROAD EMISSIONS (Emissions in tons, VMT in 1000-miles, Fuel Consumption in 1000-gallons) Monday, November 10, 2003 9:43:00 AM

SUB AREA		VEHICLE	DAILY VMT	STARTS	ROG	CO	NOX	PM10 EX	TIRE W	BRAKE W	PM10 SUM	SOx	GASOLINE	DIESEL
LOS(SCAB)	HDT	261555	18468	6059057	8.19	36.88	36.27	1.17	0.52	0.26	1.95	0.33	291.25	2831.29
	L&M	6511919	217055	39621344	33.30	288.17	22.86	5.05	1.91	3.00	9.98	1.08	11529.51	4.00
	OTH	96393	2416	78598	1.03	9.10	10.02	0.23	0.02	0.03	0.29	0.03	115.85	193.94
	SUM	6869880	237939	45759000	42.52	334.16	69.14	6.47	2.46	3.29	12.21	1.44	11936.62	3029.22
ORA(SCAB)	HDT	67416	4065	1654495	2.18	8.69	8.06	0.27	0.10	0.05	0.41	0.07	73.83	568.43
	L&M	2577205	76162	15693260	12.33	90.30	6.54	1.39	0.68	1.05	3.10	0.36	3870.30	1.19
	OTH	40310	802	22296	0.30	2.76	2.57	0.06	0.01	0.01	0.09	0.00	40.00	49.67
	SUM	2684930	81029	17370000	14.79	101.75	17.17	1.70	0.79	1.12	3.61	0.44	3984.13	619.30
RIV(SCAB)	HDT	88595	6728	2056199	3.01	13.42	12.91	0.43	0.20	0.10	0.70	0.12	117.63	986.09
	L&M	1388611	52684	8481990	7.31	65.43	4.24	1.20	0.47	0.72	2.40	0.27	2959.23	0.69
	OTH	39914	764	16356	0.18	1.87	1.41	0.04	0.01	0.01	0.07	0.00	41.83	34.01
	SUM	1517120	60174	10554500	10.51	80.72	18.54	1.68	0.66	0.83	3.17	0.40	3118.68	1020.80
SBD(SCAB)	HDT	69943	4846	1575123	2.06	9.12	9.95	0.29	0.13	0.06	0.50	0.08	68.28	754.36
	L&M	1220517	39533	7469768	5.92	44.52	3.10	0.67	0.35	0.55	1.59	0.19	2045.83	0.41
	OTH	28169	503	15032	0.12	1.06	1.10	0.03	0.00	0.00	0.04	0.00	24.28	27.42
	SUM	1318630	44883	9059920	8.10	54.70	14.13	1.01	0.49	0.62	2.12	0.28	2138.38	782.19
SCAB SUM	HDT	487509	34107	11344872	15.45	68.10	67.17	2.16	0.95	0.47	3.58	0.59	550.99	5140.17
	L&M	11698259	385433	71266298	58.85	488.41	36.73	8.34	3.40	5.34	17.05	1.90	20404.86	6.30
	OTH	204786	4486	132282	1.64	14.80	15.09	0.36	0.06	0.06	0.48	0.06	221.96	305.05
	SUM	12390600	424025	82743500	75.92	571.32	118.99	10.85	4.40	5.86	21.11	2.56	21177.82	5451.52
VENTURA	HDT	19139	964	470359	0.57	2.22	2.06	0.05	0.02	0.01	0.10	0.01	18.94	131.51
	L&M	829172	20615	5025474	3.73	23.59	1.97	0.31	0.17	0.28	0.77	0.10	992.41	0.33
	OTH	18595	238	5779	0.05	0.36	0.41	0.01	0.00	0.00	0.02	0.00	12.82	8.74
	SUM	866906	21817	5501610	4.36	26.18	4.44	0.38	0.21	0.30	0.89	0.11	1024.16	140.58
ANTELOPE	HDT	8054	579	200059	0.24	1.04	0.92	0.03	0.01	0.00	0.05	0.01	13.54	71.39
	L&M	350961	13318	2146974	1.54	15.03	1.08	0.26	0.12	0.19	0.57	0.06	659.10	0.15
	OTH	12615	229	5646	0.04	0.28	0.36	0.01	0.00	0.00	0.02	0.00	13.08	10.54
	SUM	371630	14128	2352680	1.83	16.36	2.35	0.31	0.13	0.20	0.64	0.07	685.71	82.09
VICTOR+	HDT	28170	2388	701904	1.11	4.82	4.48	0.12	0.06	0.03	0.21	0.03	54.85	294.23
	L&M	361092	17038	2198611	1.95	21.62	1.59	0.41	0.15	0.25	0.78	0.08	884.83	0.20
	OTH	16096	371	6420	0.10	0.88	0.81	0.02	0.00	0.00	0.03	0.00	18.72	15.38
	SUM	405358	19797	2906930	3.15	27.33	6.88	0.55	0.21	0.27	1.04	0.12	958.41	309.81
COACHELLA	HDT	13520	1089	328761	0.46	2.17	2.15	0.06	0.02	0.01	0.10	0.01	22.28	147.07
	L&M	276577	11875	1697701	1.33	13.97	0.90	0.27	0.11	0.16	0.54	0.06	637.64	0.17
	OTH	5586	133	2909	0.03	0.39	0.27	0.00	0.00	0.00	0.01	0.00	6.82	6.75
	SUM	295683	13095	2029370	1.83	16.52	3.33	0.34	0.13	0.18	0.65	0.08	666.74	154.00
IMPERIAL	HDT	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	L&M	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	OTH	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	SUM	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
AREA SUM	HDT	556392	39127	13045957	17.82	78.36	76.80	2.42	1.06	0.52	4.02	0.66	660.60	5784.37
	L&M	13516054	448280	82335122	67.41	562.63	42.28	9.56	3.96	6.20	19.73	2.20	23578.85	7.14
	OTH	257678	5456	153036	1.85	16.70	16.95	0.40	0.04	0.05	0.57	0.03	273.40	346.45
	SUM	14330137	492862	95534010	87.09	657.72	135.98	12.44	5.08	6.81	24.33	2.94	24512.83	6137.99

Note :
Banning Area is included in SCAB, not in Coachella Valley
SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle
HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home
B30SCAB.prn, B30VENT.PRN, B30ANTE.PRN, B30VICT.PRN
B30COAC.PRN
For Rule 2202 : VOC = 37.07 CO = 398.36 NOx = 29.48 PM10 = 15.36
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YEAR 2030 - 2001 RTP Modified
Version : Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **
Run Date : 11/14/03 14:27:20
Scen Year: 2030 -- Model Years: 1985 to 2030
Season : Summer

VEHICLE ON-ROAD EMISSIONS (Emissions in tons, VMT in 1000-miles, Fuel Consumption in 1000-gallons) Friday, November 14, 2003 2:31:47 PM

SUB AREA		VEHICLE	DAILY VMT	STARTS	ROG	CO	NOX	PM10 EX	TIRE W	BRAKE W	PM10 SUM	SOx	GASOLINE	DIESEL
LOS(SCAB)	HDT	268481	18957	6219507	8.29	37.15	37.72	1.15	0.53	0.27	1.95	0.34	287.75	2906.26
	L&M	6258525	208609	38079548	31.63	270.26	21.66	4.52	1.83	2.88	9.24	1.01	10694.76	3.84
	OTH	96393	2416	78598	1.03	9.10	10.02	0.23	0.02	0.03	0.29	0.03	115.85	193.94
	SUM	6623400	229982	44377600	40.94	316.51	69.39	5.91	2.40	3.18	11.48	1.37	11098.38	3104.03
ORA(SCAB)	HDT	70800	4270	1737550	2.27	9.05	8.59	0.27	0.10	0.05	0.43	0.08	76.60	596.97
	L&M	2519334	74451	15340889	12.02	86.98	6.37	1.32	0.65	1.02	3.00	0.35	3748.21	1.15
	OTH	40310	802	22296	0.30	2.76	2.57	0.06	0.01	0.01	0.09	0.00	40.00	49.67
	SUM	2630450	79523	17100700	14.59	98.79	17.52	1.64	0.78	1.10	3.52	0.43	3864.79	647.81
RIV(SCAB)	HDT	93500	7100	2170058	3.11	13.69	13.87	0.42	0.20	0.10	0.71	0.12	116.47	1040.69
	L&M	1381818	52426	8440511	7.16	62.34	4.12	1.08	0.47	0.71	2.27	0.26	2795.68	0.69
	OTH	39914	764	16356	0.18	1.87	1.41	0.04	0.01	0.01	0.07	0.00	41.83	34.01
	SUM	1515230	60289	10626900	10.45	77.91	19.39	1.54	0.67	0.83	3.04	0.39	2953.99	1075.40
SBD(SCAB)	HDT	74193	5140	1670795	2.16	9.63	10.91	0.29	0.14	0.06	0.51	0.09	73.01	800.18
	L&M	1213716	39314	7428136	5.88	43.10	3.07	0.66	0.35	0.54	1.55	0.19	2027.14	0.41
	OTH	28169	503	15032	0.12	1.06	1.10	0.03	0.00	0.00	0.04	0.00	24.28	27.42
	SUM	1316080	44957	9113970	8.16	53.79	15.07	0.99	0.50	0.62	2.11	0.29	2124.43	828.01
SCAB SUM	HDT	506974	35466	11797903	15.81	69.52	71.08	2.15	0.99	0.48	3.62	0.62	553.81	5344.10
	L&M	11373401	374798	69389075	56.69	462.69	35.22	7.57	3.31	5.19	16.06	1.80	19265.82	6.12
	OTH	204786	4486	132282	1.64	14.80	15.09	0.36	0.06	0.06	0.48	0.06	221.96	305.05
	SUM	12085200	414751	81219200	74.14	547.00	121.38	10.07	4.34	5.73	20.15	2.48	20041.59	5655.26
VENTURA	HDT	19157	965	470764	0.57	2.22	2.08	0.05	0.02	0.01	0.10	0.01	18.76	131.63
	L&M	800482	19901	4851597	3.61	22.58	1.91	0.30	0.17	0.28	0.75	0.09	951.74	0.31
	OTH	18595	238	5779	0.05	0.36	0.41	0.01	0.00	0.00	0.02	0.00	12.82	8.74
	SUM	838234	21105	5328140	4.23	25.17	4.38	0.36	0.20	0.29	0.86	0.11	983.31	140.68
ANTELOPE	HDT	8556	616	212540	0.25	1.07	0.98	0.03	0.01	0.00	0.05	0.01	13.60	75.84
	L&M	332628	12623	2034833	1.46	13.94	1.02	0.24	0.11	0.17	0.51	0.06	603.67	0.14
	OTH	12615	229	5646	0.04	0.28	0.36	0.01	0.00	0.00	0.02	0.00	13.08	10.54
	SUM	353799	13468	2253020	1.74	15.30	2.35	0.28	0.13	0.19	0.59	0.07	630.35	86.54
VICTOR+	HDT	29359	2488	731501	1.13	5.02	4.72	0.12	0.06	0.04	0.22	0.04	57.73	306.64
	L&M	360090	16991	2192522	1.94	21.10	1.57	0.37	0.15	0.24	0.76	0.08	865.91	0.20
	OTH	16096	371	6420	0.10	0.88	0.81	0.02	0.00	0.00	0.03	0.00	18.72	15.38
	SUM	405545	19850	2930440	3.18	27.00	7.11	0.53	0.22	0.27	1.02	0.12	942.37	322.21
COACHELLA	HDT	13942	1123	339006	0.47	2.25	2.25	0.06	0.02	0.01	0.10	0.01	23.29	151.65
	L&M	272428	11697	1672225	1.31	13.67	0.88	0.26	0.11	0.16	0.53	0.06	631.03	0.15
	OTH	5586	133	2909	0.03	0.39	0.27	0.00	0.00	0.00	0.01	0.00	6.82	6.75
	SUM	291956	12951	2014140	1.82	16.30	3.41	0.34	0.13	0.18	0.65	0.08	661.13	158.58
IMPERIAL	HDT	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	L&M	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	OTH	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	SUM	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
AREA SUM	HDT	577988	40659	13551721	18.25	80.08	81.12	2.39	1.08	0.54	4.07	0.70	667.21	6009.86
	L&M	13139021	436012	80040261	65.01	533.97	40.60	8.75	3.84	6.00	18.61	2.10	22318.14	6.89
	OTH	257678	5456	153036	1.85	16.70	16.95	0.40	0.04	0.05	0.57	0.03	273.40	346.45
	SUM	13974694	482125	93744910	85.11	630.77	138.62	11.59	5.03	6.66	23.27	2.86	23258.75	6363.26

Note :
Banning Area is included in SCAB, not in Coachella Valley
SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle
HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home
n30SCAB.prn, n30VENT.PRN, n30ANTE.PRN, n30VICT.PRN
n30COAC.PRN
For Rule 2202 : VOC = 35.54 CO = 375.69 NOx = 28.24 PM10 = 14.48
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YEAR 2030 - 2004 RTP
Version : Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **
Run Date : 11/09/03 11:45:28
Scen Year: 2030 -- Model Years: 1985 to 2030
Season : Summer

VEHICLE ON-ROAD EMISSIONS (Emissions in tons, VMT in 1000-miles, Fuel Consumption in 1000-gallons) Sunday, November 09, 2003 11:47:37 AM

SUB AREA		VEHICLE	DAILY VMT	STARTS	ROG	CO	NOX	PM10 EX	TIRE W	BRAKE W	PM10 SUM	SOx	GASOLINE	DIESEL
LOS(SCAB)	HDT	267332	18876	6192855	8.23	36.87	37.61	1.14	0.53	0.27	1.93	0.34	284.65	2893.80
	L&M	6166575	205544	37519989	31.10	265.53	21.30	4.41	1.81	2.84	9.07	0.98	10488.99	3.78
	OTH	96393	2416	78598	1.03	9.10	10.02	0.23	0.02	0.03	0.29	0.03	115.85	193.94
	SUM	6530300	226836	43791500	40.37	311.50	68.92	5.78	2.37	3.14	11.29	1.35	10889.48	3091.53
ORA(SCAB)	HDT	70586	4256	1732270	2.26	9.03	8.56	0.27	0.10	0.05	0.43	0.08	76.28	595.16
	L&M	2492355	73653	15176584	11.89	86.01	6.30	1.30	0.65	1.02	2.97	0.35	3705.28	1.15
	OTH	40310	802	22296	0.30	2.76	2.57	0.06	0.01	0.01	0.09	0.00	40.00	49.67
	SUM	2603250	78712	16931200	14.45	97.77	17.43	1.63	0.77	1.09	3.48	0.43	3821.57	645.99
RIV(SCAB)	HDT	91743	6967	2129264	3.04	13.39	13.64	0.41	0.20	0.10	0.70	0.12	113.81	1021.13
	L&M	1339806	50832	8183902	6.92	60.22	4.00	1.02	0.45	0.70	2.18	0.25	2697.90	0.68
	OTH	39914	764	16356	0.18	1.87	1.41	0.04	0.01	0.01	0.07	0.00	41.83	34.01
	SUM	1471460	58562	10329500	10.16	75.49	19.02	1.48	0.65	0.81	2.94	0.38	2853.53	1055.82
SBD(SCAB)	HDT	73403	5085	1653054	2.13	9.53	10.80	0.29	0.14	0.06	0.51	0.09	72.36	791.68
	L&M	1204147	39002	7369596	5.85	42.74	3.04	0.65	0.35	0.54	1.54	0.19	2010.28	0.41
	OTH	28169	503	15032	0.12	1.06	1.10	0.03	0.00	0.00	0.04	0.00	24.28	27.42
	SUM	1305720	44592	9037680	8.09	53.34	14.95	0.98	0.50	0.62	2.09	0.28	2106.93	819.51
SCAB SUM	HDT	503064	35184	11707438	15.67	68.81	70.61	2.12	0.98	0.48	3.57	0.61	547.09	5301.78
	L&M	11202884	369032	68250112	55.78	454.49	34.62	7.39	3.24	5.11	15.75	1.77	18902.44	6.02
	OTH	204786	4486	132282	1.64	14.80	15.09	0.36	0.06	0.06	0.48	0.06	221.96	305.05
	SUM	11910700	408703	80089800	73.07	538.10	120.33	9.87	4.28	5.65	19.80	2.44	19671.51	5612.84
VENTURA	HDT	19189	967	471590	0.57	2.22	2.09	0.05	0.02	0.01	0.10	0.01	18.77	131.86
	L&M	799503	19878	4845665	3.61	22.56	1.91	0.30	0.17	0.28	0.75	0.09	950.21	0.31
	OTH	18595	238	5779	0.05	0.36	0.41	0.01	0.00	0.00	0.02	0.00	12.82	8.74
	SUM	837287	21082	5323030	4.22	25.14	4.38	0.36	0.20	0.29	0.86	0.11	981.81	140.91
ANTELOPE	HDT	8387	603	208300	0.25	1.04	0.97	0.03	0.01	0.00	0.05	0.01	13.18	74.33
	L&M	312876	11874	1913987	1.36	13.07	0.95	0.20	0.11	0.16	0.49	0.06	565.38	0.14
	OTH	12615	229	5646	0.04	0.28	0.36	0.01	0.00	0.00	0.02	0.00	13.08	10.54
	SUM	333878	12706	2127930	1.65	14.40	2.27	0.26	0.12	0.18	0.56	0.06	591.65	85.02
VICTOR+	HDT	29013	2459	722900	1.13	4.96	4.67	0.12	0.06	0.03	0.22	0.03	57.02	303.03
	L&M	359204	16951	2187124	1.92	21.05	1.57	0.37	0.15	0.24	0.76	0.08	861.85	0.20
	OTH	16096	371	6420	0.10	0.88	0.81	0.02	0.00	0.00	0.03	0.00	18.72	15.38
	SUM	404313	19779	2916450	3.15	26.89	7.05	0.53	0.21	0.27	1.01	0.12	937.59	318.61
COACHELLA	HDT	13886	1118	337639	0.47	2.24	2.25	0.06	0.02	0.01	0.10	0.01	23.35	151.05
	L&M	265377	11393	1628941	1.28	13.39	0.88	0.26	0.11	0.16	0.53	0.06	621.22	0.15
	OTH	5586	133	2909	0.03	0.39	0.27	0.00	0.00	0.00	0.01	0.00	6.82	6.75
	SUM	284849	12644	1969490	1.79	16.02	3.39	0.33	0.13	0.17	0.64	0.08	651.38	157.96
IMPERIAL	HDT	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	L&M	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	OTH	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	SUM	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
AREA SUM	HDT	573539	40331	13447872	18.08	79.28	80.59	2.37	1.08	0.53	4.04	0.69	659.42	5962.04
	L&M	12939843	429127	78825788	63.93	524.57	39.95	8.51	3.80	5.94	18.29	2.06	21901.11	6.82
	OTH	257678	5456	153036	1.85	16.70	16.95	0.40	0.04	0.05	0.57	0.03	273.40	346.45
	SUM	13771057	474913	92426780	83.88	620.55	137.41	11.35	4.95	6.57	22.87	2.81	22833.94	6315.35

Note :
Banning Area is included in SCAB, not in Coachella Valley
SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle
HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home
P30SCAB.prn, P30VENT.PRN, P30ANTE.PRN, P30VICT.PRN
P30COAC.PRN
For Rule 2202 : VOC = 34.96 CO = 368.91 NOx = 27.76 PM10 = 14.20
D:\EmfacBasic\EmfacBurden.vbp - Hong Kim (213) 236-1904 kim@scag.ca.gov Conformity Analysis SCAG

7.4 BIOLOGICAL RESOURCES TABLES – CALIFORNIA DEPARTMENT OF FISH AND GAME NATURAL DIVERSITY DATABASE (CNDDB)

(Please see the following pages)

Table 3.7-3: Special Status Species Reported in the SCAG Region

Scientific Name	*Common Name*	*Status*				*Counties Where Reported*
		Federal	State	CDFG	CNPS	
Non-Vascular Plants						
Graphis saxorum	Baja Rock Lichen	None	None			LA
Vascular Plants						
Achnatherum aridum	Mormon Needle Grass	None	None		2	SB
Acleisanthes logniflora	Angel Trumpets	None	None		2	RIV
Allium munzii	Munz's Onion	Endangered	Threatened		1B	RIV
Allium nevadense	Nevada Onion	None	None		2	SB
Ambrosia pumila	San Diego Ambrosia	Species of Concern	None		1B	RIV
Ammoselinum giganteum	Desert Sand Parsley	None	None		2	RIV
Androstephium breviflorum	Small-Flowered Androstephium	None	None		2	RIV, SB
Antennaria marginata	White-Margined Everlasting	None	None		2	SB
Antirrhinum cyathiferum	Deep Canyon Snapdragon	None	None		2	RIV
Aphanisma blitoides	Aphanisma	Species of Concern	None		1B	LA, OR, VEN
Arabis breweri var pecuniaria	San Bernardino Rock Cress	Species of Concern	None		1B	SB
Arabis dispar	Pinyon Rock Cress	None	None		2	RIV, SB
Arabis hoffmannii	Hoffman's Rock Cress	Endangered	None		1B	VEN
Arabis johnstonii	Johnston's Rock Cress	Species of Concern	None		1B	RIV
Arabis parishii	Parish's Rock Cress	Species of Concern	None		1B	SB
Arabis pulchra var munciensis	Darwin Rock Cress	None	None		2	RIV, SB
Arabis shockleyi	Shockley's Rock Cress	None	None		2	SB
Arctomecon merriamii	White Bear Poppy	Species of Concern	None		1B	SB
Arctostaphylos catalinae	South Catalina Island Manzanita	Species of Concern	None		1B	LA
Arctostaphylos gabrienlensis	San Gabriel Manzanita	Species of Concern	None		1B	LA
Arctostaphylos peninsularis ssp peninsularis	Peninsular Manzanita	None	None		2	RIV
Arctostaphylos rainbowensis	Rainbow Manzanita	None	None		1B	RIV
Arenaria paludicola	Marsh Sandwort	Endangered	Endangered		1B	RIV, SB
Arenaria ursina	Big Bear Valley Sandwort	Threatened	None		1B	SB
Argyrochosma limitanea var limitanea	Cloak Fern	None	None		2	SB
Astragalus albens	Cushenbury Milk-Vetch	Endangered	None		1B	SB
Astragalus allochrous var playanus	Playa Milk-Vetch	None	None		2	SB
Astragalus brauntonii	Braunton's Milk-Vetch	Endangered	None		1B	LA, OR, VEN
Astragalus cimae var cimae	Cima Milk-Vetch	None	None		1B	SB
Astragalus insularis var harwoodii	Harwood's Milk Vetch	None	None		2	IMP, RIV
Astragalus jaegerianus	Lane Mountain Milk-Vetch	Endangered	None		1B	SB
Astragalus lentiginosus var antonius	San Antonio Milk-Vetch	Species of Concern	None		1B	LA, SB
Astragalus lentiginosus var cachellae	Coachella Valley Milk-Vetch	Endangered	None		1B	RIV
Astragalus lentiginosus var sierrae	Big Bear Valley Milk-Vetch	Species of Concern	None		1B	SB
Astrgalus leucolobus	Big Bear Valley Woollypod	Species of Concern	None		1B	LA, RIV, SB, VEN
Astragalus magdalenae var personii	Peirson's Milk-Vetch	Threatened	Endangered		1B	IMP
Astragalus nevinii	San Clemente Island Milk-Vetch	Species of Concern	None		1B	LA
Astragalus pachypus var jaegeri	Jaeger's Milk-Vetch	Species of Concern	None		1B	RIV
Astragalus preussii var laxiflorus	Lancaster Milk-Vetch	Species of Concern	None		1B	LA
Astragalus preussii var preussii	Preuss's Milk-Vetch	None	None		2	SB
Astragalus pyncnostachyus var lanosissimus	Ventura Marsh Milk-Vetch	Proposed Endangered	Endangered		1A	LA, OR, VEN
Astragalus traskiae	Trask's Milkvetch	Species of Concern	Rare		1B	VEN
Astragalus tricarinatus	Triple-Ribbed Milk Vetch	Endangered	None		1B	RIV, SB
Astrolepis cochisensis	Scaly Cloak Fern	None	None		2	SB
Atriplex coronata var notatior	San Jacinto Valley Crownscale	Endangered	None		1B	RIV
Atriplex coulteri	Coulter's Saltbrus	None	None		1B	LA, OR, SB
Atriplex pacifica	South Coast Saltscale	Species of Concern	None		1B	LA, OR, RIV, VEN
Atriplex parishii	Parish's Brittlescale	Species of Concern	None		1B	LA, OR, RIV, SB
Atriplex serenana var davidsonii	Davidson's Saltscale	None	None		1B	LA, OR, VEN
Ayenia compacta	Ayenia	None	None		2	RIV, SB
Baccharis malibuensis	Malibu Baccharis	None	None			LA

Berberis nevinii	Nevin's Barberry	Endangered	Endangered		1B	LA, RIV, SB
Berberis pinnata ssp insularis	Island Barberry	Endangered	Endangered		1B	VEN
Bergerocactus emoryi	Golden-Spined Cereus	None	None		2	LA
Botrychium crenulatum	Scalloped Moonwort	Species of Concern	None		1B	LA, SB
Bouteloua trifida	Red Grama	None	None		2	SB
Brodiaea flifolia	Thread-Leaved Brodiaea	Threatened	Endangered		1B	LA, OR, RIV, SB
Brodiaea kinkiensis	San Clemente Island Brodiaea	Species of Concern	None		1B	LA
Brodiaea orcutti	Orcutt's Brodiaea	Species of Concern	None		1B	RIV
Bursera microphylla	Elephant Tree	None	None		2	IMP
Calliandra eriophylla	Fairyduster	None	None		2	IMP
Calochortus clavata var gracilis	Slender Mariposa Lily	Species of Concern	None		1B	LA
Calochortus palmeri var munzii	Munz's Mariposa Lily	Species of Concern	None		1B	RIV
Calochortus palmeri var palmeri	Palmer's Mariposa Lily	Species of Concern	None		1B	LA, RIV, SB, VEN
Calochortus plummerae	Plummer's Mariposa Lily	Species of Concern	None		1B	LA, OR, RIV, SB, VEN
Calochortus striatus	Alkali Mariposa Lily	Species of Concern	None		1B	LA, SB
Calochortus weedii var intermidius	Intermediate Mariposa Lily	Species of Concern	None		1B	LA, OR, RIV, SB
Calochortus weedii var vestus	Late-Flowered Mariposa Lily	Species of Concern	None		1B	VEN
Calystegia peirsonii	Peirson's Morning-Glory	Species of Concern	None		4	LA
Calystegia sepium ssp binghamiae	Santa Barbara Morning-Glory	None	None		1B	LA
Camissonia guadalupensis ssp clementina	San Clemente island Evening-Primrose	Species of Concern	None		1B	LA
Canbya candida	Pygmy Poppy	None	None		1B	LA, SB
Carex comosa	Bristly Sedge	None	None		2	SB
Carnegiea gigantea	Saguaro	None	None		2	IMP, SB
Castela emoryi	Crucifixion Thorn	None	None		2	IMP, RIV, SB
Castilleja cinerea	Ash-Gray Indian Paintbrush	Threatened	None		1B	SB
Castilleja gleasonii	Mt. Gleason Indian Paintbrush	Species of Concern	Rare		1B	LA
Castilleja grisea	San Clemente Island Indian Paintbrush	Endangered	Endangered		1B	LA
Castilleja lanata ssp hololeuca	White-Felted Indian Paintbrush	None	None		1B	VEN
Castilleja lasiorhyncha	San Bernardino Mountains Owl-Clover	Species of Concern	None		1B	RIV, SB
Caulanthus simulans	Payson's Jewel-Flower	Species of Concern	None		4	OR, RIV, SB
Ceanothus cyaneus	Lakeside Ceanothus	Species of Concern	None		1B	RIV
Ceanothus ophiochilus	Vail Lake Ceanothus	Threatened	Endangered		1B	RIV
Cercocarpus traskiae	Catalina Island Mountain-Mohagany	Endangered	Endangered		1B	LA
Chaenactis carphoclinia var peirsonii	Peirson's Pincushion	None	None		1B	IMP
Chamaesyce arizonica	Arizona Spurge	None	None		2	RIV
Chamaesyce platysperma	Flat-Seeded Spurge	Species of Concern	None		1B	RIV, SB
Cheilanthes wootonii	Wooton's Lace Fern	None	None		2	SB
Chorizanthe parryi var fernandina	San Fernando Valley Spineflower	Species of Concern	Candidate Endangered		1A	LA
Chorizanthe parryi var parryi	Parry's Spineflower	Species of Concern	None		3	LA, RIV, SB
Chorizanthe polygonoides var longispina	Long-Spined Spineflower	Species of Concern	None		1B	RIV
Claytonia lanceolata var peirsonii	Peirson's Spring Beauty	Species of Concern	None		1B	SB
Comarostaphylis diversifolia ssp diversifolia	Summer Holly	Species of Concern	None		1B	OR, RIV
Cordylanthus maritimus ssp maritimus	Salt Marsh Bird's-Beak	Endangered	Endangered		1B	LA, OR, SB, VEN
Cordylanthus parviflorus	Purple Bird's-Beak	None	None		1B	SB
Cordylanthus tecopensis	Tecopa Bird's-Beak	Species of Concern	None		1B	SB
Croton wigginsii	Wiggin's Croton	None	Rare		2	IMP
Cryptantha clokeyi	Clokey's Cryptantha	None	None		1B	SB
Cryptantha traskiae	Trask's Cryptantha	Species of Concern	None		1B	LA, VEN
Cupressus forbesii	Tecate Cypress	Species of Concern	None		1B	OR, RIV
Cymopterus deserticola	Desert Cymopterus	Species of Concern	None		1B	LA, SB
Cymopterus gilmanii	Gilman's cymopterus	None	None		2	SB
Delphinium hesperium ssp cuyamacae	Cuyamaca Larkspur	Species of Concern	Rare		1B	RIV
Delphinium parryi ssp blochmaniae	Dune Larkspur	Species of Concern	None		1B	VEN
Delphinium variegatum ssp kinkiense	San Clemente Island Larkspur	Endangered	Endangered		1B	LA
Delphinium variegatum ssp thornei	Thorne's Royal Larkspur	Species of Concern	None		1B	LA
Dendromecon harfordii var rhamnoides	Island Tree Poppy	Species of Concern	None		1B	LA

Dissanthelium californicum	California Dissanthelium	Species of Concern	None		1A	LA
Ditaxis californica	California Ditaxis	Species of Concern	None		1B	RIV
Ditaxis clariana	Glandular Ditaxis	None	None		2	IMP, SB
Dithyrea maritima	Beach Spectaclepod	Species of Concern	Threatened		1B	LA, VEN
Dodecahema leptoceras	Slender-Horned Spineflower	Endangered	Endangered		1B	LA, RIV, SB
Dryopteris filix-mas	Male Fern	None	None		2	SB
Dudleya abramsii ssp affinis	San Bernardino Mountains Dudleya	Species of Concern	None		1B	SB
Dudleya abramsii ssp parva	Conejo Dudleya	Threatened	None		1B	VEN
Dudleya blochmaniae ssp blochmaniae	Blochman's Dudleya	Species of Concern	None		1B	LA, OR, VEN
Dudleya cymosa ssp crebrifolia	San Gabriel River Dudleya	Species of Concern	None		1B	LA
Dudleya cymosa ssp marcescens	Marcescent Dudleya	Threatened	Rare		1B	LA, VEN
Dudleya cymosa ssp ovatifolia	Santa Monica Mountains Dudleya	Threatened	None		1B	LA, OR, VEN
Dudleya densiflora	San Gabriel Mountains Dudleya	Species of Concern	None		1B	LA
Dudleya multicaulis	Many-Stemmed Dudleya	Species of Concern	None		1B	LA, OR, RIV, SB
Dudleya stolonifera	Laguna Beach Dudleya	Threatened	Threatened		1B	OR
Dudleya verityi	Verity's Dudleya	Threatened	None		1B	VEN
Dudleya virens	Bright Green Dudleya	Species of Concern	None		1B	LA, VEN
Dudleya viscida	Stick Dudleya	Species of Concern	None		1B	OR, RIV
Echinocereus engelmannii var howei	Howe's Hedgehog Cactus	Species of Concern	None		1B	SB
Enneapogon desvauxii	Nine-Awned Pappus Grass	None	None		2	SB
Eriastrum densifolium ssp sanctorum	Santa Ana River Woollystar	Endangered	Endangered		1B	OR, RIV, SB
Erigeron breweri var bisanctus	Pious Daisy	None	None		1B	LA, SB
Erigeron parishii	Parish's Daisy	Threatened	None		1B	RIV, SB
Erigeron uncialis var uncialis	Limesone Daisy	None	None		2	SB
Eriogonum bifurcatum	Forked Buckwheat	Species of Concern	None		1B	SB
Eriogonum crocatum	Conejo Buckwheat	Species of Concern	Rare		1B	VEN
Eriogonum ericifolium var thornei	Thorne's Buckwheat	Species of Concern	Endangered		1B	SB
Eriogonum foliosum	Leafy Buckwheat	None	None		1B	RIV
Eriogonum giganteum var formosum	San Clemente Island Buckwheat	Species of Concern	None		1B	LA
Eriogonum grande var timorum	San Nicolas Island Buckwheat	Species of Concern	Endangered		1B	VEN
Eriogonum kennedyi var alpigenum	Southern Alpine Buckwheat	None	None		1B	LA, SB
Eriogonum kennedyi var austromontanum	Southern Mountain Buckwheat	Threatened	None		1B	SB
Eriogonum microthecum var johnstonii	Johnston's Buckwheat	Species of Concern	None		1B	LA, SB
Eriogonum ovalifolium var vineum	Cushenbury Buckwheat	Endangered	None		1B	SB
Eriogonum umbellatum var juniporinum	Juniper Buckwheat	None	None		2	SB
Erioneuron pilosum	Hair Erioneuron	None	None		2	SB
Eriophyllum mohavense	Barstow Woolly Sunflower	Species of Concern	None		1B	SB
Eriophyllum nevinii	Nevin's Woolly Sunflower	Species of Concern	None		1B	LA
Eryngium aristulatum var parishii	San Diego Button Celery	Endangered	Endangered		1B	RIV
Erysimum insulare ssp insulare	Island Wallflower	Species of Concern	None		1B	VEN
Eschscholzia minutiflora ssp twisselmannii	Red Rock Poppy	Species of Concern	None		1B	SB
Escobaria vivipara var alversonii	Foxtail Cactus	Species of Concern	None		1B	RIV, SB
Escobaria vivipara var rosea	Viviparous Foxtail Cactus	None	None		1B	SB
Eucnide repestris	Rock Nettle	None	None		2	IMP
Euphorbia exstipulata var exstipulata	Clark Mountain Spurge	None	None		2	SB
Euphorbia misera	Cliff Spruge	None	None		2	LA, OR, RIV
Fimbristylis thermalis	Hot Springs Fimbristylis	None	None		2	SB
Fritillaria ojaiensis	Ojai Fritillary	Species of Concern	None		1B	VEN
Fremontodendrom mexicanum	Mexican Flannelbush	Endangered	Rare		1B	LA
Galium angustifolium ssp jacinticum	San Jacinto Mountains Bedstraw	None	None		1B	RIV
Galium californicum ssp primum	California Bedstraw	Species of Concern	None		1B	RIV, SB
Galium catalinense ssp acrispum	San Clemente Island Bedstraw	Species of Concern	Endangered		1B	LA
Galium grande	San Gabriel Bedstraw	Species of Concern	None		1B	LA
Galium hilendiae ssp kingstonense	Kinston Mountains Bedstraw	Species of Concern	None		1B	SB
Gallium wrightii	Wright's Bedstraw	None	None		2	SB
Galvezia speciosa	Island Snapdragon	Species of Concern	None		1B	LA

Gentiana fremontii	Moss Gentian	None	None		2	SB
Geraea viscida	Sticky Geraea	None	None		2	IMP
Gilia maculata	Little San Bernardino Mountains Gilia	Species of Concern	None		1B	RIV, SB
Gilia ripleyi	Ripley's Gila	None	None		2	SB
Githopsis diffusa ssp filicaulis	Mission Canyon Bluecup	Species of Concern	None		1B	RIV
Glossopetalon pungens	Pungent Glossopetalon	Species of Concern	None		1B	SB
Harpagonella palmeri	Palmer's Grapplinghook	Species of Concern	None		2	LA, OR, RIV
Hazardia cana	San Clemente Island Hazardia	Species of Concern	None		1B	LA
Helianthemum greenei	Island Rush-Rose	Threatened	None		1B	LA
Helianthus niveus ssp tephrodes	Algodones Dune's Sunflower	Species of Concern	Endangered		1B	IMP
Helianthus nuttallii ssp parishii	Los Angeles Sunflower	Species of Concern	None		1A	LA, OR, SB
Hemizonia minthornii	Santa Susana Tarplant	Species of Concern	Rare		1B	LA, VEN
Hemizonia mohavensis	Mojave Tarplant	Species of Concern	Endangered		1A	RIV, SB
Hemizonia parryi ssp australis	Southern Tarplant	Species of Concern	None		1B	LA, OR, VEN
Hemizonia pungens ssp laevis	Smooth Tarplant	Species of Concern	None		1B	RIV, SB
Herissantia crispa	Curly Herissantia	None	None		2	IMP
Heuchera hirsuitissima	Shaggy-Haired Alumroot	None	None		1B	RIV
Heuchera maxima	Island Alumroot	Species of Concern	None		1B	VEN
Heuchera parishii	Parish's Alumroot	None	None		1B	RIV, SB
Horkelia wilderae	Barton's Flat Horkelia	Species of Concern	None		1B	SB
Hulsea mexicana	Mexican Hulsea	None	None		2	IMP
Ipomopsis effusa	Baja California Ipomopsis	None	None		2	IMP
Ipomopsis tenuifolia	Slender-leaved Ipomopsis	None	None		2	IMP
Ivesia argyrocoma	Silver-Haired Ivesia	Species of Concern	None		1B	SB
Ivesia callida	Tahquitz Ivesia	Species of Concern	Rare		1B	RIV
Koeberlinia spinosa ssp tenuispina	Crown-of-Thorns	None	None		2	IMP
Lasthenia glabrata ssp coulteri	Coulter's Goldfields	Species of Concern	None		1B	LA, OR, RIV, SB, VEN
Lavatera assurgentiflora ssp assurgentiflora	Island Mallow	Species of Concern	None		1B	VEN
Lavatera assurgentiflora ssp glabra	Southern Island Mallow	Species of Concern	None		1B	LA
Layia heterotricha	Pale-Yellow Layia	Species of Concern	None		1B	VEN
Lepechenia cardiophylla	Heart-Leaved Pitcher Sage	Species of Concern	None		1B	OR, RIV
Lepidium virginicum var robinsonii	Robinson's Pepper-Grass	None	None		1B	LA, OR, RIV, SB
Leptodactylon jaegeri	San Jacinto Prickly Phlox	None	None		1B	RIV
Lesquerella kingii ssp bernardina	San Bernardino Mountains Bladderpod	Endangered	None		1B	SB
Lilium parryi	Lemon Lily	Species of Concern	None		1B	LA, RIV, SB
Limnanthes gracilis ssp parishii	Parish's Meadowfoam	Species of Concern	Endangered		1B	RIV
Linanthus arenicola	Sand Linanthus	None	None		2	SB
Linanthus concinnus	San Gabriel Linanthus	Species of Concern	None		1B	LA, SB
Linanthus floribundus ssp hallii	Santa Rosa Mountains Linanthus	None	None		1B	RIV
Linanthus killipii	Baldwin Lake Linanthus	Species of Concern	None		1B	SB
Linanthus orcuttii	Orcutt's Linanthus	Species of Concern	None		1B	RIV, SB
Linanthus pygmaeus ssp pygmaeus	Pygmy Linanthus	None	None		1B	LA
Lithophragma maximum	San Clemente Island Woodland Star	Endangered	Endangered		1B	LA
Loeflingia squarrosa var artemisiarum	Sagebrush leflingia	None	None		1B	LA
Lomatium insulare	San Nicolas Island Lomatium	Species of Concern	None		1B	LA, VEN
Lotus argophyllus var adsurgens	San Clemente Island Bird's-Foot Trefoil	Species of Concern	Endangered		1B	LA
Lotus argyraeus var multicaulis	Scrub Lotus	None	None		1B	SB
Lotus argyraeus var notitius	Providence Mountains Lotus	None	None		1B	SB
Lotus dendroideus var traskiae	San Clemente Island Lotus	Endangered	Endangered		1B	LA
Lupinus excubitus var medius	Mountain Springs Bush Lupine	Species of Concern	None		1B	IMP
Lupinus guadalupensis	Guadalupe Island Lupine	Species of Concern	None		1B	LA
Lycium brevipes var hassei	Santa Catalina Island Desert-Thorn	None	None		1B	LA
Lycium parishii	Parhish's Desert-Thorn	None	None		2	IMP, RIV, SB
Lycium verrucosum	San Nicolas Island Desert-Thorn	None	None		1A	VEN
Lycurus phleoides var phleoides	Wolftail	None	None		2	SB
Lyonothamnus floribundus ssp asplenifolius	Santa Cruz Island Ironwood	Species of Concern	None		1B	LA

Lyonothamnus floribundus ssp floribundus	Santa Catalina Island Ironwood	Species of Concern	None		1B	LA
Machaeranthera canescens var ziegleri	Ziegler's Aster	None	None		1B	RIV
Malacothamnus clementinus	San Clemente Island Bush Mallow	Endangered	Endangered		1B	LA
Malacothamnus davidsonii	Davidson's Bush Mallow	Species of Concern	None		1B	LA
Malacothamnus parishii	Parish's Bush Mallow	Species of Concern	None		1A	SB
Malacothrix squalida	Island Malacothrix	Endangered	None		1B	VEN
Malaxis monophyllos ssp brachypoda	Adder's-Mouth	None	None		2	RIV, SB
Malperia tenuis	Brown Turbans	None	None		2	IMP
Marina orcuttii var orcuttii	California Marina	Species of Concern	None		1B	RIV
Matelea parvifolia	Spearleaf	None	None		2	RIV, SB
Maurandya antirrhiniflora ssp antirrhiniflora	Violet Twining Snapdragon	None	None		2	SB
Mentzelia hirsutissima	Hairy Stickleaf	None	None		2	IMP
Mimulus exiguus	San Bernardino Mountains Monkeyflower	Species of Concern	None		1B	SB
Mimulus mohavensis	Mohave Monkeyflower	Species of Concern	None		1B	SB
Mimulus purpureus	Purple Monkeyflower	Species of Concern	None		2	SB
Mimulus traskiae	Santa Catalina Island Monkeyflower	Species of Concern	None		1A	LA
Monardella hypoleuca ssp lanata	Felt-Leaved Monardella	None	None		1B	OR
Monardella linoides ssp oblonga	Flax-Like Monardella	Species of Concern	None		1B	VEN
Monardella macrantha ssp hallii	Hall's Monardella	None	None		1B	LA, OR, RIV, SB
Monardella pringlei	Pringle's Monardella	Species of Concern	None		1A	RIV, SB
Monardella robisonii	Robison's Monardella	Species of Concern	None		1B	RIV, SB
Muhlenbergia appressa	Appressed Muhly	None	None		2	LA, SB
Muhlenbergia arsenei	Tough Muhly	None	None		2	SB
Muhlenbergia californica	California Muhly	None	None		1B	LA, SB
Muhlenbergia fragilis	Delicate Muhly	None	None		2	SB
Muhlenbergia pauciflora	Few-Flowered Muhly	None	None		2	SB
Muilla clevelandii	San Diego Goldenstar	Species of Concern	None		1B	RIV
Munroa squarrosa	False Buffalo-Grass	None	None		2	SB
Myosurus minimus ssp apus	Little Mousetail	Species of Concern	None		3	RIV
Nama dichotomum var dichotomum	Forked Purple Mat	None	None		2	SB
Nama stenocarpum	Mud Nama	None	None		2	IMP, LA
Navarretia fossalis	Spreading Navarretia	Threatened	None		1B	RIV
Navarretia peninsularis	Baja Navarretia	None	None		1B	SB, VEN
Nemacaulis denudata var denudata	Coast Woolly-Heads	None	None		2	LA, OR
Nenmacaulis denudata var gracilis	Slender Woolly-Heads	None	None		2	IMP, RIV, SB
Opuntia basilaris var brachyclada	Short-Joint Beavertail	Species of Concern	None		1B	LA, SB
Opuntia curvospina	Curved-Spine Beavertail	None	None		2	SB
Opuntia munzii	Munz's Cholla	Species of Concern	None		1B	IMP, RIV
Opuntia wigginsii	Wiggin's Cholla	None	None		3	IMP, RIV
Orcuttia californica	California Orcutt Grass	Endangered	Endangered		1B	LA, RIV, VEN
Orobanche parishii ssp brachyloba	Short-Lobed Broom-Rape	Species of Concern	None		1B	LA, VEN
Orobanche valida ssp valida	Rock Creek Broom-Rape	Species of Concern	None		1B	LA, VEN
Oxytheca parishii var abramsii	Abram's Oxytheca	None	None		1B	VEN
Oxytheca parishii var cienegensis	Cienega Seca Oxytheca	Species of Concern	None		1B	SB
Oxytheca parishii var goodmaniana	Cushenbury Oxytheca	Endangered	None		1B	SB
Palafoxia arida var gigantea	Giant Spanish-Needle	Species of Concern	None		1B	IMP
Pellaea truncata	Cliff Brake	None	None		2	SB
Penstemon calcareus	Limestone Beardtongue	None	None		2	SB
Penstemon californicus	California Beardtongue	None	None		1B	RIV
Penstemon stephensii	Stephen's Beardtongue	Species of Concern	None		1B	SB
Pentachaeta lyonii	Lyon's Pentachaeta	Endangered	Endangered		1B	LA, VEN
Perideridia parishii ssp parishii	Parish's Yampah	None	None		2	SB
Phacelia anelsonii	Aven Nelson's Phacelia	None	None		1B	SB
Phacelia cinerea	Ashy Phacelia	Species of Concern	None		1A	VEN
Phacelia floribunda	Many-Flowered Phacelia	Species of Concern	None		1B	LA
Phacelia mustelina	Death Valley Round-Leaved Phacelia	None	None		1B	SB

Phacelia parishii	Parish's Phacelia	Species of Concern	None		2	SB
Phacelia pulchella var gooddingii	Goodding's Phacelia	None	None		2	SB
Phacelia stellaris	Brand's Phacelia	None	None		1B	LA
Phacelia suaveolens ssp keckii	Santiago Peak Phacelia	Species of Concern	None		1B	OR, RIV
Phaseolus filiformis	Slender-Stem Bean	None	None		2	RIV
Phlox dolichantha	Big Bear Valley Phlox	Species of Concern	None		1B	SB
Pholisma sonorae	Sand Food	Species of Concern	None		1B	IMP
Pholistoma auritum var arizonicum	Arizona Pholistoma	None	None		2	SB
Physalis lobata	Lobed Ground-Cherry	None	None		2	SB
Pilostyles thurberi	Thurber's Pilostyles	None	None		4	IMP
Piptatherum micranthus	Small-Flowered Rice Grass	None	None		2	SB
Poa atropurpurea	San Bernardino Blue Grass	Endangered	None		1B	SB
Poliomintha incana	Frosted Mint	None	None		1A	SB
Populus angustifolia	Narrow-Leaved Cottonwood	None	None		2	SB
Potentilla glandulosa ssp ewanii	Ewan's Cinquefoil	None	None		1B	LA
Potentilla multijuga	Ballona Cinquefoil	Species of Concern	None		1A	LA
Potentilla rimicola	Cliff Cinquefoil	None	None		1B	RIV
Puccinellia parishii	Parish's Alkali Grass	Species of Concern	None		1B	SB
Pyrrocoma uniflora var gossypina	Bear Valley Pyrrocoma	Species of Concern	None		1B	SB
Quercus dumosa	Nuttall's Scrub Oak	Species of Concern	None		1B	OR
Ribes divaricatum var parishii	Parish's Gooseberry	Species of Concern	None		1B	LA, SB
Rorippa gambelii	Gambel's Water Cress	Endangered	Threatened		1B	SB
Sagittaria sanfordii	Sanford's Arrowhead	Species of Concern	None		1B	OR, VEN
Salvia greatae	Orocopia Sage	Species of Concern	None		1B	RIV, SB
Sanvitalia abertii	Abert's Sanvitalia	None	None		2	SB
Satureja chandleri	San Miguel Savory	None	None		4	OR, RIV
Scleropogon brevifolius	Burro Grass	None	None		2	SB
Scrophularia villosa	Santa Catalina Figwort	Species of Concern	None		1B	LA
Scutellaria bolanderi ssp austromontana	Southern Skullcap	None	None		1B	LA, RIV, SB
Selaginella eremophila	Desert Spike-Moss	None	None		2	IMP, RIV
Senecio aphanactis	Rayless Ragwort	None	None		2	LA, OR, VEN
Senecio bernardinus	San Bernardino Ragwort	Species of Concern	None		1B	SB
Senna covesii	Coves's Cassia	None	None		2	RIV, SB
Sibara filifolia	Santa Cruz Island Rock Cress	Endangered	None		1B	LA
Sidalcea hickmanii ssp parishii	Parish's Checkerbloom	Candidate	Rare		1B	SB
Sidalcea neomexicana	Salt Spring Checkerbloom	None	None		2	LA, RIV, SB, VEN
Sidalcea pedata	Bird-Foot Checkerbloom	Endangered	Endangered		1B	SB
Sphaeralcea rusbyi var eremicola	Rusby's Desert-Mallow	Species of Concern	None		1B	SB
Sphenopolis obtusata	Prairie Wedge Grass	None	None		2	SB
Stephanomeria blairii	Blair's Stephanomeria	Species of Concern	None		1B	LA
Streptanthus bernardinus	Laguna Mountains Jewel-Flower	None	None		1B	RIV, SB
Streptanthus campestris	Southern Jewel-Flower	None	None		1B	RIV, SB
Stylocline masonii	Mason's Neststraw	Species of Concern	None		1B	LA
Stylocline sonorensis	Mesquite Neststraw	None	None		2	RIV
Taraxacum californicum	California Dandelion	Endangered	None		1B	SB
Tetracoccus dioicus	Parry's Tetracoccus	Species of Concern	None		1B	OR, RIV
Thelypodium stenopetalum	Slender-Petaled Thelypodium	Endangered	Endangered		1B	SB
Thelypteris puberula var sonorensis	Sonoran Maiden Fern	None	None		2	LA, RIV, SB
Trichocoronis wrightii var wrightii	Wright's Trichocoronis	None	None		1B	RIV
Trichostema austromontanum ssp compactum	Hidden Lake Bluecurls	Threatened	None		1B	RIV
Triteleia clementina	San Clemente Island Triteleia	Species of Concern	None		1B	LA
Verbesina dissita	Crownbeard	Threatened	Threatened		1B	OR
Viola aurea	Golden Violet	None	None		2	SB
Wislizenia refracta ssp refracta	Jackass-Clover	None	None		2	RIV, SB
Woodsia plummerae	Plummer's Woodsia	None	None		2	SB
Xylorhiza cognata	Mecca-Aster	Species of Concern	None		1B	IMP, RIV

Xylorhiza orcuttii	Orcutt's Woody-Aster	Species of Concern	None		1B	IMP
Snails and Slugs						
Eremarionta immaculata	White Desertsnail	Species of Concern	None			RIV
Eremarionta morongoana	Morongo (=Colorado) Desertsnail	Species of Concern	None			RIV
Eremarionta rowelli mccoiana	California McCoy Snail	Species of Concern	None			RIV
Haplotrema catalinense	Santa Catalina Lancetooth	None	None			LA
Helminthoglypta ayresiana sanctaecrucis	Ayer's Snail	None	None			VEN
Helminthoglypta mohaveana	Victorville Shoulderband	Species of Concern	None			SB
Micrarionta feralis	San Nicolas Islandsnail	Species of Concern	None			VEN
Micrarionta gabbi	San Clemente Islandsnail	Species of Concern	None			LA
Micrarionta opuntia	Pricklypear Islandsnail	Species of Concern	None			VEN
Pristiloma shepardae	Shepard's Snail	None	None			LA
Radiocentrum (=oreohelix) avalonense	Catalina Mountain Snail	Species of Concern	None			LA
Sterkia clementina	San Clemente Island Blunt-Top Snail	None	None			LA, VEN
Tryonia imitator	Mimic Tryonia (=CA Brackwaterish Snail)	Species of Concern	None			LA, OR, VEN
Xerarionta intercisa	Horseshoe Snail	None	None			LA
Xerionata redimita	Wreathed Island Snail	None	None			LA
Crustaceans						
Branchinecta lynchi	Vernal Pool Fairy Shrimp	Threatened	None			RIV, VEN
Branchinecta sandiegonensis	San Diego Fairy Shrimp	Endangered	None			OR
Streptocephalus woottoni	Riverside Fairy Shrimp	Endangered	None			OR, RIV, VEN
Grasshoppers, Katydids, and Crickets						
Ammopelmatus kelsoensis	Kelso Jerusalem Cricket	Species of Concern	None			SB
Macrobaenetes kelsoensis	Kelso Giant Sand Treader Cricket	Species of Concern	None			SB
Macrobaenetes valgum	Coachella Giant Sand Treader Cricket	Species of Concern	None			RIV
Neduba longipennis	Santa Monica Shieldback Katydid	Species of Concern	None			LA
Psychomastix deserticola	Desert Monkey Grasshopper	Species of Concern	None			SB
Stenopelmatus cahuilaensis	Coachella Valley Jerusalem Cricket	Species of Concern	None			RIV
True Bugs						
Belostoma saratogae	Saratoga Springs Belostoman Bug	Species of Concern	None			SB
Pelocoris shosone	Amargosa Naucorid Bug	Species of Concern	None			SB
Lacewings						
Oliarces clara	Cheeseweed Owlfly	Species of Concern	None			RIV, SB
Beetles						
Anomala carlsoni	Carlson's Dune Beetle	None	None			IMP
Anomala hardyorum	Hardy's Dune Beetle	None	None			IMP
Cicindela gabbii	Tiger Beetle	None	None			OR
Cicindela hirticolllis gravida	Sandy Beach Tiger Beetle	Species of Concern	None			LA, VEN
Cicindela senilis frosti	Tiger Beetle	None	None			LA, OR, VEN
Coelus globosus	Globose Dune Beetle	Species of Concern	None			LA, VEN
Hydroporus simplex	Simple Hydroporous Diving Beetle	Species of Concern	None			SB
Polyphylla eratica	Death Valley June Beetle	Species of Concern	None			SB
Onychobaris langei	Lange's El Segundo Dune Weevil	Species of Concern	None			LA
Pseudocotalpa andrewsi	Andrew's Dune Scarab Beetle	Species of Concern	None			IMP
Trigonoscuta dorothea dorothea	Dorothy's El Segundo Dune Weevil	Species of Concern	None			LA, OR
Flies						
Brennania belkini	Belkin's dune Tabanid Fly	None	None			LA
Rhaphiomidas terminatus abdominalis	Delhi Sands Flower-Loving Fly	Endangered	None			SB

Butterflies and Moths						
Danaus plexippus	Monarch Butterfly	None	None			LA, OR, VEN
Eucosma hennei	Henne's Eucosman Moth	Species of Concern	None			LA
Euchloe hyantis andrewsi	Andrew's Marble Butterfly	Species of Concern	None			SB
Euphilotes battoides allyni	El Segundo Blue Butterfly	Endangered	None			LA
Euphydryas editha quino	Quino Checkerspot Butterfly	Endangered	None			RIV
Glaucopsyche lygdamus palosverdesensis	Palos Verdes Blue Butterfly	Endangered	None			LA
Panoquina errans	Wandering (=Saltmarsh) Skipper	Species of Concern	None			LA, OR, VEN
Fish						
Catostomus santaanae	Santa Ana Sucker	Threatened	None	SC		LA, OR, RIV, SB, VEN
Cyprinodon macularius	Desert Pupfish	Endangered	Endangered			IMP, RIV
Cyprinodon nevadensis amargosae	Armagos Pupfish	None	None	SC		SB
Cyprinodon nevadensis williamsoni	Saratoga Springs Pupfish	None	None	SC		SB
Eucyclogobius newberryi	Tidewater Goby	Endangered (proposed de-listing north of Orange County)	None	SC		LA, OR, VEN
Gasterosteus aculeatus williamsoni	Unarmored Threespine Stickleback	Endangered	Endangered			LA, SB, VEN
Gila bicolor mohavensis	Mohave Tui Chub	Endangered	Endangered			LA, SB
Gila orcutti	Arroyo Chub	Species of Concern	None	SC		LA, OR, RIV, VEN
Oncorhynchus mykiss irideus	Southern Steelhead	Endangered	None	SC		LA, VEN
Ptychocheilus lucius	Colorado Squawfish	Endangered	Endangered			IMP
Rhinichthys osculus ssp 1	Amargosa Canyon Speckled Dace	Species of Concern	None	SC		SB
Xyrauchen texanus	Razorback Sucker	Endangered	Endangered			IMP, RIV, SB
Amphibians						
Ambystoma californianse	California Tiger Salamander	Candidate	None			RIV
Batrachoseps aridus	Desert Slender Salamander	Endangered	Endangered	SC		RIV
Batrachoseps sp 5	Guadalupe Creek Slender Salamander	None	None			RIV
Bufo microscaphus californicus	Arroyo Toad	Endangered	None	SC		LA, OR, RIV, SB, VEN
Ensatina eschscholtzii klauberi	Large-Blotched Salamander	Species of Concern	None	SC		RIV
Rana aurora draytonii	California Red-Legged Frob	Threatened	None	SC		LA, RIV, SB
Rana muscosa	Mountain Yellow-Legged Frog	Species of Concern	None	SC		LA, RIV
Scaphiopus hammondii	Western Spadefoot	Species of Concern	None	SC		LA, OR, RIV, VEN
Taricha torosa torosa	Coast Range Newt	None	None	SC		LA, OR
Reptiles						
Anniella pulchra pulchra	Silvery Legless Lizard	Species of Concern	None	SC		LA, RIV
Charina bottai umbratica	Southern Rubber Boa	Species of Concern	Threatened			RIV, SB, VEN
Clemmys marmorata pallida	Southwestern Pond Turtle	Species of Concern	None	SC		LA, OR, RIV, SB,VEN
Cnemidophorus hyperythrus	Orange-Throated Whiptail	Species of Concern	None	SC		LA, OR, RIV, SB
Cnemidophorus tigris multiscutatus	Coastal Western Whiptail	Species of Concern	None			LA, RIV, SB, VEN
Coleonyx switaki	Bare-footed Banded Gecko	Species of Concern	Threatened			IMP
Crotalus ruber ruber	Northern Red-Diamond Rattlesnake	Species of Concern	None	SC		OR, RIV
Diadophis punctatus modestus	San Bernardino Ringneck Snake	Species of Concern	None			SB
Gambelia sila	Blunt-Nosed Leopard Lizard	Endangered	Endangered			VEN
Heloderma suspectum cinctum	Banded Gila Monster	Species of Concern	None	SC		SB
Lampropeltis zonata parvirubra	San Bernardino Mountain Kingsnake	None	None			LA, SB
Lampropeltis zonata pulchra	San Diego Mountain Kingsnake	Species of Concern	None	SC		LA, OR
Phrynosoma coronatum blainvillei	San Diego Horned Lizard	Species of Concern	None	SC		LA, OR, RIV, SB, VEN
Phrynosoma coronatum frontale	California Horned Lizard	Species of Concern	None	SC		LA
Phrynosoma mcalli	Flat-Tailed Horned Lizard	None	None	SC		IMP, RIV
Salvadora hexalepsis virgultea	Coast Patch-Nosed Snake	Species of Concern	None	SC		OR
Thamnophis couchi ssp	Santa Catalina Garter Snake	None	None			LA
Thamnophis hammondii	Two-Striped Garter Snake	Species of Concern	None	SC		OR, RIV, SB, VEN

Uma inornata	Coachella Valley Fringe-Toed Lizard	Threatened	Endangered			RIV
Xantusia riversiana	Island Night Lizard	Threatened	None			LA, VEN
Xerobates agassizii	Desert Tortoise	Threatened	Threatened			IMP, LA, RIV, SB
Birds						
Accipiter cooperii (nesting)	Cooper's Hawk	None	None	SC		IMP, LA, OR, RIV, SB, VEN
Agelaius tricolor (nesting colony)	Tricolored Blackbird	Species of Concern	None	SC		LA, OR, RIV, VEN
Aimophila ruficeps canescens	Southern California Rufous-Crowned Sparrow	Species of Concern	None	SC		RIV, VEN
Amphispiza belli clementeae	San Clemente Sage Sparrow	Threatened	None			LA, RIV
Aquila chrysaetos (nesting and wintering)	Golden Eagle	None	None	SC		OR, RIV, SB
Ardea alba	Great Egret	None	None			IMP, RIV
Ardea herodias (rookery)	Great Blue Heron	None	None			IMP, RIV
Asio flammeus (nesting)	Short-Eared Owl	None	None	SC		IMP, LA,
Asio otus (nesting)	Long-Eared Owl	None	None	SC		RIV, SB
Athene cunicularia (burrow sites)	Burrowing Owl	Species of Concern	None	SC		IMP, LA, OR, RIV, SB, VEN
Buteo swainsoni (nesting)	Swainson's Hawk	None	Threatened			LA, SB
Campylorhynchus brunneicapillus couesi	Coastal Cactus Wren	None	None	SC		OR
Cardinalis cardinalis superba	Northern Cardinal	None	None	SC		RIV, SB
Charadrius alexandrinus nivosus (nesting)	Western Snowy Plover	Threatened	None	SC		LA, OR, RIV, SB, VEN
Circus cyaneus (nesting)	Northern Harrier	None	None	SC		OR
Coccyzus americanus occidentalis (nesting)	Western Yellow-Billed Cuckoo	Candidate	Endangered			LA, IMP, RIV, SB, VEN
Colaptes chrysoides	Gilded Flicker	None	Endangered			IMP, RIV
Cypseloides niger (nesting)	Black Swift	None	None	SC		LA, RIV, SB
Dendroica petechia brewsteri (nesting)	Yellow Warbler	None	None	SC		IMP, RIV, SB, VEN
Dendroica petechia sonorana (nesting)	Sonoran Yellow Warbler	None	None	SC		IMP, RIV, SB
Egretta thula (rookery)	Snowy Egret	None	None			RIV
Elanus leucurus (nesting)	White-Tailed Kite	None	None			RIV
Empidonax traillii (nesting)	Willow Flycatcher	None	Endangered			IMP, RIV, SB
Falco mexicanus	Prairie Falcon	None	None	SC		IMP, LA, RIV, SB, VEN
Gymnogyps californianus	California Condor	Endangered	Endangered			LA, VEN
Haliaeetus leucocephalus (nesting and wintering)	Bald Eagle	Threatened	Endangered			RIV, SB
Icteria virens (nesting)	Yellow-Breasted Chat	None	None	SC		IMP, OR, RIV, SB, VEN
Junco hyemalis caniceps (nesting)	California Gray-Headed Junco	None	None	SC		IMP, RIV, SB
Lanius ludovicianus mearnsi	San Clemente Loggerhead Shrike	Endangered	None			LA
Laterallus jamaicensis coturniculus	California Black Rail	Species of Concern	Threatened			IMP, LA, OR
Melanerpes uropysialis	Gila Woodpecker	None	Endangered			IMP, RIV, SB
Micrathene whitneyi (nesting)	Elf Owl	None	Endangered			IMP, RIV, SB
Myiarchus tyrannulus (nesting)	Brown-Crested Flycatcher	None	None	SC		IMP, RIV, SB
Nycticorax nycticorax	Black-Crowned Night Heron	None	None			RIV
Passerculus sandwichensis beldingi	Belding's Savannah Sparrow	Species of Concern	Endangered			LA, OR, VEN
Pelecanus occidentalis californicus (nesting colony)	California Brown Pelican	Endangered	Endangered			VEN
Phalacrocorax auritus (rookery site)	Double-Crested Cormorant	None	None	SC		VEN
Piranga flava (nesting)	Hepatic Tanager	None	None	SC		SB
Piranga rubra (nesting)	Summer Tanager	None	None	SC		IMP, RIV, SB
Polioptila californica	California Gnatcatcher	Threatened	None	SC		LA, OR, RIV, SB, VEN
Polioptila melanura	Black-Tailed Gnatcatcher	None	None			IMP, RIV
Pyrocephalus rubinus (nesting)	Vermilion Flycatcher	None	None	SC		IMP, RIV, SB
Rallus longirostris levipes	Light-Footed Clapper Rail	Endangered	Endangered			OR, VEN
Rallus longirostris yumanensis	Yuma Clapper Rail	Endangered	Threatened			IMP, RIV, SB
Rallus niger (nesting colony)	Black Skimmer	None	None	SC		IMP
Riparia riparia (nesting)	Bank Swallow	None	Threatened			VEN
Sterna antillarum browni (nesting colony)	California Least Tern	Endangered	Endangered			LA, OR, VEN
Sterna caspia (nesting colony)	Caspian Tern	None	None			IMP
Sterna nilotica vanrossemi (nesting colony)	Van Rossem's Gull-Billed Tern	Species of Concern	None	SC		IMP, RIV
Toxostoma bendirei	Bendire's Thrasher	None	None	SC		RIV, SB

Toxostoma lecontei	Le Conte's Thrasher	None	None	SC		IMP, LA, RIV, SB
Vermivora virginiae (nesting)	Virginia's Warbler	None	None	SC		SB
Vireo bellii arizonae (nesting)	Arizona Bell's Vireo	None	Endangered			IMP, SB
Vireo bellii pusillus (nesting)	Least Bell's Vireo	Endangered	Endangered			LA, OR, RIV, SB, VEN
Vireo vicinior (nesting)	Gray Vireo	None	None	SC		SB
Mammals						
Antrozous pallidus	Pallid Bat	None	None	SC		IMP, OR, RIV, SB
Chaetodipus (=perognathus) fallax fallax	Northwestern San Diego Pocket Mouse	Species of Concern	None	SC		RIV, SB
Corynorhinus townsendii pallenscens	Pale Big-Eared Bat	Species of Concern	None	SC		IMP, RIV, SB
Dipodomys merriami parvus	San Bernardino Kangaroo Rat	Endangered	None	SC		SB
Dipodomys stephensi	Stephen's Kangaroo Rat	Endangered	Threatened			RIV, SB
Enhydra lutris nereis	Southern Sea Otter	Threatened	None			VEN
Eumops perotis californicus	California Mastiff Bat	Species of Concern	None	SC		IMP, OR, RIV, SB, VEN
Lepus californicus bennettii	San Diego Black-Tailed Jackrabbit	Species of Concern	None	SC		RIV
Macrotus californicus	California Leaf-Nosed Bat	Species of Concern	None	SC		IMP, SB
Myotis ciliolabrum	Small-Footed Myotis	Species of Concern	None	SC		SB
Myotis evotis	Long-Eared Myotis	Species of Concern	None			SB
Myotis thysanodes	Fringed Myotis	Species of Concern	None			RIV
Myotis velifer	Cave Myotis	Species of Concern	None	SC		RIV
Myotis volans	Long-Legged Myotis	Species of Concern	None			SB
Neotoma albigula venusta	Colorado Valley Woodrat	None	None			IMP, RIV, SB
Neotoma lepida intermedia	San Diego Desert Woodrat	Species of Concern	None	SC		LA, SB, VEN
Nyctinomops femorasaccus	Pocket Free-Tailed Bat	None	None	SC		RIV
Ovis canadensis cremnobates	Peninsular Bighorn Sheep	Endangered	Threatened			IMP, RIV
Ovis canadensis nelsoni	Nelson's Bighorn Sheep	None	None			IMP, LA, SB
Perognathus alticola alticola	White-Eared Pocket Mouse	Species of Concern	None	SC		SB
Perognathus inornatus inornatus	San Joaquin Pocket Mouse	Species of Concern	None			LA, VEN
Perognathus longimembris brevinasus	Los Angeles Pocket Mouse	Species of Concern	None	SC		RIV
Perognathus longimembris pacificus	Pacific Pocket Mouse	Endangered	None	SC		LA, OR
Sigmodon hispidus eremicus	Yuma Hispid Cotton Bat	Species of Concern	None	SC		IMP
Sorex ornatus willetti	Santa Catalina Shrew	Species of Concern	None	SC		LA
Spermophilus mohavensis	Mohave Ground Squirrel	Species of Concern	Threatened			LA, SB
Spermophilus tereticaudus chlorus	Coachella Valley Round-Tailed Ground Squirrel	Species of Concern	None	SC		RIV
Tamias panamintinus acrus	Kingston Mountain Chipmunk	None	None			SB
Urocyon littoralis	Island Fox	Species of Concern	Threatened			LA, VEN

Source: California Department of Fish and Game. (1999). *Natural Diversity Database.* Sacramento, CA.
U.S. Department of Fish and Wildlife. (1999-2003). *The Federal Register* . Washington D.C.

Table 3.7-4: Special Status Communities Reported in the SCAG Region	
Natural Communities	*Counties Where Reported*
Active desert dunes	IMP
Alkali seep	SB
Amargosa river	SB
Arizonan woodland	SB
California walnut woodland	LA, SB, VEN
Canyon live oak forest	LA
Canyon live-oak ravine forest	RIV, SB, VEN
Cismontane alkali marsh	VEN
Coastal and valley freshwater marsh	RIV, SB, VEN
Crucifixion thorn woodland	IMP, SB
Desert fan palm oasis woodland	IMP, RIV, SB
Island cherry forest	LA
Mainland cherry forest	LA
Maritime succulent scrub	LA, VEN
Mesquite bosque	IMP, RIV, SB
Mojave mixed steppe	SB
Mojave riparian forest	LA, SB
Mojave yucca scrub and steppe	SB
Open engelmann oak woodland	LA
Pebble plains	SB
Riversidian alluvial fan sage scrub	LA, RIV, SB
Sonoran cottonwood willow riparian forest	IMP, RIV
Southern california arroyo chub/santa ana sucker stream	LA, OR, RIV, SB
Southern california coastal lagoon	LA, VEN
Southern california steelhead stream	LA, VEN
Southern california threespine stickleback stream	LA, SB, VEN
Southern coast live oak riparian forest	LA, OR, RIV, SB, VEN
Southern coastal bluff scrub	LA, VEN
Southern coastal salt marsh	LA, OR, VEN
Southern cottonwood willow riparian forest	LA, OR, RIV, SB, VEN
Southern dune scrub	LA, OR, VEN
Southern foredunes	LA, OR, VEN
Southern interior basalt flow vernal pool	RIV
Southern interior cypress forest	OR, RIV
Southern mixed riparian forest	LA, OR, RIV, SB, VEN
Southern riparian forest	LA, RIV, SB, VEN
Southern riparian scrub	LA, OR, RIV, SB, VEN
Southern sycamore alder riparian woodland	LA, OR, RIV, SB, VEN

Table 3.7-5: Large-Scale Protected Areas in the SCAG Region

Ownership	*Name of Protected Area*	*County*
Bureau of Land Management	Lake Cahuilla ACEC	IMP
	Last Chance Canyon ACED	SB
	Little Chuckwalla Mountains Wilderness	IMP, RIV
	Little Pichaco Wilderness	IMP
	Manix ACEC	SB
	Mecca Hills Wilderness	RIV
	Newberry Mountains Wilderness	SB
	North Algodones Dunes Wilderness	IMP
	Old Woman Mountains Wilderness	SB
	Orocopia Mountains Wilderness	RIV
	Palen Dry Lake ACED	RIV
	Palen/McCoy Wilderness	RIV
	Palo Verde Mountains Wilderness	IMP, RIV
	Pichaco Peak Wilderness	IMP
	Rainbow Basin ACEC	SB
	Rasor	SB
	Rodman Mountains Wilderness and ACEC	SB
	San Sebastian Marsh/San Felipe Creek ACEC	IMP
	Santa Rosa Mountains Wilderness and National Scenic Area	RIV
	Sheephole Valley Wilderness	SB
	Singer Geoglyphs ACEC	IMP
	Trona Pinacles	SB
	Turtle Mountains Wilderness	SB
	Upper Johnson Valley Yucca Rings ACEC	SB
	West Mesa ACEC	IMP
	Yuha Basin ACEC	IMP
National Park Service	Channel Islands National Park	VEN
	Death Valley National Park	SB
	Joshua Tree National Park	RIV, SB
	Mojave National Preserve	SB
	Santa Monica Mountains National Recreation Area	LA, VEN
U.S. Fish and Wildlife Service	Cibola National Wildlife Refuge	IMP
	Havasu National Wildlife Refuge	SB
	Hopper Mountain National Wildlife Refuge	VEN
	Imperial National Wildlife Refuge	IMP
	Salton Sea (=Sonny Bono) National Wildlife Refuge	IMP
	Seal Beach National Wildlife Refuge	ORA
U.S. Forest Service	Agua Tibia Wilderness (Cleveland NF)	RIV
	Cucamonga Wilderness (San Bernardino NF)	SB
	San Dimas Experimental Forest (Angelus NF)	LA
	San Gabriel Wilderness (Angelus NF)	LA
	San Gorgonio Wilderness (San Bernardino NF)	RIV, SB
	San Jacinto Wilderness (San Bernardino NF)	RIV
	Santa Rosa Wilderness (San Bernardino NF)	RIV
	Sespe Wilderness (Los Padres NF)	VEN
	Sheep Mountain Wilderness (Angeles NF)	LA, SB
	Sespe Condor Sanctuary	VEN

California Department of Parks and Recreation	Alamitos Beach	OR
	Antelope Valley California Poppy Reserve	LA
	Anza-Borrego Desert State Park	IMP, RIV
	Arthur P. Ripley Desert Woodland	LA
	Backbone Trail Big Rock Beach	LA
	Bolsa Chica State Beach	OR
	Boney Mountain State Wilderness	VEN
	California Citrus State Historic Park	RIV
	Castaic Lake State Recreation Area	LA
	Chino Hills State Park	OR,SB
	Corona Del Mar State Beach	OR
	Crystal Cove State Park	OR
	Dockweiler State Beach	LA
	Doheny State Beach	OR
	Emma Wood State Beach	VEN
	Freeman Canyon CP	LA
	Gorman CP	LA
	Heber dunes State Vehicular Recreation Area	IMP, RIV
	Hungry Valley Oak Woodland Natural Preserve	VEN
	Hungry Valley State Vehicular Recreation Area	LA, VEN
	Huntington State Beach	OR
	Indio Hills Palms	RIV
	Kaslow Nature Preserve	LA
	Kenneth Hahn State Recreation Area	LA
	La Jolla Valley Nature Preserve	VEN
	Lake Perris State Recreation Area	RIV
	Las Tunas State Beach	LA
	Least Tern Nature Preserve	OR
	Leo Carillo State Beach	LA, VEN
	Liberty Canyon Nature Preserve	LA
	Los Encinos State Historic Park	LA
	Malibu Creek State Park	LA
	Malibu Lagoon State Beach	LA
	Mandalay State Beach	VEN
	Manhattan State Beach	LA
	McGrath State Beach	VEN
	Mitchell Caverns Nature Preserve	SB
	Mount San Jacinto State Park	RIV
	Mount San Jacinto State Wilderness	IMP, RIV
	Ocotillo Wells State Vehicular Recreation Area	IMP, RIV
	Oxnard State Beach	VEN
	Pichaco State Recreation Area	IMP, RIV
	Pio Pico State Historic Park	LA
	Point Dume Nature Preserve	LA
	Point Mugu State Park	VEN
	Providence Mountains State Recreation Area	SB
	Redrock Canyon State Park	LA
	Rincon Point State Park	VEN
	Robert H. Meyer Memorial State Beach	LA
	Saddleback Butte State Park	LA
	Salton Sea State Recreation Area	IMP, RIV
	San Buenaventura State Beach	VEN
	San Clemente State Beach	OR
	Santa Clara Estuary Nature Preserve	VEN
	Santa Monica State Beach	LA
	Santa Susana Mountains	LA
	Seccombe Lake State Recreation Area	SB
	Silverwood Lake State Recreation Area	SB
	Tatavium CP	LA
	Tomo-Kahni Project	LA
	Topanga State Beach and State Park	LA

California Department of Parks and Recreation (continued)	Udell Gorge Nature Preserve	LA
	Verdugo Mountains	LA
	Watts Towers of Simon Rodia State Historic Park	LA
	Will Rogers State Beach	LA
	Will Rogers State Historic Park	LA
California Department of Fish and Game	Bolsa Chica Ecological Preserve	LA
	Upper Newport Bay Ecological Reserve	LA
	Imperial State Wildlife Area	IMP
Los Angeles County	Placerita Canyon Park	LA
Orange County	Capistrano Bay Regional Park District	OR
	Cypress Regional Park District	OR
	Laguna Niguel Community Service District	OR
	Rossmoor Community Service District	OR
	Silverado-Modjeska Regional Park District	OR
Riverside County	Beaumont-Cherry Valley Regional Park District	RIV
	Coachella Valley Regional Park District	RIV
	Jurupa Area Regional Park District	RIV
	Moreno Valley Community Service District	RIV
	Ortega Trail Regional Park District	RIV

7.5 WATER RESOURCES TABLES

Table 3.12-2: Water Balance Summary for SCAG's Hydrologic Regions

	1998 (wet year)	*2000 (average year)*	*2001 (dry year)*
South Coast Hydrologic Region[1]			
Water Entering			
Precipitation	20,873	7,522	not available
Inflow from the Colorado River	1,081	**1,296**	not available
Imports	1,134	1,593	not available
Total	**23,088**		not available
Water Leaving			
Consumptive Use	1,517	1,877	not available
Exports to other regions	-	-	not available
Outflow to the ocean	1,969	2,029	not available
Natural and other outflows (evapotranspiration, evaporation, groundwater subsurface outflows, incidental runoff, etc.)	20,577	11,690	not available
Total	**24,063**	**11,690**	**not available**
Storage Changes			
Change in surface water storage	372	128	not available
Change in groundwater storage (not including natural recharge)	-1347	-1407	not available
Total	**-975**	**-1279**	not available
Applied Water[2]	4,216	5,076	not available
Colorado River Hydrologic Region[3]			
Water Entering			
Precipitation	9,455	3,034	not available
Inflow from the Colorado River	3,905	4,053	not available
Inflow from Mexico	182	166	not available
Imports from other regions	156	101	not available
Total	**13,698**	**7,354**	**not available**
Water Leaving			
Consumptive Use	2,739	2,818	not available
Additional outflow to salt sink	937	1,018	not available
Natural and other outflows (evapotranspiration, evaporation, groundwater subsurface outflows, incidental runoff, etc.)	10,118	3,677	not available
Total	**13,794**	**7,513**	**not available**
Storage Changes			
Change in surface water storage	-15	-19	not available
Change in groundwater storage (not including natural recharge)	-81	-140	not available
Total	**-96**	**-159**	**not available**
Applied Water[2]	4,009	4,229	not available

Table 3.12-2 (continued)			
Central Coast Hydrologic Region[4]			
Water Entering			
Precipitation	25,202	12,596	11,848
Imports from other regions	97	144	55
Total	**25,290**	**12,740**	**11,903**
Water Leaving			
Consumptive Use	682	799	not available
Exports to other regions	14	14	not available
Outflow to the ocean	269	209	not available
Natural and other outflows (evapotranspiration, evaporation, groundwater subsurface outflows, incidental runoff, etc.)	24,883	12,465	not available
Total	**24,571**	**13,487**	**12,780**
Storage Changes			
Change in surface water storage	401	8	-14
Change in groundwater storage (not including natural recharge)	-638	-755	-863
Total	**-237**	**-747**	**-877**
Applied Water[2]	1,101	1,289	not available
South Lahontan Hydrologic Region[5]			
Water Entering			
Precipitation	20,409	7,476	9,741
Imports from other regions	73	108	not available
Total	**20,482**	**7,584**	**not available**
Water Leaving			
Consumptive Use	294	342	not available
Outflow to salt sink	80	67	not available
Natural and other outflows (evapotranspiration, evaporation, groundwater subsurface outflows, incidental runoff, etc.)	20,203	7,370	not available
Total	**20,673**	**7,887**	**not available**
Storage Changes			
Change in surace water storage	72	-8	-1
Change in groundwater storage (not including natural recharge)	-263	-295	not available
Total	**-191**	**-303**	**not available**
Applied Water[2]	520	610	**not available**

Source: California Department of Water Resources. (2003). DRAFT California Water Plan Update 2003. Sacramento, CA.

[1]Includes Orange County, most of San Diego and Los Angeles counties, parts of Riverside, San Bernardino, Ventura, Kern and Santa Barbara counties.

[2]Applied water is greater than consumptive use because it includes consumptive use, re-use and outflows.

[3]Includes all of Imperial County, most of Riverside County, and parts of San Bernardino and San Diego counties.

[4]Includes part of Ventura County. The remainder is outside of the SCAG region.

7.6 CULTURAL RESOURCES DATA

CONTACT INFORMATION FOR CULTURAL RESOURCES DATA

Federal Agencies

U.S. Government Printing Office
Arco Plaza C- Level
505 S. Flower Street
Los Angeles, CA 90071
Phone: (213) 238-9844
Fax: (213) 238-9448

United States Geological Survey
General information:
Phone: 1-888-ASK-USGS
http://www.usgs.gov/
Geology Information: http://geology.usgs.gov/index.shtml
National Mapping Information: http://mapping.usgs.gov/

Earth Science Information Center
345 Middlefield Road, MS 532
Menlo Park, CA 94025-3591
Phone: (650) 329-4309
Fax: (650) 329-5130
http://ask.usgs.gov/

State Agencies

State Office of Historic Preservation
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001
Phone: (916) 653-6624
FAX: (916) 653-9824
http://www.ohp.parks.ca.gov/

California Geological Survey
801 K Street, MS 12-30
Sacramento, CA 95814
Phone: (916) 445-1825
Fax: (916) 445-5718
http://www.consrv.ca.gov/cgs/index.htm

California Historical Resources Information System

Ms. Margaret Lopez, Coordinator
South Central Coastal Information Center (for information on Los Angeles, Orange, Ventura Counties)
California State University, Fullerton
Department of Anthropology
800 North State College Blvd.
P.O. Box 6846
Fullerton, CA 92834-6846
Phone: (714) 278-5395
Fax: (714) 278-5542
E-mail: sccic@fullerton.edu
Website: http://anthro.fullerton.edu/sccic.html

Ms. Robin Laska, Acting Coordinator
San Bernardino Archaeological Center
San Bernardino County Museum
2024 Orange Tree Land
Redlands, CA 92374
Phone: (909) 307-2669 X 255
Fax: rlaska@sbcm.co.san-bernardino.ca.us

Mr. Jay von Werlhof, Coordinator
Southeast Information Center
Imperial Valley College Museum
P.O. box 430
Ocotillo, CA 92259
Attn: Karen Collins
Phone: (760) 358-7016
Fax: (760) 358-7827
E-mail: ivcdm@imperial.cc.ca.us

Dr. M.C. Hall, Coordinator
Eastern Information Center
Department of Anthropology
University of California-Riverside
Riverside, CA 92521-0418
Attn: Kathy White
Phone: (909) 787-5745
Fax: (909) 787-5409
E-mail: eickw@ucrac1.ucr.edu

Local Agencies

City of Los Angeles Cultural Heritage Affairs Commission
433 S Spring Street, 10th Floor
Los Angeles, CA.
Phone: (213) 485-6793

County of Orange
Harbors, Beaches, and Parks Department
P.O. Box 4048
Santa Ana, CA 92702-4048
Phone: (714) 834-3724

Ralph B. Clark Regional Paleontological Park
8800 Rosecrans Avenue
Fullerton, CA 92633
Phone: (714) 670-8045

Avocational Groups

Pacific Coast Archaeological Society (PCAS)
P.O. Box 10926
Costa Mesa, CA 92627

Archaeological Survey Association (ASA)
San Bernardino County Museum
2024 Orange Tree Lane
Redlands, CA 92374

Table 7.6: Sites in the SCAG Region Listed on the National Register of Historic Places		
Site Name	**General Location**	**County**
500 Varas Square--Government Reserve	Los Angeles	Los Angeles
A. K. Smiley Public Library	Redlands	San Bernardino
Adamson House	Malibu	Los Angeles
Administration Building, Sherman Institute	Riverside	Riverside
Adobe Flores	South Pasadena	Los Angeles
Aiken's Wash National Register District	Baker	San Bernardino
Ainsworth, Lewis, House	Orange	Orange
Al Malaikah Temple	Los Angeles	Los Angeles
Alexander Theatre	Glendale	Los Angeles
All Souls Universalist Church	Riverside	Riverside
Alvarado Terrace Historic District	Los Angeles	Los Angeles
American Trona Corporation Building	Los Angeles	Los Angeles
Anacapa Island Archeological District	Port Hueneme	Ventura
Anacapa Island Light Station	Oxnard	Ventura
Andreas Canyon	Palm Springs	Riverside
Angels Flight Railway	Los Angeles	Los Angeles
Angelus Mesa Branch	Los Angeles	Los Angeles
Angelus Temple	Los Angeles	Los Angeles
Antelope Valley Indian Museum	Lancaster	Los Angeles
Archeological Site CA SBR 3186	Silver Lake	San Bernardino
Archeological Site No. D-4	Needles	San Bernardino
Archeological Site No. E-21	Parker	San Bernardino
Arlington Branch Library and Fire Hall	Riverside	Riverside
Armory Hall	Lake Elsinore	Riverside
Artz Building	Tustin	Orange
Atchison, Topeka and Santa Fe Railway Passenger and Freight Depot	San Bernardino	San Bernardino
Atchison, Topeka, and Santa Fe Railroad Station	Claremont	Los Angeles
Atchison, Topeka, and Santa Fe Railway Steam Locomotive No. 3751	Los Angeles	Los Angeles
Auditorium	Torrance	Los Angeles
Aztec Hotel	Monrovia	Los Angeles
Azusa Civic Center	Azusa	Los Angeles
Backs, Ferdinand, House	Anaheim	Orange
Bailey, Jonathan, House	Whittier	Los Angeles
Balboa Inn	Newport Beach	Orange
Balboa Pavilion	Balboa	Orange
Baldwin Hills Village	Los Angeles	Los Angeles
Bank of Balboa--Bank of America	Newport Beach	Orange
Banning House	Wilmington	Los Angeles
Bard, Elizabeth, Memorial Hospital	Ventura	Ventura
Bardsdale Methodist Episcopal Church	Fillmore	Ventura
Barker Dam	Twentynine Palms	Riverside
Barnsdall Park	Los Angeles	Los Angeles
Barton Villa	Redlands	San Bernardino
Batchelder House	Pasadena	Los Angeles
Battery John Barlow and Saxton	San Pedro	Los Angeles
Battery Osgood-Farley	San Pedro	Los Angeles
Bekins Storage Co. Roof Sign	Pasadena	Los Angeles

Table 7.6: Sites in the SCAG Region Listed on the National Register of Historic Places		
Site Name	**General Location**	**County**
Bentz, Louise C., House	Pasadena	Los Angeles
Bernard, Susana Machado, House and Barn	Los Angeles	Los Angeles
Berylwood	Port Hueneme	Ventura
Beverly Wilshire Hotel	Beverly Hills	Los Angeles
Bitter Spring Archaeological Site (4-SBr-2659)	Barstow	San Bernardino
Bixby--Bryant Ranch House	Yorba Linda	Orange
Black Canyon--Inscription Canyon--Black Mountain Rock Art District	Hinkley	San Bernardino
Blacker, Robert R., House	Pasadena	Los Angeles
Blackwater Well	Red Mountains	San Bernardino
Blinn, Edmund, House	Pasadena	Los Angeles
Blythe Intaglios	Blythe	Riverside
Bolton Hall	Tujunga	Los Angeles
Bolton, Dr. W. T., House	Pasadena	Los Angeles
Bonnie Court	Pasadena	Los Angeles
Bowen Court	Pasadena	Los Angeles
Bradbury Building	Los Angeles	Los Angeles
Bradford, A. S., House	Placentia	Orange
Brea City Hall and Park	Brea	Orange
Britt, Eugene W., House	Los Angeles	Los Angeles
Broadway Theater and Commercial District	Los Angeles	Los Angeles
Bryan Court	Pasadena	Los Angeles
Bryson Apartment Hotel	Los Angeles	Los Angeles
Builders Exchange Building	Santa Ana	Orange
Bullock's Pasadena	Pasadena	Los Angeles
Bullock's Wilshire Building	Los Angeles	Los Angeles
Bunche, Ralph J., House	Los Angeles	Los Angeles
Burro Flats Painted Cave	Santa Susana	Ventura
Buttercup Farms Pictograph	Perris	Riverside
CA SBr 1008A, CA SBr 1008B, CA SBr 1008C	Johannesburg	San Bernardino
Cahuenga Branch	Los Angeles	Los Angeles
Calico Mountains Archeological District	Yermo	San Bernardino
Calleguas Creek Site	Oxnard	Ventura
Carnegie Library	Anaheim	Orange
Carnegie Public Library Building	Colton	San Bernardino
Carnegie, Andrew, Library	Corona	Riverside
Carroll Avenue, 1300 Block	Los Angeles	Los Angeles
Casa de Esperanza	San Juan Capistrano	Orange
Casa de Parley Johnson	Downey	Los Angeles
Casa Romantica	San Clemente	Orange
Catholic-Protestant Chapels, Veterans Administration Center	Los Angeles	Los Angeles
Cedar Avenue Complex	Lancaster	Los Angeles
Centinela Adobe	Los Angeles	Los Angeles
Chapman Building	Fullerton	Orange
Charmont Apartments	Santa Monica	Los Angeles
Childs, William, House	Riverside	Riverside

Table 7.6: Sites in the SCAG Region Listed on the National Register of Historic Places		
Site Name	**General Location**	**County**
Chinatown	Riverside	Riverside
Christ College Site	Irvine	Orange
Christmas Tree Lane	Altadena	Los Angeles
Citizens Publishing Company Building	Culver City	Los Angeles
City Hall--City of Burbank	Burbank	Los Angeles
Civic Center Financial District	Pasadena	Los Angeles
Clark, Dr. George C., House	Fullerton	Orange
Clark, Mary Andrews, Memorial Home	Los Angeles	Los Angeles
Clarke Estate	Santa Fe Springs	Los Angeles
Club Casa Del Mar	Santa Monica	Los Angeles
Coachella Valley Fish Traps	Valerie	Riverside
Colonial Court	Pasadena	Los Angeles
Colonial House	West Hollywood	Los Angeles
Colony House	Simi	Ventura
Colorado Street Bridge	Pasadena	Los Angeles
Congdon, Joel R., House	San Juan Capistrano	Orange
Congregation B'nai B'rith	Los Angeles	Los Angeles
Congregation Talmud Torah of Los Angeles	Los Angeles	Los Angeles
Cooper Arms	Long Beach	Los Angeles
Corn Springs	Desert Center	Riverside
Cottage Court	Pasadena	Los Angeles
Bungalow Courts of Pasadena	Pasadena	Los Angeles
Bungalow Courts at 1274--1282 North Raymond Avenue	Pasadena	Los Angeles
Bungalow Courts at 275 North Chester Avenue	Pasadena	Los Angeles
Bungalow Courts at 533--549 North Lincoln Avenue	Pasadena	Los Angeles
Bungalow Courts at 638--650 North Mar Vista Avenue	Pasadena	Los Angeles
Bungalow Courts at 940--948 North Raymond Avenue	Pasadena	Los Angeles
Cow Camp	Twentynine Palms	San Bernardino
Crank House	Altadena	Los Angeles
Crescent Bathhouse	Lake Elsinore	Riverside
Crossroads of the World	Hollywood	Los Angeles
Crowder Canyon Archeological District	San Bernardino	San Bernardino
Crystal Cove Historic District	Laguna Beach	Orange
Culbertson, Cordelia A., House	Pasadena	Los Angeles
Culver Hotel	Culver City	Los Angeles
Culver, C. Z., House	Orange	Orange
Cypress Court	Pasadena	Los Angeles
Dana, Richard Henry, Branch	Los Angeles	Los Angeles
De Neve, Felipe, Branch	Los Angeles	Los Angeles
Derby, James Daniel, House	Glendale	Los Angeles
Desert Queen Mine	Twentynine Palms	Riverside
Desert View Tower	Ocotillo	Imperial
DeWenter Mansion, Guest House and Grounds	La Verne	Los Angeles
Diamond Apartments	Redondo Beach	Los Angeles
Doheny Estate/Greystone	Beverly Hills	Los Angeles

Table 7.6: Sites in the SCAG Region Listed on the National Register of Historic Places		
Site Name	**General Location**	**County**
Dominguez Ranch Adobe	Compton	Los Angeles
Don Carlos Court	Pasadena	Los Angeles
Downtown Santa Ana Historic Districts	Santa Ana	Orange
Drum Barracks	Wilmington	Los Angeles
Dudley House	Ventura	Ventura
Eagle Rock Branch Library	Los Angeles	Los Angeles
Easley, Oscar, Block	San Clemente	Orange
Ebell Club of Santa Paula	Santa Paula	Ventura
Ebell of Los Angeles	Los Angeles	Los Angeles
Ebell Society of Santa Ana Valley	Santa Ana	Orange
Edison Historic District	Pomona	Los Angeles
El Garces	Needles	San Bernardino
El Greco Apartment	Los Angeles	Los Angeles
El Molino Viejo	Pasadena	Los Angeles
Elephant Packing House	Fullerton	Orange
Engine Co. No. 27	Los Angeles	Los Angeles
Engine Company No. 28	Los Angeles	Los Angeles
Engine House No. 18	Los Angeles	Los Angeles
Ennis House	Los Angeles	Los Angeles
Episcopal Church of the Ascension	Sierra Madre	Los Angeles
Esslinger Building	San Juan Capistrano	Orange
Estudillo Mansion	San Jacinto	Riverside
Euclid Court	Pasadena	Los Angeles
Evanston Inn	Pasadena	Los Angeles
Exposition Park Rose Garden	Los Angeles	Los Angeles
Fages-De Anza Trail-Southern Emigrant Road	Borrego Springs	Imperial
Fairview Indian Site	Costa Mesa	Orange
Farmers and Merchants Bank of Fullerton	Fullerton	Orange
Farnsworth, Gen. Charles S., County Park	Altadena	Los Angeles
Faulkner, George Washington, House	Santa Paula	Ventura
Federal Post Office	Riverside	Riverside
Federal Reserve Bank of San Francisco	Los Angeles	Los Angeles
Fenyes Estate	Pasadena	Los Angeles
Feraud General Merchandise Store	Ventura	Ventura
Fern Avenue School	Torrance	Los Angeles
Fire Station No. 23	Los Angeles	Los Angeles
First Baptist Church of Orange	Orange	Orange
First Church of Christ, Scientist	Riverside	Riverside
First Congregational Church of Riverside	Riverside	Riverside
First National Bank of Long Beach	Long Beach	Los Angeles
First Trust Building and Garage	Pasadena	Los Angeles
Fontana Farms Company Ranch House, Camp No. 1	Fontana	San Bernardino
Fontana Pit and Groove Petroglyph Site	Fontana	San Bernardino
Foothill Boulevard Milestone (Mile 11)	Pasadena	Los Angeles
Forster, Frank A., House	San Juan Capistrano	Orange

Table 7.6: Sites in the SCAG Region Listed on the National Register of Historic Places		
Site Name	**General Location**	**County**
Foxtrot Petroglyph Site	Twentynine Palms	San Bernardino
Frances Packing House	Irvine	Orange
Frankish Building	Ontario	San Bernardino
Franz, Emmanuel, House	Ventura	Ventura
Freeman, Samuel, House	Los Angeles	Los Angeles
Fremont, John C., Branch	Los Angeles	Los Angeles
French Park Historic District	Santa Ana	Orange
Friday Morning Club	Los Angeles	Los Angeles
Friendship Baptist Church	Pasadena	Los Angeles
Fullerton First Methodist Episcopal Church	Fullerton	Orange
Fullerton Odd Fellows Temple	Fullerton	Orange
Fullerton Union Pacific Depot	Fullerton	Orange
Gamble House	Pasadena	Los Angeles
Gano, Peter, House	Avalon	Los Angeles
Garbani, Rocco, Homestead	Winchester	Riverside
Garbutt House	Los Angeles	Los Angeles
Garfield Building	Los Angeles	Los Angeles
Garfield House	South Pasadena	Los Angeles
Gartz Court	Pasadena	Los Angeles
Gilman Ranch	Banning	Riverside
Glen Tavern Hotel	Santa Paula	Ventura
Glendale Southern Pacific Railroad Depot	Glendale	Los Angeles
Glendale Young Men's Christian Association	Glendale	Los Angeles
Glendora Bougainvillea	Glendora	Los Angeles
Goffs Schoolhouse	Goffs	San Bernardino
Golden Gate Theater	Los Angeles	Los Angeles
Golden State Mutual Life Insurance Building	Los Angeles	Los Angeles
Granada Shoppes and Studios	Los Angeles	Los Angeles
Grand Union Hotel	Newbury Park	Ventura
Grandma Prisbrey's Bottle Village	Simi Valley	Ventura
Greenwood, Barbara, Kindergarten	Pomona	Los Angeles
Greystone Villa--Cabin 18	Cleveland National Forest	Orange
Guaranty Building	Hollywood	Los Angeles
Hacienda Arms Apartments	West Hollywood	Los Angeles
Hale House	Los Angeles	Los Angeles
Hale Solar Laboratory	Pasadena	Los Angeles
Halifax Apartments	Los Angeles	Los Angeles
Hangar One	Los Angeles	Los Angeles
Harada House	Riverside	Riverside
Harmon-McNeil House	Santa Ana	Orange
Harnetiaux Court	Pasadena	Los Angeles
Harrison House	San Juan Capistrano	Orange
Harvey House Railroad Depot	Barstow	San Bernardino
Haskett Court	Pasadena	Los Angeles
Hawkins--Nimocks Estate-Patricio Ontiveros Adobe	Santa Fe Springs	Los Angeles

Table 7.6: Sites in the SCAG Region Listed on the National Register of Historic Places		
Site Name	**General Location**	**County**
Heinsbergen Decorating Company Building	Los Angeles	Los Angeles
Helme--Worthy Store and Residence	Huntington Beach	Orange
Heritage House	Riverside	Riverside
Hermitage	Pasadena	Los Angeles
Hetebrink House	Fullerton	Orange
Highland Historic District	Highland	San Bernardino
Highland Park Masonic Temple	Los Angeles	Los Angeles
Highland Park Police Station	Los Angeles	Los Angeles
Highland--Camrose Bungalow Village	Los Angeles	Los Angeles
Hofer Ranch	Ontario	San Bernardino
Holly Street Livery Stable	Pasadena	Los Angeles
Hollywood Boulevard Commercial and Entertainment District	Los Angeles	Los Angeles
Hollywood Cemetery	Los Angeles	Los Angeles
Hollywood Masonic Temple	Hollywood	Los Angeles
Hollywood Melrose Hotel	Los Angeles	Los Angeles
Hollywood Studio Club	Hollywood	Los Angeles
Home Economics Building	Torrance	Los Angeles
Home Laundry	Pasadena	Los Angeles
Hoover Hotel	Whittier	Los Angeles
Horatio West Court	Santa Monica	Los Angeles
Hotel Glendale	Glendale	Los Angeles
Hotel Green	Pasadena	Los Angeles
Hotel San Clemente	San Clemente	Orange
House at 1011 S. Madison Ave.	Pasadena	Los Angeles
House at 1050 S. Madison Ave.	Pasadena	Los Angeles
House at 1233 Wentworth Ave.	Pasadena	Los Angeles
House at 380 W. Del Mar Blvd.	Pasadena	Los Angeles
House at 530 S. Marengo Avenue	Pasadena	Los Angeles
House at 574 Bellefontaine St.	Pasadena	Los Angeles
Howard Motor Company Building	Pasadena	Los Angeles
Howe-Waffle House and Carriage House	Santa Ana	Orange
Hubble, Edwin, House	San Marino	Los Angeles
Hughes Flying Boat (Hercules)	Long Beach	Los Angeles
Humaliwo	Malibu	Los Angeles
Huntington Beach Elementary School Gymnasium and Plunge	Huntington Beach	Orange
Huntington Beach Municipal Pier	Huntington Beach	Orange
Irvine Bean and Growers Association Building	Irvine	Orange
Irvine Blacksmith Shop	Irvine	Orange
Irvine Park	Orange	Orange
Irving, Washington, Branch	Los Angeles	Los Angeles
Jackson, Helen Hunt, Branch	Los Angeles	Los Angeles
Jardinette Apartments	Los Angeles	Los Angeles
Jefferson Branch	Los Angeles	Los Angeles
Jensen, Cornelius, Ranch	Rubidoux	Riverside
Johnston, Darius David, House	Norwalk	Los Angeles

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Site Name	**General Location**	**County**
Jordan, Orin, House	Whittier	Los Angeles
Judson Studios	Los Angeles	Los Angeles
Kelso Depot, Restaurant and Employees Hotel	Kelso	San Bernardino
Key, George, Ranch	Placentia	Orange
Keyes Bungalow	Altadena	Los Angeles
Keys Desert Queen Ranch	Twentynine Palms	San Bernardino
Kimberly Crest	Redlands	San Bernardino
Kindel Building	Pasadena	Los Angeles
Kosy Knook Court	Pasadena	Los Angeles
Kraemer, Samuel, Building (American Savings Bank/First National Bank)	Anaheim	Orange
Kress, George R., House	Los Angeles	Los Angeles
Kroger-Melrose District	Anaheim	Orange
La Belle Tour	Hollywood	Los Angeles
La Casa Alvarado	Pomona	Los Angeles
La Casa Primera de Rancho San Jose	Pomona	Los Angeles
La Puente Valley Woman's Club	La Puente	Los Angeles
Lake Norconian Club	Norco	Riverside
Lane Victory	San Pedro	Los Angeles
Lanterman House	La Canada Flintridge	Los Angeles
Las Casitas Court	Pasadena	Los Angeles
Leonis Adobe	Calabasas	Los Angeles
Lighter-than-Air Ship Hangars	Santa Ana	Orange
Lincoln Heights Branch	Los Angeles	Los Angeles
Lincoln, Abraham, Elementary School	Pomona	Los Angeles
Little Tokyo Historic District	Los Angeles	Los Angeles
Lloyd, Harold, Estate	Beverly Hills	Los Angeles
Longfellow-Hastings House	Pasadena	Los Angeles
Longley, Howard, House	South Pasadena	Los Angeles
Lopez Adobe	San Fernando	Los Angeles
Los Altos Apartments	Los Angeles	Los Angeles
Los Angeles Central Library	Los Angeles	Los Angeles
Los Angeles Harbor Light Station	Los Angeles	Los Angeles
Los Angeles Memorial Coliseum	Los Angeles	Los Angeles
Los Angeles Nurses' Club	Los Angeles	Los Angeles
Los Angeles Pacific Company Ivy Park Substation	Los Angeles	Los Angeles
Los Angeles Plaza Historic District	Los Angeles	Los Angeles
Los Angeles Union Passenger Terminal	Los Angeles	Los Angeles
Los Cerritos Ranch House	Long Beach	Los Angeles
Los Rios Street Historic District	San Juan Capistrano	Orange
Lovell Beach House	Newport Beach	Orange
Lovell House	Los Angeles	Los Angeles
Lukens, Theodore Parker, House	Pasadena	Los Angeles
Lummis House	Los Angeles	Los Angeles
Lynwood Pacific Electric Railway Depot	Lynwood	Los Angeles
Machell--Seaman House	Los Angeles	Los Angeles

Table 7.6: Sites in the SCAG Region Listed on the National Register of Historic Places		
Site Name	**General Location**	**County**
Main Building	Torrance	Los Angeles
Malabar Branch	Los Angeles	Los Angeles
March Field Historic District	Riverside	Riverside
Marengo Gardens	Pasadena	Los Angeles
Mariona	Laguna Beach	Orange
Martinez Canyon Rockhouse	North Palm Springs	Riverside
Martinez Historical District	Torres-Martinez Indian Reservation	Riverside
Mary Louise Court	Pasadena	Los Angeles
Masonic Temple	Riverside	Riverside
Masonic Temple	Fullerton	Orange
McCarty Memorial Christian Church	Los Angeles	Los Angeles
McCoy Spring Archeological Site	Blythe	Riverside
McCrea, Joel, Ranch	Thousand Oaks	Ventura
McNally's Windemere Ranch Headquarters	La Mirada	Los Angeles
Melrose-Backs Neighborhood Houses	Anaheim	Orange
Memorial Branch	Los Angeles	Los Angeles
Menlo Avenue--West Twenty-ninth Street Historic District	Los Angeles	Los Angeles
Mentor Court	Pasadena	Los Angeles
Merrill, Samuel, House	Pasadena	Los Angeles
Mill Creek Zanja	Redlands	San Bernardino
Millard House	Pasadena	Los Angeles
Miller and Herriott House	Los Angeles	Los Angeles
Million Dollar Theater	Los Angeles	Los Angeles
Miltimore House	South Pasadena	Los Angeles
Minter, George W., House	Santa Ana	Orange
Miss Orton's Classical School for Girls (Dormitory)	Pasadena	Los Angeles
Mission Court	Pasadena	Los Angeles
Mission Court Bungalows	Riverside	Riverside
Mission Inn	Riverside	Riverside
Mission San Buenaventura and Mission Compound Site	San Buenaventura	Ventura
Mission San Fernando Rey de Convento Building	Los Angeles	Los Angeles
Mission San Juan Capistrano	San Juan Capistrano	Orange
Modjeska House	Modjeska	Orange
Moneta Branch	Los Angeles	Los Angeles
Montanez Adobe	San Juan Capistrano	Orange
Montebello Woman's Club	Montebello	Los Angeles
Montecito Apartments	Los Angeles	Los Angeles
Mooers, Frederick Mitchell, House	Los Angeles	Los Angeles
Mount Lowe Railway	Altadena	Los Angeles
Mount Pleasant House	Los Angeles	Los Angeles
Moyse Building	Chino	San Bernardino
Muckenthaler House	Fullerton	Orange
Muir, John, Branch	Los Angeles	Los Angeles
Municipal Warehouse No. 1	San Pedro	Los Angeles

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Site Name	**General Location**	**County**
Murrieta Creek Archeological Area	Temecula	Riverside
National Bank of Whittier Building	Whittier	Los Angeles
Natural History Museum	Los Angeles	Los Angeles
Newberry Cave Site	Newberry Springs	San Bernardino
Newcomb House	Pasadena	Los Angeles
Newland House	Huntington Beach	Orange
Nicholson, Grace, Building	Pasadena	Los Angeles
Nixon, Richard, Birthplace	Yorba Linda	Orange
North Chuckwalla Mountain Quarry District	Desert Center	Riverside
North Chuckwalla Mountains Petroglyph District Ca-Riv 1383	Desert Center	Riverside
North Harper Avenue Historic District	West Hollywood	Los Angeles
North Hollywood Branch	Los Angeles	Los Angeles
Oaklawn Bridge and Waiting Station	South Pasadena	Los Angeles
Oaks, The	Monrovia	Los Angeles
Odd Fellows Hall	Santa Ana	Orange
Odd Fellows Temple	Pasadena	Los Angeles
Old Backs House	Anaheim	Orange
Old Pasadena Historic District	Pasadena	Los Angeles
Old San Antonio Hospital	Upland	San Bernardino
Old Santa Susana Stage Road	Chatsworth	Los Angeles
Old Towne Orange Historic District	Orange	Orange
Old YWCA Building	Riverside	Riverside
Olivas Adobe	Ventura	Ventura
Olive Civic Center	Orange	Orange
Ontario State Bank Block	Ontario	San Bernardino
Orange County Courthouse	Santa Ana	Orange
Orange Grove Court	Pasadena	Los Angeles
Orange Heights--Barnhart Tracts Historic District	Pasadena	Los Angeles
Orange Intermediate School--Central Grammar School	Orange	Orange
Orange Union High School	Orange	Orange
Oviatt, James, Building	Los Angeles	Los Angeles
Oxnard Public Library	Oxnard	Ventura
Oxnard, Henry T., Historic District	Oxnard	Ventura
Pacific Electric Railroad Bridge	Torrance	Los Angeles
Pacific Electric Railway Company Depot	Yorba Linda	Orange
Pacific Electric Railway Company Substation No. 8	Altadena	Los Angeles
Pacific Electric Sub-Station No. 14	Santa Ana	Orange
Paddison Ranch Buildings	Norwalk	Los Angeles
Padua Hills Theatre	Claremont	Los Angeles
Palmer, Minnie Hill, House	Chatsworth	Los Angeles
Palmetto Court	Pasadena	Los Angeles
Palomares, Ygnacio, Adobe	Pomona	Los Angeles
Palos Verdes Public Library and Art Gallery	Palos Verdes Estates	Los Angeles
Parker House	Orange	Orange
Parkhurst Building	Santa Monica	Los Angeles

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Site Name	**General Location**	**County**
Parra, Miguel, Adobe	San Juan Capistrano	Orange
Pasadena Civic Center District	Pasadena	Los Angeles
Pasadena Playhouse	Pasadena	Los Angeles
Pasadena Playhouse Historic District	Pasadena	Los Angeles
Patio del Moro	West Hollywood	Los Angeles
Pegler, John Carlton, House	Sierra Madre	Los Angeles
Pellissier Building	Los Angeles	Los Angeles
Perris Depot	Perris	Riverside
Phillips Mansion	Pomona	Los Angeles
Pickwick Hotel	Anaheim	Orange
Pico, Pio, Casa	Whittier	Los Angeles
Pico, Romulo, Adobe	Mission Hills	Los Angeles
Pierotti, Attlio and Jane, House	Fullerton	Orange
Pioneer Deep Space Station	Fort Irwin	San Bernardino
Pitzer House	Claremont	Los Angeles
Piute Pass Archeological District	Needles	San Bernardino
Plaza Historic District	Orange	Orange
Plaza Substation	Los Angeles	Los Angeles
Plaza, The	Orange	Orange
Plummer, Louis, Auditorium	Fullerton	Orange
Point Fermin Lighthouse	San Pedro	Los Angeles
Point Vicente Light	Long Beach	Los Angeles
Pomona Fox Theater	Pomona	Los Angeles
Pomona YMCA Building	Pomona	Los Angeles
Portal of the Folded Wings Shrine to Aviation and Museum	North Hollywood	Los Angeles
Porter--French House	Orange	Orange
Pratt, Charles M., House	Ojai	Ventura
Prospect Historic District	Pasadena	Los Angeles
Puvunga Indian Village Sites	Long Beach	Los Angeles
Queen Anne Cottage and Coach Barn	Arcadia	Los Angeles
Rains, John, House	Cucamonga	San Bernardino
Ralph J. Scott	San Pedro	Los Angeles
Ralphs Grocery Store	Los Angeles	Los Angeles
Ramsay--Durfee Estate	Los Angeles	Los Angeles
Rancho Camulos	Piru	Ventura
Rancho El Encino	Encino	Los Angeles
Rancho Los Alamitos	Long Beach	Los Angeles
Rankin Building	Santa Ana	Orange
Redlands Central Railway Company Car Barn	Redlands	San Bernardino
Redlands Santa Fe Depot District	Redlands	San Bernardino
Redondo Beach Original Townsite Historic District	Redondo Beach	Los Angeles
Redondo Beach Public Library	Redondo Beach	Los Angeles
Reeve, Jennie A., House	Long Beach	Los Angeles
Rialto Theatre	South Pasadena	Los Angeles
Ridge Route, Old	Castaic	Los Angeles

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Site Name	**General Location**	**County**
Rindge, Frederick Hastings, House	Los Angeles	Los Angeles
Riverside Municipal Auditorium and Soldier's Memorial Building	Riverside	Riverside
Riverside-Arlington Heights Fruit Exchange	Riverside	Riverside
Rives, James C., House	Downey	Los Angeles
RMS Queen Mary	Long Beach	Los Angeles
Robinson, Virginia, Estate	Beverly Hills	Los Angeles
Rodman Mountains Petroglyphs Archeological District	Barstow	San Bernardino
Rogers, Will, House	Los Angeles	Los Angeles
Ronda	West Hollywood	Los Angeles
Rose Bowl, The	Pasadena	Los Angeles
Rose Court	Pasadena	Los Angeles
Rowland, John A., House	Industry	Los Angeles
Russian Village District	Montclair	San Bernardino
Russian Village District	Claremont	Los Angeles
Ryan House and Lost Horse Well	Twentynine Palms	Riverside
S.S. Catalina	San Pedro	Los Angeles
Saddle Rock Ranch Pictograph Site	Malibu	Los Angeles
San Bernardino County Court House	San Bernardino	San Bernardino
San Buenaventura Mission Aqueduct	Ventura	Ventura
San Clemente Beach Club	San Clemente	Orange
San Dimas Hotel	San Dimas	Los Angeles
San Fernando Building, The	Los Angeles	Los Angeles
San Gabriel Mission	San Gabriel	Los Angeles
San Miguel Chapel Site	Ventura	Ventura
San Pedro Municipal Ferry Building	San Pedro	Los Angeles
San Pedro, Los Angeles; Salt Lake RR Depot	Riverside	Riverside
San Rafael Rancho	Glendale	Los Angeles
San Timoteo Canyon Schoolhouse	Redlands	Riverside
Santa Ana City Hall	Santa Ana	Orange
Santa Ana Fire Station Headquarters No. 1	Santa Ana	Orange
Santa Fe Railway Passenger and Freight Depot	Fullerton	Orange
Santa Monica Looff Hippodrome	Santa Monica	Los Angeles
Santa Paula Hardware Company Block--Union Oil Company	Santa Paula	Ventura
Santora Building	Santa Ana	Orange
Sara-Thel Court	Pasadena	Los Angeles
Schindler, R. M., House	West Hollywood	Los Angeles
Scripps College for Women	Claremont	Los Angeles
Scripps Hall	Altadena	Los Angeles
Seal Beach City Hall	Seal Beach	Orange
Second Church of Christ, Scientist	Los Angeles	Los Angeles
Security Trust and Savings	Hollywood	Los Angeles
Serrano, Jose, Adobe	El Toro	Orange
Simi Adobe-Strathearn House	Simi	Ventura
Simon's, M. H., Undertaking Chapel	Riverside	Riverside
Sinclair, Upton, House	Monrovia	Los Angeles

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Site Name	**General Location**	**County**
Singer Building	Pasadena	Los Angeles
Smiley Park Historic District	Redlands	San Bernardino
Smith and Clark Brothers Ranch and Grounds	Villa Park	Orange
Smith Estate	Los Angeles	Los Angeles
Smith, Ernest W., House	Pasadena	Los Angeles
Smith-Tuthill Funeral Parlors	Santa Ana	Orange
Somerville Hotel	Los Angeles	Los Angeles
South Bonnie Brae Tract Historic District	Los Angeles	Los Angeles
South Marengo Historic District	Pasadena	Los Angeles
South Pasadena Historic District	South Pasadena	Los Angeles
South Serrano Avenue Historic District	Los Angeles	Los Angeles
Southern Counties Gas Co.	Santa Ana	Orange
Southern Hotel	Perris	Riverside
Southern Pacific Railroad Station	Whittier	Los Angeles
Southwest Lake Cahuilla Recessional Shoreline Archeological District	Salton City	Imperial
Sovereign Hotel	Santa Monica	Los Angeles
Sowden, John, House	Los Angeles	Los Angeles
Space Flight Operations Facility	Pasadena	Los Angeles
Spring Street Financial District	Los Angeles	Los Angeles
Spring Street Financial District (Boundary Increase	Los Angeles	Los Angeles
Spurgeon Block	Santa Ana	Orange
Squaw Spring Archeological District	Red Mountain	San Bernardino
SS Winfield Scott (Steamship)	Anacapa Island	Ventura
St. Andrews Bungalow Court	Los Angeles	Los Angeles
St. Francis by-the-Sea American Catholic Church	Laguna Beach	Orange
St. James Park Historic District	Los Angeles	Los Angeles
St. John's Episcopal Church	Los Angeles	Los Angeles
St. John's Lutheran Church	Orange	Orange
St. Thomas Aquinas Chapel	Ojai	Ventura
Standard Oil Building	Whittier	Los Angeles
Stanton, Phillip Ackley, House	Anaheim	Orange
Stevens, Sherman, House	Tustin	Orange
Stevenson, Robert Louis, Branch	Los Angeles	Los Angeles
Stimson House	Los Angeles	Los Angeles
Stonehead (L-7)	Yuma	Imperial
Storer House	Los Angeles	Los Angeles
Stoutenburgh House	Pasadena	Los Angeles
Straight, Charles E., House	La Verne	Los Angeles
Streetcar Depot	Los Angeles	Los Angeles
Stuart Company Plant and Office Building	Pasadena	Los Angeles
Sunset Towers	West Hollywood	Los Angeles
Sutherland Fruit Company	Riverside	Riverside
Sweetser Residence	Redondo Beach	Los Angeles
Tahquitz Canyon	Palm Springs	Riverside
Temple Mansion	Industry	Los Angeles

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Site Name	**General Location**	**County**
Title Guarantee and Trust Company Building	Los Angeles	Los Angeles
Toberman, C. E., Estate	Hollywood	Los Angeles
Topock Maze Archeological Site	Needles	San Bernardino
Torrance School	Torrance	Los Angeles
Town House, The	Los Angeles	Los Angeles
Truxaw-Gervais House	Anaheim	Orange
Tuna Club of Avalon	Avalon	Los Angeles
Twentieth Street Historic District	Los Angeles	Los Angeles
Twenty-Five Foot Space Simulator	Pasadena	Los Angeles
University Heights Junior High School	Riverside	Riverside
Upland Public Library	Upland	San Bernardino
US Inspection Station--Calexico	Calexico	Imperial
US Post Office Station--Spurgeon Station	Santa Ana	Orange
US Post Office--Beverly Hills Main	Beverly Hills	Los Angeles
US Post Office--Burbank Downtown Station	Burbank	Los Angeles
US Post Office--Downtown Station	San Bernardino	San Bernardino
US Post Office--El Centro Main	El Centro	Imperial
US Post Office--Glendale Main	Glendale	Los Angeles
US Post Office--Hollywood Station	Los Angeles	Los Angeles
US Post Office--Long Beach Main	Long Beach	Los Angeles
US Post Office--Los Angeles Terminal Annex	Los Angeles	Los Angeles
US Post Office--Redlands Main	Redlands	San Bernardino
US Post Office--San Pedro Main	San Pedro	Los Angeles
Van Buren Place Historic District	Los Angeles	Los Angeles
Van Nuys Branch	Los Angeles	Los Angeles
Vasquez Rocks	Agua Dulce	Los Angeles
Venice Branch	Los Angeles	Los Angeles
Venice Canal Historic District	Los Angeles	Los Angeles
Venice of America House	Los Angeles	Los Angeles
Ventura County Courthouse	Ventura	Ventura
Ventura Theatre	Ventura	Ventura
Vermont Square Branch	Los Angeles	Los Angeles
Victoria Avenue	Riverside	Riverside
Villa Bonita	Hollywood	Los Angeles
Villa Francesca	Rancho Palos Verdes	Los Angeles
Villa Riviera	Long Beach	Los Angeles
Villa Verde	Pasadena	Los Angeles
Virginia (sloop)	Dana Point	Orange
Vista del Arroyo Hotel and Bungalows	Pasadena	Los Angeles
Walkers Orange County Theater	Santa Ana	Orange
Wall Street Mill	Twentynine Palms	San Bernardino
Warner Brothers Theatre	San Pedro	Los Angeles
Washington Building	Culver City	Los Angeles
Washington Court	Pasadena	Los Angeles
Washington, Henry, Survey Marker	Big Bear City	San Bernardino

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Site Name	**General Location**	**County**
Watts Station	Los Angeles	Los Angeles
Watts Towers of Simon Rodia	Los Angeles	Los Angeles
Weaver, Henry, House	Santa Monica	Los Angeles
Well No. 4, Pico Canyon Oil Field	San Fernando	Los Angeles
Whitley Heights Historic District	Hollywood	Los Angeles
Willmore, The	Long Beach	Los Angeles
Wilmington Branch	Los Angeles	Los Angeles
Wilshire Branch	Los Angeles	Los Angeles
Wilson, Warren, Beach House	Venice	Los Angeles
Wilton Historic District	Los Angeles	Los Angeles
Winterhaven Anthropomorph (L-8)	Yuma	Imperial
Winterhaven Anthropomorph and Bowknot, L-9	Winterhaven	Imperial
Woman's Club of Redondo Beach	Redondo Beach	Los Angeles
Woman's Improvement Club Clubhouse	Corona	Riverside
Women's Improvement Club of Hueneme	Port Hueneme	Ventura
Woodbury--Story House	Altedena	Los Angeles
Workman Adobe	Industry	Los Angeles
Workman Family Cemetery	Industry	Los Angeles
Wright, George L., House	Santa Ana	Orange
Wright, Lloyd, Home and Studio	West Hollywood	Los Angeles
Wrigley, William, Jr., Summer Cottage	Avalon	Los Angeles
Wynyate	South Pasadena	Los Angeles
Yorba, Domingo Adobe and Casa Manuel Garcia	San Juan Capistrano	Orange
Yorba-Slaughter Adobe	Chino	San Bernardino
Yost Theater--Ritz Hotel	Santa Ana	Orange
Young Men's Christian Association--Santa Ana-Tustin Chapter	Santa Ana	Orange
Yuha Basin Discontiguous District	Plaster City	Imperial
Yuma Crossing and Associated Sites	Winterhaven	Imperial
Ziegler Estate	Los Angeles	Los Angeles
Source: National Register of Historic Places. (2003). National register information system [Database]. Retrieved February 11, 2003, from http://www.nr.nps.gov/		