

COMMENT LETTER 35



CITY OF SOUTH PASADENA

OFFICE OF THE MAYOR

1414 MISSION STREET, SOUTH PASADENA, CA 91030

TEL: 626.403.7230 FAX: 626.403.7211

February 19, 2008

Mr. Hasan Ikhata, Executive Director
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

Re: Comment on Regional Transportation Plan and its Draft EIR

Dear Mr. Ikhata:

The City of South Pasadena appreciates this opportunity to comment on the draft regional transportation report (RTP) and its accompanying draft environmental impact report (DEIR).

Overview and Interests of South Pasadena

As stated in the scoping comments submitted by our city manager on July 31, 2007, South Pasadena desires to contribute to improvement of Southern California's transportation mobility and efficiency, while preserving the values and qualities that have defined our city's character for more than a century. As a first priority, South Pasadena needs to secure the complete elimination of the long-enjoined and now rescinded state route 710 surface freeway, and concomitant release from State ownership of the properties acquired for that surface route. The South Pasadena City Council does not oppose sound, route-neutral research of a bored tunnel alternative to the construction of a surface freeway in the proposed route 710 corridor. The city also supports further emphasis on rail to move both goods and people in the Southern California region, and thereby reduce the present heavy reliance on motor vehicles, particularly diesel trucks.

The city is therefore grateful to read that the draft RTP and DEIR have (with one exception) removed reference to the surface freeway. To pursue its exploration of the tunnel option, the Southern California Association of Governments (SCAG) can include a bored tunnel alternative in its RTP, but only as a "strategic" project; the tunnel presently falls far short of the criteria to qualify as "constrained." Moreover, specific passages in the RTP and DEIR deserve clarification or correction.

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Clarifications and Corrections

State Route 710, not Interstate

In virtually every reference to route 710 in the RTP and DEIR, the proposed project is described as “I-710.” In fact, as stated in the 1992 Final EIR/EIS on the proposed State Route 710 Extension, the proposed highway is a state highway, not an interstate. The project cannot be deemed part of, or as frequently asserted, the “last remaining link” of, the Eisenhower system. With its removal as a surface route, the 710 will join other proposed freeways such as route 2 through Hollywood and Santa Monica, route 1 through Hatton Canyon, and others that have not stood the test of time since their initial proposal in the 1950s and 1960s.

1

Historic Resources Understated

The DEIR, chapter 3.4, and table CUL-1 purport to list all historic and cultural resources protected by federal and state law. Table CUL-1 and the text in chapter 3.4 fail, however, to include all properties *eligible* for listing in the National or California Registers, all of which are protected by section 106 of the National Historic Preservation Act, section 4(f) of the Department of Transportation Act, and the California Environmental Quality Act (CEQA), section 21081.4 of the Public Resources Code. To complete the list of these properties, which are in abundance in South Pasadena, the city attaches into and incorporates as attachment A to these comments the 710 Corridor Historic Property Summary, prepared by Cultural Heritage Commission member Glen Duncan. This list reflects the properties determined to be eligible by the Keeper of the National Register and State Historic Preservation Officer in the section 106 review of the surface freeway corridor.

2

Knowledge of the breadth of South Pasadena historic properties is vital to appreciate the harm that must be avoided to them through measures such as selection of a possible tunnel alignment, and adoption of alternative strategies that would eliminate the need for a tunnel extension through South Pasadena.

“No Project” Not to Include Property Acquisition

At page 4-2 the DEIR asserts that “no project” includes right of way acquisitions “underway.” The final EIR should clarify this statement, and make clear that whether “no project” can include other acquisitions, route 710 acquisitions are not underway. Nearly continuously since 1973, a federal court injunction has prohibited property acquisition by the State, so that such acquisitions cannot be deemed “underway.” See *City of South Pasadena v. Slater*, 52 F. Supp. 2d 1106 (C.D. Cal. 1999).

3

Moreover, in the RTIP listings on page 7, item 2009 should be deleted [partial right of way for new 6 lane freeway with 2 HOV lanes], because such right of way acquisition is enjoined as stated above, and there is no approval either existing or pending for a freeway of six lanes and 2 HOV ones. (See next section.)

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A Surface 710 Freeway Cannot Be Included in the RTP

The RTP and its accompanying EIR do not include a surface 710 freeway, and cannot be amended to add one at this time. In December 2003 the Federal Highway Administration (FHWA) formally withdrew its approval and support of the route 710 surface freeway, and in April 2004 the California Transportation Commission (CTC) formally withdrew its approval of the surface freeway route adoption. The city attaches to and incorporates as attachment B into these comments the FHWA and CTC rescissions of approval.

3 cont.

These withdrawals of approval have been validated by statements made by former directors of the California Department of Transportation and the immediate former executive director of the Southern California Association of Governments, asserting that because of its environmental cost and unacceptability to local communities, the state route 710 surface freeway will never be built.

Nor is it necessary that the surface 710 freeway be included in the RTP for air quality conformity purposes. As explained by the regional administrator of the U.S. Environmental Protection Agency (EPA) in her letter of August 22, 2000 to Congressman Adam Schiff, this one project alone will not determine Clean Air Act (CAA) conformity in the South Coast Basin and is not necessary for that purpose. The city attaches to and incorporates as attachment C to these comments the EPA regional administrator's letter.

Finally, any reliance on the 710 surface freeway in the conformity determination would unlawfully distort its analysis. In effect, the CAA determination would become reliant upon "paper air"—that is, alleged air quality benefits that exist on paper but have only a remote, if any, chance of becoming a reality. By contrast, the Clean Air Act requires modeled compliance demonstrations to be based upon realistic assumptions. See, e.g., 42 U.S.C. § 7502 (c)(4) (SIPs "shall include a comprehensive, accurate, current inventory of actual emissions from all sources of the relevant pollutant or pollutants in such area"); *Sierra Club v. Costle*, 657 F.2d 298, 332 (D.C. Cir. 1981) (modeling assumptions must "reflect reality"). Realistic assumptions are indispensable to the RTP, whose analysis of long-term transportation infrastructure developments depends upon an accurate description of the projects, plans, and policies the transportation agencies have committed to pursue. See 49 U.S.C. § 5303(c) (planning requirements); 40 C.F.R. § 106 (content of plans for conformity determination); 40 C.F.R. § 93.122 (content of regional emissions analysis). Indeed, the plan, which will guide future transportation and air quality planning, must be grounded in reality to have any lasting value.¹

¹ Courts adjudicating the Clean Air Act's requirements, including those in the Ninth Circuit, have consistently rejected plans that are based upon assumptions that, much like the assumption of a viable surface freeway project, do not "reflect reality." For example, in *Delaney v. EPA*, 898 F.2d 687, 692-93 (9th Cir.), cert. den. 498 U.S. 988 (1990), the Ninth Circuit rejected EPA's attempt to rely, in approving a SIP, on emissions

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A State Route 710 Tunnel Can Be Included in the RTP, But Not as a Constrained Project

As stated in the introduction, South Pasadena is not opposed to sound research of a bored-tunnel route 710 option. Toward that end, South Pasadena believes it appropriate to include the tunnel in the RTP as a strategic project, to permit such long-range examination and planning. South Pasadena emphasizes that existing city policy opposes any form of freeway construction through or under the city, so that this comment should not be construed as supporting the tunnel concept.

3 cont.

By way of overview, to be detailed below, the initial inquiry into the tunnel concept did not establish either engineering or financial feasibility. That inquiry, referred to in the RTP workshop wrap up of November 1, 2007 (page 4) as a “technical study,” did not determine feasibility. For that reason, the California Department of Transportation (Caltrans) and Los Angeles County METRO proposed in December 2007 to initiate new geo-technical studies in order to “determine if a tunnel option is feasible.” This analysis will, pursuant to the METRO board’s direction in March 2007, not include environmental analysis that would otherwise be provided by an EIR or environmental impact statement (EIS). Not surprisingly, METRO does not include the 710 tunnel in its constrained plan.

Thus at this point the tunnel option cannot be identified as feasible or infeasible, likely or unlikely; moreover, as reflected in January 2008 correspondence from the City of South Pasadena and Assembly Member Anthony Portantino, disagreement remains as to the conduct of this future study. A state route 710 tunnel meets the draft RTP definition of projects within the strategic plan, that is, an item that presents “controversial and difficult choices that will push the envelope and test the boundaries of what is politically acceptable” (Draft RTP 29); and the DEIR strategic plan description of “projects that require study and consensus building before the decision can be made as whether to commit the funding to include these projects in a future RTP’s constrained plan” (DEIR ES-2).

The following detail explains why the RTP and its EIR should be amended to remove the tunnel from the “constrained” list. The appropriate federal regulation, 23 C.F.R. § 450.104 offers the following definitions (emphasis added):

control measures “of such speculative value that the EPA could not assign them any emission reduction value.” Similarly, in *Riverside Cement Co. v. Thomas*, 843 F.2d 1246 (9th Cir. 1988), the Ninth Circuit rejected EPA’s reliance, in approving a SIP, on a state rule that might never take effect. The court described that reliance as “a federal agency’s acceptance of the bureaucratic equivalent of an illusory contract.” *Id.* at 1247. A conformity analysis predicated upon the equally illusory assumption of a surface 710 freeway project would likewise fail elementary legal requirements.

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“Financially constrained” or “fiscal constraint” means that the metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using *committed, available, or reasonably available revenue sources*, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are “available” or “committed.”

3 cont.

Beyond doubt, no funds are committed or available to the route 710 tunnel proposal. The question then becomes, are the funds “reasonably available.” As a starting point, the RTP November 1, 2007 workshop wrap-up list (page 4) describes the tunnel as having “inadequate funding commitment,” while presenting an “expensive investment alternative.” Analysis of three proposed funding sources shows that they are each far from “reasonably available”:

Route 710 corridor property sales. Alone among projects in the RTP, the 710 tunnel relies on property sales for financial feasibility. See RTP 23, 149, 154; Transportation Finance Report 6, 15, 17. Although the city has strongly advocated the sale of these properties, these sales and their proceeds remain uncertain.

First, ever since the 2003 federal withdrawal of support for the 710 surface route, South Pasadena has consistently called for Caltrans to declare these properties surplus and release them for sale into the community. Caltrans has consistently refused to release the properties.

Second, the values estimated for these properties fails to account for the Roberti Bill provisions (Cal. Govt. Code, §§ 54235 et. seq.) that require some of these properties to be released at less than fair market value to qualified buyers (principally previous owners and long-term Caltrans tenants).

Third, legislation would be required to reserve these funds for a 710 tunnel project rather than have these funds revert either to the State’s general fund or transportation fund.

Private equity participation. With only a handful of other RTP projects, the 710 tunnel assumptions include the participation of private equity. RTP 23, 149, 154; Transportation Feasibility Report 6, 15. But current law (A.B. 1467) allows only two Southern California projects to be so constituted through the year 2012. Additional legislation, which appears controversial at best, would be required to render the 710 tunnel qualified for private equity participation.

Reliance on toll income. Again, to create a 710 tunnel toll facility, additional legislation would be required. Moreover, as demonstrated by other toll

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facilities in the Southern California region, the sponsors of toll facilities have been less than successful in projecting toll income and reliability.

In sum, the 710 tunnel proposal faces a trio of financial contingencies that disqualify the project's funding as "reasonably available" and therefore qualified for the constrained list. No other project in the draft RTP faces this combination of uncertainties.²

3 cont.

The RTP's "availability assumptions and risk assessment" recognizes (Transportation Finance Report 17) the risk that "Caltrans' proceeds from sale of [710] property diverted to other uses or proceeds from sale are inadequate." The RTP proposes to mitigate this risk by this "RTP amended if needed." *Id.* But this course of action cannot be followed with respect to the 710 tunnel; the RTP must adhere to the criteria set forth in the federal regulation, and in the interests of internal consistency in its own terms, cited above, and confine the 710 tunnel to the strategic plan.

Conditions Precedent to Qualify Tunnel Revenue as Reasonable Available

Because of its unique importance to establish availability of financial resources for the 710 tunnel, the single most important condition precedent to advance the tunnel to the constrained list requires Caltrans to record an irrevocable commitment to declare the surface properties as surplus and promptly release those properties for sale. Only when the sale is completed, can the amount and dedication of those funds to the tunnel be considered "reasonably available."

Legislation must also be enacted to authorize private equity participation.

Legislation must also be enacted to authorize the tunnel as a toll facility, and a reliable forecast of toll income produced.

Finally, before appearing in the RTP as a constrained project the tunnel proposal must be the subject of a major investment strategy [MIS] assessment, to ensure the cost-effectiveness of the project. 23 C.F.R. part 450; see Pub. L. 105-178, § 1308 (1998) (MIS requirement must be integrated into MPO planning process). This assessment will compare the effectiveness of a route 710 tunnel investment with other strategies that form fundamental elements of the proposed RTP, such as its relied-upon mitigation to produce a freight mode shift. DEIR 3.5-36. Such an assessment seems especially appropriate when the RTP proposes a \$6.3 billion dollar investment in the tunnel, but only \$257.9 million for port rails. Compare Project Listing Report 190 and 93.

² The High Desert Corridor, for example, does not rely on property sales to assure its financial feasibility, and thus its financing can be considered more "reasonably available" than that of the 710 tunnel. Compare RTP 24, 102, 124, 129, 150, 154, Transportation Finance Report 15.

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The MIS assessment, comparing the impacts of rail strategies such as the Alameda Corridor East and Gold Line to Ontario with the impacts of facilitating diesel truck use of the 710 tunnel, honors the priority of the South Coast Air Quality Management District (SCAQMD), stated in its scoping comment on the DEIR, to not generate or attract vehicular use, especially heavy duty diesel-fueled trucks. An MIS analysis should also compare the effectiveness of rail strategies and the tunnel in reducing congestion in the existing I-5 and I-710 corridors, and avoiding nonconformity by generating increased PM₁₀ and PM_{2.5} emissions. See DEIR ES-12; cf. DEIR 3.2-16 (RTP would increase these emissions substantially, threatening CAA § 176 conformity).³

3 cont.

The importance of reducing truck traffic, which the 710 tunnel is proposed to accommodate and encourage, cannot be overstated. The following summary appears in a recent publication of Dr. Andrea Hriko, *Global Trade Comes Home: Community Impacts of Goods Movement*, 116 ENVIRONMENTAL HEALTH PERSPECTIVES No. 2 (Feb 2008), attached to and incorporated in these comments as attachment D:

The ports of Los Angeles/Long Beach combined contribute more than 20% of Southern California's diesel particulate pollution and are the single largest source of pollution in Southern California, according to SCAQMD. The California Air Resources Board (CARB), in its 2006 *Emission Reduction Plan for Ports and Goods Movement*, calculated that in California alone there are 2,400 premature heart-related deaths related to port and goods movement pollution, 62,000 cases of asthma symptoms, and more than 1 million respiratory-related school absences every year.

Recent research findings about living close to traffic emissions add to concerns. A study by investigators at the University of Southern California (USC), published 17 February 2007 in *The Lancet*, showed that children living near freeway traffic had substantial deficits in lung function development between the ages of 10 and 18 years, compared with children living farther away. "Since lung development is nearly complete by age eighteen," says lead author W. James Gauderman, "an individual with a deficit at this time will probably continue to have less than healthy lung function for the remainder of his or her life." Other studies published in the February 2003 and September 2005 issues of *EHP* linked traffic exposure to increased risk for low birth weight and premature birth. A new study published 6 December 2007 in the *New England Journal of Medicine* showed that adults with asthma who spent just 2 hours walking on a street with heavy diesel traffic suffered acute transient effects on their lung function along with an increase in biomarkers that indicate lung and airway inflammation. In

³ South Pasadena does not concur that localized PM₁₀ and PM_{2.5} emissions will not present significantly adverse impacts, even if reduced from current levels. See DEIR ES-15. Adversity results from delaying timely attainment of National Ambient Air Quality Standards. See DEIR 3.2-16. In any event, the DEIR does not establish that a route 710 tunnel would reduce these emissions locally compared to existing (non-heavy-duty-diesel-truck) traffic.

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addition, research by the EPA-funded Southern California Particle Center at the University of California, Los Angeles, published in the April 2003 issue of *EHP*, demonstrated that ultrafine particles from incomplete combustion of engine fuels and lubricating oils can bypass the body's defense mechanisms, gain entry to cells and tissues, and alter or disrupt normal cellular function.

3 cont.

Conclusion

The City of South Pasadena appreciates this opportunity to comment on the draft RTP and its draft EIR. For reasons stated here, South Pasadena requests that the route 710 tunnel project be classified as a strategic project in the final RTP and EIR, and that the conditions precedent specified in these comments be fulfilled before the tunnel be considered eligible for reclassification as constrained in a subsequent RTP amendment. The city also requests that individual comments on the RTP and DEIR be addressed.

Thank you for the opportunity to participate in development of the 2008 RTP.

Respectfully,



Michael A. Cacciotti
Mayor

City of South Pasadena

Comments on the 2008 Draft RTP and its PEIR

ATTACHMENT “A”

710 Corridor Historic Property Summary

Prepared by Glen Duncan
February 11, 2008

SOUTH PASADENA

LISTED ON THE NATIONAL REGISTER^{1,2}

851 Lyndon St (Wynyate)

SOUTH PASADENA HISTORIC BUSINESS DISTRICT (mis-named "Mission West District")

1019 El Centro	1115 El Centro
1120 El Centro	913 Meridian
919 Mission St	950-956 Mission St
1001-1019 Mission St	1006 Mission St
1010 Mission St	1012 Mission St
1014-1016 Mission St	1020-1022 Mission St
1024 Mission St	1026-1030 Mission St
1032-1034 Mission St	

INDIVIDUALLY DETERMINED ELIGIBLE OR NATIONAL REGISTER^{1,2} (Note: bold listings in Historic Districts have also been determined eligible for individual listing)

857 Bank St (Otake-Nambu)	209 Beacon St (Whit Smith)
816 Bonita St (Grokowsky)	919 Columbia St (Riggins)
1109 Columbia St	1127 Columbia St
1131 Columbia St	909 Lyndon St (East Wynyate)
920 Monterey Rd (Pierce)	930 Oliver St (Warren Clarke)
220 Orange Grove Av (Thomson)	909-915 Summit Dr (Bellmar Court)
Arroyo Seco Parkway	

¹ Source: Caltrans' 710 Freeway Gap Closure Project. *Effect and Mitigation Proposal for Historic Properties* (N.D.)
² Source: Caltrans' Third Supplemental Historic Architectural Survey Report: 710 Gap Closure Report. Vol. I: Overview. March, 1994 (Diane Kane)

ADDITIONAL CALIFORNIA REGISTER PROPERTIES WITHIN RIGHT-OF WAY³

2060 Alpha Av	2017 Berkshire Av
2020 Berkshire Av	2031 Berkshire Av
2037 Berkshire Av	708 Bonita Dr
717 Bonita Dr	751 Bonita Dr
756 Bonita Dr	933 Columbia St
1001 Columbia St	1007 Columbia St
1709 Gillette Crescent	1709 Gillette Crescent
1912-1914 Gillette Crescent	1715 Gillette Crescent
1719 Gillette Crescent	1720 Gillette Crescent
1107 Glendon Ct	1112 Glendon Ct
1115 Glendon Ct	1116 Glendon Ct
815 Magnolia St	820 Magnolia St
821 Magnolia St	827 Magnolia St

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300 Meridian Av
1725 Meridian Av
1733 Meridian Av
835 Monterey Rd
852 Monterey Rd
924 Oliver St
511 Prospect Dr
912 Summit Dr
920 Summit Dr

310 Meridian Av
1729 Meridian Av
835 Mission St
848 Monterey Rd
856 Monterey Rd
930 Oliver St
909-915 Summit Dr
917 Summit Dr
921 Summit Dr

4 cont.

³ Caltrans' Third Supplemental Historic architectural Survey Report, 710 Gap Closure Project Vol. III *Selected South Pasadena Properties*. May, 1994 (Ann Scheid)

HISTORIC DISTRICTS DETERMINED ELIGIBLE ⁴

PROSPECT CIRCLE DISTRICT

300 Orange Grove
400 Orange Grove
420 Orange Grove
450 Orange Grove
506 Orange Grove
525 Orange Grove
303 Meridian Av
401 Prospect Circle
411 Prospect Circle
430 Prospect Circle
471 Prospect Circle
910 Buena Vista St
928 Buena Vista St

320 Orange Grove
410 Orange Grove
440 Orange Grove
460 Orange Grove
514 Orange Grove
909 Oliver St
400 Prospect Circle
410 Prospect Circle
425 Prospect Circle
431 Prospect Circle
481 Prospect Circle
918 Buena Vista St
930 Buena Vista St

⁴ Source: Caltrans' Third Supplemental Historic Architectural Survey Report: 710 Gap Closure Report. Vol. I: Overview. Maarch , 1994 (Diane Kane)

BUENA VISTA DISTRICT ⁵

917 Buena Vista St
1000 Buena Vista St
1005 Buena Vista St

929 Buena Vista St
1001 Buena Vista St

⁵ Source: Caltrans' Third Supplemental Historic Architectural Survey Report: 710 Gap Closure Report. Vol. I: Overview. Maarch , 1994 (Diane Kane)

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710 Corridor Historic Property Summary
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NORTH OF MISSION ⁶

602 Meridian Av	606 Meridian Av
610 Meridian Av	612 Meridian Av
613 Meridian Av	616 Meridian Av
617 Meridian Av	620 Meridian Av
621 Meridian Av	624 Meridian Av
625 Meridian Av	631 Meridian Av
637 Meridian Av	701 Meridian Av
708 Meridian Av	709 Meridian Av
712 Meridian Av	713 Meridian Av
716 Meridian Av	720 Meridian Av
726 Meridian Av	803 Meridian Av
806 Meridian Av	810 Meridian Av

4 cont.

² Source: Caltrans' DPR 523. Prepared 10/26/82 (John Snyder)

SOUTH OF MISSION ⁷

1014 Glendon Way	1021 Glendon Way
1024 Glendon Way	1027 Glendon Way
1028 Glendon Way	1101 Glendon Way
1103 Glendon Way	1108 Glendon Way
1110 Glendon Way	1111 Glendon Way
1112 Glendon Way	1115 Glendon Way
1118 Glendon Way	1119 Glendon Way
1123 Glendon Way	1126 Glendon Way
1131 Glendon Way	851 Collier Alley
1011 Meridian Av	1015 Meridian Av
1020 Meridian Av	1023 Meridian Av
1100 Meridian Av	1103 Meridian Av
1105 Meridian Av	1106 Meridian Av
1108 Meridian Av	1110 Meridian Av
1113 Meridian Av	1114 Meridian Av
1119 Meridian Av	1120 Meridian Av
1121 Meridian Av	1122 Meridian Av
1128 Meridian Av	1130 Meridian Av
1131 Meridian Av	1133 Meridian Av
1134 Meridian Av	1138 Meridian Av
1142 Meridian Av	1146 Meridian Av

⁷ Source: Caltrans' Third Supplemental Historic Architectural Survey Report: 710 Gap Closure Report. Vol. I: Overview. March, 1994 (Diane Kane)

PASADENA

MARKHAM PLACE HISTORIC DISTRICT⁸

- | | |
|----------------------------------|----------------------------------|
| Singer Park | 208-216 W California Blvd |
| 202-204 W California Blvd | 595 Pasadena Av |
| 679 Pasadena Av | 763 Pasadena Av |
| 765 Pasadena Av | 779 Pasadena Av |
| 801 Pasadena Av | 584 St. John Av |
| 600 St. John Av | 602 St. John Av |
| 620 St. John Av | 628 St. John Av |
| 640 St. John Av | 646 St. John Av |
| 650 St. John Av | 651 St. John Av |
| 659 St. John Av | 670 St. John Av |
| 678 St. John Av | 696 St. John Av |
| 707 St. John Av | 714 St. John Av |
| 721 St. John Av | 726 St. John Av |
| 734 St. John Av | 753 St. John Av |
| 762 St. John Av | 203 Bellefontaine |
| 235 Bellefontaine | 265 Bellefontaine |
| 268 Bellefontaine | 285 Bellefontaine |
| 299 Bellefontaine | 300 Bellefontaine |
| 310 Bellefontaine | 325 Bellefontaine |
| 328 Bellefontaine | 344 Bellefontaine |
| 345 Bellefontaine | 276 Markham Pl |
| 282 Markham Pl | 295 Markham Pl |
| 303 Markham Pl | 317 Markham Pl |
| 320 Markham Pl | 337 Markham Pl |
| 346 Markham Pl | 366 Markham Pl |
| 285 Congress Pl | 288 Congress Pl |
| 300 Congress Pl | 306 Congress Pl |
| 310 Congress Pl | 311 Congress Pl |
| 326 Congress Pl | 340 Congress Pl |
| 342 Congress Pl | 348 Congress Pl |
| 378 Congress Pl | |

4 cont.

⁸ Source: Caltrans' Third Supplemental Historic Architectural Survey Report: 710 Gap Closure Report. Vol. I: Overview. March, 1994 (Diane Kane)

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PASADENA AVENUE HISTORIC DISTRICT⁹

- | | |
|----------------------------|----------------------------|
| 231 Wigmore Dr | 215 Wigmore Dr |
| 230 Wigmore Dr | 212 Wigmore Dr |
| 245 Wigmore Dr | 261 Wigmore Dr |
| 268 Wigmore Dr | 270 Wigmore Dr |
| 281 Wigmore Dr | 295 Wigmore Dr |
| 309 Wigmore Dr | 329 Wigmore Dr |
| 335 Wigmore Dr | 866 S. Pasadena Av |
| 876 S. Pasadena Av | 888 S. Pasadena Av |
| 894 S. Pasadena Av | 910 S. Pasadena Av |
| 1190 S. Pasadena Av | 1199 S. Pasadena Av |
| 1200 S. Pasadena Av | 1220 S. Pasadena Av |
| 165 Hurlbut St | 177 Hurlbut St |
| 866 S. Pasadena Av | 900 S. Pasadena Av |
| 1000 S. Pasadena Av | 1030 S. Pasadena Av |
| 1041 S. Pasadena Av | 1051 S. Pasadena Av |
| 1051 S. Pasadena Av | 1059 S. Pasadena Av |
| 1112 S. Pasadena Av | 202 Madeline Dr |
| 205 Madeline Dr | 215 Madeline Dr |
| 218 Madeline Dr | 100 State St |
| 224 State St | 225 State St |
| 232 State St | 237 State St |
| 267 State St | 289 State St |
| 95 Columbia St | 105 Columbia St |
| 123 Columbia St | 145 Columbia St |
| 161 Columbia St | 203 Columbia St |
| 231 Columbia St | 233 Columbia St |
| 269 Columbia St | 1109 Columbia St |
| 1127 Columbia St | 1131 Columbia St |
| 1061 Avoca Av | 1071 Avoca Av |
| 1105 Avoca Av | 1115 Avoca Av |
| 1125 Avoca Av | 1135 Avoca Av |
| 1183 Avoca Av | 1193 Avoca Av |
| 1201 Avoca Av | 1223 Avoca Av |
| 1199 Brookmere Rd | |

4 cont.

⁹ Source: Caltrans' Third Supplemental Historic Architectural Survey Report: 710 Gap Closure Report. Vol. I: Overview. Maarch , 1994 (Diane Kane)

LOS ANGELES (EL SERENO)

SHORT LINE VILLA DISTRICT¹⁰

- | | |
|--------------------------|--------------------------|
| 4515 Berkshire Av | 5618 Berkshire Dr |
| 5626 Berkshire Dr | 5636 Berkshire Dr |

¹⁰ Source: Caltrans' Third Supplemental Historic Architectural Survey Report: 710 Gap Closure Report. Vol. I: Overview. Maarch , 1994 (Diane Kane)

City of South Pasadena

Comments on the 2008 Draft RTP and its PEIR

ATTACHMENT “B”



COMMENT LETTER 35

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814
December 17, 2003

IN REPLY REFER TO
HDA-CA

Mr. Jeff Morales, Director
California Department of Transportation
1120 N Street
Sacramento, California 95814

Dear Mr. Morales:

We are writing to inform you that we have determined that the Final Environmental Impact Statement (EIS) that supported the Record of Decision (ROD) for the State Route 710 (SR 710) project, approved by the Federal Highway Administration (FHWA) on April 13, 1998, must be supplemented before this project can proceed. The factors that lead us to this conclusion involve issues affecting more than a limited portion of the project, and thus, in accordance with 23 C.F.R. §771.130, FHWA must suspend any further activities that could have an adverse effect on the environment or limit the choice of reasonable alternatives to the Meridian Variation Alignment. A Supplemental EIS (SEIS), followed by new ROD, is required to advance this project as a Federal aid highway project.

FHWA has broad discretion to require a SEIS whenever it believes that doing so furthers the purposes of the National Environmental Policy Act. See 40 C.F.R. §1502.9(c)(2). A supplement is required under specific circumstances set forth in both §1502.9(c) and 23 C.F.R. §771.130. The following factors and events have led us to conclude that a SEIS is now appropriate:

1. The FHWA is now involved in a matter pending before the United States Court of Appeals for the 9th Circuit that hinges in part on the finality of the action taken on April 13, 1998. This is an appropriate time to ensure that the record that supports that action remains valid. Consultations between FHWA and the California Department of Transportation have led to the joint preparation of a Reevaluation (enclosed) of the environmental documentation supporting the SR 710 project. See 23 C.F.R. §§771.129 (b) and (c).
2. While much of the information contained in the previous Reevaluation that preceded the issuance of the 1998 ROD is still current, it is clear that there have been a number of important new developments that are not adequately addressed in the documents supporting the 1998 ROD. The enclosed Reevaluation sets out these developments in greater detail.
3. The 1998 ROD contained three key elements that have yet to be implemented: First, a series of interim transportation improvements that would be evaluated; second, the development of a more comprehensive mitigation plan; and third, a fiscal plan for the implementation of the project as a whole. None of these tasks has been finalized to date. The reasons for this delay are attributable to a variety of causes, including a statutory prohibition on Federal funding

that covered much of the time since 1998, budgetary difficulties in California, and continued local disagreements about the project as a whole. Irrespective of the reasons, it is safe to say that in 1998, key decisionmakers did not expect this lack of progress almost six years after the issuance of that ROD.

4. In another lawsuit involving the SR 710 project, the United States District Court for the Central District of California issued a preliminary injunction in 1999 precluding further Federal construction funding of this project. That preliminary injunction remains in effect. In its opinion supporting the preliminary injunction, the District Court identified a number of problems, particularly concerning PM₁₀ hotspots and that the 1998 ROD was issued at a time when the SR 710 project was not included in the fiscally constrained Transportation Improvement Program (TIP).

5 cont.

This project has a long and unique history. Few projects pending before FHWA have been as controversial. Although the EIS for the project was comprehensively reevaluated in 1998, prior to the issuance of the ROD and approval of a modified Meridian Variation Alignment, no full EIS has been circulated to the public since the late 1980s. FHWA approved that Final EIS in March 1992. It took an unprecedented period of six years before FHWA was able to issue a ROD that finally decided the project's location, but left design and mitigation details for a subsequent document. As noted above, since 1998, further progress on the project has fallen short of what both Federal and State decisionmakers anticipated at that time.

The combination of all of these factors leads us to conclude that the purposes of the National Environmental Policy Act are best served by a SEIS before further resources are committed toward this project. FHWA stands ready to work closely with the California Department of Transportation on the development of the SEIS or any other appropriate steps you may wish to take with respect to the SR 710 project.

Your assistance and cooperation in working with our office leading up to this decision are greatly appreciated.

Sincerely,



Gary N. Hamby
Division Administrator

Enclosure

COMMENT LETTER 35

Environmental Re-evaluation California State Route 710 Gap Closure Project

Introduction and Summary

This Re-evaluation has been prepared to review the continued validity of the environmental record that supports the Record of Decision (ROD) for this project that the Federal Highway Administration (FHWA) approved on April 13, 1998. FHWA has broad discretion to conduct such a reexamination of the record. See 23 C.F.R. §771.130. Based on this review, and the totality of the factors set forth herein, FHWA has concluded that the purposes of the National Environmental Policy Act (NEPA) are best served by requiring the preparation of a Supplemental Environmental Impact Statement (SEIS). This means that further activities for the California State Route 710 (SR 710) project that adversely affect the environment or limit the scope of alternatives must be suspended until a new ROD is issued after the preparation of a SEIS. The ROD issued on April 13, 1998, can no longer serve as a basis for FHWA decisionmaking.

5 cont.

The April 13, 1998, ROD approved a modified Meridian Variation Alignment for the project, authorized the initiation of a number of interim transportation improvements pending the ultimate completion of the SR 710 project, and set forth a number additional conditions for proceeding with the final implementation of the project. Since the issuance of the ROD, there has been extensive litigation regarding the project brought by both the opponents and proponents of the project. Federal funding for the construction of the project has been enjoined since 1999 as the result of a preliminary injunction issued by the United States District Court in *City of South Pasadena v. Slater*. Although the California Department of Transportation (Caltrans) has continued to work to fulfill the conditions of the 1998 ROD, many of the key conditions for further action have not yet been completed. More recently, the City of Alhambra, which has historically supported the project, has sued asserting that the 1998 ROD is not a final agency action. FHWA prevailed in the U.S. District Court in the *City of Alhambra* case. Alhambra appealed, and the resolution of this appeal before the United States Court of Appeals for the 9th Circuit hinges in part on the finality of the action taken on April 13, 1998. This is an appropriate time to ensure that the record that supports that action remains valid. Consultations between FHWA and Caltrans have led to the preparation of this Re-evaluation. See 23 C.F.R. §§771.129(b) and (c). FHWA and Caltrans have worked together to prepare a Re-evaluation of the environmental documentation supporting the SR 710 project.

The project proposed completion of the 10-kilometer gap in the current freeway system and would consist of a six-lane freeway/HOV Transitway between the San Bernardino Freeway (I-10) and the Foothill Freeway (I-210). The project alignment generally passes through the cities of Alhambra, Los Angeles, South Pasadena, and Pasadena. In 1964 the California Highway Commission adopted the "Meridian Route" through the City of South Pasadena for completion of the Long Beach Freeway. This would close the last critical gap in the Los Angeles Freeway System. In 1973, South Pasadena filed suit in U.S. District Court in an attempt to stop the project. A settlement agreement in that litigation required the completion of an EIS.

In 1975, a Draft Environmental Impact Statement (DEIS) was circulated and public meetings held. A Supplemental DEIS with the alternative favored by South Pasadena was circulated in

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1976. Public meetings were also held at that time. A 1977 draft Final Environmental Impact Statement (FEIS) for a Partial Completion Alternative was not accepted by FHWA and studies were subsequently suspended. Caltrans completed a Final Environmental Impact Report (FEIR), pursuant to the California Environmental Quality Act (CEQA), in 1984. The California Transportation Commission (CTC) selected the Meridian Alternative after publication of the FEIR.

5 cont.

A third FHWA Supplemental DEIS was later circulated, which included the Meridian Variation Alignment. A public hearing was held in 1987. Nearly five years later, on March 2, 1992, FHWA signed the FEIS contingent on additional enhancements and mitigation refinements to be developed by an Advisory Committee.

Between 1992 and 1998 there were several changes related to the project, including revised enhancement and mitigation measures, historic properties mitigation, analysis and rejection of a multi-mode/low-build alternative, changes in project design, and new emphasis given to Environmental Justice in the form of Executive Order 12898 and the FHWA/FTA Planning Regulations. These issues were described in the April 1998 "Environmental Re-evaluation for the Route 710 Freeway" (ER). FHWA approved this ER in April 1998, before issuing its April 13 ROD for the "Depressed Meridian Variation Alternative Reduced with Shift Design Variation." The ROD incorporated commitments outlined in the FEIS, the 1998 ER, the Final Revised Section 4(f) Evaluation, and in the 1994 "Route 710 Meridian Variation Enhancement and Mitigation Advisory Committee Final Report Recommendations" prepared by Caltrans. The ROD required a financial plan for the project to ensure its ultimate implementation. No comprehensive financial plan for the project has been produced to date.

The selected alignment, scale, and several other aspects of the project were modified from those described in the 1992 FEIS. These are presented in detail in the 1998 ROD. In accordance with the ROD, Design Advisory Groups (DAGs) were established in Alhambra, South Pasadena, Pasadena, and El Sereno in late 1998. In March 1999, the DAGs of South Pasadena, Pasadena, Alhambra, and El Sereno developed a list of "interim" traffic improvement projects to improve mobility in the corridor. In early 2000, the DAGs of South Pasadena, Pasadena, and El Sereno reached consensus on a list of "surface transportation improvements" which would require \$46 million to implement. Then-Congressman Rogan was successful in securing this funding by earmarking \$46 million of California's Revenue-Aligned Budget Authority authorization for "traffic mitigation and other improvements to existing SR 710 in South Pasadena, Pasadena, and El Sereno."

Potential changes to the affected environment, updated information on historic properties, and changes to state law relevant to a Re-evaluation are summarized below.

Project Description

The selected alternative in the 1998 ROD is the 1998 modification of the Meridian Variation Alternative described in the 1992 FEIS and reflects the adoption of the general alignment, but with reduced highway width, a shift to avoid the Short Line Villa Tract Historic District, and a commitment to further depress the highway in the El Sereno and South Pasadena areas. It is more fully described in the 1998 ER and ROD.

The project's selected alternative is a freeway/transitway between Route I-10 (San Bernardino Freeway) in the City of Alhambra and Route I-210 (Foothill Freeway) in the City of Pasadena, a

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distance of 10 kilometers (6.2 miles), 7.2 kilometers (4.5 miles) of which remain to be constructed. The freeway transitway will also pass through the cities of Los Angeles (El Sereno neighborhood) and South Pasadena. The freeway/transitway will have six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. Local service interchanges will be provided at various locations (Hellman Avenue and Valley Boulevard in the City of Alhambra, Alhambra Avenue/Mission Road and Huntington Drive in the City of Los Angeles, and Del Mar Boulevard in the City of Pasadena). The freeway is depressed for about 85 percent of the newly constructed section and is fully depressed through Pasadena and South Pasadena, except in the area of State Route 110. The freeway is depressed in virtually all of the residential areas. Approximately 25 percent of the remaining gap closure is in a series of six cut-and-cover tunnels.

5 cont.

Project Purpose and Need

The purpose and need for this project has not changed.

Changes Related to the Project

A. Litigation

Federal funding for construction of the SR 710 project was preliminarily enjoined in a 1999 ruling in the City of South Pasadena litigation. (*City of South Pasadena v. Slater*, 56 F. Supp. 1106, (C.D. Cal. 1999)). That preliminary injunction remains in effect. In its opinion supporting the preliminary injunction, the District Court identified a number of problems, particularly concerning PM₁₀ hotspots and that the 1998 ROD was issued at a time when the SR 710 project was not included in the fiscally constrained Transportation Improvement Program (TIP). FHWA believes a SEIS would provide a mechanism to correct these issues.

B. Tunnel Alternative

The local communities within the SR 710 project area have expressed an interest in Caltrans determining the technical feasibility of a tunnel alternative. FHWA and Caltrans have determined that it is appropriate to consider the feasibility of a tunnel or tunnel segments. If it is determined that any alternative(s) including a tunnel or tunnel segment(s) is feasible, this alternative(s) will be further studied to determine potential impacts and viability.

C. Interim Highway Improvement Measures

Condition 8 of the ROD stipulates Caltrans is to work with the Southern California Association of Governments (SCAG) and the Design Advisory Groups (DAGs) to develop interim improvements and traffic management measures in the communities of Alhambra, Los Angeles (El Sereno neighborhood), Pasadena and South Pasadena. Eleven potential projects were listed in the ROD as eligible for National Highway System and Surface Transportation Program funds as well as other funds for which the mainline SR 710 project is eligible, and the ROD required discussion with and review by "the DAGs at key points of their development during design and construction."

Since the ROD was signed, DAGS have been created in each of the affected communities. Until early 2003, the DAGS met regularly with Caltrans regarding these interim measures. As a result

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of a severe budget shortfall Caltrans advised FHWA that regular meetings would be suspended due to lack of funding and FHWA concurred with this action.

The affected communities are at various stages in the development of these interim measures. To date none of the interim measures has been funded, although environmental compliance (in the form of Categorical Exemption/Exclusions (CEs)) has been completed for eight projects in the City of Pasadena, and by a Negative Declaration/FONSI for the Glenarm/Route 110 onramp project in South Pasadena.

5 cont.

Condition 10 of the ROD also requires a "before and after" study to determine the effectiveness of the project's mitigation measures on community cohesion and historic preservation. To date, since none of the interim projects have been funded, hence not completed, it is not possible to determine their post-construction effectiveness.

D. Construction and Opening of the Gold Line Light Rail Transit by LACTMA

In September of 2003, the MTA finished construction and opened the Gold Line for light rail service connecting Pasadena with downtown Los Angeles. Data are not available to indicate whether the Gold Line has significantly reduced the number of vehicles using 710 in the project area. The Gold Line was formerly called the Blue Line Light Rail Transit and was identified as the Blue Line in the ROD and the rejected multi-mode/low build alternative

The most recent statistics for the Gold Line (September 2003):

- 1) Average Weekday Boardings: 14,600
- 2) Average Saturday Boardings: 13,200
- 3) Average Sunday/Holiday Boardings: 11,000
- 4) Total September Boardings: 414,100

Assuming most people take round-trips, approximately 7,300 individuals use the system on any given weekday. Ridership on transit systems takes time to evolve and mature. By way of comparison, the older Long Beach Blue Line is up to 75,000 boardings on weekdays, and a monthly total of over 2 million boardings. And the more recent Green Line (in the median of I-105) is up to 36,000 boardings on weekdays and almost 1 million per month. Ridership on both these systems has increased approximately 20 percent since 2001.

The Gold Line will connect at its Union Station terminus to the six-mile Eastside Extension light rail project, which is just getting under construction and will open in six years. People will be able to ride from East L.A. through downtown to Pasadena without a transfer. This new project is expected to increase ridership on both segments.

E. The Alameda Corridor

In April 2002 the Alameda Corridor opened for use. The Alameda corridor is a 20-mile long double tracked rail corridor connecting the ports of Long Beach and Los Angeles with the transcontinental rail network. The environmental benefits resulting from the opening of the Alameda corridor include reduction in traffic delays, 25 percent reduction of truck traffic in the corridor area, and significant reductions of truck and auto idling emissions. No studies have been prepared to determine the impacts the Alameda corridor has had on number of trucks using

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existing I-710 in Long Beach and Los Angeles. Moreover, no assessment of the effects of this reduction on the overall highway network has been completed.

Changes in Project Design

There have been no changes to the project design. Since the ROD was signed, a geologist with the California Geological Survey informed Caltrans that the cut-and-cover tunnels are feasible. FHWA concurred with this determination on August 3, 2000.

Changes in the Affected Environment

A. Affected Environment

1. Cultural Resources

In the 1998 ER and the ROD, thirty historic properties were identified, including nine historic districts, which collectively contain well over 100 contributing properties. As outlined in the ROD, 11 of these properties would be adversely affected through direct use (7 individually eligible properties and 4 historic districts).

In the 1994 "Third Supplemental Historic Architectural Survey Report, Volume II," FHWA determined that seven properties affected by the selected alternative are individually eligible for the National Register, but SHPO did not comment on their individual eligibility. Neither FHWA nor SHPO forwarded these evaluations to the Keeper of the National Register of Historic Places for a formal determination.

Since 1998, rehabilitation and repair activities have resulted in the identification of 11 additional individually eligible historic properties and 2 additional contributors to a historic district. In addition to the rehabilitation and repair activities an additional 18 individually eligible historic properties and 2 new contributors in a historic district have been identified, and will require formal consultation between FHWA and SHPO.

The last cultural resources study of this area was completed in the mid-1990s. In some cases the most recent evaluation is more than 20 years old. With the passage of time and the possibility of new information, resources that were not 50 years old at the time of the initial evaluation will need to be reevaluated for eligibility. It is anticipated additional resources will be identified.

The number of Section 4(f) properties affected has increased by two additional contributing properties in the Markham Place Historic District. Until a focused Re-evaluation of the corridor is completed to satisfy commitments made in the ROD, it is unknown whether additional historic properties will be impacted by the project

2. Air Quality

A number of things have changed in the air quality subject area since the original report was completed and the ROD signed. Key matters include:

- a. Change in nonattainment and State Implementation Plan (SIP) status (for conformity purposes): Since 1995, the South Coast air basin has been redesignated to attainment for Nitrogen Dioxide (NO₂) (1996) and has attained the Carbon Monoxide (CO) standard (redesignation to attainment is likely to occur in 2005 based on a Maintenance SIP that will be submitted to the U.S. Environmental Protection Agency (EPA) in early 2004.). The PM₁₀ SIP has been approved and emission budgets for PM₁₀ now apply to the area. The ozone SIP has been updated at least once, and a further revision with new emission

5 cont.

COMMENT LETTER 35

Second Environmental Re-evaluation
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budgets is scheduled for EPA submittal in early 2004. The area will be designated nonattainment for the 8-hour ozone and PM_{2.5} standard (both of which were promulgated in 1997) during 2004, and EPA normally requires that NEPA documents now discuss these standards at least in a general fashion.

- b. Regional Conformity status: Project listing in the current Regional Transportation Plan (RTP) and TIP will need to be confirmed and documented. It is not clear that the project is currently listed, with some form of funding commitment for a phase beyond the planning and environmental compliance stages, in both documents at this time.
- c. Hot Spot analysis for NEPA, CEQA, and Conformity: CO analysis procedures have changed slightly since 1995-1997. The Caltrans/University of California, Davis CO Protocol has been accepted through Interagency Consultation for use in the Southern California Association of Governments (SCAG) area. PM₁₀ Qualitative analysis guidance from both Caltrans (for initial screening, 2000) and FHWA (for detailed study, 2001) has been released.
- d. Other air quality issues not clearly covered in the 1995-97 air quality study include:
- Diesel exhaust particulate matter was declared to be a toxic air contaminant by the California Air Resources Board in 2000. NEPA documents for projects in Boston and Hartford have included limited mitigation measures for diesel exhaust during construction.
 - Documentation of asbestos investigations and mitigation measures for potential asbestos during structural demolition and renovation has become standard matters for documentation in the NEPA and CEQA documents.

It is unknown whether changes to air quality have affected the environment until the existing air quality studies have been updated.

B. Environmental Mitigation Measures

There is no change to the types of mitigation measures. Depending on the outcome of the Re-evaluation efforts for cultural resources there may be additional historic properties that require mitigation.

Until air quality impacts, based on updated studies, have been analyzed it is unknown whether additional mitigation measures would be necessary.

Serving the Purpose of the National Environmental Policy Act

The history of this project is in many ways unique. The public debate and controversy surrounding the construction of the project are alluded to in this Re-evaluation, and are described more fully in the 1998 ROD. The issuance of the 1998 ROD followed extensive meetings with parties representing various interests in the project, proceedings before the Council on Environmental Quality and the Advisory Council on Historic Preservation, and extended public debate in California. FHWA prepared an extensive Re-evaluation in support of the 1998 ROD to ensure that the FEIS was still current at that time. In the 1998 ROD, FHWA required a set of specific steps to build and then evaluate interim transportation improvements, establish a comprehensive process for expanding and refining mitigation activities, and provide a process to ensure the full and timely completion of the project with all agreed upon mitigation. Now,

5 cont.

COMMENT LETTER 35

Second Environmental Re-evaluation
07-LA-710 Long Beach Freeway Gap Closure Project

another six years has passed, and many of the actions anticipated in 1998 remain uncompleted. This lack of progress largely reflects continued funding constraints and public controversy about the project. Irrespective of the reason, FHWA is confronted with the very real problem of proceeding with a major transportation improvement based on a FEIS initially approved almost 12 years ago. These facts, while certainly not dispositive of the question of whether a SEIS should be prepared, must be considered in the overall assessment.

5 cont.

Environmental Determination

Based on this Re-evaluation, the FHWA concludes that the preparation of a new SEIS of the EIS approved in March 1992 is appropriate. The factors contributing to this conclusion include:

- Changes related to the project (Gold Line Light Rail Transit, Alameda Corridor, and lack of implementation of interim highway improvement measures)
- The more thorough evaluation of the feasibility of a bored tunnel for the entire length or large portions of the project alternative
- A variety of procedural and substantive issues relating to the treatment of air quality
- Additional cultural resources and related issues
- Continued uncertainty regarding the financing of this project and the failure to develop a comprehensive financial plan for its implementation.
- The unusual and extended period time involved and lack of progress on key initiatives anticipated in the 1998 ROD.

Because we have concluded that a SEIS is warranted, further activities based on the 1998 ROD must be suspended in accordance with 23 C.F.R. §771.130(f)(3). To be clear, the SEIS we require is a supplement to the March 1992 FEIS and not the more limited SEIS specified in the 1998 ROD. The scope of the SEIS we require is so broad that it will cover major aspects of the project and the provisions of 23 C.F.R. §771.130 that apply to more limited supplements, which allow some work to proceed, do not apply here.

415

COMMENT LETTER 35

ATTORNEY OR PARTY WITHOUT ATTORNEY (Name and Address): Antonio Rossmann, SBN 51471 Rossmann and Moore 380 Hayes Street San Francisco, CA 94102 ATTORNEY FOR (Name): City of South Pasadena et al.	TELEPHONE NO.: (415) 861-1401 <div style="text-align: right; font-size: small;">FOR COURT USE ONLY</div> <div style="text-align: center; font-weight: bold; font-size: x-large;">NON-CONFORMING COPY</div> <div style="text-align: center; font-size: x-large; font-weight: bold;">APR 14 2004</div> <div style="text-align: center; font-size: large;">John A. Clarke, Executive Officer/Clerk Deputy</div> <div style="text-align: center; font-size: x-large; font-weight: bold;">DEFOREST LOCKETT</div>
Insert name of court and name of judicial district and branch court, if any: Superior Court of the State of California, Los Angeles County	
PLAINTIFF/PETITIONER: City of South Pasadena et al. DEFENDANT/RESPONDENT: California Transportation Commission et al.	
<div style="text-align: center; font-weight: bold; font-size: small;">REQUEST FOR DISMISSAL</div> <input type="checkbox"/> Personal Injury, Property Damage, or Wrongful Death <input type="checkbox"/> Motor Vehicle <input type="checkbox"/> Other <input type="checkbox"/> Family Law <input type="checkbox"/> Eminent Domain <input checked="" type="checkbox"/> Other (specify): Mandate	CASE NUMBER: BS 080352

5 cont.

— A conformed copy will not be returned by the clerk unless a method of return is provided with the document. —

1. TO THE CLERK: Please **dismiss** this action as follows:
- a. (1) With prejudice (2) Without prejudice
- b. (1) Complaint (2) Petition
 (3) Cross-complaint filed by (name): _____ on (date): _____
 (4) Cross-complaint filed by (name): _____ on (date): _____
 (5) Entire action of all parties and all causes of action
 (6) Other (specify):*

per attached stipulation

Date: April 12, 2004

..... Antonio Rossmann

(TYPE OR PRINT NAME OF ATTORNEY PARTY WITHOUT ATTORNEY)

* If dismissal requested is of specified parties only, of specified causes of action only, or of specified cross-complaints only, so state and identify the parties, causes of action, or cross-complaints to be dismissed.

▶

(SIGNATURE)

Attorney or party without attorney for:

Plaintiff/Petitioner Defendant/Respondent
 Cross-complainant

2. TO THE CLERK: Consent to the above dismissal is hereby given.**
- Date:

..... (TYPE OR PRINT NAME OF ATTORNEY PARTY WITHOUT ATTORNEY)

** If a cross-complaint—or Response (Family Law) seeking affirmative relief—is on file, the attorney for cross-complainant (respondent) must sign this consent if required by Code of Civil Procedure section 581(f) or (j).

▶ _____

(SIGNATURE)

Attorney or party without attorney for:

Plaintiff/Petitioner Defendant/Respondent
 Cross-complainant

(To be completed by clerk)

3. Dismissal entered as requested on (date): **APR 14 2004**
4. Dismissal entered on (date): _____ as to only (name): _____
5. Dismissal **not entered** as requested for the following reasons (specify): _____
6. a. Attorney or party without attorney notified on (date): _____
 b. Attorney or party without attorney not notified. Filing party failed to provide
 a copy to conform means to return conformed copy

Date: **APR 14 2004**

Clerk, by **DeForest Lockett**, Deputy

COMMENT LETTER 35

STIPULATION ACCOMPANYING DISMISSAL WITHOUT PREJUDICE

Los Angeles County Superior Court Case No. BS 080352

5 cont.

- 1
2
3
4
5 1. In 1994, respondent California Transportation Commission ("CTC") voted to adopt a
6 route for the State Route 710 freeway project; that adoption became final with the filing
7 of the Notice of Determination ("NOD") on April 14, 1998.
8
- 9 2. In April 2004, respondents CTC and the California Department of Transportation
10 ("Caltrans") withdrew their April 14, 1998 Notice of Determination ("NOD") for the
11 Route 710 project. A copy of the CTC's resolution of withdrawal is attached to this
12 stipulation.
13
- 14 3. By operation of law (Streets and Highways Code, § 100.4), withdrawal of the 1998 NOD,
15 including its reference to and reliance upon the final EIR prepared for the route 710
16 freeway project, nullifies the State Route 710 freeway route adoption. Prior to filing a
17 subsequent NOD, if any, relating to the State Route 710 freeway project, the CTC may
18 adopt a prior route or an alternative route, as appropriate, pursuant to Streets and
19 Highways Code, section 100.4(j).
20
- 21 4. The parties expressly acknowledge that respondents' actions taken as noted above do not
22 constitute a determination that any realty acquired by respondents for purposes of
23 construction or operation of the State Route 710 project is "surplus" within the meaning
24 of Government Code, §54235, *et seq.*
25

COMMENT LETTER 35

1 5. In this proceeding, petitioners challenge the legality of the EIR referenced in and relied
2 upon by the 1998 NOD. Petitioners also contend that the CTC and Caltrans violated the
3 Streets and Highways Code by adopting inconsistent routes.

5 cont.

4
5 6. By respondents' withdrawing the 1998 NOD and the NOD's reliance upon the EIR
6 referenced in that notice, petitioners have essentially obtained the relief they sought in
7 this action. This proceeding therefore is now moot.

8
9 7. Petitioners, and respondents Caltrans and CTC, each waive any claims for attorneys' fees
10 or costs in this action.

11
12
13 8. As the claims in this action relate to alleged violation of claims based on California law,
14 the dismissal of this action has no res judicata or collateral estoppel effect on the claims
15 based upon federal law in the pending federal action, *City of South Pasadena v. Slater*,
16 C.D. Cal. No. 98-6996 DDP.

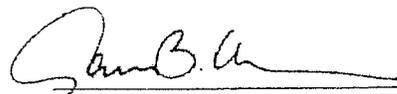
17
18 9. This stipulation may be executed in multiple counterparts, each of which shall be deemed
19 to constitute an original, and all of which taken together shall constitute one in the same
20 document.

21 April 13, 2004



Attorney for all Petitioners

22
23
24 April 13, 2004



Attorney for all Respondents

COMMENT LETTER 35

Howman

PASSED BY
CTC
APR 08 2004
CALIFORNIA
TRANSPORTATION COMMISSION

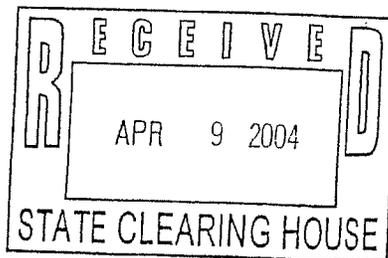
CALIFORNIA TRANSPORTATION COMMISSION

Withdrawal of Notice of Determination
Route 710 Freeway Project
Between Route 10 and 210, Los Angeles County
Filed April 14, 1998

Resolution E-04-08

5 cont.

- 1.1 WHEREAS, the California Transportation Commission, filed a Notice of Determination (NOD) with the Office of Planning and Research on April 14, 1998 in connection with the Route 710 freeway project between Route 10 and Route 210; and
- 1.2 WHEREAS, the Route 710 NOD was based on a Department of Transportation (Department) prepared Environmental Impact Report/Statement approved by the Department; and
- 1.3 WHEREAS, the Department has agreed at the request of the Federal Highway Administration to do a Supplemental Environmental Impact Report/Statement for the Route 710 freeway project.
- 2.1 NOW THEREFORE BE IT RESOLVED, that the California Transportation Commission, hereby withdraws the Route 710 NOD filed with the Office of Planning and Research on April 14, 1998.



City of South Pasadena

Comments on the 2008 Draft RTP and its PEIR

ATTACHMENT “C”

COMMENT LETTER 35



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

OFFICE OF THE
REGIONAL ADMINISTRATOR

August 22, 2000

The Honorable Adam B. Schiff
California State Senate
PO Box 942848
Sacramento, CA 94248-0001

Dear Senator Schiff:

Thank you for your letter concerning the proposed 710 freeway extension. You raise important questions about the project and statements being made about it. We will attempt to clarify the situation as you request.

As we understand it, there are claims that the 710 freeway extension would have positive air quality benefits and therefore is critical for demonstrating transportation conformity in the South Coast Air Basin. There are also claims that if the 710 extension is not built, transportation conformity could not be met thus resulting in the loss of federal transportation dollars. These claims are not true.

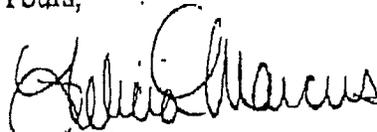
The main question is whether not building the 710 hurts Southern California Association of Governments' (SCAG) ability to demonstrate that the Region's Transportation Improvement Plan conforms with the South Coast Air Quality Plan (i.e. conformity). Our view is that it does not affect conformity. The conformity regulations require that the emissions analysis for a region include all the projects and policies being proposed (see, e.g. 40 CFR 93.122(a)). Only by analyzing the entire set of proposed projects and policies in the context of the overall transportation system can regional air quality impacts be determined. In SCAG's case, there are huge numbers of projects and a vast transportation system to consider. Therefore, a single project is very unlikely to help meet the emissions budgets in order to show conformity. Moreover, any claims of air quality benefits of the 710 project are questionable because the proponents have not adequately considered long term impacts.

COMMENT LETTER 35

We hope that this information answers your questions. We have discussed this issue with the Federal Highway Administration. If you have any further questions or we can assist you in any other way, please contact Mark Brucker of my staff at (415)744-1231.

6 cont.

Yours,



Felicia Marcus
Regional Administrator

cc: SCAG, Charles Keynejad
FHWA, Jean Mazur
Caltrans, Sharon Sherzinger

City of South Pasadena

Comments on the 2008 Draft RTP and its PEIR

ATTACHMENT “D”

Environews | Spheres of Influence

Global Trade Comes Home

Community Impacts of Goods Movement



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For many U.S. residents, 2007 was a year of heightened awareness of some of the problems of global trade.

Extensive recalls of melamine-tainted pet food in the spring followed by even larger toy recalls in the summer and fall raised consumer concerns about how the United States can ensure the safety of products shipped in from overseas. The *Salt Lake Tribune* and the *Wall Street Journal* detailed injuries and illnesses threatening the health of Chinese workers making products for export to the United States. And on 15 December 2007, a *New York Times* feature detailed the practice of farming fish in toxic Chinese waters for export to the United States and other countries.

While these news stories demonstrate some of the pitfalls of globalization, much less attention has focused on air pollution and other community-level impacts in the United States, as toys, electronics, food, and other imports travel through ports, then to trucks, trains, warehouses, and stores in a complex system called “goods movement.” Along the route, residents are exposed to diesel exhaust and other vehicle emissions, noise from truck-congested roads, bright lights from round-the-clock operations, and other potential health threats.

Transportation experts refer to these impacts simply as “externalities” of transport, but to community residents they can directly harm the quality of daily life. As ports and goods movement activity expands throughout the United States, a major challenge is how to make its health and community impacts a more central part of policy discussions.

Economic Benefits, Community Costs

Economic development advocates call the side-by-side ports of Los Angeles and Long Beach Southern California’s “economic engine.” Combined, they handle the most containers of any U.S. port. With more than 40% of all imports for the entire United States coming through the Los Angeles/Long Beach port complex, according to the U.S. Department of Transportation, the ports are critical to the national economy. A March 2007 national economic impact study by the twin ports reported that imports coming

Children play soccer next to the TraPac terminal at the Port of Los Angeles, Wilmington, California.

California Department of Transportation, District 7

7 cont.



through the complex generated jobs, income, and tax revenue in every state of the nation.

While recognizing the economic importance of international trade, the U.S. Environmental Protection Agency (EPA) has called the movement of freight a "public health concern at the national, regional and community level." In a 22 August 2007 *Federal Register* announcement of a meeting of its National Environmental Justice Advisory Council (NEJAC), the EPA also described mounting evidence that local communities adjacent to ports and heavily trafficked goods movement corridors are the most significantly impacted by the goods movement system.

The ports of Los Angeles/Long Beach combined contribute more than 20% of Southern California's diesel particulate pollution and are the single largest source of pollution in Southern California, according to the South Coast Air Quality Management District (AQMD), the region's air quality regulatory agency. The California Air Resources Board (CARB), in its 2006 *Emission Reduction Plan for Ports and Goods Movement*, calculated that in California alone there are 2,400 premature heart-related deaths related to port and goods movement pollution, 62,000 cases of asthma symptoms, and more than 1 million respiratory-related school absences every year. Nationwide, reports James Corbett of the University of Delaware and colleagues in the 15 December 2007 issue of *Environmental Science & Technology*, an estimated 60,000 lives are lost prematurely every year due to ship emissions, which are virtually unregulated.

Recent research findings about living close to traffic emissions add to concerns. A study by investigators at the University of Southern California (USC), published 17 February 2007 in *The Lancet*, showed that children living near freeway traffic had substantial deficits in lung function development between the ages of 10 and 18 years, compared with children living farther away. "Since lung development is nearly complete by age eighteen," says lead author W. James Gauderman, "an individual with a deficit at this time will probably continue to have less than healthy lung function for the remainder of his or her life."

Other studies published in the February 2003 and September 2005 issues of *EHP* linked traffic exposure to increased risk for low birth weight and premature birth. A new study published 6 December 2007 in the *New England Journal of Medicine* showed that adults with asthma who spent just 2 hours walking on a street with heavy diesel traffic suffered acute transient effects on their lung function along with an increase in biomarkers that indicate lung and airway inflammation. In addition, research by the EPA-funded

Southern California Particle Center at the University of California, Los Angeles, published in the April 2003 issue of *EHP*, demonstrated that ultrafine particles from incomplete combustion of engine fuels and lubricating oils can bypass the body's defense mechanisms, gain entry to cells and tissues, and alter or disrupt normal cellular function.

Regulation to Date

In 2005, CARB issued guidelines that recommend avoiding construction of new schools and homes within a mile of a railyard or 500 feet of a busy highway. A few years earlier, California legislators, citing health effects research findings, passed SB 352, a law prohibiting building new schools within 500 feet of a busy road or freeway. But the 2003 law permits several loopholes, such as allowing a school district to show that it is able to mitigate traffic emissions so that pupils and staff will suffer no significant health risk. The law also requires that a school district verify that any railyard within a quarter mile of a new school will not present a public health threat. Some school districts, in the scramble to build new facilities, are continuing to site new schools near freeways and rail operations.

Conversely, railyards and freeways also continue to be proposed in close proximity to schools and homes, such as a proposed truck expressway to speed trucks away from the Southern California ports, which would pass within 100 feet of homes and 700 feet of a local school. The draft environmental impact statement (EIS) for the project, issued in August 2007 by the California Department of Transportation (Caltrans) acknowledges the scientific research: "Some recent studies have reported that proximity to roadways is related to adverse health outcomes—particularly respiratory problems." But the EIS goes on to say that using these studies to determine if there will be adverse impacts from the truck expressway project is premature.

According to Ron Kosinski, deputy district director for the Caltrans district covering Los Angeles County, the Federal Highway Administration (FHWA) is delaying any policy decisions related to health effects from proximity to traffic until the conclusion of a review of all the studies by the Health Effects Institute—a report that is not expected for several years. FHWA spokesman Doug Hecox says, "[The agency is] not suggesting that nothing should be done. But there are no conclusive studies right now drawing a direct relationship between the number of trucks on a road and the percent of impairment of an affected child."

Environmental, community, and public health groups have long pressured Los Angeles and Long Beach port authorities to take action on port pollution. In 2006, an historic

agreement called the Clean Air Action Plan (CAAP) was signed, vowing that the ports would reduce air pollution by 45% within the next 5 years. However, some community and environmental groups are concerned that the deadlines set in the CAAP are slipping.

Port of Los Angeles executive director Geraldine Knatz responds that the CAAP "is a five-year process that requires major investment in construction and new equipment, and in the interim, cargo movement through our ports continues." Knatz also points to a new program to reduce port-related truck emissions by 80% by 2012—a \$2 billion initiative that she says "cannot simply happen overnight." In December 2007, both ports adopted container fees to fund the replacement of 17,000 polluting big-rig trucks with new models that meet tighter EPA diesel emission standards.

At the state level, CARB issued new rules in December 2007 that would require ships to plug in to electricity rather than using diesel auxiliary engines when docked in the harbor and that would require stricter emissions standards for trucks frequenting ports and railyards. The South Coast AQMD has long championed stricter controls on ports and rail operations to protect public health, as well as environmental justice considerations. In 2006 the agency issued rules to reduce pollution from idling locomotives in railyards, but railroad companies sued to block them. In 2007 a Los Angeles-based U.S. District Court judge struck down the agency's rules, arguing that it lacked authority to adopt them; the agency is appealing the decision.

According to the South Coast AQMD, emissions from ships are also underregulated, with no significant international or federal emission control regulations. In 2004, the EPA announced plans to put in place new standards for ships and locomotives. On 15 January 2008, the *Greenwire* news service reported these standards were under review at the White House Office of Management and Budget, which must approve them before the EPA can sign off on them.

Increased Trade Expected

The health and environmental justice impacts of port, rail, and trucking pollution are not limited to California. In South Carolina, for example, environmental groups and homeowners are troubled by anticipated impacts of a proposed terminal expansion at the old Charleston Navy Base, which the South Carolina Coastal Conservation League says will triple the container volume through Charleston and generate thousands more truck trips a day through a low-income black neighborhood. "An access road and off-ramp will go right through our Rosemont community as trucks leave the port terminal for the

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nearby interstate highway," New Rosemont Neighborhood Association president Nancy Button told participants of a recent community-academic conference on port health impacts held in Los Angeles.

According to *The Journal of Commerce Online (JoC)*, a news magazine covering international trade and goods movement, many U.S. ports are expanding in hopes of capitalizing on rising international trade volumes. Historically, says maritime industry economist Bill Ralph, as quoted in the 16 January 2008 *JoC*, international container trade in the United States has an annual growth of about 7%. In 2006, U.S. containerized imports grew by 11%. But in 2007, says Ralph, they increased by only 3%, due to a slowdown in the housing and auto markets. Economist Walter Kemmsies, quoted 2 days earlier in the *JoC*, predicts that U.S. container trade will return to its normal 7% annual growth within the next 2 years and continue to grow steadily—even faster if the United States enters into more free trade agreements.

The EPA Office of Environmental Justice (OEJ) has taken note of the growth trends and the rising environmental health concerns about port and goods movement expansion. In August 2007, acting OEJ director Charles Lee appointed a new working group to study the impacts of ports and goods movement through an "environmental justice lens," with a report expected in June 2008. Land use decision making will be 1 element in the report, along with community participation, regulatory mechanisms, innovative technologies, and more.

Projected increases in foreign trade, along with many states' planned expansion of highways, rail facilities, and ports to handle Asian imports, cause concern about increased air pollution if regulations to reduce emissions do not keep pace with trade growth. In the 22 August 2007 *Federal Register*, the EPA noted that the anticipated increase in trade will have air quality impacts, and the agency threw out a challenge to the ports and companies involved in goods movement: "It is becoming increasingly important that these entities operate sustainably, i.e., economically viable, environmentally and socially responsible, safe and secure."

Community Response

As this global goods movement system expands, communities across North America are now recognizing that they are facing similar circumstances and common conflicts. And they are banding together, in small and large coalitions, to address the impacts.

In the 1990s, just a few groups such as the Sierra Club, the Environmental Health Coalition, the Center for Community Action and Environmental Justice, and homeowners near

the ports were focused on the effects of the global supply chain. But 2001 turned out to be a watershed year. That year, the Natural Resources Defense Council, the Coalition for Clean Air, Communities for a Better Environment, and 2 harbor-based homeowner's associations filed a lawsuit challenging the Port of Los Angeles's environmental review of planned construction for a major shipping terminal. Two years later they won a \$50 million landmark settlement from the city requiring environmental mitigations, such as the "plug in" rule issued by CARB in December. A new era had begun—one that started to shift public attention from the role of international trade simply as the region's major economic engine to the potential perils of uncontrolled goods movement expansion.

That same year, the NIEHS-funded Southern California Environmental Health Sciences Center, based at USC, held a town meeting to share its research findings with community groups, residents, workers, and policy makers. In turn, scientists heard the emerging concerns of residents about diesel emissions near the ports, railyards, and warehouses. Research findings on the health impacts of air pollution soon began to find their way into policy debates on goods movement and port expansion.

Over the next 5 years, multiple partnerships started to come together to specifically address issues of ports and goods movement in California. Among the collaborative efforts active today are the Ditching Dirty Diesel Collaborative based in Oakland, aimed at developing a regional strategy to reduce diesel emissions; the Trade, Health & Environment (THE) Impact Project, a community-academic collaborative aimed at elevating community voices in the goods movement policy debate and using science-based information to inform public policy; the Port Work Group of Green LA, which aims to ensure that the Port of Los Angeles becomes truly green, with the support of the city's mayor; and a broad-based coalition aimed at improving wages and working conditions (including less-polluting vehicles) for port truck drivers.

Elsewhere, residents in a neighborhood near the Port of Seattle have been counting big-rig trucks parked overnight in their community in an effort to keep port-related pollution, safety hazards, and blight out of their neighborhoods. In Arizona, a school superintendent has asked officials not to enact zoning changes that would allow construction of a major intermodal facility (a railyard at which cargo is transferred between trucks and trains) across the street from a local elementary school. And on Long Island, residents are asking the state of New York to reconsider its plans to build an intermodal facility near residential communities and a wildlife preserve.

Tools for Action

Many groups impacted by ports and goods movement came together in late 2007 at Moving Forward, the first North American community-oriented gathering on this topic, which was organized by THE Impact Project and cosponsored by private groups along with NIEHS- and EPA-funded centers.

Participants shared information on current health research related to goods movement, community concerns about health impacts, future goods movement expansion projects (such as plans to deepen the harbor at the Port of Savannah, Georgia, to handle larger ships carrying twice as many containers), and community efforts to effect change. Presenters described tools for action, such as methods for mapping goods movement activities in communities; understanding who the key goods movement stakeholders and decision makers are; ways to incorporate credible, current scientific research findings into educational and policy efforts; and new methods for developing health impact assessments.

Eric Kirkendall from Kansas was struck by the commonalities at the conference. Back home, he had formed the Johnson County Intermodal Coalition in response to proposals to build an intermodal railyard near the small town of Gardner and surround his 4-acre homestead on 3 sides with 12-acre warehouses. Kirkendall says, "We sometimes feel alone in Kansas. But by the end of the conference I understood that we are not alone. We have much to share with, and learn from, other groups with similar challenges, as well as from scientists and policy makers."

Some attendees thought more attention should be focused on American consumer habits, a point echoed by Rev. Peter Laarman, executive director of Progressive Christians Uniting. He urges a closer look at the hidden costs of imports. "Americans think of themselves as consumers rather than as citizens," he says. "We don't care, for example, if Chinese workers toil in factories with no safety regulations, or if residents in communities near our ports have to breathe dirtier air. What we care about is 'How much do I have to pay for an iPod?' and 'Where can I buy this doll for under ten dollars?'"

By their very nature, the ports and goods movement debates faced by community groups throughout North America can help to inform future discussions about consumerism and globalization. As far as health effects go, however, research findings and community experience are strongly suggesting that global trade, while an apparent boon to our economy, will continue to pose a serious threat to our population's environmental health unless protective and collective action is taken, and soon.

Andrea Hricko

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City of San Clemente Planning Division

George Buell, City Planner
Phone: 361-6185; Fax: 366-4750
buellg@san-clemente.org

February 19, 2008

Ms. Jessica Kirchner and Ms. Jessica Meaney
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

Subject: Comments on SCAG 2008 Regional Transportation Plan and Program Environmental Impact Report (EIR)

Dear Ms. Kirchner and Ms. Meaney:

The City of San Clemente has significant concerns with the level and distribution of growth assumed in our community in SCAG's Policy Growth Alternative Forecast as referenced in the draft 2008 Regional Transportation Plan and Program EIR. After reviewing the maps and data provided by both SCAG and the Center for Demographic Research, we have widespread disagreement with discrepancies between the Orange County Projections (OCP) 2006 and SCAG's Policy Growth Alternative Forecast pertaining to households and employment. While, from a planning perspective, it seems reasonable to forecast growth in the number of new housing units and jobs to be near existing transit stations and employment areas, there are certain realities within San Clemente that cannot be ignored in the Policy Growth Alternative Forecast.

During the City's review of the OCP 2006 data, great efforts were made to arrive at what we reasonably expected to occur in the way of growth in San Clemente based on our existing and possible future land use policies, development activity, and knowledge of our community. In a number of areas, what we now see represented in the Policy Growth Alternative Forecast has limited bearing on existing and future conditions in San Clemente.

It is important to note that the San Clemente General Plan includes policies that strive to realize a healthy jobs/housing balance. Through careful planning and implementation a 1.5 to 1 jobs/housing balance has been realized over the past fifteen years. SCAG's Policy Growth Forecast ignores these planning and associated community-wide benefits.

Additionally, the SCAG Policy Growth Forecast, as a policy document, is clearly at odds with California Coastal Commission objectives and resulting law regarding open space and coastal resource preservation. The City encourages SCAG to carefully consider this important conflict.

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In general, it is of great concern that SCAG’s sophisticated GIS/computer model forecast a reduction of hundreds of housing units and hundreds of jobs in an area that was developed less than twenty-five years ago and a number of lots have yet to be developed within a thriving business park (i.e. Census Tract 421.09). Another over-arching concern is the apparent omission of ~14,000 housing units and numerous jobs that will be generated by the County of Orange’s 2006 approval of The Ranch Plan (Rancho Mission Viejo – RMV). Unfortunately, if errors such as these exist, it would call into question the reliability of the data and methodological underpinnings used in the model.

Table 1 describes specific concerns to the City of San Clemente:

Table 1
City of San Clemente Concerns with SCAG’s 2008 Policy Growth Forecast

Census Tract	Comments
All Census Tracts with the exception of 320.23, 421.06 and 421.07	<p>The City of San Clemente strongly objects to the forecast reduction of housing units and jobs in these areas.</p> <p>With the exception of some undeveloped lots, these areas are completely built-out with stable residential, commercial and industrial developments. The forecast reductions in both jobs and housing is unrealistic, as these areas will likely remain stable through the Policy Forecast period as expressed in OCP 2006.</p>
Census Tract 320.23	<p>This tract encompasses the City of San Clemente’s Talega Specific Plan Area and a portion of The Ranch Plan (within unincorporated Orange County). All development in these areas is fully entitled, with development rights vested pursuant to development agreements. Though 4,500 dwelling units are vested, a total of 3,870 housing units will likely be constructed in Talega at build-out, and an additional estimated 1,700 housing units are approved within Planning Area 8 of The Ranch Plan. In total, about 5,570 housing units will be constructed by year 2035. This represents 2,105 more units than estimated by SCAG in the Policy Growth Forecast. The number of jobs forecast in OCP 2006 in San Clemente’s portion of this tract appear to be accurate. Please review The Ranch Plan EIR for the number of jobs forecast in Planning Area 8.</p>

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<p>Census Tract 421.06</p>	<p>The City of San Clemente strongly objects to the forecast increase of 2,245 housing units and 6,128 jobs in this area.</p> <p>While a cursory review of the City’s Land Use and Zoning maps show a considerable amount of undeveloped land, the existence of approximately 20 acres of open space between El Camino Real and the coastline and over 116 acres of open space within the Marblehead Coastal Specific Plan area has likely been overlooked. The open space within the Marblehead Coastal Specific Plan area is dedicated in perpetuity as natural habitat, and both areas are also under the jurisdiction of the California Coastal Commission. See Exhibits A and B for detailed views of these areas. While there will certainly be a marked increase in both housing units and jobs in this area, the extent to which they are currently forecast is unrealistic. Once built-out, this area will likely remain consistent through the Policy Forecast period as currently expressed in OCP 2006.</p>
<p>Census Tract 421.07</p>	<p>The City of San Clemente strongly objects to the forecast increase of 1,033 housing units and 1,493 jobs in this area.</p> <p>This area encompasses long-established commercial, industrial and relatively densely-populated residential areas. In addition, as shown on Exhibit C, a coastal canyon runs along the southern edge of this area. The presence of this canyon limits development on approximately 12 acres of land; and under the purview of the California Coastal Commission and the City of San Clemente, it is unlikely that this land will be developable in the foreseeable future.</p> <p>In addition, there are thirty-eight historic structures, four of which are local Landmarks in this area. These properties are also depicted on Exhibit C. In consideration of the Secretary of Interior’s Guidelines that generally call for development in close proximity to historic structures to not overwhelm the historic context of each of these structures, typical maximization of development on every lot would not be consistent with that historic preservation design principle.</p> <p>Also, as shown on Exhibit C is the City’s North Beach Study Area, which is also located within this area. As a means to preserve and enhance the historic fabric in this area, all new development and significant redevelopment must be in keeping with the City’s Spanish Village-by-the-Sea thematic district, and all construction must conform to Spanish Colonial Revival</p>

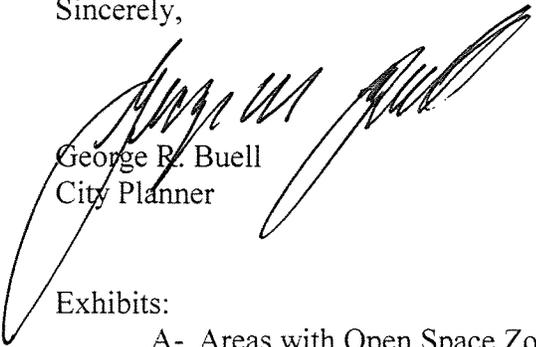
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Census Tract 421.07, <i>continued</i>	architecture. As a result, densities realized with modern architectural design are typically not possible. Based on the aforementioned, once built-out, this area will likely remain consistent through the Policy Forecast period as currently expressed in OCP 2006.
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Should you need any additional information please contact me. The City of San Clemente welcomes additional dialogue on these important issues.

Sincerely,



George R. Buell
City Planner

Exhibits:

- A- Areas with Open Space Zoning Designations within Census Tract 421.06
- B- Marblehead Coastal Specific Plan Area Showing Areas Designated for Development and Open Space (Census Tract 421.06)
- C- North Beach Study Area, Historic Resources and Coastal Canyon Properties within Census Tract 421.07

cc: Mayor and City Council
George Scarborough, City Manager
Jim Holloway, Community Development Director
Gail Shimoto-Loehr, Orange County Council of Governments



City of Mission Viejo

Office of the City Manager

Trish Kelley
Mayor
Frank Ury
Mayor Pro Tem
John Paul "J.P." Ledesma
Council Member
Lance R. MacLean
Council Member
Gail Reavis
Council Member

February 18, 2008

Mr. Hasan Ikhata
Executive Director
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, California 90017-3435

Dear Mr. Ikhata:

RE: City of Mission Viejo Policy-Level Comments: SCAG Draft 2008 Regional Transportation Plan, Draft RTP Program Environmental Impact Report, and Draft RTP Growth Forecasts

On behalf of the City of Mission Viejo City Council and the City of Mission Viejo Planning and Transportation Commission, I respectfully submit the following policy-level comments on the Southern California Association of Governments (SCAG) draft 2008 Regional Transportation Plan (RTP), draft 2008 RTP Program EIR, and draft RTP growth forecasts.

The SCAG RTP documents were discussed by the City of Mission Viejo City Council at its meeting of February 4, 2008, and by the City of Mission Viejo Planning and Transportation Commission at its meeting of January 28, 2008.

The City's comments focus on two key areas:

- 1) The RTP growth forecast that will be selected for the SCAG region; and,
- 2) Mitigation measures proposed in the draft RTP EIR.

The City of Mission Viejo's policy-level recommendations are as follows:

City of Mission Viejo Policy Recommendation #1: SCAG's RTP Growth Forecast:

SCAG's adoption of a regional growth forecast for the 2008 RTP shall utilize, for Orange County, the Orange County Projections-2006 (OCP-2006) database, as adopted by the Orange County Council of Governments (OCCOG) on November 30, 2006.

At a policy level, the City of Mission Viejo finds that:

- a) SCAG adoption of a regional growth forecast that incorporates OCP-2006 is consistent with adopted policy directive from the boards of directors of OCCOG and the Orange County Transportation Authority to use OCP-2006 as the basis for Orange County demographics in the 2008 RTP.
- b) OCP-2006 accurately represents both the distribution and amount of population, households and employment that are forecast individually for the City of Mission Viejo and for Orange County as

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a whole, having been developed from a “bottoms-up” collaboration of Orange County jurisdictions and the Center for Demographic Research at CSUF.

- c) Through the “bottoms-up” collaboration and development of OCP-2006, OCP-2006 is the only database that has been approved by Orange County jurisdictions to accurately represent the latest available estimates and assumptions for population, land use and employment through Year 2035 in Orange County.
- d) The Center for Demographic Research at CSU Fullerton, which conducts the Orange County Projection Series, has identified a series of errors in the SCAG RTP Policy Growth Forecast that will require significant correction and amendment to appropriately represent Orange County’s future growth. Orange County’s future growth is accurately accounted for in OCP-2006 and is accurately accounted for in the SCAG RTP Baseline Growth Forecast.
- e) The OCP-2006 projections incorporate the review of Orange County landowners such as Rancho Mission Viejo, and appropriately represent the future growth of Rancho Mission Viejo’s landholdings.
- f) SCAG adoption of an alternate amount and distribution of growth for Orange County, contrary to OCP-2006, would fail to represent Orange County local and General land use plans, especially in relation to the 14,000 housing units and 16,000 jobs approved in the Ranch Plan Planned Community in South Orange County unincorporated area, which borders the City of Mission Viejo.

As an example, SCAG’s RTP Policy Growth Forecast significantly reduces the Ranch Plan Planned Community entitlement, by shifting almost 9,000 households (out of 14,000 residential units) and 11,000 jobs (out of 16,000 jobs) from the Ranch Plan entitlement. The SCAG Policy Growth Forecast further re-distributes these households and jobs to other Orange County locations where such intensification is contrary to local plans, such as in the cities of San Clemente, San Juan Capistrano and Irvine.

- g) Any growth forecast database adopted by SCAG as the regional growth forecast is required by State law to be used in county and local transportation models, in compliance with State Government Code 65089(c) which requires consistency in database between the regional SCAG transportation model, county models and local subarea models.

SCAG adoption of an alternate amount and distribution of growth for Orange County contrary to OCP-2006, and using such an alternate amount and distribution of growth in regional transportation analyses, could significantly distort the transportation needs and transportation capacity of planned Orange County regional improvements, such as the Foothill Transportation Corridor-South (SR-241) extension.

- h) At present, the only RTP growth forecast that fully incorporates the OCP-2006 projections is the SCAG RTP Baseline Growth Forecast.

Based upon the above, the City of Mission Viejo determines that OCP-2006 and its integration into the SCAG RTP Baseline Growth Forecast, represents the most likely growth projection for Orange County. OCP-2006 utilizes information based on local land use, current trends and long-term plans, and represents the most likely pattern and distribution of growth envisioned by local governments and major landowners in Orange County.

1 cont.

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Thus, the City of Mission Viejo urges that SCAG adopt a 2008 RTP regional growth forecast that utilizes, for Orange County, the OCP-2006 database, as adopted by the Orange County Council of Governments (OCCOG) on November 30, 2006.

1 cont.

City of Mission Viejo Policy Recommendation #2: 2008 RTP Draft EIR Mitigation Measures

SCAG shall remove those mitigation measures in the draft RTP EIR that would be applied to RTP transportation projects but which have no bearing on transportation project mitigation or transportation project delivery.

SCAG shall remove those mitigation measures in the draft RTP EIR that are proposed to be applied to local agency land use actions, such as General and Specific Plans and individual development projects, separate and distinct from transportation project delivery.

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At a policy level, the City of Mission Viejo finds that:

- a) The draft RTP EIR presents a framework of mitigation measures that implementing agencies and local Lead Agencies such as cities, would be responsible for ensuring adherence as specific RTP projects are considered for approval over time.
- b) The draft RTP EIR states that Lead Agencies such as cities are required to provide SCAG with documentation of compliance with EIR mitigation measures, through SCAG's monitoring efforts, including SCAG's Intergovernmental Review (IGR) process.
- c) Included in the listing of draft RTP EIR mitigation measures are measures relating to housing need, land use and re-zoning strategies to promote mixed use and compact growth, solid waste requirements and programs, school capacity analyses and recreation and open space planning, among others.
- d) Included in the listing of draft RTP EIR mitigation measures are measures that are duplicative of existing state law and mitigation measures that assign SCAG authority and responsibilities that are not in SCAG's purview.
- e) Included in the listing of draft RTP EIR mitigation measures are measures that recite draft Regional Comprehensive Plan policies. The draft Regional Comprehensive Plan has just been released for public review and comment, a separate environmental impact report is being prepared on the draft Regional Comprehensive Plan, and the Regional Comprehensive Plan policies have yet to be discussed and endorsed as regional policy by SCAG's Regional Council. Thus, the City of Mission Viejo believes it may be premature to include these policies as mitigation measures in the draft RTP. Further, while the Regional Comprehensive Plan has been proposed as an elective set of policies, several of these policies are identified as mandatory requirements in their counterpart mitigation measures.
- f) Included in the listing of draft RTP EIR mitigation measures are measures that impose requirements upon local government General and Specific Plans and individual development projects relating to open space considerations, separate from transportation project environmental assessment.

Based upon the above, the City of Mission Viejo expresses concern that certifying an EIR that includes mitigation measures as identified in (c) through (f) above, would complicate and delay transportation project environmental clearances, by requiring local agencies responsible for implementing 2008 RTP transportation projects, to respond to and comply with mitigation measures beyond the scope of

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transportation project implementation and delivery. Such mitigation measures should therefore be removed from the 2008 RTP EIR. A listing of City of Mission Viejo recommendations on Draft 2008 RTP EIR mitigation measures is detailed in Exhibit 1.

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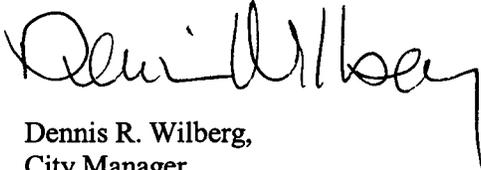
In closing, the City of Mission Viejo supports the timely adoption of the 2008 RTP to enable critical transportation improvements to proceed forward in their future environmental clearances and project delivery. The policy-level recommendations identified above will ensure that Orange County's transportation needs match Orange County's planned growth. The policy-level recommendations identified above will also ensure that future environmental clearances for 2008 RTP transportation projects not be burdened with mitigation requirements that bear no relationship to transportation project implementation.

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Further, the City of Mission Viejo understands that SCAG policy committees and the Regional Council will be briefed on key issues associated with the 2008 RTP at their regular meetings of March 6, 2008, in addition to a special meeting on March 19, 2008. The City of Mission Viejo City Council respectfully requests that you share these policy-level comments and recommendations with your policy committee and Regional Council representatives.

On behalf of the City of Mission Viejo, I also extend our appreciation for your personal outreach to better understand Orange County's comments and issues associated with the 2008 RTP, and with your meeting with the South Orange County mayors and city managers in January 2008 and with your meeting before the City of Mission Viejo City Council on February 4, 2008 to discuss the 2008 RTP.

With appreciation and on behalf of the City of Mission Viejo City Council and Planning and Transportation Commission,



Dennis R. Wilberg,
City Manager
City of Mission Viejo

Exhibit 1: City of Mission Viejo Recommendations on Draft RTP Mitigation Measures

cc: City of Mission Viejo City Council
City of Mission Viejo Planning and Transportation Commission
Ms. Jessica Kirchner, SCAG
Mr. Ryan Kuo, SCAG
Ms. Jessica Meaney, SCAG
Dr. Frank Wen, SCAG
Mr. Darin Chidsey, SCAG
Ms. Deborah Diep, Center for Demographic Research
City of Mission Viejo City Attorney
City of Mission Viejo Director of Community Development
City of Mission Viejo Director of Public Works
City of Mission Viejo City Engineer
City of Mission Viejo Transportation Manager
City of Mission Viejo Planning Manager
Gail Shiimoto-Lohr, Consultant

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Exhibit 1:
City of Mission Viejo Recommendations on Draft RTP EIR Mitigation Measures

SCAG Draft EIR Mitigation Measure	Issue of Concern	Recommendation
MM-LU.10: Local governments should provide for new housing consistent with state housing law to accommodate their share of the forecasted regional growth.	Duplicate of state housing law and a local jurisdiction's mandated responsibility to address housing need through its General Plan housing element.	Delete MM-LU-10.
MM-LU.11: Local governments should adopt and implement General Plan Housing Elements that accommodate the housing need identified through the RHNA process. Affordable housing should be provided consistent with the RHNA income category distribution adopted for each jurisdiction.	Duplicate of state housing law and a local jurisdiction's mandated responsibility to address housing need and RHNA allocations, through its General Plan housing element and housing implementation plans.	Delete MM-LU-11.
MM-LU.14: Local governments and subregional organizations should develop adaptive reuse ordinances and other programs that will enable the conversion of vacant or aging commercial, office and some industrial properties to housing and mixed-use housing.	OCCOG, as a subregional organization, has no authority or jurisdiction to impose any land use requirements on the owner, developer or occupant of any property, or change, reduce or interfere with the local authority and decision-making of Orange County cities or the County of Orange [OCCOG Bylaws, Section 2.5: Limitation of Powers]. Converting commercial, office and industrial properties to housing and mixed-use housing is a local government policy issue that is best addressed with a local government's General Plan process.	Delete MM-LU.14
MM-PS.17: Project implementation agencies shall undertake project specific review of the public utilities and services as part of project specific environmental review. For any identified impacts, project implementation agencies shall ensure that the appropriate school district has the school capacity, or is planning for the capacity, that the project will generate. Appropriate mitigation measures, such as new school construction or expansion, shall be identified. The project implementation agencies or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures. SCAG shall be provided with documentation of compliance with any necessary mitigation measures.	The issue of schools capacity and the need for a project to address schools capacity generation, has no bearing on transportation project implementation. This mitigation measure relates to new or redevelopment projects proposals and their impact upon schools capacity. For the City of Mission Viejo, schools capacity and coordination with local school districts is already addressed as a requirement in the City's General Plan Public Facilities Element and plan, to maintain appropriate levels of service for educational facilities in the City.	Delete MM-PS.17

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<i>SCAG Draft EIR Mitigation Measure</i>	<i>Issue of Concern</i>	<i>Recommendation</i>
MM-OS.11: Developers and local governments should submit for IGR review projects with potentially significant impacts to important farmlands. Projects should include mitigation measures to reduce impacts and demonstrate project alternatives that avoid or lessen impact to agricultural lands. Mitigation should occur at a 1:1 ratio.	This is almost identical to a proposed Regional Comprehensive Plan draft policy (Policy OSA-8, page 45) that has yet to be adopted by SCAG's Regional Council.	Delete MM-OS.11
MM-OS.23: Project sponsors should ensure that at least one acre of unprotected open space is permanently conserved for each acre of open space developed as a result of growth that accompanies transportation projects/improvements.	This is a component of a proposed Regional Comprehensive Plan draft policy (Policy OSN-14, page 34) that has yet to be adopted by SCAG's Regional Council.	Delete MM-OS-23
MM-OS.31: Local governments should prepare a Needs Assessment to determine the level of adequate community open space level for their areas.	This is a proposed Regional Comprehensive Plan draft policy (Policy OSC-7, page 39) that has yet to be adopted by SCAG's Regional Council.	Delete MM-OS-31
MM-OS.32: Local governments should encourage patterns of urban development and land use, which reduce costs on infrastructure and make better use of existing facilities.	This is a proposed Regional Comprehensive Plan draft policy (Policy OSC-8, page 39) that has yet to be adopted by SCAG's Regional Council.	Delete MM-OS.32
MM-OS.33 and MM-POP-4: SCAG's Compass Blueprint program and other on-going regional planning efforts will be used to build a consensus in the region to support changes in land use to accommodate future population growth while maintaining the quality of life in the region.	SCAG's Compass Blueprint program is an elective and voluntary set of principles to guide future development in the region. It is premature to include this policy as a mitigation measure in the 2008 RTP.	Delete MM-OS.33 and MM-POP-4.
MM-OS.34: Project level mitigation for significant cumulative and growth-inducing impacts on open space resources will include but not be limited to the conservation of natural lands, community open space and important farmland through existing programs in the region or through multi-party conservation compacts facilitated by SCAG.	This is a component of a proposed Regional Comprehensive Plan draft policy (Policy OSN-14, page 34) that has yet to be adopted by SCAG's Regional Council.	Delete MM-OS.34
MM-OS.35: Local governments should establish transfer of development rights (TDR) programs to direct growth to less agriculturally valuable lands (while considering the potential effects at the sites receiving the transfer) and ensure the continued protection of the most agriculturally valuable land within each county through the purchase of the development rights for these	This is a proposed Regional Comprehensive Plan draft policy (Policy OSA-5, page 45) that has yet to be adopted by SCAG's Regional Council.	Delete MM-OS.35

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SCAG Draft EIR Mitigation Measure	Issue of Concern	Recommendation
<p>lands. Local governments should also consider the following:</p> <ul style="list-style-type: none"> • Tools for the preservation of agricultural lands such as eliminating estates and ranchettes and clustering to retain productive agricultural land. • Easing restrictions on farmer’s markets and encourage cooperative farming initiatives to increase the availability of locally grown food. • Considering partnering with school districts to develop farm-to-school programs. 		
<p>MM-OS.36: Local governments should avoid the premature conversion of farmlands by promoting infill development and the continuation of agricultural uses until urban development is imminent; if development of agricultural lands is necessary, growth should be directed to those lands on which the continued viability of agricultural production has been compromised by surrounding urban development on the loss of local markets.</p>	<p>This is a proposed Regional Comprehensive Plan draft policy (Policy OSA-7, page 45) that has yet to be adopted by SCAG’s Regional Council.</p>	<p>Delete MM-OS.36</p>
<p>MM-OS.39: Local government should consider the most recent annual report on open space conservation in planning and evaluating projects and programs in areas with regionally significant open space resources.</p>	<p>This is a proposed Regional Comprehensive Plan draft policy (Policy OSN-12, page 33) that has yet to be adopted by SCAG’s Regional Council.</p>	<p>Delete MM-OS.39</p>
<p>MM-OS.40: Local governments should encourage patterns of urban development and land use, which reduce costs on infrastructure and make better use of existing facilities.</p>	<p>This is a proposed Regional Comprehensive Plan draft policy (Policy OSC-8, page 39) that has yet to be adopted by SCAG’s Regional Council.</p>	<p>Delete MM-OS.40</p>
<p>MM-OS.41: Project sponsors and local governments should increase the accessibility to natural areas lands for outdoor recreation.</p>	<p>This is a proposed Regional Comprehensive Plan draft policy (Policy OSC-9, page 39) that has yet to be adopted by SCAG’s Regional Council.</p>	<p>Delete MM-OS.41</p>
<p>MM-OS.42: Project sponsors and local governments should promote infill development and redevelopment to revitalize existing communities.</p>	<p>This is a proposed Regional Comprehensive Plan draft policy (Policy OSC-10, page 39) that has yet to be adopted by SCAG’s Regional Council.</p>	<p>Delete MM-OS.42</p>
<p>MM-OS.43: Project sponsors should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.</p>	<p>This is a proposed Regional Comprehensive Plan draft policy (Policy OSC-11, page 39) that has yet to be adopted by SCAG’s Regional Council.</p>	<p>Delete MM-OS.43</p>

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<i>SCAG Draft EIR Mitigation Measure</i>	<i>Issue of Concern</i>	<i>Recommendation</i>
MM-OS.44: Project sponsors and local governments should promote water-efficient land use and development.	This is a proposed Regional Comprehensive Plan draft policy (Policy OSC-12, page 39) that has yet to be adopted by SCAG's Regional Council.	Delete MM-OS.44
MM-OS.45: Project sponsors and local governments should encourage multiple spaces and encourage redevelopment in areas where it will provide more opportunities for recreational uses and access to natural areas close to the urban core.	This is a proposed Regional Comprehensive Plan draft policy (Policy OSC-13, page 39) that has yet to be adopted by SCAG's Regional Council.	Delete MM-OS.45
MM-PS.7: Project implementation agencies shall integrate green building measures into project design such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. These measures would include the following....	This is a proposed Regional Comprehensive Plan draft policy (Policy EN-10, page 74 and Policy SW-14, page 103) that has yet to be adopted by SCAG's Regional Council.	Delete MM-PS.7
MM-PS.8: Project implementation agencies shall discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, landfills should be sited with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.	This is a proposed Regional Comprehensive Plan draft policy (Policy SW-10, page 102) that has yet to be adopted by SCAG's Regional Council.	Delete MM-PS.8
MM-PS.9: Project implementation agencies shall discourage exporting locally generated waste outside the SCAG region. Disposal within the county where the waste originates shall be encouraged as much as possible. Green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMP and RTP policies should be required.	This is a proposed Regional Comprehensive Plan draft policy (Policy SW-11, page 103) that has yet to be adopted by SCAG's Regional Council.	Delete MM-PS.9
MM-PS.10: Project implementation agencies shall adopt Zero Waste goals and practices and look for opportunities for voluntary actions to exceed the 50% waste diversion target.	This is a proposed Regional Comprehensive Plan draft policy (Policy SW-11, page 103) that has yet to be adopted by SCAG's Regional Council. Further, this mitigation measure seems to already be under the purview of requirements and programs established by the State of California Integrated Waste Management Act of 1989 (AB 939), and the California Integrated Waste Management Board.	Delete MM-PS.10

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<i>SCAG Draft EIR Mitigation Measure</i>	<i>Issue of Concern</i>	<i>Recommendation</i>
MM-PS.11: Project implementation agencies shall build local markets for waste prevention, reduction and recycling practices.	This is a proposed Regional Comprehensive Plan draft policy (Policy SW-13, page 103) that has yet to be adopted by SCAG's Regional Council. Further, the Regional Comprehensive Plan version is an expectation (should), while Mitigation Measure MM-PS.11 is mandatory (shall).	Delete MM-PS.11
MM-PS.12: Project implementation agencies shall develop ordinances that promote waste prevention and recycling such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and instituting ordinances to divert food waste away from landfills and toward food banks and composting facilities.	This is a proposed Regional Comprehensive Plan draft policy (Policy SW-15, page 103) that has yet to be adopted by SCAG's Regional Council. Further, the Regional Comprehensive Plan version is an expectation (should), while Mitigation Measure MM-PS.12 is mandatory (shall).	Delete MM-PS.12
MM-PS.13: Project implementation agencies shall develop environmentally friendly alternative waste management strategies such as composting, recycling, and conversion technologies.	This is a proposed Regional Comprehensive Plan draft policy (Policy SW-16, page 103) that has yet to be adopted by SCAG's Regional Council. Further, the Regional Comprehensive Plan version is an expectation (should), while Mitigation Measure MM-PS.13 is mandatory (shall).	Delete MM-PS.13
MM-PS.14: Project implementation agencies shall develop and site composting, recycling and conversion technology facilities that are environmentally friendly and have minimum environmental and health impacts.	This is a proposed Regional Comprehensive Plan draft policy (Policy SW-17, page 103) that has yet to be adopted by SCAG's Regional Council. Further, the Regional Comprehensive Plan version is an expectation (should), while Mitigation Measure MM-PS.14 is mandatory (shall).	Delete MM-PS.14
MM-PS.18: The California Integrated Waste Management Board shall continue to enforce solid waste diversion mandates that are enacted by the Legislature.	MM-PS-18 seems to be an unnecessary mitigation measure that the 2008 RTP EIR is imposing upon a state agency which is already governed by state mandate (AB 939) to address solid waste diversion.	Delete MM-PS-18
MM-PS.19: Local jurisdictions shall continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, shall encourage further recycling to exceed these rates.	Local government actions and programs to meet solid waste diversion rates are already governed by AB 939 and the California Integrated Waste Management Board. This mitigation measure appears to be duplicative of state law.	Delete MM-PS.19

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<i>SCAG Draft EIR Mitigation Measure</i>	<i>Issue of Concern</i>	<i>Recommendation</i>
MM-PS.21: Project implementation agencies shall coordinate regional approaches and strategic siting of waste management facilities.	This is a proposed Regional Comprehensive Plan draft policy (Policy SW-18, page 103) that has yet to be adopted by SCAG's Regional Council. Further, the Regional Comprehensive Plan version is an expectation (should), while Mitigation Measure MM-PS.21 is mandatory (shall).	Delete MM-PS.21
MM-PS.22: Project implementation agencies shall facilitate the creation of synergistic linkages between community businesses and the development of eco-industrial parks and materials exchange centers where one entity's waste stream becomes another entity's raw material by making priority funding available for projects that involve co-location of facilities.	This is a proposed Regional Comprehensive Plan draft policy (Policy SW-19, page 103) that has yet to be adopted by SCAG's Regional Council. Further, the Regional Comprehensive Plan version is an expectation (should), while Mitigation Measure MM-PS.22 is mandatory (shall).	Delete MM-PS.22
MM-PS.23: Project implementation agencies shall prioritize siting of new solid waste management facilities including recycling, composting, and conversion technology facilities in conjunction with existing waste management or material recovery facilities.	This is a proposed Regional Comprehensive Plan draft policy (Policy SW-20, page 104) that has yet to be adopted by SCAG's Regional Council. Further, the Regional Comprehensive Plan version is an expectation (should), while Mitigation Measure MM-PS.23 is mandatory (shall).	Delete MM-PS.23
MM-PS.24: Project implementation agencies shall increase programs to educate the public and increase awareness of reuse, recycling, composting, and green building benefits and raise consumer education issues at the county and city level, as well as at local school districts and education facilities.	This is a proposed Regional Comprehensive Plan draft policy (Policy SW-21, page 104) that has yet to be adopted by SCAG's Regional Council. Further, the Regional Comprehensive Plan version is an expectation (should), while Mitigation Measure MM-PS.24 is mandatory (shall).	Delete MM-PS.24
MM-W.20: Local governments should encourage Low Impact Development and natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments.	This is a proposed Regional Comprehensive Plan draft policy (Policy WA-23, page 59) that has yet to be adopted by SCAG's Regional Council.	Delete MM-W.20
MM-W.21: Local governments should implement green infrastructure and water-related green building practices through incentives and ordinances. Green building resources include the U.S. Green Building Council's Leadership in Energy and Environmental Design, Green Point Rated Homes, and the California Green Builder Program.	This is a proposed Regional Comprehensive Plan draft policy (Policy WA-25, page 60) that has yet to be adopted by SCAG's Regional Council.	Delete MM-W.21

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COMMENT LETTER 37

<i>SCAG Draft EIR Mitigation Measure</i>	<i>Issue of Concern</i>	<i>Recommendation</i>
MM-W.22: Local governments should integrate water resources planning with existing greening and revitalization initiatives, such as street greening, tree planting, development and restoration of public parks, and parking lot conversions, to maximize benefits and share costs.	This is a proposed Regional Comprehensive Plan draft policy (Policy WA-26, page 60) that has yet to be adopted by SCAG's Regional Council.	Delete MM-W.22
MM-W.23: Developers, local governments and water agencies should maximize permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.	This is a proposed Regional Comprehensive Plan draft policy (Policy WA-27, page 60) that has yet to be adopted by SCAG's Regional Council.	Delete MM-W.23
MM-W.30: Project developers and agencies should consider potential climate change hydrology and attendant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health.	This is a proposed Regional Comprehensive Plan draft policy (Policy WA-9, page 58) that has yet to be adopted by SCAG's Regional Council.	Delete MM-W.30
MM-W.32: Developers, local governments and water agencies should include conjunctive use as a water management strategy when feasible.	This is a proposed Regional Comprehensive Plan draft policy (Policy WA-10, page 58) that has yet to be adopted by SCAG's Regional Council.	Delete MM-W.32
MM-W.35: Developers and local governments should reduce exterior uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.	This is a proposed Regional Comprehensive Plan draft policy (Policy WA-12, page 59) that has yet to be adopted by SCAG's Regional Council.	Delete MM-W.35
MM-EN.17: Local governments should alter zoning to improve jobs/housing balance and creating communities where people live closer to work, bike, walk, and take transit as a substitute for personal auto travel.	This is a proposed Regional Comprehensive Plan draft policy (Policy EN-10S, page 76) that has yet to be adopted by SCAG's Regional Council.	Delete MM-EN.17

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City of Anaheim
PLANNING DEPARTMENT



February 15, 2008

Honorable Gary Ovitt
Southern California Association of Governments
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017

**RE: DRAFT 2008 REGIONAL TRANSPORTATION
PLAN, DRAFT PROGRAM ENVIRONMENTAL
IMPACT REPORT, AND DRAFT GROWTH
FORECASTS**

Dear Mr. Ovitt:

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

Growth Forecast Comments:

Upon review of the Policy and Envision Growth Forecasts, staff has identified significant inconsistencies between these projections and the local input that the City of Anaheim ("City") has previously provided to SCAG. This local input is accurately reflected in the OCP-2006 and incorporated into the Baseline Growth Forecast. As described in detail in Attachment 1, the land uses and distribution of growth for the City that are reflected in the Policy and Envision Growth Forecasts vary greatly from the OCP-2006 and are unlikely to occur.

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The OCP-2006 was developed through a "bottom-up" process that involved substantial input from all local governments in Orange County, including Anaheim. It represents the most likely growth projection for the County and accurately reflects growth opportunity areas and growth influencing factors such as sensitive habitat areas, flight path-restricted development zones, and approved development agreements. Staff believes that the OCP-2006 also represents a growth forecast consistent with the growth principles outlined in the RTP.

Generally, the inconsistencies between the OCP-2006 and the Policy Growth Forecast are as follows:

1. The Policy and Envision Growth Forecasts significantly differ from local input and the City's General Plan. Most notably, these forecasts are inconsistent with the growth anticipated for the City's Downtown, Platinum Triangle, and Anaheim Resort areas.

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2. The Policy and Envision Growth Forecasts were developed following minimal consultation with local jurisdictions. The projected land uses and development intensities were finalized prior to review by local governments, resulting in land use assumptions that are in direct conflict with the growth distribution planned by the City. 3
3. The benefits of the Policy Growth Forecast, as identified in the RTP and the PEIR, are minimal with respect to Orange County while the impacts to the County's arterial highway speeds, which are reduced by this forecast, may be substantial. 4

Given that the Regional Transportation Plan establishes numerous regional policies that local agencies must address in their project and environmental reviews, staff cannot support or accept the distribution of growth included in the Policy and Envision Growth Forecasts. We, therefore, request that SCAG use the 2006 Orange County Projection (OCP-2006) as the growth forecast in adopted in the RTP for the Orange County sub-region and as the basis for all associated environmental and air quality determinations. Please consider these comments applicable to both the RTP and the PEIR. 5

Regional Transportation Plan ("RTP") Comments:

1. Pages 47 through 62 of the RTP offer an extensive description of the future growth anticipated in the region based on the Policy Growth Forecast. The interrelationship between growth (population, housing, and employment) and the transportation system is fully recognized; however, the forecast used in the RTP must acknowledge the realities of land use planning and take into consideration various constraints on growth and intensification of uses based on infrastructure capacities and environmental concerns. As discussed in the previous section, upon review of the Policy Growth Forecast, staff has identified numerous significant inconsistencies between the forecast and the City's adopted General Plan and other planning documents and programs. These inconsistencies render the Policy Growth Forecast unreasonable, unrealistic and inconsistent with planned local transportation infrastructure. This situation is in direct conflict with the wording contained on Page 86 of the document which states that the forecast adopted as part of the RTP must be reasonable, realistic and consistent with the planned transportation infrastructure. Because the data in the OCP-2006 represents the most likely future growth pattern in the City and Orange County, staff requests that the OCP-2006, developed cooperatively amongst all Orange County jurisdictions, represent the preferred growth projection used as the basis for the RTP. 6
2. Page 62 refers to the growth identified in the Baseline Forecast, which incorporates the OCP-2006, as "supporting urban sprawl" and representing a growth scenario that is: 7

"...very similar to the status quo, taking a somewhat "business as usual" approach that is not steered by regional policies. Thus, for example, fast-growing suburban cities would likely continue to grow primarily through auto-oriented single family housing with commercial activities focused toward the

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highway system. The baseline growth distributions would result in severe traffic congestion and vehicle emission. The baseline land use could be tempered, and in some cases bolstered, by policies and programs designed to improve future travel patterns and vehicle emissions."

7 cont.

The statement does not recognize that significant land use changes have taken place in Anaheim and much of Orange County. It also does not recognize the fact that the majority of growth in Orange County and in the City will consist of higher density, infill development. For example, the City's 2004 General Plan update and subsequent Platinum Triangle Master

Land Use Plan resulted in the redesignation of hundreds of acres of land for high density residential and mixed-use development while largely utilizing existing infrastructure and focusing on access to transit. As such, the above listed statements should be deleted from the document or changed to reflect that many regions and cities have changed their local general plans and are practicing growth principles consistent with those identified in the RTP.

3. The City of Anaheim has partnered with the Orange County Transportation Authority (OCTA) to study new transit connections between major employment and activity centers in the City and its two Metrolink station facilities as part of OCTA's Go Local Program. The City's initiative is consistent with OCTA's Project S (High Capacity Transit Extensions to Metrolink), which earmarked up to \$1 billion as part of Orange County's voter approved Renewed Measure M half-cent sales tax program. In December 2007, the Anaheim City Council adopted a Transit Master Plan which identified a number of new high-capacity transit systems in the City. Among those systems contemplated in the Plan is a proposed 3.4-mile elevated fixed-guideway system that would connect the Anaheim Regional Transportation Intermodal Center (ARTIC), The Platinum Triangle, and the Anaheim Resort. This system is anticipated to begin revenue operations by year 2015. The City anticipates conducting a federally defined Alternatives Analysis/Environmental Document/Preliminary Engineering as part of the next phase in Summer 2008. Therefore, the City requests that the proposed elevated fixed-guideway system be added to Table 3.5 Transit Corridor Projects on Page 108.
4. The City also requests that the planned ARTIC facility be added to Table 3.5 Transit Corridor Projects on Page 108. Located adjacent to the Orange (SR-57) Freeway in the Platinum Triangle area, ARTIC will be a gateway station connecting Metrolink commuter rail service, Amtrak, BRT, fixed-route bus service, an elevated fixed-guideway system connecting with the Anaheim Resort. The City is partnering with OCTA to solicit a private partner to help build, finance and maintain ARTIC. The facility is planned to build upon OCTA's Metrolink Expansion and Bus Rapid Transit (BRT) programs and is envisioned to become the transportation hub of Orange County. ARTIC will offer direct baggage check-in and express service to local airports, and potentially high-speed train service connecting Orange County to other regions within California and beyond. Moreover, ARTIC is planned to be integrated into a mixed-use development in a manner consistent with SCAG's Compass Blueprint Implementation Strategy of focusing high density development and growth around

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major transportation corridors and centers. ARTIC is also consistent with OCTA's Project T (Convert Metrolink Station(s) to Regional Gateways that Connect Orange County with High Speed Rail Systems) and up to \$226.6 million has been allocated as part of the Renewed Measure M. The interim phase of ARTIC is expected to be build by 2015 with full build-out expected by 2030.

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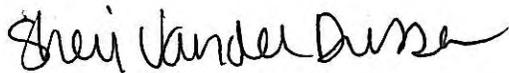
Draft Program Environmental Impact Report Comments:

The Policy Growth Principles outlined in the RTP are specifically identified as voluntary for local governments. As such, the mitigation measures in the PEIR directly mitigating the growth that would result from the Policy Growth Principles (as depicted in the Policy Growth Forecast) should also be considered voluntary in nature and should apply only if the measure is practical and feasible for the implementing agency. Further, the growth scenario preferred by Anaheim and embodied in the OCP-2006 and Baseline Forecast of the RTP, is or will be mitigated through existing or future mitigation programs. Attachment 2 contains specific comments and recommendations regarding the mitigation measures included in the PEIR.

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We would again like to thank you for the opportunity to comment on these items. Please forward any subsequent public notices and/or environmental documents regarding the projects discussed in the Regional Transportation Plan and/or Program Environmental Impact Report to Tracy Sato, AICP, Senior Planner 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 me at (714) 765-5010.

Sincerely,



Sheri Vander Dussen, AICP
Planning Director

svd:ts:sr

Enclosures 2

By e-mail

cc: Hasan Ikhata, Southern California Association of Governments
Ryan Kuo, Southern California Association of Governments
Jessica Meaney, Southern California Association of Governments
Jessica Kirchner, Southern California Association of Governments
Frank Wen, Southern California Association of Governments
Dennis Wilberg, Orange County Council of Government
Natalie Meeks, City of Anaheim Public Works Department
Marty DeSollar, City of Anaheim External Affairs
Danny Wu, City of Anaheim Public Works Department

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Attachment 1: Comments Regarding Differences between the Policy Growth Forecast and the Orange County Projection of 2006 (OCP-2006)

Overall Comments:

1. The City of Anaheim has actively participated in the development of the OCP-2006 and believes that it is the growth forecast that most accurately reflects the land uses anticipated in the City. The City, therefore, requests that any growth forecast adopted as part of the 2008 Regional Transportation Plan be fully consistent with the OCP-2006.

2. Specific comments are only provided for Census Tracts that had differences of greater than 100 residential units or employment totals when comparing the Policy Growth Forecast and the OCP-2006. However, nearly all Census Tracts in the City indicated differences between the two forecasts. Through preparation of the OCP-2006, staff anticipated and projected increases and decreases in both housing units and employment in Census Tracts throughout the City. These figures were based on local knowledge of pending development plans and available development sites. The majority of development projected within Anaheim is expected to occur on sites that are currently developed with other uses. The alternative Policy Growth Forecast is not representative of this anticipated growth.

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2000 Census Tract	Difference in Year 2035 (Policy – OCP-2006)		Comments
	Households	Employment	
116.02	359	-235	The majority of this census tract is within the City of Fullerton. For the portion within Anaheim, the existing industrial and commercial areas are not anticipated to convert to residential uses. Further, the City has no reason to anticipate that there will be any reduction in the employment projected.
117.22	-1,222	58	The majority of these census tracts are in the City of Placentia. The area within Anaheim is fully developed with stable, single-family neighborhoods with some commercial uses. No land uses changes are anticipated in this area.
218.21	-217	-68	
219.24	-640	-27	Only a portion of this tract is within Anaheim. This portion is planned to develop per an approved specific plan and development agreement with the landowner, The Irvine Company. Plans for the development, known as Mountain Park, include 2,500 residential units. The City does not anticipate any reduction in the number of units planned for this area.

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Attachment 1: Comments Regarding Differences between the Policy Growth Forecast and the Orange County Projection of 2006 (OCP-2006)

2000 Census Tract	Difference in Year 2035 (Policy – OCP-2006)		Comments
	Households	Employment	
117.14	112	-5,649	<p>This census tract is located in the Canyon business area of the City. A small portion is located in the City of Placentia. The intensification of currently developed sites is occurring and further anticipated in this area. This will result in a significant increase in employment. Two on-going re-use projects are of particular note. The first is the redevelopment of a previously underutilized industrial site to a new, 360-bed, regional Kaiser Permanente hospital and medical center. This project is under construction. The second site is currently occupied by Boeing, who in the past decade had significantly reduced their workforce at the location. However, the site recently sold to a developer who intends to redevelop the site with an office and research park. These new uses are expected to be fully occupied in the future resulting in a net gain in employment.</p> <p>While there is potential for additional residential development, it is unlikely to occur to the extent identified. The majority of this area is already developed with industrial uses and a small amount of commercial and office that are anticipated to remain in place. Residential development was anticipated in the OCP-2006 at appropriate locations. Additional residential development, while possible, is not currently anticipated to exceed what was anticipated by staff. The Policy Growth Forecast is in direct conflict with the City's land use assumptions for this area.</p>
758.13	75	1,335	<p>Only two portions of this tract are within Anaheim. The portion within the City is developed with stable, single-family residential neighborhoods and a water tower. It is unlikely that these uses will change. The City of Anaheim does not anticipate any additional employment or housing in this area.</p>
761.02	-640	-974	<p>Only a portion of this census tract is within Anaheim. The portion within the City is currently developed with institutional and residential uses. One planned project is anticipated to increase the overall number of residential units in the area by 450. This reuse does not appear to have been incorporated in the Policy Growth Forecast. The City does not anticipate a change in employment.</p>

10 cont.

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Attachment 1: Comments Regarding Differences between the Policy Growth Forecast and the Orange County Projection of 2006 (OCP-2006)

2000 Census Tract	Difference in Year 2035 (Policy – OCP-2006)		Comments
	Households	Employment	
761.01 and 863.03	-1,124 -1,186	5,351 4,776	<p>These two tracts encompass an area of the City referred to as the Platinum Triangle. Other portions of the tracts also extend into the City of Orange (tract 761.01) and into another area of Anaheim (tract 863.03). The areas outside of the Platinum Triangle, but still within the City, are currently developed with stable, residential and industrial uses that are not anticipated to significantly change.</p> <p>The area within the Platinum Triangle is currently undergoing significant transformation from a largely industrial area into a new residential mixed-use and office district. While a recently approved amendment to the Platinum Triangle Land Use Plan could accommodate additional employment, the City does not anticipate any decreases in the amount of housing identified in the OCP-2006. In fact, there are currently more residential units under construction or entitled under development agreements than indicated in the Policy Growth Forecast. At this time, the City requests that the OCP-2006 be used as the forecast in the 2008 RTP.</p>
864.06	-672	2	The area encompassed by this census tract contains a variety of residential and commercial uses. While the single-family neighborhoods are stable and not anticipated to change, there is the potential for some commercial sites to convert to residential uses. These potential changes in use were anticipated to result in an increase of 704 residential units, as reflected in the OCP 2006. This reuse does not appear to have been incorporated in the Policy Growth Forecast.
865.01	176	139	The area encompassed by this census tract contains a variety of residential, commercial, office and industrial uses. Several sites are anticipated to redevelop by 2035. While there is potential for the redevelopment of this area to include increases in both the residential units and employment, the redevelopment is most accurately reflected in the OCP-2006. The increases in both housing units and employment shown in the Policy Growth Forecast are not consistent with the development currently anticipated in this area.
866.01	502	487	The area encompassed by this census tract is currently a mix of higher density and stable, single-family residential neighborhoods with some strip commercial and existing medical facilities. While some reuse of existing sites is possible, the City does not anticipate significant changes in the land use. The increases in both housing units and employment shown in the Policy Growth Forecast are not consistent with the development currently anticipated in this area.

10 cont.

COMMENT LETTER 38

Attachment 1: Comments Regarding Differences between the Policy Growth Forecast and the Orange County Projection of 2006 (OCP-2006)

2000 Census Tract	Difference in Year 2035 (Policy – OCP-2006)		Comments
	Households	Employment	
866.02	90	239	The area encompassed by this census tract is currently a mix of existing stable, single-family neighborhoods, higher density residential, and fully occupied regional and general commercial uses. Additional residential and employment development indicated by the Policy Growth Forecast is not anticipated.
867.01	-237	-234	The area encompassed by this census tract is currently a mix of higher density and stable, single-family residential neighborhoods and some strip commercial uses. A vacated hospital site is anticipated to be redeveloped with residential mixed-use development. This reuse was reflected in the OCP-2006. The decreases in residential and employment growth shown in the Policy Growth Forecast are not consistent with the probable development of the site.
867.02	-477	0	The area encompassed by this census tract is a mix of existing stable, single-family neighborhoods, higher density residential, and general commercial uses. The conversion of some of the commercial sites to residential mixed use is anticipated in the future. This reuse was reflected in the OCP-2006. The decrease in residential growth shown in the Policy Growth Forecast is not consistent with the probable development of these sites.
868.01	93	-1,215	Only a portion of this census tract is within Anaheim. The area within the City is currently developed with underutilized industrial uses and a stable, single-family neighborhood. It is anticipated that the industrial area will redevelop with a mix of office and industrial uses. It is anticipated that the reuse of the site will result in a significant increase in employment. The decreases in residential and employment growth shown in the Policy Growth Forecast are not consistent with the probable development of the site.
868.02	-99	359	The area encompassed by this census tract contains existing commercial and industrial uses. There is the potential for some areas to convert from their existing uses to residential uses, as is reflected in the OCP-2006. The decrease in residential units and increase in employment in this area shown in the Policy Growth Forecast is not consistent with these anticipated changes in use.
868.03	554	-10	The area encompassed by this census tract consists of stable, single-family neighborhoods, higher density residential, and both regional and general commercial uses. The City is anticipating the conversion of some existing strip commercial to residential development as reflected in the OCP-2006. The city does not anticipate the changes in land use that would accommodate the significant increase in housing units as shown in the Policy Growth Forecast.

10 cont.

COMMENT LETTER 38

Attachment 1: Comments Regarding Differences between the Policy Growth Forecast and the Orange County Projection of 2006 (OCP-2006)

2000 Census Tract	Difference in Year 2035 (Policy – OCP-2006)		Comments
	Households	Employment	
869.02, 869.03, 870.01, 871.02 And 871.05	-335 -542 -463 -1,049 -1,414	203 162 0 591 584	The areas encompassed by these census tracts are fully developed and consist of a mix of stable, single-family neighborhoods, higher density residential, and commercial and industrial uses. The overall area is currently undergoing significant reuse of underutilized sites, as was reflected in the OCP-2006. Residential infill projects are being built on several underutilized strip commercial and industrial sites, resulting in the increases in residential units and decreases in employment. The conversion of these sites from commercial and employment uses to residential uses is not reflected in the Policy Growth Forecast.
871.06	129	65	The area encompassed by this census tract consists of existing higher density residential and visitor-serving commercial uses (hotels and restaurants). While the additional employment shown in the Policy Growth Forecast is possible, no additional residential development is anticipated in this area.
872.00 and 873.00	305 -11	187 230	The areas encompassed by these census tracts are within the Downtown and Colony Historic District areas of the City. These areas are currently developed with existing, stable-single family residential neighborhoods and some higher density residential and strip commercial uses. Significant office and commercial uses also exist Downtown. The conversion of existing underutilized sites to residential mixed use, much of which is already under construction, was incorporated in the OCP-2006. The increases in employment and overall increase in the number of housing units identified in the Policy Growth Forecast is not consistent with the redevelopment anticipated by the City.
874.01, 874.03, 874.04 and 874.05	-129 -257 115 214	57 1,126 70 265	The areas encompassed by these census tracts are currently undergoing significant redevelopment and land use change. While much of the area consists of stable, single-family neighborhoods, several sites include underutilized industrial and commercial uses. The redevelopment of these underutilized sites, as anticipated by the City and incorporated into the OCP 2006, was carefully considered on a site specific basis. The Policy Growth Forecast, which alternatively increases and decreases residential units and significantly increases employment, is inconsistent with both the existing development as well as the new uses anticipated in the area.

10 cont.

COMMENT LETTER 38

Attachment 1: Comments Regarding Differences between the Policy Growth Forecast and the Orange County Projection of 2006 (OCP-2006)

2000 Census Tract	Difference in Year 2035 (Policy – OCP-2006)		Comments
	Households	Employment	
875.01 and 875.03	1,740 1,485	-652 -17	The majority of the area encompassed by these census tracts is within Anaheim with a small portion in the City of Garden Grove. The area is currently developed with two theme parks (Disneyland and California Adventure); the Anaheim Convention Center; visitor-serving commercial uses that include hotels, restaurants, and other entertainment venues; and along the west side of the area, stable, single-family and high density residential uses. Much of the area is located within the boundaries of the Anaheim Resort Specific Plan area. The significant increase in housing units and decrease in employment identified in the Policy Growth Forecast are not anticipated for this area. While a few specific sites could accommodate some additional residential development, these sites are not expected to develop with residential uses within the Forecast's timeframe nor could they develop at the intensities projected in the Forecast due to the limited infrastructure capacity.
876.02	153	37	The area encompassed by this census tract consists of stable, single-family neighborhoods, higher density residential, and general commercial uses. The City does not anticipate the increase in housing units included in the Policy Growth Forecast.
877.03	792	594	Areas of this census tract are within Anaheim, the County of Orange (unincorporated), and the City of Garden Grove. However, the unincorporated area is within Anaheim's sphere of influence. The area is developed with stable, single-family residential neighborhoods and some general commercial uses. While the conversion of some of the commercial uses is not unreasonable, the significant increases in both the number of residential units and employment could not be accommodated without redeveloping the existing single-family residential neighborhoods. The City does not anticipate the changes in land use that would be necessary to accommodate the increase in housing units included in the Policy Growth Forecast.
877.04	-199	182	The area encompassed by this census tract is developed with stable, single-family neighborhoods, some underutilized strip commercial and some higher density residential uses. Some conversion underutilized commercial sites to residential uses is anticipated in the future and is reflected in the OCP-2006. However, the conversion of these sites from commercial and employment-generating uses to residential uses is not reflected in the Policy Growth Forecast.

10 cont.

COMMENT LETTER 38

Attachment 1: Comments Regarding Differences between the Policy Growth Forecast and the Orange County Projection of 2006 (OCP-2006)

2000 Census Tract	Difference in Year 2035 (Policy – OCP-2006)		Comments
	Households	Employment	
878.02, 878.03, 878.05 And 878.06	577 5 280 570	1,875 449 345 896	The majority of these census tracts are located within the City of Stanton with only minimal areas in Anaheim. For those areas within Anaheim, the existing uses are comprised primarily of higher density residential and commercial with some stable, single-family neighborhoods. Reuse of several commercial sites for residential and mixed-use residential is anticipated in the future and is reflected in the OCP-2006. Only minor increases in employment are anticipated. The significant increases in both housing units and employment shown in the Policy Growth Forecast are not expected within Anaheim.
884.02	1,204	2,792	The majority of the area of this census tract is within the City of Garden Grove. The small portion within Anaheim is located within the Anaheim Resort. The area is largely developed with visitor-serving commercial uses. There is the potential for a small amount of residential development, however, at this time it is not anticipated to occur within the time frame of the Policy Growth Forecast. The City also does not anticipate the significant increases in employment anticipated in the Forecast.
1104.01 and 1104.02	707 -47	1,090 -204	Only a very small portion of the area is within Anaheim. Increases to the number of housing units and employment are not anticipated.

10 cont.

COMMENT LETTER 38

Attachment 2: Comments on Mitigation Measures included in the draft 2008 Program Environmental Impact Report

Overall comments on the mitigation measures:

1. Please clarify and define the entity or entities that would be responsible for each mitigation measure. Several of the measures include entities that do not have authority to implement the measure.
2. Please use consistent language to identify responsible entities. It appears that the term “Project sponsor” and “Project Implementation Agency,” among other terms are used interchangeably but not consistently in the mitigation measures.

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Mitigation Measure	Comments and Recommendations
Energy	
<p>MM-EN.15: Local agencies should streamline permitting and provide public information to facilitate accelerated construction of solar and wind power.</p>	<p>It is unclear which local agencies would be required to implement this measure. The term “local agencies” should be clearly defined and be used consistently throughout the document and in the mitigation measures. Recommended language: <i>MM-EN.15: Local agencies <u>governments</u> should, <u>as practical and feasible</u>, streamline permitting and provide public information to facilitate accelerated construction of solar and wind power.</i></p>
<p>MM-EN.16: Local agencies should adopt a “Green Building Program” to promote green building standards. Green buildings can reduce local environmental impacts, regional air pollutant emissions and global greenhouse gas emissions. Green building standards involve everything from energy efficiency, usage of renewable resources and reduced waste generation and water usage. For example, water-related energy use consumes 19 percent of the state’s electricity. The residential sector accounts for 48 percent of both the electricity and natural gas consumption associated with urban water use. While interest in green buildings has been growing for some time, cost has been a main consideration as it may cost more up front to provide energy-efficient building components and systems. Initial costs can be a hurdle even when the installed systems will save money over the life of the building. Energy efficiency measures can reduce initial costs, for example, by reducing the need for over-sized air conditioners to keep buildings comfortable. Undertaking a more comprehensive design approach to building sustainability can also save initial costs through reuse of building materials and other means.</p>	<p>All text beyond the first sentence of the mitigation measure is narrative and should be included in the body of the PEIR. It is unnecessary to include it in the measure. The following language is requested: <i>MM-EN.16: Local agencies <u>governments</u> should adopt <u>develop</u> a “Green Building Program” to promote green building standards.</i></p>

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COMMENT LETTER 38

Attachment 2: Comments on Mitigation Measures included in the draft 2008 Program Environmental Impact Report

Mitigation Measure	Comments and Recommendations
<p>A comprehensive study of the value of green building savings is the 2003 report to California’s Sustainable Building Task Force. In the words of the report: “While the environmental and human health benefits of green building have been widely recognized, this comprehensive report confirms that minimal increases in upfront costs of about 2% to support green design would, on average, result in life cycle savings of 20% of total construction costs -- more than ten times the initial investment. For example, an initial upfront investment of up to \$100,000 to incorporate green building features into a \$5 million project would result in a savings of \$1 million in today’s dollars over the life of the building.”</p>	<p>This is a statement and not a mitigation measure. It should be moved into the body of the PEIR and removed from the mitigation monitoring program.</p>
<p>MM-EN.17: Local governments should alter zoning to improve jobs/housing balance and creating communities where people live closer to work, bike, walk, and take transit as a substitute for personal auto travel. Creating walkable, transit oriented nodes would generally reduce energy use and greenhouse gas emissions. Residential energy use (electricity and natural gas) accounts for 14 percent of California’s greenhouse gas emissions. It is estimated that households in transit-oriented developments drive 45 percent less than residents in auto-dependent neighborhoods. In addition, mixed land uses (i.e., residential developments near work places, restaurants, and shopping centers) with access to public transportation have been shown to save consumers up to 512 gallons of gasoline per year. Furthermore, studies have shown that the type of housing (such as multi-family) and the size of a house have strong relationships to residential energy use. Residents of single family detached housing consume over 20 percent more primary energy than those of multifamily housing and 9 percent more than those of single-family attached housing.</p>	<p>Because all of the text following the first sentence is descriptive, it should be moved to the body of the PEIR. It is not necessary to include it in the mitigation monitoring program. The following is requested language for the mitigation measure: <i>MM-EN.17: Local governments should alter zoning to improve <u>consider jobs/housing balance, to the extent practical and feasible, and encourage the development of</u> creating communities where people live closer to work, bike, walk, and take transit as a substitute for personal auto travel.</i></p>
<p>MM-EN.23: Project sponsors should consider the most cost-effective alternative and renewable energy generation facilities.</p>	<p>Please clarify under what circumstances project sponsors should be considering these facilities.</p>

12 cont.

COMMENT LETTER 38

Attachment 2: Comments on Mitigation Measures included in the draft 2008 Program Environmental Impact Report

Mitigation Measure	Comments and Recommendations
<p>MM-EN.24: Project sponsors should ensure that new buildings incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.</p>	<p>Not all project sponsors, such as county transportation commissions, have the ability or means to do this. Please clarify who would be responsible for this and to what types of projects this would apply. Also, please add the following text: <i>MM-EN.24: Project sponsors should ensure that <u>encourage, to the extent practical and feasible</u>, new buildings to incorporate solar panels in roofing and tap <u>utilize</u> other renewable energy sources to offset new demand on conventional power sources.</i></p>
<p>MM-EN.25: Project sponsors should require energy efficient design for buildings. This may include strengthening local building codes for new construction and renovation to require a higher level of energy efficiency.</p>	<p>The following language is requested: <i>MM-EN.25: Project sponsors should require <u>encourage</u>, energy efficient design for buildings. This may include strengthening local building codes for new construction and renovation to require a higher level of energy efficiency.</i></p>
<p>MM-EN.26: Project sponsors should fund and schedule energy efficiency “tune-ups” of existing buildings by checking, repairing, and readjusting heating, ventilation, air conditioning, lighting, hot water equipment, insulation and weatherization. (Facilitating or funding the improvement of energy efficiency in existing buildings could offset in part the global warming impacts of new development.)</p>	<p>This measure should be directed towards utility agencies. However, SCAG does not have the authority through the RTP to direct the actions of utility agencies. As such, this measure should be deleted as it cannot be implemented and therefore would not result in any measurable mitigation of the impact. Further, should this measure not be removed from the PEIR, please note that not all project sponsors, such as county transportation commissions, have the ability or tools to do this. Please clarify who would be responsible for this and on what projects it would apply. The following language is offered for clarification: <i>MM-EN.26: Project sponsors <u>Local governments</u> should fund and schedule <u>encourage</u> energy efficiency “tune-ups” of existing buildings, by checking, repairing, and readjusting heating, ventilation, air conditioning, lighting, hot water equipment, insulation and weatherization. (Facilitating or funding the improvement of energy efficiency in existing buildings could offset in part the global warming impacts of new development.)</i></p>
<p>MM-EN.27: Project sponsors should provide individualized energy management services for large energy users.</p>	<p>This type of action does not fall under the purview of SCAG, transportation agencies, or local governments. This would need to be a requirement of local electric utility providers. As such, this measure should be deleted.</p>

12 cont.

COMMENT LETTER 38

Attachment 2: Comments on Mitigation Measures included in the draft 2008 Program Environmental Impact Report

Mitigation Measure	Comments and Recommendations
MM-EN.28: Project sponsors should require the use of energy efficient appliances and office equipment.	Please clarify what is meant by “project sponsors.” Additionally, the following clarifications are requested: <i>MM-EN.28: Project sponsors should require <u>encourage</u> the use of energy efficient appliances and office equipment.</i>
MM-EN.32: Project sponsors should incorporate on-site renewable energy production (through, e.g., participation in the California Energy Commission’s New Solar Homes Partnership). Require project proponents to install solar panels, water reuse systems, and/or other systems to capture energy sources that would otherwise be wasted.	This measure should specify the types of projects it applies to. All development and redevelopment projects are currently subject to Title 24 requirements for energy efficiency. The following clarification is requested: <i>MM-EN.32: Project sponsors should incorporate, <u>where practical and feasible</u>, on-site renewable energy production (through, e.g., participation in the California Energy Commission’s New Solar Homes Partnership). Require project proponents to <u>such as the installation of</u> solar panels, water reuse systems, and/or other systems to capture energy sources that would otherwise be wasted.</i>
MM-EN.34: Project sponsors should provide public education and publicity about energy efficiency programs and incentives.	Not all project sponsors, such as county transportation commissions, have the ability or tools to do this. The following clarifications are offered: <i>MM-EN.34: Project sponsors <u>Local governments</u> should provide public education and publicity about energy efficiency programs and incentives <u>in cooperation with local utility providers</u>.</i>

12 cont.

COMMENT LETTER 38

Attachment 2: Comments on Mitigation Measures included in the draft 2008 Program Environmental Impact Report

Mitigation Measure	Comments and Recommendations
<p>MM-EN.35: In some instances, a project sponsor may find that measures that will directly reduce a project’s greenhouse gas emissions are insufficient. A lead agency may consider whether carbon offsets would be appropriate. The project proponent could, for example, fund off-site projects (e.g., alternative energy projects) that will reduce carbon emissions, or could purchase “credits” from another entity that will fund such projects. The lead agency should ensure that any mitigation taking the form of carbon offsets is specifically identified and that such mitigation will in fact occur.</p>	<p>Implementation of this measure would require that a "carbon trading" system be established in the region or state. Additionally, much of the text in this measure is narrative and can be deleted. The following clarification is offered: <i>MM-EN.35: In some instances, a project sponsor may find that measures that will directly reduce a project’s greenhouse gas emissions are insufficient. <u>If a regional carbon trading system is established, a</u> A-lead agency may consider whether carbon offsets would be <u>an appropriate means of project mitigation.</u> The project proponent could, for example, fund off-site projects (e.g., alternative energy projects) that will reduce carbon emissions, or could purchase “credits” from another entity that will fund such projects. The lead agency should ensure that any mitigation taking the form of carbon offsets is specifically identified and that such mitigation will in fact occur.</i></p>

12 cont.

COMMENT LETTER 38

Attachment 2: Comments on Mitigation Measures included in the draft 2008 Program Environmental Impact Report

12 cont.

Mitigation Measure	Comments and Recommendations
<p>MM-EN.36: Project sponsors should incorporate and local governments should include the following land use principles that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms:</p> <ul style="list-style-type: none"> • Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure • Land use and planning strategies to increase biking and walking trips 	<p>Land use strategies such as those indicated are the responsibility of local governments and not the responsibility of all project sponsors, such as county transportation commissions. Please remove the language relating to "Project sponsors" from the mitigation measure as it does not apply to all project sponsors. Additionally, it is not currently possible to fully "eliminate pollution." However, local governments could encourage the minimization of pollution to the extent practical and feasible. The following is offered for clarification: <i>MM-EN.36: Project sponsors should incorporate and Local governments should include <u>consider</u> the following land use principles that use resources efficiently, <u>and to the extent practical and feasible</u> eliminate <u>minimize</u> pollution and significantly reduce waste <u>generation</u>: into their projects, zoning codes and other implementation mechanisms</i></p> <ul style="list-style-type: none"> • <i>Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure</i> • <i>Land use and planning strategies to increase biking and walking trips</i>
<p>MM-EN.37: Project sponsors and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings include:</p>	<p>Land use strategies are the responsibility of local governments. Please remove the language relating to "Project sponsors" from the mitigation measure as it does not apply to all project sponsors. Additionally, the following clarifications are offered: <i>MM-EN.37: Project sponsors and local Local governments should <u>encourage the integration of</u> integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings <u>could include the following examples:....</u></i></p>

COMMENT LETTER 38

Attachment 2: Comments on Mitigation Measures included in the draft 2008 Program Environmental Impact Report

Mitigation Measure	Comments and Recommendations
Land Use	
MM-LU.11: Local governments should adopt and implement General Plan Housing Elements that accommodate the housing need identified through the RHNA process. Affordable housing should be provided consistent with the RHNA income category distribution adopted for each jurisdiction.	This measure is not necessary as it duplicates the mitigation stated in MM-LU.10. As such, we request that it be deleted.
MM-LU.13: Local governments and subregional organizations should develop ordinance and other programs which will enable and assist in the cleanup and redevelopment of brownfield sites.	Subregional organizations do not have the authority to develop ordinances. The following language is offered for clarification: <i>MM-LU.13: Local governments and subregional organizations should develop ordinances and other programs which will enable and assist in <u>encourage</u> the cleanup and redevelopment of brownfield sites.</i>
MM-LU.14: Local governments and subregional organizations should develop adaptive reuse ordinances and other programs that will enable the conversion of vacant or aging commercial, office and some industrial properties to housing and mixed-use housing.	Subregional organizations do not have the authority to develop ordinances. Additionally, local governments should determine the best use of such sites based on conditions and constraints present. Not all underutilized sites are appropriate for residential uses. The following language is offered for clarification: <i>MM-LU.14: <u>Where practical and feasible, local governments and subregional organizations should develop adaptive reuse ordinances and other programs that will to enable the reuse of conversion of vacant or aging underutilized commercial, office and/or industrial properties for housing or mixed use housing. housing and mixed use housing.</u></i>
Open Space	
MM-OS.23: Project sponsors should ensure that at least one acre of unprotected open space is permanently conserved for each acre of open space developed as a result of growth that accompanies transportation projects/improvements.	This measure appears to duplicate measure MM-OS.15, which requires the mitigation of impacts that transportation projects may have on open space. Moreover, growth induced by transportation projects is impossible to accurately quantify. CEQA requires that mitigation measures included in a PEIR be possible to implement and to be quantifiable. This measure is neither. Since other mitigation measures appear to adequately address open space impacts, it is requested that this measure be deleted.

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Attachment 2: Comments on Mitigation Measures included in the draft 2008 Program Environmental Impact Report

Mitigation Measure	Comments and Recommendations
<p>The Mitigation measures listed above for impacts 3.10-1 through 3.10-3 shall be applied to Tier 2 projects (General and Specific plans and individual development projects) in the region. In addition to these measures, the following mitigation measures would be applied to Tier 2 and 3 projects (General and Specific plans and individual development projects) in the SCAG Region.</p>	<p>Please further clarify what is meant by Tier 2 projects and how and when these measures would be applied. Would these be offered as suggested mitigation measures by SCAG when it reviews CEQA documents through the existing intergovernmental review process? Additionally, the following changes are requested: <i>The Mitigation <u>mitigation</u> measures listed above for impacts 3.10-1 through 3.10-3 shall <u>would</u> be applied to Tier 2 projects (General and Specific plans and individual development projects) in the region. In addition to these measures, the following mitigation measures would be applied to Tier 2 and 3 projects (General and Specific plans and individual development projects) in the SCAG Region.</i></p>
<p>MM-OS.34: Project level mitigation for significant cumulative and growth inducing impacts on open space resources will include but not be limited to the conservation of natural lands, community open space and important farmland through existing programs in the region or through multi-party conservation compacts facilitated by SCAG.</p>	<p>At this time, SCAG does not have the authority to facilitate compacts or agreements regarding open space. Such language should be removed from the measure. The following changes are requested: <i>MM-OS.34: Project level mitigation for significant cumulative and growth inducing impacts on open space resources will include but not be limited to the conservation of natural lands, community open space and important farmland through existing programs in the region or through multi-party conservation compacts facilitated by SCAG.</i></p>

14 cont.

COMMENT LETTER 38

Attachment 2: Comments on Mitigation Measures included in the draft 2008 Program Environmental Impact Report

Mitigation Measure	Comments and Recommendations
<p>MM-OS.35: Local governments should establish transfer of development rights (TDR) programs to direct growth to less agriculturally valuable lands (while considering the potential effects at the sites receiving the transfer) and ensure the continued protection of the most agriculturally valuable land within each county through the purchase of the development rights for these lands. Local governments should also consider the following:</p> <ul style="list-style-type: none"> • Tools for the preservation of agricultural lands such as eliminating estates and ranchettes and clustering to retain productive agricultural land. • Easing restrictions on farmer’s markets and encourage cooperative farming initiatives to increase the availability of locally grown food. • Considering partnering with school districts to develop farm-to-school programs. 	<p>Transfer of development rights programs are complex and costly to implement. While they are a valuable tool for the preservation of open space, they are not the only tool available, as indicated by the list of options in the measure. The following changes are requested: <i>MM-OS.35: Local governments should establish <u>programs to transfer of development rights (TDR) programs to direct growth to less agriculturally valuable lands (while considering the potential effects at the sites receiving the transfer) and ensure, where possible, the continued protection of the most agriculturally valuable land within each county through the purchase of the development rights for these lands. Local governments should also consider the</u></i> <u>The following are offered as examples of programs:</u></p> <ul style="list-style-type: none"> • <u>The development or participation in transfer of development rights programs to encourage the preservation of agricultural lands</u> <ul style="list-style-type: none"> • Tools for the preservation of agricultural lands such as eliminating estates and ranchettes and clustering to retain productive agricultural land. • Easing restrictions on farmer’s markets and encourage cooperative farming initiatives to increase the availability of locally grown food. • Considering partnering with school districts to develop farm-to-school programs.

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COMMENT LETTER 38

Attachment 2: Comments on Mitigation Measures included in the draft 2008 Program Environmental Impact Report

Mitigation Measure	Comments and Recommendations
<p>MM-OS.41: Project sponsors and local governments should increase the accessibility to natural areas lands for outdoor recreation.</p>	<p>This measure does not appear to mitigate the impact under which it is listed. Additionally, implementation of this measure could result in unintended impacts on natural areas, such as increased pollution or damage to sensitive habitat areas. Finally, some project sponsors will not have the ability to increase accessibility to natural areas. As such, it is requested that this measure be deleted. However, if the measure is not deleted, we agree that project sponsors should <u>consider</u> accessibility to natural areas in their construction projects. The following changes are requested: <i>MM-OS.41: <u>Where practical and feasible, project sponsors should consider and local governments should increase, the accessibility to natural areas and lands for outdoor recreation. Such measures should be coordinated with local and regional open space planning or management agencies.</u></i></p>
<p>MM-OS.42: Project sponsors and local governments should promote infill development and redevelopment to revitalize existing communities.</p>	<p>It is not clear how this will mitigate the impact. The following is offered as clarification: <i>MM-OS.42: Project sponsors and local governments should promote infill development and redevelopment to revitalize existing communities <u>encourage the efficient use of land and minimize the development of agricultural and open space lands.</u></i></p>

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Attachment 2: Comments on Mitigation Measures included in the draft 2008 Program Environmental Impact Report

Mitigation Measure	Comments and Recommendations
<p>MM-OS.43: Project sponsors should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.</p>	<p>It is not clear how this measure mitigates the stated impacts and this measure duplicates MM-EN.36. As such, it is requested that the measure be deleted. However, if the measure is not deleted, the same comments as provided on MM-EN.36 apply. Specifically, the following clarification is requested: <i>Project sponsors should incorporate and</i> Local governments should include consider the following land use principles that use resources efficiently, and to the extent practical and feasible eliminate minimize pollution and significantly reduce waste generation: into their projects, zoning codes and other implementation mechanisms:</p> <ul style="list-style-type: none"> • Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure • Land use and planning strategies to increase biking and walking trips
<p>MM-OS.45: Project sponsors and local governments should encourage multiple use spaces and encourage redevelopment in areas where it will provide more opportunities for recreational uses and access to natural areas close to the urban core.</p>	<p>This measure is most applicable to local governments as many project sponsors will have minimal, if any, ability to implement land use policy. The following clarification is offered: <i>MM-OS.45: Project sponsors and</i> Local governments should encourage multiple use spaces and encourage redevelopment in areas where it will provide more opportunities for recreational uses and access to natural areas close to the urban core.</p>
<p>Public Services</p>	
<p>General comments on MM-PS.8 through MM-PS.14 and MM-PS.21 through MM-PS.24</p>	<p>These measures are taken from the draft Regional Comprehensive Plan (RCP) which is still going through the public review process. The measures listed represent significant regional policy that has yet to be adopted by the region. As such, it is not appropriate to include the measures as mitigation in this document and it is requested that they be deleted. However, if the measures are not deleted, please incorporate the text changes below to reflect that the measures have not received regional approval and reflect the voluntary nature of the RCP.</p>

14 cont.

15

COMMENT LETTER 38

Attachment 2: Comments on Mitigation Measures included in the draft 2008 Program Environmental Impact Report

Mitigation Measure	Comments and Recommendations
<p>MM-PS.7: Project implementation agencies shall integrate green building measures into project design such as those identified in the U.S. Green Building Council’s Leadership in Energy and Environmental Design, energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. These measures would include the following: ...</p>	<p>The following changes are requested: <i>MM-PS.7: Project implementation agencies shall <u>should</u> integrate green building measures into project design such as those identified in the U.S. Green Building Council’s Leadership in Energy and Environmental Design, energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. These measures would <u>could</u> include the following: ...</i></p>
<p>MM-PS.8: Project implementation agencies shall discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, landfills should be sited with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.</p>	<p>Most project implementation agencies, including most local governments and county transportation commissions, do not have authority or purview over the siting of new landfills. This measure should be applicable only to the appropriate agency. Please clarify who would be responsible for this measure ensuring that it is an appropriate agency and change the word “shall” in the first sentence to “should.”</p>
<p>MM-PS.9: Project implementation agencies shall discourage exporting of locally generated waste outside of the SCAG region. Disposal within the county where the waste originates shall be encouraged as much as possible. Green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMP and RTP policies should be required.</p>	<p>Please clarify who would be responsible for this measure, ensuring that it is an appropriate agency and change the word “shall” in the first sentence to “should.”</p>
<p>MM-PS.10: Project implementation agencies shall adopt Zero Waste goals and practices and look for opportunities for voluntary actions to exceed the 50% waste diversion target.</p>	<p>Zero waste policies are very controversial and should only be recommended if regional consensus and support are achieved. Additionally, please clarify who would be responsible for this measure ensuring that it is an appropriate agency. The following changes are recommended: <i>MM-PS.10: Project implementation agencies shall adopt <u>should encourage</u> Zero Waste <u>waste reduction</u> goals and practices and look for opportunities for voluntary actions to exceed the 50% waste diversion target.</i></p>

15 cont.

COMMENT LETTER 38

Attachment 2: Comments on Mitigation Measures included in the draft 2008 Program Environmental Impact Report

15 cont.

Mitigation Measure	Comments and Recommendations
<p>MM-PS.11: Project implementation agencies shall build local markets for waste prevention, reduction, and recycling practices.</p>	<p>Many project implementation agencies do not have the means to build local markets for waste prevention. As such, the following changes are requested: <i>MM-PS.11: Project implementation agencies shall <u>Waste management agencies and companies should encourage build the development of</u> local markets for waste prevention, reduction, and recycling practices.</i></p>
<p>MM-PS.12: Project implementation agencies shall develop ordinances that promote waste prevention and recycling such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and instituting ordinances to divert food waste away from landfills and toward food banks and composting facilities.</p>	<p>Please clarify who would be responsible for this measure, ensuring that it is an appropriate agency and the following changes are requested: <i>MM-PS.12: Project implementation agencies shall develop ordinances that promote <u>should encourage</u> waste prevention and recycling <u>activities</u> such as: <u>requiring such as developing programs for</u> waste prevention and recycling efforts at all large events and venues; implementing <u>implementation of</u> recycled content procurement programs; and instituting ordinances to <u>developing opportunities to</u> divert food waste away from landfills and toward food banks and composting facilities.</i></p>
<p>MM-PS.13: Project implementation agencies shall develop environmentally friendly alternative waste management strategies such as composting, recycling, and conversion technologies.</p>	<p>Please clarify who would be responsible for this measure ensuring that it is an appropriate agency and change the word “shall” to “should.”</p>
<p>MM-PS.14: Project implementation agencies shall develop and site composting, recycling, and conversion technology facilities that are environmentally friendly and have minimum environmental and health impacts.</p>	<p>Please clarify who would be responsible for this measure ensuring that it is an appropriate agency and the following changes are requested: <i>MM-PS.14: <u>Where practical and feasible, project implementation agencies shall should, in coordination with waste management agencies,</u> develop and site composting, recycling, and conversion technology facilities that are environmentally friendly and have minimum environmental and health impacts.</i></p>
<p>MM-PS.21: Project implementation agencies shall coordinate regional approaches and strategic siting of waste management facilities.</p>	<p>Per the discussion on MM-PS.8, please clarify who would be responsible for this measure, ensuring that it is an appropriate agency and change the word “shall” to “should.”</p>

COMMENT LETTER 38

Attachment 2: Comments on Mitigation Measures included in the draft 2008 Program Environmental Impact Report

Mitigation Measure	Comments and Recommendations
<p>MM-PS.22: Project implementation agencies shall facilitate the creation of synergistic linkages between community businesses and the development of eco-industrial parks and materials exchange centers where one entity’s waste stream becomes another entity’s raw material by making priority funding available for projects that involve co-location of facilities.</p>	<p>Please clarify who would be responsible for this measure, ensuring that it is an appropriate agency: <i>MM-PS.22: Project implementation agencies shall <u>should encourage and, where practical and feasible,</u> facilitate the creation of synergistic linkages between community businesses and the development of eco-industrial parks and materials exchange centers where one entity’s waste stream becomes another entity’s raw material. by making priority funding available for projects that involve co-location of facilities</i></p>
<p>MM-PS.23: Project implementation agencies shall prioritize siting of new solid waste management facilities including recycling, composting, and conversion technology facilities in conjunction with existing waste management or material recovery facilities.</p>	<p>Please clarify who would be responsible for this measure ensuring that it is an appropriate agency and change the word “shall” to “should.”</p>
<p>MM-PS.24: Project implementation agencies shall increase programs to educate the public and increase awareness of reuse, recycling, composting, and green building benefits and raise consumer education issues at the county and city level, as well as at local school districts and education facilities.</p>	<p>Please clarify who would be responsible for this measure ensuring that it is an appropriate agency and change the word “shall” to “should.”</p>
Water	
<p>MM-W.20: Local governments should encourage Low Impact Development and natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments.</p>	<p>The following text changes are requested: <i>MM-W.20: Local governments should encourage Low Impact Development <u>low impact development</u> and <u>encourage the incorporation of</u> natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, <u>where practical and feasible,</u></i></p>
<p>MM-W.21: Local governments should implement green infrastructure and water-related green building practices through incentives and ordinances. Green building resources include the U.S. Green Building Council’s Leadership in Energy and Environmental Design, Green Point Rated Homes, and the California Green Builder Program.</p>	<p>The following text changes are requested: <i>MM-W.21: Local governments should implement, <u>where practical and feasible,</u> green infrastructure and water-related green building practices through incentives and ordinances. Green building resources include the U.S. Green Building Council’s Leadership in Energy and Environmental Design, Green Point Rated Homes, and the California Green Builder Program.</i></p>

15 cont.

16

COMMENT LETTER 38

Attachment 2: Comments on Mitigation Measures included in the draft 2008 Program Environmental Impact Report

Mitigation Measure	Comments and Recommendations
<p>MM-W.23: Developers, local governments, and water agencies should maximize permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.</p>	<p>The following text changes are requested: <i>MM-W.23: Developers, local governments, and water agencies should maximize, <u>where practical and feasible</u>, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.</i></p>
<p>MM-W.24: SCAG shall continue to work with local jurisdictions and water quality agencies, through its Water Policy Task Force and other means, to encourage regional-scale planning for improved water quality management and pollution prevention. Future impacts to water quality shall be avoided through cooperative planning, information sharing, and comprehensive pollution control measure development within the SCAG region. This cooperative planning shall occur during as part of SCAG's ongoing regional planning efforts.</p>	<p>SCAG should recognize and incorporate existing regional water planning efforts and not duplicate existing efforts. SCAG is encouraged to coordinate with these existing programs and processes. The following text changes are requested: <i>MM-W.24: SCAG shall continue to work with local jurisdictions and water quality agencies, through its Water Policy Task Force and other means, to encourage regional-scale planning for improved water quality management and pollution prevention. Future impacts to water quality shall be avoided, <u>to the extent practical and feasible</u>, through cooperative planning, information sharing, and comprehensive pollution control measure development within the SCAG region. This cooperative planning shall occur <u>as part of current and existing regional coordination efforts and</u> during as part of <u>with additional coordination opportunities provided through SCAG's ongoing regional planning efforts.</u></i></p>
<p>MM-W.25: SCAG shall continue to work with local jurisdictions and water agencies, to encourage regional-scale planning for improved stormwater management and groundwater recharge. Future adverse impacts shall be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region. Meetings of SCAG's Water Policy Task Force and Regional Council offer an opportunity for local jurisdictions and water agencies to share information and strategies for improving regional performance in these efforts.</p>	<p>The following text changes are requested: <i>MM-W.25: SCAG shall continue to work with local jurisdictions and water agencies, to encourage regional-scale planning for improved stormwater management and groundwater recharge, <u>including consideration of alternative recharge technologies</u>. Future adverse impacts shall be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region. Meetings of SCAG's Water Policy Task Force and Regional Council offer an opportunity for local jurisdictions and water agencies to share information and strategies for improving regional performance in these efforts.</i></p>

16 cont.

COMMENT LETTER 38

Attachment 2: Comments on Mitigation Measures included in the draft 2008 Program Environmental Impact Report

Mitigation Measure	Comments and Recommendations
<p>MM-W.30: Project developers and agencies should consider potential climate change hydrology and attendant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health.</p>	<p>The methodology and base data necessary for these analyses are still being developed. Further, local water agencies and project developers must rely on regional water agencies to establish the analysis such that they can incorporate it into the water plans. As such, the following text changes are requested. <i>MM-W.30: Project developers and <u>Regional water</u> agencies should consider, <u>to the extent feasible,</u> potential climate change hydrology and attendant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health.</i></p>
<p>MM-W.33: SCAG shall encourage the kind of regional coordination throughout California and the Colorado River Basin that develops and supports sustainable policies in accommodating growth.</p>	<p>Because existing regional programs currently exist to address these issues, the following change to the text is requested: <i>MM-W.33: SCAG, <u>in coordination with regional water agencies,</u> shall encourage the kind of regional coordination throughout California and the Colorado River Basin that develops and supports sustainable policies in accommodating growth.</i></p>
<p>MM-W.34: SCAG shall facilitate information sharing about the management and status of the Sacramento River Delta, the Colorado River Basin, and other water supply source areas of importance to local water supply.</p>	<p>Because existing regional programs currently existing to address these issues, the following change to the text is requested: <i>MM-W.34: SCAG, <u>in coordination with regional water agencies,</u> shall facilitate information sharing about the management and status of the Sacramento River Delta, the Colorado River Basin, and other water supply source areas of importance to local water supply.</i></p>

16 cont.

COMMENT LETTER 38

Attachment 2: Comments on Mitigation Measures included in the draft 2008 Program Environmental Impact Report

Mitigation Measure	Comments and Recommendations
<p>MM-W.36: Future impacts to water supply shall be minimized through cooperation, information sharing, and program development as part of SCAG’s ongoing regional planning efforts. SCAG’s Water Policy Task Force presents an opportunity for local jurisdictions and water agencies to share information and strategies (such as those listed above) about their on-going water supply planning efforts, including the following types of actions:</p> <ul style="list-style-type: none"> • Minimize impacts to water supply by developing incentives, education and policies to further encourage water conservation and thereby reduce demand. • Involve the region’s water supply agencies in planning efforts in order to make water resource information, such as water supply and water quality, location of recharge areas and groundwater, and other useful information available to local jurisdictions for use in their land use planning and decisions. • Provide, as appropriate, legislative support and advocacy of regional water conservation, supply and water quality projects. • Promote water-efficient land use development. • The Water Policy Task Force and other ongoing regional planning efforts present an opportunity for SCAG to partner with the region’s water agencies in outreaching to local governments, special water districts, and the California Department of Water Resources on important water supply issues. SCAG provides a unique opportunity to increase two-way communication between land use and water planners. The goals of the Task Force would not be to duplicate existing efforts of the water agencies. 	<p>Because existing regional programs currently existing to address these issues, the following change to the text is requested: <i>MM-W.36: Future impacts to water supply shall be minimized through cooperation, information sharing, and program development as part of SCAG’s ongoing regional planning efforts <u>in coordination with regional water agencies</u>. SCAG’s Water Policy Task Force presents an opportunity for local jurisdictions and water agencies to share information and strategies (such as those listed above) about their on-going water supply planning efforts, including the following types of actions:</i></p> <ul style="list-style-type: none"> • <i>Minimize impacts to water supply by developing incentives, education and policies to further encourage water conservation and thereby reduce demand.</i> • <i>Involve the region’s water supply agencies in planning efforts in order to make water resource information, such as water supply and water quality, location of recharge areas and groundwater, and other useful information available to local jurisdictions for use in their land use planning and decisions.</i> • <i>Provide, as appropriate, legislative support and advocacy of regional water conservation, supply and water quality projects.</i> • <i>Promote water-efficiency <u>in land</u> land use development.</i> • <i>The Water Policy Task Force and other ongoing regional planning efforts present an opportunity for SCAG to partner with the region’s water agencies in outreaching to local governments, special water districts, and the California Department of Water Resources on important water supply issues. SCAG provides a unique opportunity to increase two-way communication between land use and water planners. The goals of the Task Force would not be to duplicate existing efforts of the water agencies.</i>

16 cont.

COMMENT LETTER 39

925 Harbor Plaza, Long Beach, CA 90802 Tel 562.437.0041 Fax 562.901.1725



February 15, 2008

Ms. Jessica Kirchner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Transmitted via Electronic Mail: kirchner@scag.ca.gov

Re: Comments on the Draft Regional Transportation Plan Goods Movement Report and the Draft Program Environmental Impact Report

Dear Ms. Kirchner

On behalf of the Port of Long Beach, I am pleased to submit the following comments on the draft Regional Transportation Plan (RTP). We have reviewed the Goods Movement Report (December 2007) contained within the RTP and the draft Program Environmental Impact Report. In general we find these reports are well written and accurate with respect to maritime activities. We would like to offer the following comments.

Maritime Ports

The last sentence of the Goods Movement Report on page 3.14-15 is outdated. The Port of Long Beach combined with the Port of Los Angeles is the world's fifth-busiest port complex in 2006 (15.8 million total TEU), after Singapore (24.8 million TEU), Hong Kong (23.2 million), Shanghai (21.7 million) and Shenzhen (18.5 million). The data source is enclosed for your reference.

1

Clean Trucks Program

The Goods Movement Report briefly mentions truck replacement and retrofit as a strategy for diesel emissions reduction. Please be aware that in December 2007, the Port of Long Beach and the Port of Los Angeles adopted a cargo fee of \$35 per loaded TEU to support funding of the truck replacement program. This will generate about \$1.6 billion for new trucks and retrofits. We anticipate beginning the fee collection on October 1, 2008.

2

Infrastructure Cargo Fee

In January 2008, the Port of Long Beach and the Port of Los Angeles adopted an Infrastructure Cargo Fee (ICF) to supplement the costs of highway and railroad projects within the harbor area. We anticipate beginning the fee collection on January 1, 2009, at an initial rate of \$15 per loaded TEU. The ports also remain committed to working with regional partners to find a funding solution for the Alameda Corridor East Trade Corridor projects and Colton Crossing. The proposed legislation (SB 974), which is supported by the Port of Long Beach, is one possible solution.

3

Inland Ports

In 2008 the Port of Long Beach and the Port of Los Angeles plan to jointly evaluate the feasibility of inland ports as a potential long-term strategy for managing growth of port cargo.

4

International trade through the SCAG region creates decent jobs and drives the nation's economy. Our region with a combined population of 18 million residents, however, is bearing the brunt of traffic congestion, safety, and air quality impacts. The Port of Long Beach is committed to developing programs that will support the anticipated growth in trade activities with minimum impact on the region's environment. We cannot do it alone – we stand ready to work with you in implementing programs envisioned in the Regional Transportation Plan.

Should you have any questions, please feel free to contact me at (562) 590-4155 or via email shen@polb.com.

Sincerely,



Eric C. Shen, P.E., PTP
Director of Transportation Planning

Enclosed: Top 15 Container Ports Worldwide in 2006

cc: Dr. Robert Kanter, Managing Director of Environmental Affairs and Planning,
Port of Long Beach
Samara Ashley, Director of Government Affairs, Port of Long Beach
Kerry Cartwright, Director of Goods Movement, Port of Los Angeles

Top 15 Container Ports Worldwide - 2006



Port Name	Country	2006		2005		% Change
		Ranking	TEU (MM)	Ranking	TEU (MM)	
Singapore	Singapore	1	24.8	2	22.3	6.9%
Hong Kong	China	2	23.2	1	22.4	3.6%
Shanghai	China	3	21.7	3	18.1	20.1%
Shenzen	China	4	18.5	4	16.2	14.0%
Los Angeles/Long Beach	US	5	15.8	5	14.2	11.0%
Busan	Korea	6	12.0	6	11.8	1.6%
Kaohsiung	Taiwan	7	9.8	7	9.5	3.2%
Rotterdam	The Netherlands	8	9.7	8	9.3	4.3%
Dubai	UAE	9	8.9	10	7.6	17.1%
Hamburg	Germany	10	8.9	9	8.1	9.6%
Qingdao	China	11	7.7	12	6.3	22.1%
Ningbo	China	12	7.1	14	5.2	35.7%
Antwerp	Belgium	13	7.0	11	6.5	8.3%
Guangzhou	China	14	6.6	17	4.7	40.9%
Port Klang	Malaysia	15	6.3	13	5.5	14.0%
Totals			187.9		168.6	11.5%



COMMENT LETTER 40

SEAN JOYCE, City Manager

JS

City of Irvine, One Civic Center Plaza, P.O. Box 19575, Irvine, California 92623-9575

(949) 724-6249

February 15, 2008

Ms. Jessica Kirchner
Senior Regional Planner
Air Quality Conformity
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, California 90017-3435

Dear Ms. Kirchner:

The City of Irvine has reviewed the 2008 Draft Regional Transportation Plan (RTP) and Draft Program Environmental Impact Report (DPEIR). The City opposes the policy direction of the overall document, and notes a number of concerns regarding the DPEIR. As a preliminary matter, the City of Irvine has filed a petition for writ of mandate against the Southern California Association of Governments (SCAG), challenging SCAG's allocation to Irvine of dwelling units under the draft and final Regional Housing Needs Assessment (RHNA) for the current housing cycle. For reference, the case is *City of Irvine v. SCAG*, Orange County Superior Court Case No. 07CC08301 (the "Petition"). By submitting this letter in opposition to the draft RTP and DPEIR, the City of Irvine in no manner waives any arguments or positions that it has asserted in the Petition, and preserves any and all rights, and remedies as may be ordered pursuant to the allegations for relief in the Petition. 1

With that initial disclosure, the City opposes the draft RTP and DPEIR for the reason that if either document is approved by SCAG without addressing the comments and concerns set forth in this letter, SCAG will fail to proceed in manner as prescribed by law, will prejudicially abuse its discretion by exceeding its legal authority, will fail to support its official actions with sufficient evidence, and/or will fail to perform a clear, present, mandatory, and ministerial duty. As a Metropolitan Planning Organization (MPO) under pertinent federal law and a council of government formed and existing pursuant to a joint powers agreement under pertinent state law, SCAG's authority and powers in drafting and producing the RTP is limited by and confined to federal and state statute. Of primary significance, the development of the RTP and the RTP itself should follow a "bottom-up" rather than a "top-down" approach to reporting the regional transportation needs and plans. Instead, SCAG has developed a draft RTP that would dictate to local jurisdictions land use requirements under the guise of creating a transportation plan. This approach violates clear mandates from applicable federal and state law. 2

SCAG's authority to prepare and adopt the RTP is set forth in Government Code section 65080-65086.5 (the "State RTP Law"), which clearly provides that only *transportation systems* are to be analyzed and included as part of the plan. (Gov. Code § 65080(a).) Even more pertinent, SCAG *must consider and incorporate* into the RTP the transportation plans of "cities, counties, districts, private organizations, and state and federal agencies." (*Ibid.*) Thus, under state law, SCAG must consider and incorporate the City of Irvine's transportation plans, which have been constantly reviewed and thoughtfully considered as part of the City's General Plan and other related land use documents.

2 cont.

Furthermore, federal law requires SCAG to consider the City's General Plan and related transportation planning documents. Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), an MPO such as SCAG is required to implement a planning process that provides for consideration of projects and strategies that will, among other things, "promote consistency between transportation improvements and State and local planned growth and economic development patterns[.]" (23 U.S.C. § 134(h) (1)(E).) Likewise, the transportation plan required to be produced pursuant to SAFETEA-LU (i.e., the RTP) must consider local planned growth and economic development patterns as it relates to a 20-year forecast period. (*Id.*, § 134(i)(2)(A).) Indeed, SCAG is required to consult with the City of Irvine for land use management, natural resources, environmental protection, conservation, and historic preservation in connection with the development of a long-range RTP. (*Id.*, § 134(i)(4)(A).) To the extent that SCAG and the draft RTP do not meet these requirements under federal law, the City hereby formally opposes certification of the RTP by the Secretary of the United States Department of Transportation. (Refer to *id.*, § 134(k)(5)(A).)

3

In addition to the failure to adequately consider and incorporate Irvine's planned growth and transportation-related forecasts, SCAG has exceeded the limited scope of the contents that are to be in the RTP. The State RTP Law requires the RTP to include only a "policy element," an "action element," and a "financial element." (Gov. Code § 65080(b).) The items to be discussed and analyzed in each element are likewise set forth in statute. (*Ibid.*) The City is gravely concerned and opposes the draft RTP for failing to follow the statutorily imposed limits on the content of the RTP.

Furthermore, the ability of SCAG to propose and approve an "alternative" planning scenario is expressly limited by law. First, an alternative planning scenario must accommodate the same amount of population growth as projected in the baseline plan but shall be based on an alternative that attempts to reduce the growth in traffic congestion, make more efficient use of existing transportation infrastructure, and reduce the need for costly future public infrastructure. (Gov. Code § 65080.3(b).) Second, the alternative planning scenario and accompanying report *cannot* be adopted as part of the RTP. (*Id.* § 65080.3(f).) Third, and perhaps most significant, is the re-affirmation that SCAG *has no land use authority* because state law specifies that the preparation of an *alternative planning scenario grants no direct or indirect authority over local land use*

decisions. (*Id.* § 65080.3(g).) To the extent the draft RTP includes the "Plan," "Envision" or other "Alternatives" that deviate from a "Baseline" growth scenario, SCAG *cannot* by law include that as part of the RTP. Moreover, the RTP cannot include its Compass Blueprint Program by using assumptions from that program as the justifications for the RTP. In view of the legal framework discussed above, the City's comments and concerns are as follows:

3 cont.

1. Remove policies and mitigation measures in the draft RTP and DPEIR that are not related to transportation project delivery and implementation.

As stated, SCAG, as the designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, including Orange, Los Angeles, San Bernardino, Riverside, Ventura, and Imperial counties, is responsible for the development of a Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) and for ensuring that the plan and program meet the air quality conformity requirements of the federal Clean Air Act.

4

SCAG's additional functions include intergovernmental review of regionally significant development projects, periodic preparation of the RHNA, and serving as the area wide wastewater treatment management-planning agency under the federal Clean Water Act.

In accordance with State law as discussed, land use authority belongs to local jurisdictions. The State requires that cities have approved General Plans to plan for future growth. The City of Irvine has an approved General Plan, which designates land use types and intensities. Irvine has been internationally recognized as a master planned community, well known for its quality of life. Irvine is unique as it was developed in accordance to a master plan that carefully considered the balance of population and employment; provisions of public land for parks, open space, schools, and public facilities; and construction of infrastructure to support the land use designations, including streets, sidewalks, bikeways, and transit corridors. Implementation of the proposed SCAG RTP land use plan would seriously undermine this effort, and as stated in the introduction to this letter, would be inconsistent with SCAG's legal authority.

Several of the policies and mitigation measures contained in the RTP and associated DPEIR include measures related to land use policies. While the federal SAFETEA-LU contains policies that encourage regional land use coordination, it does not expand SCAG's authority to dictate land use. Both the Plan and the Envision alternatives call for land use designations, patterns, intensities, and policies that do not comply with the City's well-balanced General Plan. Additionally, SCAG's plan forecast differs significantly from demographic assumptions of Irvine's General Plan. At the census tract/traffic analysis zone level, locations of future growth according to SCAG's Plan Alternative would shift significantly compared with Irvine's General Plan. This shift would increase

population, employment, and housing growth and exceed the capacity of planned infrastructure. This growth is inconsistent with Irvine's well-balanced General Plan.

The Draft RTP and DPEIR also include a land use map based on the policy growth forecast that designates the types and intensities of land use. As stated, SCAG does not have the authority to designate land uses and development standards for cities within the region. Therefore, all maps or text related to designating land use and development standards should be removed from the 2008 Draft RTP and DPEIR.

It is also important to note that we have identified a number of errors in the land use demographic assumptions and policy mapping that we previously provided to SCAG staff and are reiterating in this letter. These errors are reflected on a variety of graphics generated by the SCAG including but not limited to the Draft Baseline Growth Forecast map, the Draft Policy Growth Forecast map, and the Compass Blueprint 2 percent Strategic Opportunities Area map. While the City of Irvine acknowledges the efforts of SCAG to encourage more sustainable development by focusing housing and employment near transit stations or transportation corridors, the maps are not consistent with the City's land use maps. City of Irvine staff has expressed concerns with these errors to SCAG staff at previous meetings and workshops, yet corrections to the graphics have not been made. Examples include:

- Areas that are identified for "Office Park" on the SCAG maps have an existing "Residential" land use designation. Residential projects with varying densities are either existing or planned for these areas.
- Areas that are identified to be developed with higher residential densities are areas that already developed with new residential, office, or retail uses. These areas will not be redeveloped within the time horizon identified in the 2008 Draft RTP.
- Areas identified for "Industrial" uses are within planning areas experiencing mixed-use development. According to SCAG's development standards, the residential density for "Industrial" areas is zero households per acre. The City is currently processing applications for mixed-use projects in several of these areas.

The use of these erroneous assumptions demonstrates further serious flaws in the proposed policy. The City of Irvine requests a meeting with SCAG staff to discuss the specifics of these errors and provide a better understanding of the City of Irvine's land use planning efforts.

4 cont.

Therefore, the City of Irvine requests that SCAG remove all policies, maps, development standards, and mitigation measures in the 2008 draft RTP and DPEIR that are not related to transportation project delivery and implementation, and remove mitigation measures with questionable requirements. Many of the mitigation measures of concern also appear to be draft Regional Comprehensive Plan policies that have been carried over into the 2008 RTP as proposed mitigation measures. As the RCP has not yet been formally released for public review, the use of RCP policies as mitigation measures without proper vetting is premature. Development standards and mitigation measures that have no bearing on the mitigation of transportation project delivery should be removed from the DPEIR.

4 cont.

- 1. Utilize the 2006 Orange County Projections (RTP Baseline) in any adopted 2008 RTP growth forecast, consistent with adopted policy directive from the boards of directors of OCCOG and OCTA.**

5

The RTP DPEIR analyzes three alternatives: the Plan, Envision, and Baseline. The Plan and Envision alternatives do not accurately reflect population and employment projections provided by Orange County Council of Government in 2006 (2006-OCP). The RTP and related DPEIR do not accurately reflect this data.

The 2008 RTP includes discussion of two different demographic forecasts for the SCAG region between 2008 and 2035, including a baseline forecast and a policy growth forecast. SCAG's baseline forecast was developed through a bottom-up approach and is consistent with local general plans. In November 2006, the OCTA Board requested that SCAG use the 2006 Orange County Projections (OCP-2006) as the basis for Orange County demographics in the 2008 RTP. The OCP-2006 is the countywide demographic dataset developed by the Center for Demographic Research with input from all 34 cities and the County of Orange. The baseline forecast is consistent with OCP-2006 in Orange County.

The policy growth forecast, referred to as the "Plan" forecast, however, is shaped by the Compass Blueprint Program. The Plan forecast is generally consistent with OCP-2006 through 2015. After that time, SCAG redistributes jobs and housing to cluster future growth around major transit corridors, transit stations, and job and activity centers known as "Areas of Opportunity". On a regional level, growth is shifted from inland counties to coastal counties in an effort to reduce vehicle miles traveled by more closely locating jobs and housing. Compared with the baseline growth forecast, the Plan forecast would add an additional 45,000 people, 15,000 households, and 9,500 jobs throughout Orange County by year 2035. Three areas of Irvine have been identified in the Compass Blueprint as "Areas of Opportunity", including the Irvine Metro (locally referred to as the Irvine Business Complex or IBC) and TOD in the areas around Irvine Station and Tustin Station. It is important to note that implementation of the

City's General Plan will result in sustainable, politically acceptable growth in these areas. The high levels of growth that the Plan forecast assumes for these areas are not only inconsistent with the City's General Plan, they would likely result in significant negative impacts in State and federal environmental review focus areas such as public services (education, public safety, recreation), noise, visual impacts, public utilities, water resources, and biological resources. In addition, the Plan forecast does not account for land use constraints such as open space and hazard areas, nor does it recognize existing project approvals or land use designations.

5 cont.

Although the SCAG Regional Council will have an opportunity to select either growth forecast when the final 2008 RTP is adopted, the draft 2008 RTP refers almost exclusively to the Plan forecast, and the draft finding of air quality conformity was based on that forecast. In addition, the DPEIR does not include analysis of a specific alternative that links the baseline growth forecast with the planned transportation improvements, such as Renewed Measure M, that are planned throughout 2035. As such, the DPEIR is insufficient because it does not look at all possible environmental impacts that may result from whichever alternative is adopted.

6

The DPEIR alternatives should include a Baseline + Approved Transportation Projects alternative with an air quality conformance test absent of land use policies. Furthermore, the mitigation measures should be limited to transportation projects. However, recognizing that there is insufficient employment in Riverside and San Bernardino Counties to support the population, the City of Irvine would be supportive of incentives for job creation in those counties to reduce the congestion on freeways, such as State Route (SR) 91.

- 2. Include OCTA's list of transportation projects submitted to SCAG for incorporation into the 2008 RTP, including corrections to the Constrained and Strategic Plans to accurately reflect the status of proposed projects.**

7

The RTP consists of two major sections: a financially constrained plan and a strategic plan. The constrained plan includes transportation projects for which there are committed or "reasonably available" funding sources. The strategic plan identifies projects that do not have a complete funding plan or require further study and consensus building before moving into the constrained plan. All regionally significant transportation projects must be included in the constrained plan to move through the project delivery process and receive State or federal funding for design and construction.

The following two controversial projects have been included in the Constrained Plan although neither project has identified "reasonably available" funding sources:

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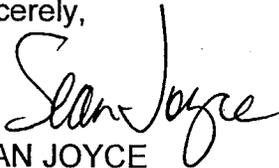
- a. Orangeline Magnetic Levitation Project (Orangeline Project): This project should be removed from the constrained RTP placed in the strategic plan until such time as full funding and local commitment are secured.
- b. Riverside-Orange County Corridor: This project should be removed from the constrained RTP until such time as full funding and local commitments are secured, and the project's environmental impacts and constraints are addressed. This change would be consistent with the 2006 RTP. It should be noted that on October 25, 2005, the Irvine City Council adopted a resolution opposing the consideration of any proposed tunnel alternative that would be built in the Cleveland National Forest or link Interstate 15 in Riverside County to the State Route 133 Toll Road in the City of Irvine.

7 cont.

These projects should be removed from the Constrained Plan, placed in the Strategic Plan, and a new air quality conformance should be conducted.

We are aware that other public agencies in Orange County oppose the draft RTP. The City of Irvine therefore requests that SCAG reconsider the proposed RTP in light of the major issues raised in the review and comment process.

Sincerely,



SEAN JOYCE
City Manager

Cc: The Honorable Yvonne-Brathwaite Burke, President, Southern California Association of Governments, 818 West Seventh Street, 12th Floor, Los Angeles, CA 90017-3435
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February 15, 2008

Via FedEx and email to kirchner@scag.ca.gov

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

**Re: 2008 Regional Transportation Plan and Draft Program Environmental
Impact Report for the 2008 RTP (SCH#2007061126)**

Dear Ms. Kirchner:

We submit this letter on behalf of the City of El Segundo to comment on the Southern California Association of Governments' ("SCAG") 2008 Regional Transportation Plan ("RTP" or "Plan") and the Draft Program Environmental Impact Report ("DEIR") for the 2008 RTP. El Segundo recognizes the critical role that Southern California airports play in the region's economy and thus has been on the forefront of promoting a regional air transport system. The City's primary interest in SCAG's 2008 RTP, therefore, relates to the Plan's ability to meet the region's aviation demand and specifically its strategy to decentralize aviation activity.

To this end, we commend SCAG for promoting in the 2008 RTP an aviation decentralization strategy ("decentralization strategy") and for institutionalizing an upper limit of 79 million annual passengers ("MAP") at Los Angeles International Airport ("LAX") through 2035. Quite simply, without a regional air transport system, the SCAG region will be unable to accommodate its long-term aviation demand. The enormous aviation demands on LAX, together with its physical constraints and mandates imposed by the 2006 Stipulated Settlement agreement between Los Angeles World Airports ("LAWA"), El Segundo and other LAX neighbors, dictate that underutilized regional airports must absorb a greater share of regional aviation demand.

Despite the RTP's strategic vision of decentralized aviation, El Segundo is quite concerned that the RTP, and as a result the RTP DEIR, lack sufficient information regarding

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airport ground access improvements that are desperately needed to ensure regionalization of aviation activity. As set forth below, and in the attached report prepared by John Eells, transportation and governmental affairs consultant, neither the RTP or its associated technical reports provide sufficient details relating to the nature, purpose and need, anticipated completion dates, and the effectiveness of airport-related ground access projects. *See* John Eells Report, February 11, 2008, attached as Exhibit A. Consequently, the RTP DEIR also fails to adequately describe the aviation strategy component of the RTP and therefore lacks the ability to analyze its environmental impacts or identify appropriate alternatives. It is our opinion that the DEIR for the proposed RTP must be revised to comply with the requirements of the California Environmental Quality Act ("CEQA") (Pub. Res. Code §§ 21000 et seq.) and the CEQA Guidelines (14 Cal. Code Regs. §§ 15000 et seq.) ("CEQA Guidelines").

1. INTRODUCTION

Air traffic in the SCAG region is expected to double during the RTP's planning horizon, from 88 MAP in 2005 to 164 in 2035. 2008 RTP EIR at 3.14-15. The ability of the region to meet this enormous increase in demand poses tremendous challenges. As SCAG's reports clearly acknowledge, the core of the aviation challenge is the limited expansion capacity of LAX due to legally binding agreements as well as limited available land for ground-area expansion. 2008 RTP High-Speed Regional Transport Report, December 2007 at 1. Indeed, the Stipulated Settlement, which represents the culmination of a broad regional effort to satisfy growing air transportation demand at other airports in the Southern California region, includes physical constraints designed to limit LAX to 78.9 MAP through December 31, 2020.

Despite the daunting challenge of decentralizing forecast levels of aviation demand at regional airports, the proposed 2008 RTP and its DEIR contain minimal detail, especially in comparison to prior regional transportation planning efforts. Specifically, SCAG's last iteration of the RTP process - the 2004 RTP - included considerably more information regarding the specific improvements that would be required to achieve an efficient airport ground access system to facilitate decentralized aviation. *See* 2004 RTP Update - Airport Ground Access Report Technical Appendix. We can find no evidence that SCAG has moved forward beyond the planning completed for the 2004 RTP. The need for progress is urgent inasmuch as currently constrained airports, including LAX, are rapidly reaching and exceeding their capacities. The region risks both a substantial loss in economic resources as well as substantial access problems for passengers and cargo if ground access solutions are not expeditiously implemented.

As the transportation planning and programming agency for the Southern California region, SCAG develops strategic plans, and obtains and allocates resources for the region's transportation network. Any transportation improvement project receiving federal or state transportation funds must be included in the proposed 2008 RTP. The RTP is thus a

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critically important tool that will profoundly affect the transportation network - and therefore airport ground access - for the next 50 to 100 years. At the same time, the Southern California Regional Airport Authority ("SCRAA") appears to be disbanding. In light of SCRAA's diminishing presence, the need for leadership on the region's aviation strategy has never been more important. Without the commitment and leadership of SCAG, the region's critical and ambitious aviation decentralization strategy cannot succeed.

2. BACKGROUND

A. Urban Airports Are Highly Constrained and Will Be Unable to Meet Regional Air Traffic Demand.

The Southern California airport system will need to be upgraded to handle the substantial increase in air traffic projected by 2035. At the same time, several of the region's airports are highly constrained and therefore unable to handle the forecasted additional air traffic. Currently 90 percent of the region's total aviation demand resides in the urban areas of Los Angeles and Orange counties. 2008 RTP Aviation and Airport Ground Access Report at 3. Although this number is projected to decline slightly by 2035, 82 percent of the future aviation demand will still remain in Los Angeles and Orange counties. *Id.*

LAX is the third busiest airport in the country and fifth busiest in the world in terms of passengers served (2008 RTP Aviation and Airport Ground Access Report at 1) but future growth is constrained to a maximum of 78.9 MAP under the Stipulated Settlement and LAWA's own plans for the airport. In addition, LAX is severely constrained by its limited acreage, its extreme proximity to surrounding communities and by the capacity deficiencies and periods of severe congestion on the freeways and arterials providing access to the airport. The 2004 RTP reports that: "[f]uture ground access conditions at LAX will be characterized by severe freeway congestion spilling over to off-peak periods, as well as growth in background traffic on major through arterials." 2004 RTP- Airport Ground Access Report at 18. The 2004 Plan goes on to state that "[a]t 78 MAP, LAX ground access will continue to affect the overwhelming majority of air passengers in the region and should be the focus of immediate short-, and long-term mitigation planning actions." *Id.* at 16. Moreover, the demand currently on LAX stems from the fact that areas with the strongest demand have no other viable airport options and will continue to use LAX for all of their air travel needs including short-haul and long-haul flights unless other viable options are made available. 2004 RTP, Aviation Technical Appendix at D-6-74.

In addition to these constraints, the pressure on LAX to accommodate aviation demand will continue to result in an escalated public safety risk. As LAX reaches the limits of its physical capacity, the likelihood of runway incursions and other safety problems will continue to increase. While the primary cause of runway incursions is human error, there can be no doubt

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that the volume of air operations - and the corresponding congestion and delay - aggravate this potentially catastrophic risk.

LAX is not the only constrained airport in the region. Long Beach and John Wayne have strict limits on allowable flights that are legally enforceable (one is a city ordinance and the other is a court settlement agreements) since they predate the Federal Airport Noise and Capacity Act of 1990. 2008 RTP at 69. While Bob Hope Airport forecasts an increase in air passenger allocations, it too has legal and physical capacity constraints. 2008 RTP at Table 3.6 and 2008 RTP - Aviation and Airport Ground Access Report at 13.

The SCAG region, and LAX in particular, is also serving a substantial number of travelers from outside the region, thereby contributing to the capacity constraints. San Diego International Airport is rapidly approaching its physical capacity constraint of 23 MAP and, thus far, the San Diego County Regional Airport Authority has not identified another airport in the San Diego region. 2008 RTP - Aviation and Airport Ground Access Report at 1. Fifteen to 20 percent of San Diego's air passengers and two-thirds of its air cargo is currently served by SCAG region airports because of inadequate airport capacity in San Diego. Specifically, more than 40 commuter flights a day originate in San Diego County and land at LAX, because of inadequate long-haul and international service in San Diego. *Id.* This places additional burdens on the capacity of LAX. The SCAG region is being unfairly burdened with this air traffic. As SCAG notes, "If San Diego does not solve its looming airport capacity problem, it will make the problem in the SCAG region much worse." *Id.*

B. Future Air Carrier Demand Can Be Met by Utilizing Available Capacity at Other Underutilized Regional Airports.

The region has available capacity to serve future demand at new and emerging suburban airports. Ontario International Airport and Palmdale Airport are well positioned to serve a significant share of 2035 air traffic. Ontario International, located in the Inland Empire, is currently at 7.2 MAP and is expected to be able to accommodate approximately 30 MAP. 2008 RTP Aviation and Airport Ground Access Report at 1. Ontario could play an important role in SCAG's aviation decentralization strategy by becoming the region's second major international airport. Ontario is expected to receive large volumes of regional air passenger demand that cannot be served by LAX (constrained to 78 MAP). *Id.* and 2004 RTP Update Airport Ground Access Report at 23. Ontario is further expected to attract most of its passengers from the communities directly surrounding the airport, in San Bernardino County. These passengers will use the airport for short-haul, medium-haul, long-haul and some international service as opposed to traveling to LAX. Ontario will also attract a substantial amount of demand from Orange County, as John Wayne will reach its capacity constraints long before 2030. 2004 RTP, Aviation Technical Appendix at D-6-74, 75. The airport could also attract a significant number of passengers from the San Gabriel Valley and western Riverside County, as well as

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communities in central Los Angeles County, if these locations are served by High Speed Regional Transport.

According to the 2008 RTP, Palmdale International Airport ("PMD") is forecast to reach 6.3 MAP in 2035. 2008 RTP, Table 3.6 at 109. High-speed regional transport to PMD is critical as State Route ("SR") 14 is forecast to suffer from recurrent congestion. *See* 2004 RTP Update- Airport Ground Access Report at 32. The 2004 RTP states that decentralized air service in the region assumes that SR-14 will provide reliable and uninterrupted access to Palmdale. Also, because ample real estate in the high desert provides ideal conditions for cargo warehousing and storage, PMD is well positioned to serve a significant share of the regional air cargo market. *Id.*

Finally, it must be acknowledged that it is simply unacceptable that there are no viable airport alternatives south of Newport Beach. Sound aviation and surface transportation planning principles dictate that Orange and San Diego counties vigorously seek solutions to their aviation demands. Additional aviation capacity in the southern counties would certainly facilitate SCAG's attempts to promote regional aviation.

3. THE PROPOSED 2008 RTP IS VAGUE AND LACKS DETAIL REGARDING THE GROUND ACCESS PROJECTS NEEDED TO PROMOTE SCAG'S DECENTRALIZED AVIATION STRATEGY.

A. The 2008 RTP is Entirely Conceptual and Lacks Specific Details Relating to Airport Ground Access Projects.

As the RTP clearly acknowledges, in order to accommodate the increase in aviation demand, the region will need to get future air passengers from the urban areas of Los Angeles and Orange counties to available airport capacity in the Inland Empire (i.e., Ontario) and North Los Angeles County (i.e., Palmdale). 2008 RTP at 69. The challenge of meeting future aviation demand, let alone achieving a decentralized aviation strategy, is complicated by the fact that the regional roadway system is expected to become increasingly unreliable, with daily delay on the system expected to more than double. 2008 RTP Aviation and Airport Ground Access Report at 3. Unless ground access to the region's airports is substantially improved, many potential air travelers will choose not to fly at all, which will translate to substantial economic loss to the region. 2008 RTP at 70. SCAG's 2004 RTP estimated that a constrained 2030 regional airport system even with conservative assumptions about future airport ground access improvements translates to a loss of \$18 billion and 131,000 jobs to the economy of Southern California. *Id.* at 3 (citing the 2004 RTP). Based on these planning studies and statistics, two facts become extraordinarily clear: (1) the region will not be able to accommodate the region's projected air demand unless aviation activity is decentralized and, (2) airport ground access is the single greatest obstacle to achieving a decentralized airport system.

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The 2008 RTP, like its predecessor the 2004 RTP, suggests the need for substantial airport ground access improvements throughout the region, in both the short and long term. 2008 RTP at 110. To this end, the 2008 RTP states that its airport ground access strategy will help establish a pattern of decentralization, by attracting a critical mass of passengers and airline service at emerging airports. 2008 RTP at 18. The RTP goes on to state that short-term projects such as arterial, intersection and interchange improvements, and increasing transit access to airports would relieve immediate bottlenecks around airports. 2008 RTP Aviation and Airport Ground Access Report at 3. The RTP further explains that, over the long term, the region will need a system of high speed rail to the suburban airports (typically referred to as High Speed Regional Transport). *Id.* at 4.

1 cont.

Given the extraordinary importance that airport ground access will play in meeting the region's aviation demand, one would expect the 2008 RTP to have described its airport ground access strategy in detail. Unfortunately, the RTP is vague, conceptual and lacks detailed information. Thus, for example, while the RTP states that many of the short term ground access improvements were programmed in the 2004 RTP and are being updated for the 2008 RTP (*Id.* at 3), we can find no list of projects nor any indication that the 2008 RTP has been updated to include projects from the 2004 RTP.

The 2004 RTP contained a sophisticated analytical study which assessed the vast spectrum of physical airport and behavioral air passenger attributes that affect ground access in an interactive multi-airport system. See 2004 RTP Update - Airport Ground Access Report at 6. The Airport Ground Access Study prepared for the 2004 RTP took passenger and air cargo forecasts, converted the data into vehicle trips for each airport, added the data to a background traffic forecast using the SCAG regional transportation model, and identified transportation choke points. *Id.* at 6-13. Ground transportation projects were then identified to provide efficient access to the region's 10 air carrier commercial airports. *Id.* Projects were divided into Phase 1 projects (funded, and included in the 2004 RTP), and Phase 2 projects (unfunded, to be considered for future RTPs). *Id.* at 14. A total of \$4.01 billion (in year 2002 dollars) for Phase 1 and Phase 2 projects was identified. *Id.* at 45. Despite the extensive planning and seemingly comprehensive list of needed projects, it became apparent that relatively little funding was available for airport ground access projects. Indeed, only about 30 percent of the short term projects were proposed to be funded in the 2004 RTP, representing just over \$1 billion. *Id.*

Four years later, we expected the 2008 RTP to pick up where the 2004 RTP left off - both in terms of planning and financing of ground access projects. Unfortunately, it does not. Although the 2008 RTP purports that the region has successfully secured the necessary resources to support transportation investments proposed in past RTP's (RTP at 139), we can find no evidence of this. The 2008 RTP does not discuss, for example, whether those "funded" short term projects identified in the 2004 RTP have now been built. It does not discuss whether the remaining 70 percent of the short term projects identified in the 2004 RTP are now contemplated

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1 cont.

to be funded.¹ As for the long term projects (i.e., the High Speed Regional Transport system), the RTP explains that this system would rely exclusively on private financing for development, design, construction, operation and maintenance. RTP at 150. We agree that it is unlikely that public financing will be available for High Speed Regional Transport. Yet, as the Eells' Report notes, the likelihood of such a system being privately financed appears highly speculative as well.

Moreover, while the draft 2008 RTP states that the Plan would have localized ground access impacts at a number of airports (2008 RTP at 110 and 2008 Aviation and Airport Ground Access Report at 12), we cannot locate this impact analysis in either the RTP, the Draft EIR for the RTP or these documents' appendices. In addition, the 2008 Aviation and Airport Ground Access Report (at 13) states that the Airport Ground Access Element for the 2008 RTP updates the list of arterials, interchange and transit improvements recommended by the 2004 RTP. Again, we can not find this "updated list." Nor is it clear whether the Airport Ground Access Element is a separate document from the Aviation and Airport Ground Access Report. This impact analysis and list of transportation improvements would appear to be critical components of SCAG's decentralized aviation strategy and should certainly be included in the RTP and the RTP EIR.

In short, while we understand that RTP's are intended to provide a long term vision for the region's transportation network, we are perplexed - given the fact that SCAG's decentralized aviation strategy appears to be a core component of the RTP - that the Plan lacks any definitive information on short-term ground access projects. Thus, given the overly conceptual nature of the short term ground access projects, coupled with the uncertainty associated with construction and operation of High Speed Regional Transport, we are left with very little assurance that the region's decentralized aviation strategy will come to fruition. Perhaps, as discussed below, the gaps in SCAG's planning may stem from its failure to include aviation-based performance standards in the RTP.

B. The 2008 RTP Lacks Performance Standards Relating to Aviation Strategy.

¹In fact, it appears that not all of the airport ground access projects proposed in the 2004 RTP have been funded. According to the Airport Ground Access Report prepared for the 2004 RTP Update, projects totaling about \$2.75 billion were identified as Phase 2 (Beyond the RTP). See 2004 RTP - Airport Ground Access Report at 45. The 2008 RTP identifies only \$2.3 billion in funding for constrained projects (i.e., have funding commitments) and another \$2.9 as unconstrained (i.e., do not have funding commitments). 2008 RTP Aviation and Airport Ground Access Report at 13.

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State and federal regulations require that program level performance measures that include objective criteria that reflect the goals and objectives of the RTP be utilized in the development and evaluation of the RTP. 2008 RTP EIR at 3.14-19. While the 2008 RTP contains performance measures (referred to in the Plan as "performance outcomes"), these performance outcomes do not appear to contain objective criteria nor do they address the region's aviation strategy or airport ground access at all.² Moreover, while the RTP identifies "Aviation Guiding Principles" and "Aviation Action Steps," these principles and action steps - while clearly intended to promote decentralized aviation - are relatively vague and undefined.

1 cont.

For example, one of the Action Steps calls for support for giving priority to key airport ground access projects in the programming of transportation projects in the RTP and RTIP. 2008 RTP at 110. If successfully implemented, this Action Step would certainly facilitate decentralized air travel but we can find no evidence in the RTP that airport ground access projects have been given priority in the RTP or the Regional Transportation Improvement Plan ("RTIP"). Nor can we find any indication as to which criteria SCAG might use to rank the merits of an airport ground access project against a non-airport access project in its transportation programming process. Therefore, without specific airport ground access performance measures, it is not possible to determine the level of commitment to achieving the region's aviation strategy, to monitor the success of ground transportation projects in facilitating the region's decentralized aviation strategy or, given the region's limited financial resources, determine where aviation ground access ranks in comparison to the region's other pressing transportation demands.

C. Additional Information Regarding Airport Ground Access is Needed if the Region is to Succeed in Decentralizing Air Travel.

The 2008 RTP should be revised to include far more specificity regarding the ground access strategy needed to facilitate a decentralized aviation system. As the Eells' Report acknowledges:

More details are needed regarding the purpose and need for the recommended projects, anticipated completion dates, and projected benefits for airport access and local traffic circulation. An analysis of the effectiveness of the recommended improvements should be conducted to identify areas which may need additional traffic mitigation or improved airport access. Strategies should be developed to secure the additional funding which will be needed to

²While certain of the RTP EIR's performance outcomes relating to mobility and accessibility could facilitate airport access, these performance measures target home-work commute trips rather than airport access.

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complete the projects in the Strategic Plan necessary to fully implement the Aviation Decentralization Strategy.

See Eells Report. Beginning where the 2004 RTP left off, SCAG should:

1 cont.

- Identify those highway and arterial improvements, intersection improvements, light and heavy rail extension and linkage to airports including high-speed rail, high-occupancy vehicle ("HOV") extension and linkage to airports, bus service improvements, park-and-ride facilities, and remote terminals linked to airports by rail and HOV connections. Specifically, the 2004 RTP - Airport Ground Access Report, Attachment A - Airport Ground Access Projects should be updated and expanded. This list of ground access projects, completed for the 2004 RTP, contains the most detailed information we could find pertaining to individual projects. This list should be updated to include the following: (1) a description of new or deleted projects; (2) an identification of the status of public funding for each of the projects; and (3) the schedule for implementation of each of the projects.
- Model these various ground access projects to test the effectiveness of the various improvements, with the overall goal of relieving congested bottlenecks and facilitating the transport of passengers and cargo from areas with airport capacity shortfalls to airports with available capacities.
- Identify high-priority projects that would be included in the 2008 RTP and the next RTIP. This identification effort should clearly explain the funding opportunities and constraints associated with each proposed ground access project. One high priority project that deserves considerably more attention in the 2008 RTP is the expansion of the regional system of FlyAways. It is our understanding that SCAG initiated a study in 2007 designed to expand the proposed system of FlyAways. As the Eells' Report states, the RTP should include more details on the proposed FlyAway facilities and operations as well as a strong commitment to implement the program as quickly as possible.

El Segundo strongly urges SCAG to include the detailed information described above in the 2008 RTP. It is our understanding that SCAG staff may have conducted much of this analysis but it has not found its way into the RTP itself. Regardless, access to this information is critical if the public is to fully understand the status of SCAG's decentralization aviation strategy and to identify opportunities to improve upon this important strategy.

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4. THE 2008 RTP DEIR IS INADEQUATE AND FAILS TO ANALYZE WHETHER SCAG'S DECENTRALIZED AVIATION STRATEGY WILL BE ACCOMPLISHED.

2

Given the lack of detail in the RTP, it is not surprising that the DEIR prepared for the 2008 RTP is deficient and fails to comply with CEQA. The RTP DEIR identifies the purpose of the 2008 RTP as providing a clear, long term vision of the transportation goals, policies, objectives and strategies for the SCAG region. DEIR at 2-3. The RTP clearly considers aviation as part of the region's transportation system and specifically includes aviation decentralization as a key strategy of the RTP. DEIR at 2-17. As a result, the DEIR should have comprehensively described the aviation strategy and analyzed whether implementation of the 2008 RTP would accomplish, or begin to accomplish, greater regionalization of air travel. Unfortunately, it does neither.

A. The DEIR Fails to Adequately Describe the Aviation Strategy Component of the 2008 RTP.

3

The definition of a project's purpose and objectives lays the foundation for the entire EIR. Analyzing and disclosing a project's impacts is essentially meaningless unless it is done with a view to understanding how well the project achieves its objectives, and whether that achievement is worth the environmental and other costs. Perhaps most importantly, as discussed below, an EIR cannot provide a meaningful comparison between the project and various alternative courses of action unless the EIR analyzes the ability of the project to achieve its own objectives. Here, the RTP DEIR fails entirely because it never clearly defines and describes the aviation strategy, including details of the specific ground access projects that would be needed to take pressure off the region's most constrained airports. Thus, the DEIR should have described the key components of SCAG's aviation strategy, including but not limited to the specific ground access improvements, the funding for each of these improvements, likelihood that each of these improvements would actually be implemented and, finally, a schedule for the implementation of these improvements.

We need look no further than the FlyAway program to exemplify the failure of the DEIR to describe key components of the airport ground access system. The 2008 RTP (at 17, 18) states that SCAG is working closely with LAWA on planning and programming a regional system of FlyAways. "The locations of the proposed new FlyAways can be optimized by taking advantage of the region's developing high-occupancy vehicle (HOV) and light and heavy rail networks that can provide direct linkages to Ontario and Palmdale as well as LAX." *Id.* We concur that this FlyAway system is a very important component of the aviation decentralization strategy. It has the potential for expeditiously facilitating the use of underutilized suburban airports with relatively nominal capital or operational outlay. While the DEIR (and, of course the RTP itself) should have provided an extensive description of SCAG's and LAWA's planning

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and programming efforts on the FlyAway system, it provides no information other than the brief overview cited above. We expect that SCAG and/or LAWA have ample studies on this important program; this information should have been included in the RTP and DEIR.

3 cont.

Because the DEIR lacks critical information on airport ground access projects, the document provides no evidence that implementation of the 2008 RTP would contribute toward decentralized aviation. In keeping with CEQA's central purpose, it is paramount that the EIR provide a sufficient level of information so that the public and decision makers are able to determine exactly what effect, if any, this Plan would have on the region's ability to accomplish a regional airport strategy.

B. The DEIR Fails to Adequately Analyze the Surface Transportation Impacts Associated With the Region's Airports.

CEQA requires that an EIR be detailed, complete, and reflect a good faith effort at full disclosure. CEQA Guidelines § 15151. The document should provide a sufficient degree of analysis to inform the public about the proposed project's adverse environmental impacts and to allow decision-makers to make intelligent judgments. *Id.* Consistent with this requirement, the information regarding the project's impacts must be "painstakingly ferreted out." *Environmental Planning and Information Council of Western El Dorado County v. County of El Dorado*, 131 Cal.App.3d 350, 357 (1982) (finding an EIR for a general plan amendment inadequate where the document did not make clear the effect on the physical environment).

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As discussed above, the 2008 RTP states that the Plan would have localized ground access impacts at a number of airports. 2008 RTP at 110 and 2008 Aviation and Airport Ground Access Report at 12. This analysis of impacts does not seem to have been included in the RTP or the DEIR. If such an impact analysis exists, it must be presented in the EIR itself. *See Santa Clarita Organization for Planning the Environment v. County of L.A. ("SCOPE")* (2003) 106 Cal. App. 4th 715, 722 (agency's analysis must be contained in the EIR, not "scattered here and there in EIR appendices").

Because the DEIR contains no analysis relating to airport ground access, it is unclear exactly how or why SCAG determined that the Plan would have localized ground access impacts near airports. Inasmuch as the 2008 RTP assumes the implementation of High Speed Regional Transport in its aviation decentralization strategy, it seems counterintuitive that there would be increased ground access (i.e., arterial or freeway) impacts. Moreover, while the DEIR concedes it does not analyze "strategic projects" such as certain segments of High Speed Regional Transport because their funding and therefore implementation is considered speculative (at 2-4), we can find no logical explanation as to why the DEIR omitted any analysis of the short-term ground access improvements since these projects are far less expensive, are relatively short-term, and thus far more likely to be implemented.

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Again, to comply with CEQA's disclosure requirements, the DEIR must be revised in a manner that actually analyzes the effects of the airport ground access strategy. In conducting this analysis, SCAG should rely on the Aviation Policies, Principles and Action Steps identified in the 2008 RTP itself (*See* 2008 RTP at 109). Specifically, if SCAG has used these policies, principles and action steps to formulate certain of its CEQA thresholds of significance, it would then be capable of analyzing how the 2008 RTP accomplishes its goal of decentralized air travel.

4 cont.

C. The RTP and DEIR Should be Revised to Seek Additional Approaches to Facilitating SCAG's Aviation Decentralization Strategy.

El Segundo clearly understands that full decentralization of air travel is only feasible with a system of high speed transport because it would relieve freeway congestion in urbanized areas and make less congested airports more accessible to air travelers. However, the cost of such systems coupled with the unavailability of any public financing, make its implementation within the 2008 RTP planning horizon (2035) entirely uncertain.

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Because the RTP's current airport ground access strategy appears to be insufficient to accomplish the goal of aviation decentralization, SCAG must identify other *feasible* approaches to regionalizing air traffic. For example, SCAG must redouble its efforts to expeditiously implement short-term ground access projects such as an expanded FlyAway system to serve emerging suburban airports. In addition, SCAG should evaluate the potential for bus rapid transit to serve underutilized airports and investigate potential light rail, heavy rail and commuter rail extensions to the major airports in the region.

The revised RTP and EIR should also provide more information regarding the role that LAWA and airlines can play in the region's aviation strategy. In addition to being willing to invest in new flights at emerging airports, LAWA could participate in funding High Speed Regional Transport and other ground access projects with an increase in airport passenger facility charges. Moreover, SCAG should work closely with LAWA and airlines to evaluate aviation demand management measures such as peak hour pricing (i.e., passengers pay much higher fees to travel during peak ground transportation peak hours) or scheduling more flights during off-peak hours. Finally, LAWA and airlines could charge less per ticket for passengers traveling at underutilized airports.

D. The DEIR Must Be Revised and Recirculated.

Given the foregoing deficiencies, the RTP DEIR must be revised and recirculated. Based on the inadequacies discussed above, the DEIR cannot properly form the basis of a final EIR. CEQA and the CEQA Guidelines describe the circumstances which require recirculation of a draft EIR or circulation of a supplemental draft EIR. Such circumstances include adding

6

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significant new information to the EIR after public notice is given of the availability of the DEIR but before circulation, and where the DEIR is so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. CEQA Guidelines § 15088.5. "Significant new information" includes the identification of new significant impacts, a substantial increase in the severity of identified significant impacts, and the mitigation measures that could reduce impacts below a level of significance. *Id.*

6 cont.

5. CONCLUSION

For the foregoing reasons, the City of El Segundo respectfully requests that SCAG delay further action on the proposed 2008 RTP until such time as: (1) the Plan is revised to provide the much needed detail on the airport ground access strategy; and (2) SCAG prepares and circulates a revised draft environmental impact report that fully complies with CEQA and the CEQA Guidelines.

7

The City of El Segundo also commends SCAG for promoting an aviation decentralization strategy and for institutionalizing an upper limit of 79 MAP at LAX through 2035. The City strongly supports SCAG in its efforts to promote a regional approach to accommodating long-term aviation demand, and will continue to assist in the achievement of that goal.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP



LAUREL L. IMPETT, AICP, Urban Planner
OSA L. WOLFF

Exhibit – John Eells Report, February 11, 2008

[P:\ELSEGUNLIT\SCAG RTP\Letter to SCAG re 2008 RTP (final).wpd]

**REVIEW OF ABILITY OF 2008 SCAG
REGIONAL TRANSPORTATION PLAN TO IMPLEMENT
AVIATION DECENTRALIZATION STRATEGY**

JOHN EELLS

TRANSPORTATION AND
GOVERNMENTAL AFFAIRS
CONSULTANT

February 11, 2008

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The purpose of this report is to evaluate the ability of the SCAG 2008 Regional Transportation Plan (RTP) to implement the SCAG Aviation Decentralization Strategy. The report provides an overview of the updated Aviation Decentralization Strategy in the Draft RTP and examines the effectiveness of the proposed short term and long term airport ground access improvements in achieving the goals of the Aviation Strategy.

8

SCAG Aviation Decentralization Strategy

SCAG adopted an Aviation Decentralization Strategy in the 2004 RTP as the cornerstone of its overall approach to accommodating a projected doubling of air passenger demand to 170 million annual passengers (MAP) by 2030. SCAG recognized that while the four main urban airports in Los Angeles and Orange Counties are highly constrained, the emerging suburban airports in San Bernardino County, Riverside County, and North Los Angeles County can accommodate the projected growth in aviation demand. Ontario International Airport can accommodate a major increase in annual passengers from 7.2 MAP currently up to 30 MAP by 2035. Palmdale Airport, San Bernardino International, March Inland Port, and the Southern California Logistics Airport not only have ample capacity available for future growth, they can serve future demand with far fewer environmental impacts than would occur at LAX, Bob Hope, Long Beach and John Wayne airports.

The Draft SCAG 2008 RTP states that it incorporates and updates the Aviation Decentralization Strategy adopted in the 2004 RTP. The Decentralization Strategy embodied in the Draft 2008 RTP respects all of the physical capacity constraints at the urban airports as well as the legally enforceable limitation on future growth at the John Wayne and Long Beach airports. More specifically, the Draft 2008 RTP proposes to limit future growth at the urban airports in Los Angeles and Orange Counties to 78 MAP for LAX, 10.8 MAP at John Wayne, 9.4 MAP at Bob Hope and 4.2 MAP at the Long Beach Airport.

The Aviation Decentralization Strategy in the Draft RTP assumes the airlines will be more willing to invest in new flights at the emerging suburban airports. The Decentralization Strategy also recognizes that the challenge of meeting future aviation demand in the SCAG region is inextricably tied to improved ground access to the suburban as well as the urban airports.

In order to meet future aviation demand in the region, it will be necessary to get future air passengers from the urban areas in Los Angeles and Orange Counties to the available airport capacity at the suburban airports in San Bernardino County, Riverside County, and North Los Angeles County. By 2035, 82% of the commercial aviation demand is still expected to be generated in Los Angeles and Orange Counties (down from 90% currently). With the overwhelming majority of the aviation demand remaining in Los Angeles and Orange Counties, millions of annual passengers will need to utilize the emerging suburban airports rather than the highly constrained urban airports located closer to where they live and work.

The Aviation Decentralization Strategy proposed in the Draft 2008 RTP recommends that substantial airport ground access improvements be implemented throughout the region to make it easier and more convenient for passengers to get to the emerging suburban airports. The short

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term program focuses on relieving traffic bottlenecks around airports with arterial, intersection, and interchange improvements as well as improving transit service to airports. The short term program includes planning and implementing a regional system of FlyAways to provide direct bus or rail access to airports as well as working with the recently re-activated Southern California Regional Airport Authority (SCRAA) to facilitate key ground access improvements.

8 cont.

The Aviation Decentralization Strategy in the Draft RTP proposes to implement a High Speed Regional Transport (HSRT) system as the cornerstone of its long term approach for improving ground access to the emerging suburban airports. The Aviation Strategy incorporates the Initial Operating Segment (IOS) of the proposed HSRT system from West Los Angeles to the Ontario Airport as well as the extensions west to LAX and east to the San Bernardino International Airport.

The following sections of this report review the proposed short term and long term airports ground access improvements in more detail and provide an initial review of their potential effectiveness in achieving the goals of the SCAG Aviation Decentralization Strategy.

Short Term Airport Access Improvements

The RTP states that implementation of the Aviation Decentralization Strategy will result in localized ground access impacts at a number of airports, particularly the Ontario, San Bernardino and Palmdale airports. The 2004 RTP included a number of arterial, intersection, interchange, and transit improvements designed to accommodate increases in passenger and cargo activities while maintaining the acceptable levels of service on the roadways surrounding the airports. The RTP indicates that the list of local ground access improvements recommended in the 2004 RTP has been updated for the 2008 RTP following extensive input from local aviation and transportation planning staff from airports, cities, and counties throughout the region.

The airport ground access projects recommended in the financially constrained 2008 RTP are limited to those projects which have funding commitments. The recommended projects which do not have funding commitments are included in the 2008 SCAG Strategic Plan which is not financially constrained. The total cost of the recommended ground access projects in the 2008 RTP is \$2.3 billion, and the total cost of all the recommended projects including the unfunded projects in the Strategic Plan is \$5.2 billion.

Neither the Draft RTP nor the Aviation and Airport Ground Access Report provide sufficient details on the proposed local airport access improvements to evaluate their effectiveness in improving airport access and mitigating the local traffic impacts resulting from implementation of the SCAG Aviation Decentralization Strategy. More details are needed regarding the purpose and need for the recommended projects, anticipated completion dates, and projected benefits for airport access and local traffic circulation. An analysis of the effectiveness of the recommended improvements should be conducted to identify areas which may need additional traffic mitigation or improved airport access. Strategies should be developed to secure the additional funding which will be needed to complete the projects in the Strategic Plan necessary to fully implement the Aviation Decentralization Strategy.

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The Draft RTP notes that SCAG is working with the newly re-activated Southern California Regional Airport Authority (SCRAA) to facilitate implementation of airport ground access improvements. The RTP needs to be more specific in identifying what the roles and responsibilities of SCAG and the SCRAA will be in implementing the Aviation Decentralization Strategy. The primary mission of the SCRAA needs to be redefined to focus on managing aviation demand, improving ground access to the underutilized suburban airports, and pursuing additional funding for ground access improvements. The efforts to secure additional funding should include legislative initiatives aimed at allowing revenues from the Airport Improvement Program and Passenger Facility Charges to be used for ground access improvements. The SCRAA has made little progress since it was re-activated in 2006 and may be on the brink of disbanding. If the SCRAA is unable to provide effective leadership in facilitating the regional efforts to achieve aviation decentralization, then SCAG will need to step up and provide this much needed leadership.

8 cont.

The Draft RTP also indicates that SCAG is working with the Los Angeles World Airports (LAWA) on the implementation of an expanded regional system of FlyAways where airline passengers park their cars at regional FlyAway facilities and then take buses or trains to the airport. The location of the FlyAway facilities will be optimized to take full advantage of the regions expanding High Occupancy Vehicle (HOV), light rail and heavy rail networks to provide direct connections to the LAX, Ontario, and Palmdale airports.

Although not discussed in the 2008 RTP, it is my understanding that SCAG initiated a study in 2007 designed to expand the proposed system of FlyAways to provide convenient access to suburban airports as well as LAX. This expansion of the program beyond LAX will enable it to play a key role in the implementation of the Aviation Decentralization Strategy. The expanded program could be critically important in improving both airport access and local traffic circulation in the areas surrounding the airports. The program deserves more attention in the RTP as well as a higher priority in both the short term and long term strategies for implementing regional aviation decentralization. The RTP should include more details on the proposed FlyAway facilities and operation as well as a strong commitment to implement the program as quickly as possible.

Long Term Airport Access Improvements

The Draft 2008 SCAG RTP emphasizes that one of the main challenges in meeting aviation demand in the region over the long haul will be getting future air passengers from the urban areas in Los Angeles and Orange Counties to the airports with available capacity in the Inland Empire and North Los Angeles County. The cornerstone of SCAG's long term strategy for achieving regional aviation decentralization is to implement a comprehensive High Speed Regional Transport (HSRT) system to make the Ontario, Palmdale, and San Bernardino airports more accessible to airline travelers throughout the region. The HSRT system would connect these airports with LAX and thereby allow them to operate efficiently as a single airport system with multiple remote terminals.

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The HSRT system would improve the operation of the regional aviation system by enhancing airport access and connectivity and allowing thousands of airline passengers to bypass the highly congested highway network. The HSRT system would play a crucial role in achieving the goals of the SCAG Aviation Decentralization Strategy by improving access to the Ontario, Palmdale, and San Bernardino airports.

8 cont.

In addition to connecting key airports in the region, the HSRT system would also connect the San Pedro Bay ports with an inland port facility and link major urban activity centers throughout the region to provide an attractive alternative to the automobile for commuters. Traffic congestion would be reduced on numerous highways, accessibility between activity centers would be enhanced, and air and noise pollution from automobiles would be significantly reduced.

The HSRT system would be developed in multiple stages. The Initial Operating Segment (IOS) would run 54 miles from West Los Angeles to the Ontario Airport. Total travel time along the route would be 33 minutes with a top speed of 250 miles per hour and an average speed of 100 miles per hour including dwell times at stations. The LAX segment would extend the HSRT system 8 miles along the I-405 freeway from West Los Angeles to LAX. Total travel time between the LAX and Ontario Airports would be 40 minutes. The remaining segments of the system would extend from Ontario Airport to San Bernardino International Airport, from Union Station in Downtown Los Angeles to the Palmdale Airport, and from the IOS line to the San Pedro Bay ports. The system would utilize either high speed steel wheel on steel rail trains similar to those operating in Europe or Japan or a high speed Magnetic Levitation (Maglev) system which uses magnetic forces to levitate and propel vehicles on an elevated guideway.

The Draft 2008 SCAG RTP includes the Initial Operating Segment (IOS) of the proposed HSRT system from West Los Angeles to the Ontario Airport plus the extensions to LAX and the San Bernardino International Airport. The financially constrained RTP assumes that the "Extended IOS" can be financed with funding which is reasonable expected to be available between 2008 and 2035. The remaining segments of the proposed HSRT system are included in the long range SCAG Strategic Plan which is not financially constrained.

The estimated capital cost of the "Extended IOS" HSRT system is approximately \$11 billion and the annual operating cost is estimated to be \$110 million per year. The capital cost of the entire HSRT system is estimated to be \$27.5 billion and the annual operating cost is estimated to be \$598 million per year. The SCAG RTP assumes that the "Extended IOS" system from LAX to San Bernardino Airport as well as the entire HSRT system can be privately financed with no public funding. The RTP utilizes "Business Plan" approach to financing to determine the passenger fares and freight fees that would be needed to design, build, maintain, and operate the HSRT system with no public funding. The RTP concludes that the system could be financed with freight fees and one way passenger fares averaging \$17 to 32 to achieve internal rates of return of 5% to 11% for private investors.

The conclusions in the Draft RTP that the HSRT system can be financed entirely with private investment with no public subsidies are based on a Business Plan prepared by the IBI Group in 2007. The analysis in the IBI Business Plan indicated that the revenue from cargo fares

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and passenger fares could provide a very good rate of return on private investment even after covering billions of dollars in capital costs and hundreds of millions of dollars in annual operating costs.

The high revenue projections in the Business Plan are based on a fundamental assumption that passengers on the HSRT system will be willing to pay a substantial premium for the speed, convenience, and reliability provided by the HSRT system. While airline passengers may be willing to pay such a high premium for periodic trips to the airport, it is a whole different question as to whether commuters would be willing to pay such a high premium on a daily basis.

The SCAG RTP notes that the HSRT system is likely to become increasingly competitive with driving for commuters as traffic congestion continues to worsen and the cost of driving a car continues to rise. Commuting on the HSRT system could be considerably faster and more reliable than driving along on heavily congested freeways. Nevertheless, the question still remains as to whether commuters will be willing to pay such a high price to bypass congestion. The average fares on the HSRT system would be nearly 10 times the average fares on the public transit services currently being provided by Metro buses and trains throughout the region. Commuting on the HSRT system could cost passengers over \$1,000 per month.

The assumptions in the HSRT Business Plan and the SCAG RTP regarding the ability of the high speed system to be self financing with no public funding may be overly optimistic. There is limited experience in California with toll lanes and "HOT lanes" where commuters can pay to by-pass congestion. There is no experience yet in California with commuters paying high fares on a high speed rail system to bypass congestion. If the "Business Plan" approach to financing the HSRT system proves to be overly ambitious, it is unclear whether the HSRT system could still be entirely financed with private investment, and if not, how much public funding would be needed to make the system financially sustainable. Consequently, SCAG needs to be actively pursuing alternative funding strategies for the HSRT system including possible financial contributions from the airlines.

Conclusions

The ability of the Draft 2008 SCAG Regional Transportation Plan to implement the SCAG Aviation Decentralization Strategy is highly questionable. The status of the recommended short term airport ground access improvements is not spelled out in the Draft RTP. More details are needed on these projects including funding commitments, anticipated completion dates, and projected benefits for airport access and local traffic circulation.

The ability of the re-activated Southern California Regional Airport Authority to effectively manage aviation demand and encourage airline participation in the funding of ground access improvements is very much in doubt. The disbanding of the SCRAA would leave a critical void in the regional efforts to facilitate aviation decentralization.

The level of SCAG commitment to a comprehensive system of FlyAways to the emerging suburban airports as well as LAX is not clearly spelled out in the Draft RTP. More

8 cont.

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details are needed on the proposed FlyAway facilities and operations, implementation schedules, funding commitments, and projected benefits for airport access and local traffic circulation.

SCAG needs to develop a more comprehensive long term approach to achieving aviation decentralization which is not so dependent on a privately financed HSRT system which may or may not actually get built. More specifically, SCAG needs to:

8 cont.

- Increase its level of commitment to a comprehensive FlyAway program serving the emerging suburban airports as well as LAX;
- Evaluate possible light rail, heavy rail and commuter rail extensions to the major airports in the region;
- Consider implementing a comprehensive Bus Rapid Transit (BRT) system serving major airports; and
- Work closely with the airlines to manage aviation demand and facilitate airline funding participation in ground access improvements and the HSRT system should the SCRAA continue to falter or disband altogether.

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Mark P. Stehly

AVP Environment & Research and Development

BNSF Railway Company

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February 15, 2008

Via Federal Express and E-Mail

Mr. Gary Ovitt
Southern California Association of Governments
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017

Re: BNSF Comments on 2008 Draft RTP and Program EIR

Dear Supervisor Ovitt:

BNSF Railway appreciates your consideration of the following comments on the 2008 Draft Regional Transportation Plan ("Draft RTP") and Program Environmental Impact Report ("PEIR") for the RTP. The Port of Los Angeles ("POLA") is currently preparing a Project Environmental Impact Report for the proposed Southern California International Gateway ("SCIG") near-dock intermodal facility. Although SCIG is privately funded and the RTP focuses on government-funded projects, BNSF believes that SCAG has appropriately included SCIG in the Draft RTP, because a documented reduction in emissions will occur for a number of years if SCIG is approved and constructed. Inclusion of SCIG in the RTP in this unique situation serves the long-range planning functions of the RTP as explained in both the PEIR and the Draft RTP.

BNSF respectfully requests that SCAG confirm that the SCIG project will be included in the Final RTP as indicated by the sections of the Draft RTP discussed herein. BNSF also requests that the Final RTP provide that SCIG is privately funded. This information is important to ensure that the record is clear that BNSF is not seeking, and that SCIG will not require, any public funding.

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1. The PEIR: Recognition of the RTP’s long-range planning function and the importance of goods movement in the Southern California economy

One of the most important functions of the RTP is to provide “a description of regional growth trends to help identify future needs for travel and goods movement.” PEIR at p. ES-2. “The Plan provides an assessment of current and projected demand for travel and goods movement in the region, and includes actions to meet the region’s mobility and accessibility needs. These actions must be within fiscal constraints” PEIR at p. 2-3.

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The PEIR also recognizes that a large part of the region’s economy and employment is centered around the San Pedro Bay Ports (Long Beach and Los Angeles). PEIR at p. 3.11-6. SCAG notes that the Ports dominate the container trade in the Americas, and that together, these two ports rank third in the world, behind Rotterdam and Hong Kong, as the busiest maritime ports. PEIR at p. 3.14-3.15, citing “Growth of California Ports – Opportunities and Challenges, A Report to the Legislature,” California Marine and Intermodal Transportation System Advisory Council, April, 2007.

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The PEIR also explains that numerous stakeholder task force committees, including the Goods Movement Task Force, worked for more than three years to identify and refine components of the RTP. PEIR at p. 1-5. As a result, the Draft RTP contains a Goods Movement Report that specifically refers to the SCIG project.

BNSF concurs with the PEIR's statements and goals regarding the importance of long-range forecasting and planning, including that pertaining to goods movement. As a result, SCAG should confirm that the Final RTP will identify the SCIG project in sufficient detail to allow SCAG to consider emissions reductions and other planning impacts that will result from SCIG's future implementation.

2 cont.

2. The Draft RTP: Forecasts regarding goods movement growth and the Port's projected inability to handle increased cargo beginning in 2010

BNSF understands that SCAG has included the privately-funded SCIG project in the Draft RTP because its inclusion is consistent with the long-range planning goals described in the PEIR. For example, the Draft RTP states that in developing baseline regional transportation forecasts, SCAG included:

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. . . demand forecasts for cargo and passengers and the regional ports and airports. The port and airport demand forecasts include projects that improve operations and increase capacity. Intermodal expansion was assumed in terms of additional capacity at the ports for goods movement growth, and the trips associated therewith were assumed located in the Inland Empire. The VMT [vehicle miles traveled] and related emissions regarding such trips are incorporated into the modeling analysis.

Draft RTP at p. 52. If SCIG is approved, it will reduce truck trips to the Inland Empire, and thus reduce the VMT associated with SCAG's current assumptions. The Goods Movement Report recognizes the fact that SCIG will reduce truck-related VMT:

Future near-dock intermodal yard capacity expansions associated with the development of the Southern California International Gateway (SCIG) and expansion of the ICTF may also play a key role in addressing high density truck traffic.

RTP Goods Movement Report at p. 15. SCAG also observes that: "The BNSF has also proposed developing a near-dock facility called SCIG, which is projected to accommodate increasing trade volumes while also reducing truck traffic on the I-710." RTP Goods Movement Report at p. 33. Also, Table 4 at page 9 of the RTP Goods Movement Report highlights planned on-dock and near dock facilities in the San Pedro Bay Ports area, and lists what appears to be SCIG in the Phase II near-term category (by end of 2010). It is referred to as "New Near-Dock - South of Sepulveda (potential)." POLA is listed as the sponsor and the development cost is listed as n/a. SCAG also has identified "Intermodal Facilities (Location TBD)" in the Regional RTP section of the Project Listing Report, which is another report included in the Draft RTP.

None of the references to SCIG in the Draft RTP or the RTP Goods Movement Report, however, indicate that SCIG will be privately funded. This is an important distinction that will make the Final RTP more precise by ensuring that other government agencies and the public are aware that BNSF is not seeking any public funds for the SCIG project. In addition, the 2008 Final RTP will be the first RTP that SCAG will issue after the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users ("SAFETEA-LU"), Public Law 109-59, August 10, 2005. Under this recent law, the RTP must contain a financial plan that "demonstrates how the adopted transportation plan can be implemented, [and] indicates resources from public and private

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sources that are reasonably expected to be made available to carry out the plan SAFETEA-LU Section 134(i)(2)(C). In view of the fact that SCIG will increase intermodal capacity at the Ports and will reduce truck-related VMT for at least a portion of the planning horizon addressed in the Draft RTP, it is prudent to note in the Final RTP that SCIG is privately funded.

3 cont.

Thank you for your review of these comments and SCAG's consideration of BNSF's requests.

Sincerely,



Mark P. Stehly
AVP Environment & Research Development

cc: Mary Nan Doran, Associate General Counsel



CITY of CYPRESS

5275 Orange Avenue, Cypress, California 90630

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February 15, 2008

Ms. Jessica Meaney
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

Subject: Comments Regarding the Draft 2008 Regional Transportation Plan (RTP)
and Program Environmental Impact Report (PEIR)

Dear Ms. Meaney:

The City of Cypress staff has reviewed the subject RTP and PEIR documents that were prepared by the Southern California Association of Governments (SCAG) and released for public review on January 4, 2008. The City offers the following comments and recommended changes to these documents:

1. It is our understanding that SCAG Policy Growth Forecast for the 2008 RTP would incorporate the 2008 Compass Blueprint Program. As previously described by SCAG, the Compass Blueprint Program focuses growth on key opportunity areas that would target the growth within two percent of the SCAG Region. Specifically, the Compass Blueprint Program redistributes projected jobs and housing into major transit centers and employment centers, as well as shifting planned growth out of areas with long commute times. When the City of Cypress participated in the review of the Compass Blueprint Program and the associated land use maps, we were told that the Program would be voluntary. We are concerned that the incorporation of the Program's growth projections into a regulatory document like the RTP would change its nature from voluntary to required - especially in light of the RTP consistency finding that is required to qualify for transportation funding.
2. As previously mentioned in our feedback to SCAG at the Compass Blueprint Program map workshops, Cypress recommends the use of the 2006 Orange County Projections (OCP) as the most accurate growth forecast. The OCP incorporates extensive research and comments from the Orange County jurisdictions with regard to the land use designations and planned growth areas set forth in the adopted General Plans and Development Agreements, including the 2001 Cypress General Plan. Therefore, the City of Cypress recommends that the growth projections from the 2006 OCP be used for the purposes of transportation and air quality conformity in the RTP instead of SCAG's Compass Blueprint Program projections.
3. If SCAG does not use the 2006 OCP for the RTP growth projections, then the City recommends that the Compass Blueprint Program projections for the City of Cypress be revised to reflect the detailed revisions requested in the City's letter to Frank Wen at SCAG (dated February 14, 2008, under separate cover). The

Todd W. Seymore, Mayor

Leroy Mills, Mayor Pro Tem
Phil Luebben, Council Member

Doug Bailey, Council Member
Prakash Narain, M.D., Council Member

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requested changes would correct inconsistencies between the SCAG growth forecast assumptions and the City's adopted zoning and land use patterns.

3 cont.

4. It appears that many of the mitigation measures from SCAG Draft Regional Comprehensive Plan (RCP) that address growth impacts (not just transportation and road project impacts) have been incorporated into the draft RTP Program EIR. Since the Draft RCP has not gone through a complete public review, these measures may not be appropriate in the RTP EIR. Additionally, the City's General Plan EIR already addresses growth inducing impacts with mitigation measures for projects constructed within our jurisdiction. Therefore, we recommend the removal of mitigation measures in the draft RTP Program EIR that are not related to transportation project implementation, as well as the removal or revision of mitigation measures with questionable growth related requirements (i.e. provisions for open space, green building, and solid waste facilities).

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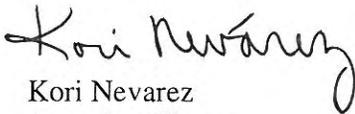
5. If some of the growth related mitigation measures for the RTP are necessary to address State requirements regarding greenhouse gases, we recommend that the measures contain the term "should" (recommended) rather than "shall" (required).

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6. Many of the RTP EIR mitigation measures (i.e. solid waste) list requirements that would not apply to projects conducted by regional transportation agencies, such as the Orange County Transportation Authority (OCTA). For example, OCTA has no influence regarding the siting of new landfills, the building of local markets for waste reduction, or the development of waste reduction facilities (MM-PS.8 through 14). In these cases we recommend that SCAG staff consider whether the listed impact is appropriate or correctly worded for transportation projects. Accordingly, such measures should be deleted or revised to designate an appropriate responsible agency for the measures.

6

Sincerely,



Kori Nevarez
Associate Planner
Community Development Department

KN/nv

cc: John Bahorski, City Manager
Ted Commerdinger, Director of Community Development
Leroy Mills, Mayor Pro Tem
Christine Barnes, OCCOG Board Representative for SCAG District 18
Tracy Sato, Senior Planner, City of Anaheim/ OCCOG TAC
Gail Shiomoto-Loehr, Contract Planner, City of Mission Viejo, OCCOG TAC
Deborah Diep, CSUF Center for Demographic Research

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LAW OFFICES OF ROBERT C. HAWKINS

February 14, 2008

**Via e-mail (meaney@scag.ca.gov) and (kirchner@scag.ca.gov)
and Federal Express**

The Hon. Gary Ovitt and Members of the Regional Council
Southern California Association of Governments
c/o Jessica Meaney and Jessica Kirchner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, California 90017

Re: **The Southern California Association of Governments' ("SCAG") Draft 2008 Regional Transportation Plan (the "Project") and Draft 2008 RTP Program Environmental Impact Report ("DPEIR")**

Dear Hon. Mr. Ovitt and Members of the Regional Council:

Thank you for the opportunity to comment on the captioned documents for the Project. This firm represents the Golden Rain Foundation ("GRF"), a California non-profit corporation, which oversees the management and maintenance of the property, facilities and services within the senior community of Laguna Woods Village, formerly known as "Leisure World" in Laguna Woods, California. GRF manages property, facilities and infrastructure including roads and streets within the Laguna Woods Village and is in the process of perhaps developing additional lands provided for in the Laguna Woods General Plan.

On behalf of GRF and its community, we offer the following comments on the RTP and the DPEIR.

I. The DPEIR Relies on a Flawed, Vague, and Incomplete Project Description.

Chapter 2 of the DPEIR contains the Project description. The DPEIR states that the need for the Project arises from federal and state statutory requirements that the Regional Council must develop a regional transportation plan. The DPEIR states:

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“The 2008 RTP is a long-range regional transportation plan that provides a blueprint for future transportation improvements based on specific transportation goals, objectives, policies and strategies.”

1 cont.

DPEIR, 2-2. Table 2-2 identifies the goals of the RTP. These include: maximizing mobility and accessibility for all people and goods in the region; preserving and ensuring a sustainable regional transportation system; and encouraging “land use and growth patterns that complement our transportation investments.”

The DPEIR develops priorities and policies which balance these goals. For instance, the DPEIR states:

“The RTP must also integrate land use policies as a means to influence transportation performance and the economy. Without such integration, transportation needs in the future will significantly outpace the ability to pay for them.”

DPEIR, 2-6. Among the policies for the RTP, the Regional Council adopted:

“RTP land-use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and subregions.”

DPEIR, 2-6. However, it is unclear how the DPEIR accomplishes this collaborative implementation. The primary method for collaborative implementation is the Regional Council’s

“...Compass Blueprint Growth Vision, **in addition to legislative efforts**, shapes the implementation program for enacting these policies and programs through partnerships with and services offered to cities, counties, subregions and county transportation commissions to ensure these positive effects on air quality.”

DPEIR, 2-11. This Compass Blueprint program is “... one of the first large-scale regional growth visioning efforts in the nation. ...” It seeks:

“... to integrate land use and transportation with the goal of accommodating approximately 5.14 million additional residents between 2008 and 2035, while improving mobility for all residents, fostering livability in all communities, enabling prosperity for all people, and promoting sustainability for future generations.”

DPEIR, 2-11.

Unfortunately, as discussed more fully below, this regional land use program conflicts with state law and local land use plans. As indicated above, part of this program may have to include

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legislative action to allow for a regional transportation plan which seeks to influence local land use plans; under current law, the regional plans have no ability to influence local land use plans. Interestingly, relying on legislative changes is speculative: changes to the State Planning Law or other changes depend upon the political process which at best is unpredictable.

1 cont.

Moreover, the Regional Council is a joint powers authority formed under the Joint Exercise of Powers Act, Government Code section 6500 et seq. Although as a joint powers agency, the Regional Council may have the authority to exercise powers of its members jointly, nothing in the Act allows the joint powers agency to exercise powers especially land use powers over one of its members which powers are exclusively reserved for that member. Hence, the Regional Council has no land use authority or powers within the jurisdiction of local governments including the City of Laguna Woods or the County of Orange.

Moreover, such regional plans should not directly or indirectly influence local land use plans. See Government Code section 65080.3. To the extent that the Regional Council seeks to have such influence, it must be based on regional efforts to educate local government, not by transportation mandates and sanctions.

Indeed, the Project for the RTP really appears to be a regional land use planning project. The DPEIR states:

“SCAG prepared two growth forecasts in preparation of the 2008 RTP, a ‘baseline’ growth forecast that does not include land use strategies and a ‘policy growth alternative’ (used in the Plan). The comparison of the transportation modeling results between the ‘baseline growth alternative’ and the ‘policy growth forecast’ isolates the transportation benefits due to regional land use policy.”

DPEIR, 2-11-12. However, this methodology ignores the local impacts—both land use and transportation— due to this regional policy benefit.

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Moreover, the benefit is only incremental: technological changes likely will account for greater savings than this controversial regional planning effort. Further, any incremental benefit from regional planning will be drastically lessened by the conflicts between the regional plan and local plans and between regional transportation plans and local transportation plans. Indeed, the regional planning effort may leave crucial local planning policies and transportation needs without the necessary funding. Without this funding, local transportation needs and problems will be exacerbated.

More importantly, the Project description is too vague, too ambiguous, and lacks specifics. The RTP is a regional transportation plan but it lacks specifics as to what transportation projects are planned. That is, it contains:

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“transportation/urban form strategies that encourage compact growth, increased jobs/housing balance, and centers based development where feasible, in all parts of the region.”

3 cont.

DPEIR, 2-22. This is far from the regional transportation plan required by state and federal law. The RTP and the DPEIR should be revised to explain how the Regional Council has the authority to develop and adopt this regional “urban form strategies” under current law. Further, the RTP and the DPEIR should be revised to assess and consider the impacts of this “transportation/urban form strategy” on local land and transportation needs, decisions and projects.

This “transportation/urban form strategies” requirement is troubling for another reason: funding of local transportation projects.

“Transportation projects in the SCAG region must be consistent with the RTP in order to receive federal funding. The 2008 RTP includes a policy element with goals, policies, and performance indicators, an action element that identifies projects, programs and implementation. In addition, the RTP includes a description of regional growth trends to help identify future needs for travel and goods movement.”

DPEIR, 2-4. However, given that the RTP may conflict with local land use plans, this may create further economic impacts for the Project which impacts must be analyzed under the National Environmental Policy Act, 42 U.S.C. sections 4321 et seq.

Indeed, we understand that part of this transportation/urban form strategies may include reassigning housing units to other areas despite local general plans and their requirements. This conflict must be explained in the RTP and analyzed in the DPEIR. If this impact to local plans is correct, it must be mitigated. As discussed below, the Regional Council has many avenues for such mitigation.

II. The DPEIR Relies on a Flawed Methodology and Mistaken Assumptions on Land Use which Lead the DPEIR to Erroneous Conclusions.

As you know, the original Notice of Preparation for the DPEIR indicated that the DPEIR would address both the RTP and the Regional Comprehensive Plan. The Regional Council received loads of comments critical of this methodology and urging the Regional Council to separate the projects. The DPEIR indicates that the Regional Council agreed and rescoped the Project for the DPEIR to include only the RTP. DPEIR, 1-5.

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Unfortunately, the DPEIR does not really separate the two projects. The land use assumptions in the RCP based on the Compass Blueprint Program form the basis of most of the analysis in the DPEIR including its land use and transportation analyses. These incorrect assumptions infect the entire environmental analysis in the DPEIR. Indeed, as indicated above, the

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unnumbered section of the Project Description, Chapter Two, entitled "The Intended Uses of PEIR" (sic) fails to identify that one of the intended uses is for reference to the draft environmental impact report for the RCP. Given that the Regional Council originally intended to treat both in the same document, it is likely that the two documents, if there are two, would reference each other. Obviously, the DPEIR includes the RCP.

4 cont.

For instance, Section 3.8 attempts to analyze land use issues for the Project. This section identifies two project-related impacts and one cumulative impact which, after mitigation, remain unavoidable and significant:

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1. **Impact 3.8-1:** "The proposed 2008 RTP contains transportation projects and strategies to distribute the future growth in the region. These projects and strategies could result in inconsistencies with currently applicable adopted local land use plans and policies in the RTP including **the potential to conflict with local general plans.**" (DPEIR, 3.8-10)
2. **Impact 3.8-2:** "The 2008 RTP contains transportation projects that have the potential to disrupt or divide established communities." (DPEIR, 3.8-13)
3. **Cumulative Impact 3.8-3:** "Urbanization in the SCAG region will increase substantially by 2035. **The 2008 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization.** The 2008 RTP's influence on growth contributes to regional cumulatively considerable impacts to land use and would change the intensity of land use in some areas." (DPEIR 3.8-15)

As indicated above, the DPEIR concludes that, after all mitigation measures considered in the DPEIR, these impacts remain significant and unavoidable. As indicated above, the DPEIR fails to consider all necessary and appropriate mitigation measures to lessen the RTP's land use impacts. MM-LU.1 through .7 fail to consider and appreciate fully local land use plans. MM-LU.1 encourages local agencies to provide electronic versions of their general plans and updates. MM-LU.2 provides that the Regional Council shall encourage, through regional comments, local agencies to update their general plans every ten years. MM-LU.3 provides that the Regional Council shall work with local agencies "to ensure that transportation projects and growth are consistent with the RTP and general plans." (It fails to note or appreciate that the RTP may conflict with local general plans.)

Interestingly, MM-LU.4 provides:

"Planning is an iterative process and SCAG is a consensus building organization. SCAG shall work with cities and counties to encourage that general plans reflect RTP policies. SCAG will work to build consensus on how to address inconsistencies between general plans and RTP policies."

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DPEIR, 3.8-11. This mitigation measure fails to understand that one way to eliminate RTP inconsistency is to make the RTP more closely mirror local plans.

MM-LU.5 and .6 require that the Regional Council work closely with local agencies so that local general plans will comply with the requirements of the Regional Comprehensive Plan and the Compass Blueprint. That is, the Regional Plan for growth will change the local land use plans. The Regional Council cannot require either directly or indirectly such compliance. More pointedly, the Regional Council cannot use financial means, e.g. failing to fund crucial transportation projects required by local land use plans, as a way of gaining compliance of local plans with the Regional Plan.

5 cont.

Clearly, other and better mitigation measures are available which will address fully the RTP's land use impacts. For instance, instead of requiring local compliance, the RTP could be revised to include consultation with local agencies and funding of important local transportation plans. Or working with local agencies to include compliance with various aspects of the RTP in exchange for funding local plans for infrastructure which may be out of synch with the RTP. For instance, Laguna Woods Village and the City of Laguna Woods make extensive use of alternative means of transportation, e.g. bike lanes and electric vehicles. The RTP should be revised to value these alternative methods and fund other projects which may not be contemplated by the RTP, e.g. expansion of congested roadways such as Moulton Parkway and/or El Toro Road.

Further, as indicated above, these conclusions are fatally incorrect for several reasons. First, the Regional Council does not have the authority to override local land use plans and policies including local general plans. Indeed, Government Code section 65080.3(g) provides:

“Nothing in this section grants transportation planning agencies any direct or indirect authority over local land use decisions.”

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Although section 65080.3 applies to alternatives, if the alternatives truly are alternatives to the proposed plan, the plan must be bound by the same restrictions: No authority to override, either directly or indirectly, local land use decisions, e.g. general plans.

Moreover, the State Planning and Zoning Law provides almost plenary authority to local agencies over local land use matters. For instance, Government Code section 65800 provides, in pertinent part that except for areas not applicable here:

“[T]he Legislature declares that in enacting this chapter it is its intention to provide only a minimum of limitation in order that counties and cities may exercise the maximum degree of control over local zoning matters.”

Second, the only basis for the assumptions in the land use analysis lies in the RCP which is based upon the Compass Blueprint Program. However, the DPEIR states that it does not rely on the

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RCP. Because the RCP underlies the DPEIR's analysis, the DPEIR is internally inconsistent. It must be revised to explain and clarify its land use assumptions which are not part of the RCP.

6 cont.

Third, none of these impacts are unavoidable. If the RTP is consistent with local land use plans, then it would not have these impacts. Further, even if not consistent, if the Regional Council were to assist, cooperate and work with all member local agencies to develop local general plans and the RTP which are consistent in the main, then the Project would avoid these impacts.

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Fourth, although these impacts of the Project are significant, if the Regional Council worked with local agencies to understand and appreciate local general plans, it could modify the RTP so that it more closely conformed to local general plans. Indeed, even if the RTP did not closely conform with local land use plans, this cooperation would bring the local agencies more perfectly into the process.

Fifth, as indicated above, the Project cannot directly or indirectly alter local land use policies and decisions. Because the Project conflicts with local plans, it encroaches illegally into the authority of local agencies.

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Sixth, the DPEIR uses an improper baseline for the RTP. The DPEIR fails to consider existing facilities and land use, and improperly relies on approved general plans as the baseline. This is improper. The appropriate baseline is the existing condition. As the Court of Appeal recently observed:

"Before the impacts of a project can be assessed and mitigation measures considered, an EIR must describe the existing environment. It is only against this baseline that any significant environmental effects can be determined."

County of Amador v. El Dorado County Water Agency (1999) 76 Cal.App.4th 931, 952; CEQA Guidelines sections 15125(a); 15126.2(a).

Incidentally, the Guidelines require that environmental documents such as the DPEIR analyze the Project's impacts on land use for "any applicable habitat conservation plan or natural community conservation plan." The Guidelines regards such impacts as land use impacts and yet the DPEIR contains no discussion of such impacts.

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For all of these reasons and others, the Regional Council should revise the RTP to appreciate local land use plans, revise the DPEIR to fully consider and analyze the Project impacts on land use, and revise the DPEIR and the RTP as indicated above.

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III. Conclusion: The Regional Council Must Revise the RTP and the DPEIR, and Recirculate these Documents for Further Review.

As indicated throughout, the RTP and the DPEIR lack important specific details necessary to understand and comment on the Project, fail to provide adequate explanation and discussion of crucial issues including its conflicts with local land use plans, fail to discuss and explain the Regional Council's authority to craft its own "transportation/urban form strategies," and fail to provide adequate mitigation. For these reasons and others, the RTP and the DPEIR must be revised and recirculated.

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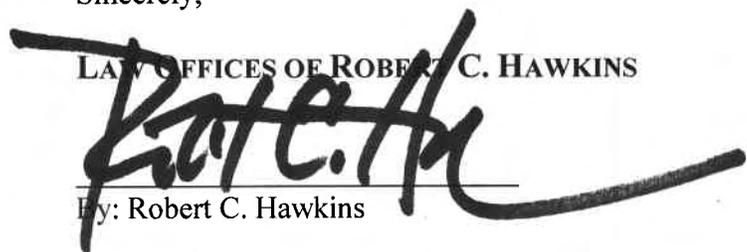
Again, thank you for the opportunity to comment on the DPEIR for the RTP. We look forward to participating in the public hearing process, receiving responses to these and other comments, and commenting on those responses at the appropriate public hearings. Please include us on all mailing lists for notices of further environmental documents for the Project and/or for the RCP as well as any and all hearings on these project.

Of course, should you have any questions, please do not hesitate to contact us.

Sincerely,

LAW OFFICES OF ROBERT C. HAWKINS

By: Robert C. Hawkins



RCH/kw



Sponsors:

California State University, Fullerton

Clerk-Recorder Department, County of Orange

County of Orange

Municipal Water District of Orange County

Orange County Council of Governments

Orange County Sanitation District

Orange County Transportation Authority

Orange County Water District

Transportation Corridor Agencies

February 14, 2008

Southern California Association of Governments
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SUBJECT: COMMENTS ON THE DRAFT 2008 REGIONAL TRANSPORTATION PLAN PROGRAM ENVIRONMENTAL IMPACT REPORT

Dear Ms. Kirchner,

The Center for Demographic Research has reviewed the Draft 2008 RTP PEIR. We thank you for the opportunity and ask for your consideration and response to the following comments.

The listing of Mitigation Measures identified in the Draft Program EIR would be applied to and be binding upon transportation agencies and local governments which are responsible for implementing the transportation projects included in the adopted 2008 Regional Transportation Plan. The CDR would like to express support of comments and recommendations on the Draft 2008 RTP PEIR by the Orange County Transportation Authority and the Orange County Council of Governments. These comments include:

- 1) Requests to remove mitigation measures within the PEIR that are not related to Transportation Product delivery and implementation,
- 2) Requests to remove mitigation measures that were derived from the Regional Comprehensive Plan which has not completed its public review nor received approval by the Regional Council, and
- 3) Other comments on the PEIR document.

Tables 1 and 2 include specific comments regarding the PEIR document.

Table 1

TOPIC	PAGE	PEIR NARRATIVE, COMMENT & RECOMMENDATION
Move project to Strategic Plan	PEIR 1-4 3.1-12 3.11-11	<u>PEIR NARRATIVE:</u> Orangeline High-Speed Transit <u>COMMENT & RECOMMENDATION:</u> Per recommendation of the OCTA Board on 1/28/2008 and subsequent RTP /PEIR comment letter, remove this project from Constrained Plan and place in Strategic Plan.

Table 1 (continued)

TOPIC	PAGE	PEIR NARRATIVE, COMMENT & RECOMMENDATION
Reality checks for Policy growth forecast	PEIR Ch. 2 Page 11 (2-11)	<p><u>PEIR NARRATIVE:</u> “The growth assumptions, vision, and policies were all developed in coordination with technical analyses, local input, land use and growth experts, and on-the-ground “reality checks.” ”</p> <p><u>COMMENT & RECOMMENDATION:</u> One of the reality checks performed was on an Orange County jurisdiction: Anaheim city. Review of the Policy forecast dataset shows a number of errors in growth projected based on approved plans, development agreements and projects under development. Attachment 2 contains an Excel data file highlighting significant differences between the Baseline forecast (local input) and the Plan’s Policy forecast. Please change Policy forecast to reflect Baseline projections.</p>
Characterization of Baseline as business as usual and not including land use strategies	PEIR Ch. 2 Page 11 (2-11)	<p><u>PEIR NARRATIVE:</u> “SCAG prepared two growth forecasts in preparation of the 2008 RTP, a “baseline” growth forecast that does not include land use strategies and a “policy growth alternative” (used in the Plan)”</p> <p><u>COMMENT & RECOMMENDATION:</u> The statement above should be removed.</p> <p>Page 88 of the RTP states “the [Plan] policies reflect current development patterns in some portions of the region and nascent planning strategies in others.”</p> <p>Page 40 of the Integrated Growth Forecast report states “with most cities that are undertaking General Plan updates moving towards adopting similar policies and zoning ordinances consistent with the Compass Principles and Growth Vision.”</p> <p>Page 2-11 of the PEIR states “Compass Blueprint Growth Vision ...Developed in close collaboration with cities throughout the region, the policies of the Vision are:</p> <ul style="list-style-type: none"> • [1] Identify regional strategic areas for infill and investment • [2] Structure the future plan on a three-tiered system of centers development • [3] Develop “complete communities” • [4] Develop nodes on a corridor • [5] Plan for additional housing and jobs near transit • [6] Plan for a changing demand in types of housing • [7] Continue to protect stable existing single-family areas • [8] Ensure adequate access to open space and preservation of habitat • [9] Incorporate local input and feedback on future growth” <p>Since the 2004 RTP, many Orange County jurisdictions have approved projects that are consistent with Compass Principles, the foundation of the Plan forecast, and deviate from the long-time pattern of urban sprawl. In addition, the Baseline forecast is developed through an iterative process, building upon</p>

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		<p>the last round of projections from the 2004 RTP which includes Compass Blueprint principles. To characterize the Baseline as not including land use strategies is inaccurate.</p> <p>Table 2 below contains an abbreviated list of projects contained within the Baseline forecast which serve as examples of implementation of the policies labeled above.</p>
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3 cont.

TABLE 2

Jurisdiction	Project	Consistent with Compass Policies
Aliso Viejo	Vantis Multi-family residential project	6,9
Anaheim	Platinum Triangle	1,2,3,4,5,6,9
Brea	South Brea Lofts	3,4,6,9
Buena Park	Founder's Walk/Buenaterra Transit Oriented Development	4,5,6,9
Costa Mesa	North Costa Mesa High-Rise projects	1,2,3,4,6,9
Fountain Valley	SAFECO condo & hotel project	3,5,6,9
Fullerton	Cal State Fullerton staff & student housing project	1,2,3,4,5,6,9
Garden Grove	Chapman Commons	3,4,6,9
Huntington Beach	Redevelopment old school sites	6,7,9
Irvine	Residential units into Irvine Business Complex	1,2,3,4,6,9
Laguna Niguel	Courthouse expansion	7,9
Laguna Woods	Garden Center apartments	3,6
La Palma	Crescent/Moody infill housing	7,9
Newport Beach	Nov. 2006 General Plan Amendment	3,9
Orange	Bowling alley site reuse for townhomes	4,6,9
Placentia	Metrolink station & Transit Oriented Development	2,3,4,5,6,9
Santa Ana	MacArthur Place	2,3,4,5,6,9
Stanton	Beach Blvd mixed use	3,4,5,6,9
Tustin	Tustin Legacy	1,2,3,4,5,8,9
Unincorporated County	Ranch Plan	1,2,3,6,8,9

Table 1 (continued)

TOPIC	PAGE	PEIR NARRATIVE, COMMENT & RECOMMENDATION
Equal comparisons for accurate conclusions	PEIR Ch. 2 Page 12 (2-12)	<p><u>PEIR NARRATIVE:</u> “The comparison of the transportation modeling results between the “baseline growth alternative” and the “policy growth forecast” isolates the transportation benefits due to regional land use policy.”</p> <p><u>COMMENT & RECOMMENDATION:</u> Page 27 of the RTP states: • Baseline 2035 scenario–Future conditions in 2035 based on the existing transportation system and near-term constrained projects • Plan 2035 scenario–Future conditions in 2035 based on the existing transportation system, near-term constrained projects, and long-term constrained projects”</p> <p>In order to isolate regional land use policy as the cause of transportation benefits in the Plan scenario, the transportation systems modeled must be</p>

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	<p>identical.</p> <p>The models must be rerun with the Baseline scenario including the long-term constrained projects, which the Policy forecast includes, in order to properly evaluate and possibly conclude that benefits are due to land use policy, OR delete statement: "The comparison of the transportation modeling results between the "baseline growth alternative" and the "policy growth forecast" isolates the transportation benefits due to regional land use policy."</p>
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4 cont.

Thank you again for your consideration.

Sincerely,



Deborah S. Diep
CDR Director

Attachments: 1) Excel dataset: Differences Policy & Baseline forecasts

CC: CDR Management Oversight Committee
CDR Technical Advisory Committee

Attachment 1:
2008 SCAG Draft Forecast Dataset Differences: Plan/Policy Less Baseline Forecast

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2000 Census Tract	SCAG Baseline Forecast (OCP-2006) Population	SCAG Baseline Forecast (OCP-2006) Households	SCAG Baseline Forecast (OCP-2006) Employment	SCAG Policy Forecast Population	SCAG Policy Forecast Households	SCAG Policy Forecast Employment	Difference Policy - Baseline Population	Difference Policy - Baseline Households	Difference Policy - Baseline Employment	% Difference Policy - Baseline Population	% Difference Policy - Baseline Households	% Difference Policy - Baseline Employment
11.01	4,726	1,514	1,198	4,686	1,510	1,141	-43	-4	-57	-1%	0%	-5%
11.02	3,485	1,094	808	3,458	1,092	759	-30	-2	-49	-1%	0%	-6%
11.03	5,097	1,442	1,411	5,101	1,434	1,311	34	-8	-100	1%	-1%	-7%
12.01	6,177	1,474	725	6,003	1,441	662	-181	-33	-63	-3%	-2%	-9%
12.02	4,179	1,012	1,476	4,068	991	1,416	-116	-21	-60	-3%	-2%	-4%
13.01	7,348	2,643	3,200	7,277	2,633	3,086	-80	-10	-114	-1%	0%	-4%
13.03	6,607	1,869	1,260	6,547	1,863	1,207	-68	-6	-53	-1%	0%	-4%
13.04	4,617	1,176	2,692	4,508	1,155	2,592	-115	-21	-100	-2%	-2%	-4%
14.01	6,394	1,784	1,741	6,315	1,773	1,673	-43	-11	-68	-1%	-1%	-4%
14.02	5,851	1,583	866	5,805	1,580	823	-53	-3	-43	-1%	0%	-5%
14.03	3,723	1,109	474	3,636	1,089	466	-87	-20	-8	-2%	-2%	-2%
14.04	4,269	1,039	8,908	4,191	1,026	8,295	-82	-13	-613	-2%	-1%	-7%
15.01	7,011	2,471	3,525	6,950	2,464	3,463	-62	-7	-62	-1%	0%	-2%
15.03	6,307	2,016	7,496	6,046	1,944	7,404	-265	-72	-92	-4%	-4%	-1%
15.04	5,082	1,815	6,662	6,861	2,465	8,944	1,777	650	2,282	35%	36%	34%
15.05	7,538	2,437	1,402	7,839	2,549	1,198	289	112	-204	4%	5%	-15%
15.06	5,013	1,670	1,163	4,812	1,607	1,068	-190	-63	-95	-4%	-4%	-8%
15.07	5,008	2,039	9,907	4,896	2,003	9,856	-111	-36	-51	-2%	-2%	-1%
16.01	8,256	2,912	8,784	8,003	2,813	8,667	-245	-99	-117	-3%	-3%	-1%
16.02	5,622	2,100	1,370	5,150	1,934	1,332	-482	-166	-38	-9%	-8%	-3%
17.04	7,044	2,295	3,419	6,834	2,240	3,378	-225	-55	-41	-3%	-2%	-1%
17.05	4,929	1,488	608	4,880	1,482	593	-56	-6	-15	-1%	0%	-2%
17.06	4,414	1,432	2,335	4,270	1,373	2,245	-135	-59	-90	-3%	-4%	-4%
17.07	9,044	3,095	1,553	8,776	3,017	1,481	-282	-78	-72	-3%	-3%	-5%
17.08	4,811	1,444	985	4,783	1,444	961	-35	0	-24	-1%	0%	-2%
18.01	5,988	1,628	4,276	7,041	1,926	4,087	1,042	298	-189	17%	18%	-4%
18.02	8,361	2,124	963	8,247	2,103	911	-124	-21	-52	-1%	-1%	-5%
19.01	3,105	811	590	3,041	799	552	-69	-12	-38	-2%	-1%	-6%
19.02	3,360	812	1,319	3,292	800	1,269	-39	-12	-50	-1%	-1%	-4%
19.03	3,428	954	628	3,326	931	593	-108	-23	-35	-3%	-2%	-6%
110.00	7,817	2,578	3,584	7,590	2,518	3,173	-240	-60	-411	-3%	-2%	-11%
111.01	4,525	1,295	791	4,422	1,273	752	-109	-22	-39	-2%	-2%	-5%
111.02	5,171	1,185	561	5,050	1,164	527	-125	-21	-34	-2%	-2%	-6%
112.00	4,534	1,602	2,435	6,280	2,254	2,573	1,752	652	138	39%	41%	6%
113.00	4,955	1,963	5,324	8,003	3,290	10,150	3,074	1,327	4,826	62%	68%	91%
114.01	2,514	799	2,733	2,407	766	2,669	-93	-33	-64	-4%	-4%	-2%
114.02	2,644	888	616	2,535	856	578	-110	-32	-38	-4%	-4%	-6%
114.03	6,466	1,921	2,574	6,329	1,886	2,494	-128	-35	-80	-2%	-2%	-3%
115.02	4,712	1,529	2,235	4,529	1,478	2,151	-188	-51	-84	-4%	-3%	-4%
115.03	2,034	590	689	2,001	580	638	-29	-10	-51	-1%	-2%	-7%
115.04	6,118	2,606	6,853	6,029	2,585	6,615	-11	-21	-238	0%	-1%	-3%
116.01	9,390	2,376	2,088	12,747	3,248	4,494	3,341	872	2,406	36%	37%	115%

4 cont.

Attachment 1:
2008 SCAG Draft Forecast Dataset Differences: Plan/Policy Less Baseline Forecast

COMMENT LETTER 45

2000 Census Tract	SCAG Baseline Forecast (OCP-2006) Population	SCAG Baseline Forecast (OCP-2006) Households	SCAG Baseline Forecast (OCP-2006) Employment	SCAG Policy Forecast Population	SCAG Policy Forecast Households	SCAG Policy Forecast Employment	Difference Policy - Baseline Population	Difference Policy - Baseline Households	Difference Policy - Baseline Employment	% Difference Policy - Baseline Population	% Difference Policy - Baseline Households	% Difference Policy - Baseline Employment
116.02	6,591	1,623	22,104	7,815	1,982	21,869	1,216	359	-235	18%	22%	-1%
117.07	5,791	2,280	2,171	5,668	2,245	2,069	-134	-35	-102	-2%	-2%	-5%
117.08	5,037	1,909	735	4,942	1,884	714	-96	-25	-21	-2%	-1%	-3%
117.09	5,095	1,506	3,899	4,961	1,475	3,498	-135	-31	-401	-3%	-2%	-10%
117.10	4,103	1,192	1,007	3,994	1,167	933	-105	-25	-74	-3%	-2%	-7%
117.11	8,204	2,624	1,498	8,085	2,594	1,431	-124	-30	-67	-2%	-1%	-4%
117.12	5,522	1,635	1,336	5,811	1,732	1,450	288	97	114	5%	6%	9%
117.14	654	391	39,730	846	503	34,081	192	112	-5,649	29%	29%	-14%
117.15	8,351	2,592	1,973	7,877	2,459	1,907	-475	-133	-66	-6%	-5%	-3%
117.16	5,542	1,684	675	5,427	1,659	669	-117	-25	-6	-2%	-1%	-1%
117.17	3,110	950	930	2,981	916	906	-130	-34	-24	-4%	-4%	-3%
117.18	3,882	1,141	748	3,761	1,111	714	-123	-30	-34	-3%	-3%	-5%
117.20	8,779	1,526	2,727	8,550	1,495	2,664	-231	-31	-63	-3%	-2%	-2%
117.21	5,426	1,535	910	7,003	1,993	1,583	1,575	458	673	29%	30%	74%
117.22	6,729	2,508	4,011	3,430	1,286	4,069	-3,300	-1,222	58	-49%	-49%	1%
218.02	8,340	2,741	3,791	7,949	2,628	3,627	-392	-113	-164	-5%	-4%	-4%
218.07	4,597	1,347	642	4,563	1,345	642	-34	-2	0	-1%	0%	0%
218.09	3,362	1,019	954	3,230	984	951	-130	-35	-3	-4%	-3%	0%
218.10	4,246	1,265	1,408	4,108	1,231	1,368	-139	-34	-40	-3%	-3%	-3%
218.12	7,490	2,274	1,230	7,249	2,214	1,212	-241	-60	-18	-3%	-3%	-1%
218.13	47	13	20,375	219	62	20,283	172	49	-92	366%	377%	0%
218.14	8,621	2,877	7,107	8,082	2,722	6,914	-543	-155	-193	-6%	-5%	-3%
218.15	17,072	5,368	4,014	15,854	5,001	3,815	-1,377	-366	-199	-8%	-7%	-5%
218.16	5,526	1,826	695	5,349	1,778	693	-177	-48	-2	-3%	-3%	0%
218.17	4,072	1,308	350	3,998	1,292	350	-74	-16	0	-2%	-1%	0%
218.20	5,210	1,529	480	4,949	1,461	437	-262	-68	-43	-5%	-4%	-9%
218.21	8,117	2,778	5,175	7,441	2,561	5,107	-678	-217	-68	-8%	-8%	-1%
218.22	6,900	2,554	1,044	6,553	2,440	1,018	-347	-114	-26	-5%	-4%	-2%
218.23	4,163	1,349	340	3,980	1,297	327	-182	-52	-13	-4%	-4%	-4%
218.24	3,215	859	710	3,196	859	704	-19	0	-6	-1%	0%	-1%
218.25	3,920	1,210	288	3,836	1,191	274	-84	-19	-14	-2%	-2%	-5%
218.26	2,964	1,081	2,412	2,857	1,048	2,404	-107	-33	-8	-4%	-3%	0%
218.27	3,367	1,094	304	3,252	1,063	298	-115	-31	-6	-3%	-3%	-2%
218.28	5,313	1,345	531	5,215	1,328	527	-98	-17	-4	-2%	-1%	-1%
218.29	6,616	1,825	719	6,483	1,799	712	-133	-26	-7	-2%	-1%	-1%
218.30	6,851	1,994	906	6,804	1,992	877	-47	-2	-29	-1%	0%	-3%
219.03	4,655	1,228	2,810	4,443	1,179	2,810	-212	-49	0	-5%	-4%	0%
219.05	6,305	1,797	2,037	6,247	1,791	2,037	-58	-6	0	-1%	0%	0%
219.12	9,603	2,689	773	9,454	2,663	766	-159	-25	-8	-2%	-1%	-1%
219.13	9,477	1,987	750	9,373	1,977	743	-122	-10	-7	-1%	-1%	-1%
219.14	4,799	1,344	1,012	4,746	1,337	1,003	-63	-7	-9	-1%	-1%	-1%
219.15	4,683	1,492	921	4,633	1,485	917	-50	-7	-4	-1%	0%	0%

4 cont.

Attachment 1:
2008 SCAG Draft Forecast Dataset Differences: Plan/Policy Less Baseline Forecast

COMMENT LETTER 45

2000 Census Tract	SCAG Baseline Forecast (OCP-2006) Population	SCAG Baseline Forecast (OCP-2006) Households	SCAG Baseline Forecast (OCP-2006) Employment	SCAG Policy Forecast Population	SCAG Policy Forecast Households	SCAG Policy Forecast Employment	Difference Policy - Baseline Population	Difference Policy - Baseline Households	Difference Policy - Baseline Employment	% Difference Policy - Baseline Population	% Difference Policy - Baseline Households	% Difference Policy - Baseline Employment
219.16	4,251	1,424	620	4,209	1,419	620	-38	-5	0	-1%	0%	0%
219.17	4,194	1,298	666	4,134	1,287	648	-66	-11	-18	-2%	-1%	-3%
219.18	5,620	1,817	1,264	5,562	1,805	1,245	-65	-12	-19	-1%	-1%	-2%
219.19	3,196	1,063	1,073	3,168	1,060	1,073	-27	-3	0	-1%	0%	0%
219.20	6,217	2,086	652	6,169	2,082	648	-47	-4	-4	-1%	0%	-1%
219.21	5,317	1,427	709	5,282	1,426	709	-35	-1	0	-1%	0%	0%
219.22	5,483	2,221	4,026	5,433	2,214	4,026	-50	-7	0	-1%	0%	0%
219.23	7,132	2,336	581	6,993	2,304	581	-139	-32	0	-2%	-1%	0%
219.24	17,020	5,851	5,027	14,986	5,211	5,000	-2,031	-640	-27	-12%	-11%	-1%
320.02	6,582	2,068	779	6,529	2,062	779	-52	-6	0	-1%	0%	0%
320.03	5,389	1,576	1,661	5,355	1,576	1,661	-28	0	0	-1%	0%	0%
320.11	1,860	753	165	1,845	751	161	-17	-2	-4	-1%	0%	-2%
320.12	3,987	1,277	1,294	3,963	1,277	1,294	-23	0	0	-1%	0%	0%
320.13	6,179	1,824	5,790	6,740	2,010	5,790	577	186	0	9%	10%	0%
320.14	6,393	1,939	2,617	6,404	1,927	2,617	-9	-12	0	0%	-1%	0%
320.15	7,307	1,968	1,806	7,244	1,964	1,806	-11	-4	0	0%	0%	0%
320.20	6,540	1,894	1,285	6,498	1,893	1,284	-49	-1	-1	-1%	0%	0%
320.22	6,911	2,215	9,545	7,424	2,394	9,417	507	179	-128	7%	8%	-1%
320.23	27,058	7,627	12,140	12,543	3,555	5,615	-14,511	-4,072	-6,525	-54%	-53%	-54%
320.27	6,702	2,038	1,436	6,646	2,033	1,369	-57	-5	-67	-1%	0%	-5%
320.28	3,719	1,445	5,716	3,687	1,441	5,707	-35	-4	-9	-1%	0%	0%
320.29	4,833	1,477	580	4,751	1,460	531	-79	-17	-49	-2%	-1%	-8%
320.30	4,105	1,251	643	4,080	1,251	643	-28	0	0	-1%	0%	0%
320.31	4,065	1,164	903	4,027	1,160	903	-43	-4	0	-1%	0%	0%
320.32	3,534	1,035	483	3,513	1,035	483	-23	0	0	-1%	0%	0%
320.33	3,830	1,475	303	3,797	1,471	303	-38	-4	0	-1%	0%	0%
320.34	7,131	1,842	475	7,077	1,839	474	-61	-3	-1	-1%	0%	0%
320.35	2,644	1,017	1,006	2,620	1,014	1,006	-25	-3	0	-1%	0%	0%
320.36	3,890	1,226	919	3,863	1,225	919	-24	-1	0	-1%	0%	0%
320.37	5,352	2,351	693	5,304	2,344	693	-55	-7	0	-1%	0%	0%
320.38	7,831	2,120	1,340	7,774	2,117	1,336	-66	-3	-4	-1%	0%	0%
320.39	7,763	2,226	779	7,698	2,220	779	-74	-6	0	-1%	0%	0%
320.40	3,221	899	193	3,202	899	193	-23	0	0	-1%	0%	0%
320.41	2,116	647	333	1,562	444	323	-509	-203	-10	-24%	-31%	-3%
320.42	8,288	2,082	627	7,634	1,928	622	-652	-154	-5	-8%	-7%	-1%
320.43	4,660	1,242	331	4,617	1,238	311	-43	-4	-20	-1%	0%	-6%
320.44	6,276	1,958	900	6,217	1,951	886	-57	-7	-14	-1%	0%	-2%
320.45	2,956	921	200	2,939	921	200	-16	0	0	-1%	0%	0%
320.46	5,791	1,763	521	5,737	1,757	521	-52	-6	0	-1%	0%	0%
320.47	4,537	1,941	1,042	3,934	1,693	1,040	-607	-248	-2	-13%	-13%	0%
320.48	6,492	2,243	263	6,439	2,238	262	-57	-5	-1	-1%	0%	0%
320.49	10,689	3,169	333	10,094	3,010	327	-628	-159	-6	-6%	-5%	-2%

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Attachment 1:
2008 SCAG Draft Forecast Dataset Differences: Plan/Policy Less Baseline Forecast

COMMENT LETTER 45

2000 Census Tract	SCAG Baseline Forecast (OCP-2006) Population	SCAG Baseline Forecast (OCP-2006) Households	SCAG Baseline Forecast (OCP-2006) Employment	SCAG Policy Forecast Population	SCAG Policy Forecast Households	SCAG Policy Forecast Employment	Difference Policy - Baseline Population	Difference Policy - Baseline Households	Difference Policy - Baseline Employment	% Difference Policy - Baseline Population	% Difference Policy - Baseline Households	% Difference Policy - Baseline Employment
320.50	5,743	1,730	609	5,702	1,728	567	-41	-2	-42	-1%	0%	-7%
320.51	5,143	1,996	663	5,097	1,990	655	-46	-6	-8	-1%	0%	-1%
320.52	29,769	9,136	5,408	29,034	8,963	5,078	-730	-173	-330	-2%	-2%	-6%
320.53	8,848	3,054	6,524	8,773	3,046	6,192	-75	-8	-332	-1%	0%	-5%
320.54	5,512	2,137	1,548	5,461	2,130	1,405	-51	-7	-143	-1%	0%	-9%
320.55	4,710	1,504	369	4,676	1,502	365	-34	-2	-4	-1%	0%	-1%
320.56	39,285	10,483	11,216	21,010	5,641	6,432	-18,263	-4,842	-4,784	-46%	-46%	-43%
421.03	9,305	3,213	2,400	9,055	3,145	2,300	-250	-68	-100	-3%	-2%	-4%
421.06	2,135	927	5,305	7,023	3,172	11,433	4,887	2,245	6,128	229%	242%	116%
421.07	5,746	1,639	3,111	9,302	2,672	4,604	3,556	1,033	1,493	62%	63%	48%
421.08	7,365	2,911	4,332	7,220	2,870	4,249	-145	-41	-83	-2%	-1%	-2%
421.09	6,773	2,421	6,483	5,826	2,095	6,095	-947	-326	-388	-14%	-13%	-6%
421.11	9,259	2,660	632	9,052	2,616	593	-206	-44	-39	-2%	-2%	-6%
421.12	7,587	2,263	1,742	7,445	2,234	1,686	-142	-29	-56	-2%	-1%	-3%
421.13	5,469	1,854	2,172	5,316	1,810	2,053	-154	-44	-119	-3%	-2%	-5%
421.14	4,578	1,608	1,255	4,446	1,571	1,150	-132	-37	-105	-3%	-2%	-8%
422.01	6,931	2,601	6,348	6,734	2,542	6,033	-198	-59	-315	-3%	-2%	-5%
422.03	10,025	3,767	1,366	9,826	3,713	1,291	-208	-54	-75	-2%	-1%	-5%
422.05	8,246	2,363	2,701	7,967	2,296	2,580	-276	-67	-121	-3%	-3%	-4%
422.06	4,035	1,470	1,292	3,929	1,430	1,215	-95	-40	-77	-2%	-3%	-6%
423.05	4,308	1,729	2,776	4,236	1,709	2,707	-73	-20	-69	-2%	-1%	-2%
423.07	8,525	2,299	3,083	8,352	2,264	3,010	-147	-35	-73	-2%	-2%	-2%
423.10	10,131	3,181	2,967	10,124	3,189	2,824	-3	8	-143	0%	0%	-5%
423.11	7,040	2,266	2,154	6,869	2,224	2,013	-170	-42	-141	-2%	-2%	-7%
423.12	9,658	2,172	8,054	15,875	3,545	9,319	6,228	1,373	1,265	64%	63%	16%
423.13	8,179	2,991	5,141	8,071	2,969	4,689	-113	-22	-452	-1%	-1%	-9%
423.15	6,715	2,186	3,879	8,165	2,676	3,848	1,449	490	-31	22%	22%	-1%
423.17	4,111	1,326	1,197	4,076	1,322	1,189	-16	-4	-8	0%	0%	-1%
423.19	3,869	1,139	2,354	3,825	1,133	2,344	-35	-6	-10	-1%	-1%	0%
423.20	5,945	2,559	6,355	5,847	2,532	6,165	-97	-27	-190	-2%	-1%	-3%
423.23	5,616	2,535	2,685	5,413	2,458	2,569	-207	-77	-116	-4%	-3%	-4%
423.24	4,918	2,191	717	4,791	2,147	688	-126	-44	-29	-3%	-2%	-4%
423.25	4,087	1,524	1,453	4,041	1,516	1,280	-49	-8	-173	-1%	-1%	-12%
423.26	5,108	1,766	767	5,060	1,760	760	-49	-6	-7	-1%	0%	-1%
423.27	5,423	1,745	1,621	5,329	1,725	1,431	-83	-20	-190	-2%	-1%	-12%
423.28	2,898	796	2,040	2,870	793	1,995	-21	-3	-45	-1%	0%	-2%
423.29	5,096	1,565	857	5,054	1,559	852	-39	-6	-5	-1%	0%	-1%
423.30	7,149	2,165	690	7,084	2,158	686	-70	-7	-4	-1%	0%	-1%
423.31	6,110	2,049	694	6,056	2,043	689	-58	-6	-5	-1%	0%	-1%
423.32	6,314	2,154	1,047	6,250	2,145	1,030	-68	-9	-17	-1%	0%	-2%
423.33	5,034	1,336	5,920	5,791	1,546	4,989	765	210	-931	15%	16%	-16%
423.34	5,865	2,187	1,760	5,814	2,181	1,739	-55	-6	-21	-1%	0%	-1%

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Attachment 1:
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COMMENT LETTER 45

2000 Census Tract	SCAG Baseline Forecast (OCP-2006) Population	SCAG Baseline Forecast (OCP-2006) Households	SCAG Baseline Forecast (OCP-2006) Employment	SCAG Policy Forecast Population	SCAG Policy Forecast Households	SCAG Policy Forecast Employment	Difference Policy - Baseline Population	Difference Policy - Baseline Households	Difference Policy - Baseline Employment	% Difference Policy - Baseline Population	% Difference Policy - Baseline Households	% Difference Policy - Baseline Employment
423.35	6,364	2,405	331	6,305	2,397	319	-63	-8	-12	-1%	0%	-4%
423.36	5,119	1,545	945	5,079	1,542	934	-42	-3	-11	-1%	0%	-1%
423.37	4,353	1,373	630	4,305	1,366	619	-51	-7	-11	-1%	-1%	-2%
423.38	5,418	1,946	1,151	5,336	1,928	1,125	-85	-18	-26	-2%	-1%	-2%
423.39	3,962	1,449	844	3,852	1,417	835	-113	-32	-9	-3%	-2%	-1%
524.04	10,670	4,134	30,765	12,861	5,073	25,946	2,396	938	-4,819	22%	23%	-16%
524.08	6,670	2,136	13,295	6,584	2,121	12,693	-82	-15	-602	-1%	-1%	-5%
524.10	5,782	2,207	25,942	12,176	4,689	31,748	6,396	2,482	5,806	111%	112%	22%
524.11	5,365	1,346	3,518	5,277	1,331	3,491	-92	-15	-27	-2%	-1%	-1%
524.15	4,271	1,306	1,912	4,246	1,306	1,820	-23	0	-92	-1%	0%	-5%
524.16	4,217	1,258	1,034	4,185	1,256	1,001	-31	-2	-33	-1%	0%	-3%
524.17	8,985	2,622	1,194	8,901	2,613	1,162	-78	-9	-32	-1%	0%	-3%
524.18	21,738	9,070	31,734	20,449	8,583	10,922	-1,273	-487	-20,812	-6%	-5%	-66%
524.19	3,619	1,133	239	3,598	1,133	230	-20	0	-9	-1%	0%	-4%
524.20	30,146	10,847	3,798	29,867	10,810	3,743	-262	-37	-55	-1%	0%	-1%
524.21	11,590	3,815	1,368	11,482	3,802	1,343	-102	-13	-25	-1%	0%	-2%
524.22	4,393	1,463	26,882	4,367	1,463	26,036	-23	0	-846	-1%	0%	-3%
524.23	5,846	2,105	2,614	5,764	2,088	2,606	-79	-17	-8	-1%	-1%	0%
524.24	5,126	1,840	676	5,078	1,827	622	-49	-13	-54	-1%	-1%	-8%
524.25	6,300	2,317	1,992	6,206	2,296	1,897	-90	-21	-95	-1%	-1%	-5%
524.26	23,486	9,404	2,292	21,829	8,794	1,448	-1,655	-610	-844	-7%	-6%	-37%
524.27	5,358	1,728	6,618	5,317	1,722	6,456	-41	-6	-162	-1%	0%	-2%
524.28	6,730	2,181	2,191	6,653	2,165	1,647	-77	-16	-544	-1%	-1%	-25%
525.02	6,764	2,004	10,276	8,557	2,552	11,128	1,795	548	852	27%	27%	8%
525.05	5,853	1,907	664	5,809	1,904	664	-40	-3	0	-1%	0%	0%
525.06	2,903	821	597	2,886	821	597	-15	0	0	-1%	0%	0%
525.11	6,604	2,193	3,520	6,547	2,187	3,515	-52	-6	-5	-1%	0%	0%
525.13	6,517	2,307	2,169	6,459	2,300	2,169	-53	-7	0	-1%	0%	0%
525.14	6,130	2,056	899	6,076	2,050	899	-50	-6	0	-1%	0%	0%
525.15	8,900	3,059	1,136	8,821	3,050	734	-73	-9	-402	-1%	0%	-35%
525.17	10,040	3,934	13,139	9,948	3,921	8,948	-85	-13	-4,191	-1%	0%	-32%
525.18	6,058	3,113	35,254	8,812	4,555	36,478	2,758	1,442	1,224	46%	46%	3%
525.19	4,863	1,605	246	4,819	1,600	241	-40	-5	-5	-1%	0%	-2%
525.20	4,068	1,307	559	4,028	1,302	559	-37	-5	0	-1%	0%	0%
525.21	5,226	2,111	3,773	5,178	2,104	3,722	-44	-7	-51	-1%	0%	-1%
525.22	4,743	1,417	272	4,702	1,413	272	-38	-4	0	-1%	0%	0%
525.23	4,783	1,487	473	4,745	1,484	473	-35	-3	0	-1%	0%	0%
525.24	8,047	2,905	3,944	7,972	2,895	3,898	-73	-10	-46	-1%	0%	-1%
525.25	20,322	5,937	2,805	20,145	5,919	2,323	-162	-18	-482	-1%	0%	-17%
525.26	5,103	1,336	1,844	5,073	1,336	1,838	-26	0	-6	-1%	0%	0%
525.27	9,472	2,677	4,768	15,698	4,463	5,151	6,233	1,786	383	66%	67%	8%
525.28	3,935	1,221	816	3,905	1,219	811	-27	-2	-5	-1%	0%	-1%

4 cont.

COMMENT LETTER 45

2000 Census Tract	SCAG Baseline Forecast (OCP-2006) Population	SCAG Baseline Forecast (OCP-2006) Households	SCAG Baseline Forecast (OCP-2006) Employment	SCAG Policy Forecast Population	SCAG Policy Forecast Households	SCAG Policy Forecast Employment	Difference Policy - Baseline Population	Difference Policy - Baseline Households	Difference Policy - Baseline Employment	% Difference Policy - Baseline Population	% Difference Policy - Baseline Households	% Difference Policy - Baseline Employment
626.04	20,993	7,737	6,433	19,303	7,141	10,699	-1,680	-594	4,266	-8%	-8%	66%
626.05	3,856	1,963	5,922	3,798	1,945	5,868	-54	-18	-54	-1%	-1%	-1%
626.10	18,002	8,211	83,473	15,137	6,325	73,913	-2,863	-1,886	-9,560	-16%	-23%	-11%
626.11	4,423	1,639	4,064	4,383	1,634	4,062	-37	-5	-2	-1%	0%	0%
626.12	8,282	2,735	694	8,206	2,726	692	-70	-9	-2	-1%	0%	0%
626.14	12,789	2,224	19,087	12,617	2,219	16,086	-315	-5	-3,001	-2%	0%	-16%
626.19	4,592	1,903	1,564	4,524	1,886	1,476	-64	-17	-88	-1%	-1%	-6%
626.20	5,828	2,445	831	5,748	2,426	800	-82	-19	-31	-1%	-1%	-4%
626.21	15,799	6,243	19,445	10,607	3,952	12,788	-5,179	-2,291	-6,657	-33%	-37%	-34%
626.22	4,995	2,906	10,514	4,740	2,774	9,705	-255	-132	-809	-5%	-5%	-8%
626.23	7,443	4,343	2,672	7,252	4,255	2,534	-194	-88	-138	-3%	-2%	-5%
626.25	5,358	2,160	458	5,287	2,144	435	-66	-16	-23	-1%	-1%	-5%
626.26	3,158	1,018	1,087	3,130	1,015	522	-26	-3	-565	-1%	0%	-52%
626.27	3,594	1,426	1,360	3,586	1,422	1,360	-5	-4	0	0%	0%	0%
626.28	3,975	998	981	3,934	995	873	-52	-3	-108	-1%	0%	-11%
626.29	3,183	901	254	3,153	898	254	-28	-3	0	-1%	0%	0%
626.30	2,308	870	690	2,265	859	687	-41	-11	-3	-2%	-1%	0%
626.31	4,191	1,254	728	4,153	1,250	727	-35	-4	-1	-1%	0%	0%
626.32	4,610	1,994	1,957	4,521	1,967	1,731	-92	-27	-226	-2%	-1%	-12%
626.33	5,223	1,716	575	5,174	1,710	569	-54	-6	-6	-1%	0%	-1%
626.34	5,785	2,033	3,965	5,734	2,027	3,940	-57	-6	-25	-1%	0%	-1%
626.35	4,372	1,709	144	4,305	1,693	143	-21	-16	-1	0%	-1%	-1%
626.36	3,807	1,483	385	3,774	1,479	378	-37	-4	-7	-1%	0%	-2%
626.37	5,387	2,224	3,290	5,338	2,217	3,144	-54	-7	-146	-1%	0%	-4%
626.38	6,177	2,686	3,029	6,120	2,677	3,024	-63	-9	-5	-1%	0%	0%
626.39	6,595	2,449	814	6,537	2,442	755	-65	-7	-59	-1%	0%	-7%
626.40	3,652	1,654	1,482	3,619	1,649	1,466	-37	-5	-16	-1%	0%	-1%
626.41	6,860	1,989	1,502	6,686	1,950	1,438	-180	-39	-64	-3%	-2%	-4%
626.42	3,346	1,307	521	3,311	1,302	517	-5	-5	-4	0%	0%	-1%
626.43	5,960	2,002	1,351	5,871	1,984	1,167	-92	-18	-184	-2%	-1%	-14%
626.44	8,371	3,056	1,286	8,289	3,044	1,274	-87	-12	-12	-1%	0%	-1%
626.45	6,564	2,404	695	6,501	2,395	690	-67	-9	-5	-1%	0%	-1%
626.46	4,374	2,876	1,119	4,292	2,839	984	-84	-37	-135	-2%	-1%	-12%
626.47	5,113	2,621	6,411	4,713	2,387	6,334	-473	-234	-77	-9%	-9%	-1%
627.01	3,091	1,536	1,793	2,997	1,498	1,777	-96	-38	-16	-3%	-2%	-1%
627.02	5,147	2,668	1,508	4,789	2,497	1,496	-360	-171	-12	-7%	-6%	-1%
628.00	4,875	2,678	1,679	4,698	2,596	1,673	-180	-82	-6	-4%	-3%	0%
629.00	1,872	848	467	1,848	842	464	-25	-6	-3	-1%	-1%	-1%
630.04	6,149	3,046	1,897	6,093	3,036	1,789	-60	-10	-108	-1%	0%	-6%
630.05	1,507	807	578	1,559	840	546	51	33	-32	3%	4%	-6%
630.06	3,316	1,826	1,045	3,135	1,736	1,030	-183	-90	-15	-6%	-5%	-1%
630.07	7,058	2,874	2,117	6,992	2,864	2,101	-70	-10	-16	-1%	0%	-1%

4 cont.

COMMENT LETTER 45

2000 Census Tract	SCAG Baseline Forecast (OCP-2006) Population	SCAG Baseline Forecast (OCP-2006) Households	SCAG Baseline Forecast (OCP-2006) Employment	SCAG Policy Forecast Population	SCAG Policy Forecast Households	SCAG Policy Forecast Employment	Difference Policy - Baseline Population	Difference Policy - Baseline Households	Difference Policy - Baseline Employment	% Difference Policy - Baseline Population	% Difference Policy - Baseline Households	% Difference Policy - Baseline Employment
630.08	1,763	992	17,167	1,617	915	16,953	-147	-77	-214	-8%	-8%	-1%
630.09	1,771	740	2,074	1,753	737	2,051	-19	-3	-23	-1%	0%	-1%
630.10	6,859	3,092	2,108	6,583	2,985	2,104	-279	-107	-4	-4%	-3%	0%
631.01	2,926	1,220	2,535	2,918	1,221	2,504	-2	1	-31	0%	0%	-1%
631.02	7,028	2,755	1,121	6,948	2,730	1,087	-94	-25	-34	-1%	-1%	-3%
631.03	2,900	1,119	482	2,776	1,077	477	-123	-42	-5	-4%	-4%	-1%
632.01	4,139	1,651	908	3,971	1,593	899	-178	-58	-9	-4%	-4%	-1%
632.02	3,941	1,485	1,763	3,842	1,456	1,758	-105	-29	-5	-3%	-2%	0%
633.01	3,317	1,490	2,418	3,417	1,544	2,382	91	54	-36	3%	4%	-1%
633.02	4,545	1,753	1,915	4,395	1,705	1,873	-161	-48	-42	-4%	-3%	-2%
634.00	5,436	2,165	4,909	5,191	2,079	4,768	-243	-86	-141	-4%	-4%	-3%
635.00	6,739	3,141	4,281	6,383	2,992	4,264	-356	-149	-17	-5%	-5%	0%
636.01	4,163	1,408	1,379	4,038	1,372	1,335	-135	-36	-44	-3%	-3%	-3%
636.03	9,776	4,462	7,662	7,393	3,321	6,972	-2,375	-1,141	-690	-24%	-26%	-9%
636.04	4,447	1,430	5,990	4,408	1,426	5,541	-54	-4	-449	-1%	0%	-7%
636.05	6,298	1,419	3,441	6,586	1,490	3,381	280	71	-60	4%	5%	-2%
637.01	7,530	1,693	1,535	7,456	1,687	1,511	-66	-6	-24	-1%	0%	-2%
637.02	6,315	2,244	3,545	7,882	2,832	5,475	1,568	588	1,930	25%	26%	54%
638.02	3,293	1,073	1,715	3,416	1,120	1,726	115	47	11	3%	4%	1%
638.03	5,350	1,718	439	5,152	1,661	435	-211	-57	-4	-4%	-3%	-1%
638.05	2,621	898	437	2,584	890	434	-44	-8	-3	-2%	-1%	-1%
638.06	4,127	1,430	950	4,048	1,411	948	-91	-19	-2	-2%	-1%	0%
638.07	6,275	2,086	3,899	7,512	2,522	4,380	1,320	436	481	21%	21%	12%
638.08	7,739	1,606	540	7,494	1,563	535	-218	-43	-5	-3%	-3%	-1%
639.02	7,558	2,662	5,516	8,116	2,883	5,939	538	221	423	7%	8%	8%
639.03	4,660	1,191	1,759	4,500	1,156	1,737	-166	-35	-22	-4%	-3%	-1%
639.04	5,556	1,332	2,693	5,521	1,332	2,680	-38	0	-13	-1%	0%	0%
639.05	4,796	1,843	936	5,104	1,974	937	296	131	1	6%	7%	0%
639.06	7,749	2,395	1,707	7,762	2,414	1,610	96	19	-97	1%	1%	-6%
639.07	8,370	3,632	37,692	9,401	4,329	41,064	1,005	697	3,372	12%	19%	9%
639.08	6,429	2,575	5,917	6,270	2,524	6,001	-176	-51	84	-3%	-2%	1%
740.03	6,474	1,825	24,636	6,315	1,790	24,390	-253	-35	-246	-4%	-2%	-1%
740.04	8,152	2,106	563	8,088	2,102	563	-68	-4	0	-1%	0%	0%
740.05	8,657	1,470	1,440	10,043	1,717	1,695	1,421	247	255	16%	17%	18%
740.06	6,214	1,915	1,098	6,158	1,909	1,098	-58	-6	0	-1%	0%	0%
741.02	8,191	1,292	796	8,504	1,350	823	298	58	27	4%	4%	3%
741.03	5,745	914	1,330	5,692	911	1,330	-57	-3	0	-1%	0%	0%
741.06	6,107	1,855	17,104	6,050	1,849	17,127	-70	-6	23	-1%	0%	0%
741.07	6,070	2,776	3,411	5,615	2,583	3,378	-457	-193	-33	-8%	-7%	-1%
741.08	5,863	880	7,461	5,958	898	7,461	89	18	0	2%	2%	0%
741.09	4,462	658	753	4,422	656	753	-43	-2	0	-1%	0%	0%
741.10	4,305	944	110	4,279	944	110	-30	0	0	-1%	0%	0%

4 cont.

COMMENT LETTER 45

2000 Census Tract	SCAG Baseline Forecast (OCP-2006) Population	SCAG Baseline Forecast (OCP-2006) Households	SCAG Baseline Forecast (OCP-2006) Employment	SCAG Policy Forecast Population	SCAG Policy Forecast Households	SCAG Policy Forecast Employment	Difference Policy - Baseline Population	Difference Policy - Baseline Households	Difference Policy - Baseline Employment	% Difference Policy - Baseline Population	% Difference Policy - Baseline Households	% Difference Policy - Baseline Employment
741.11	6,661	1,363	1,683	7,221	1,487	1,796	552	124	113	8%	9%	7%
742.00	10,082	1,730	887	11,699	2,020	1,233	1,611	290	346	16%	17%	39%
743.00	4,649	786	215	4,604	783	215	-47	-3	0	-1%	0%	0%
744.03	6,930	1,302	24,202	6,889	1,302	25,994	-43	0	1,792	-1%	0%	7%
744.05	9,713	1,779	2,122	13,667	2,532	2,582	3,983	753	460	41%	42%	22%
744.06	5,106	1,011	6,107	5,264	1,050	6,190	130	39	83	3%	4%	1%
744.07	8,558	1,816	550	8,475	1,809	542	-83	-7	-8	-1%	0%	-1%
744.08	6,075	1,604	1,015	6,024	1,600	1,007	-50	-4	-8	-1%	0%	-1%
745.01	8,659	1,365	500	8,583	1,361	500	-78	-4	0	-1%	0%	0%
745.02	6,606	1,007	321	6,567	1,007	323	-41	0	2	-1%	0%	1%
746.01	9,315	1,653	970	11,371	2,033	1,430	2,041	380	460	22%	23%	47%
746.02	10,143	1,670	393	10,294	1,705	433	148	35	40	1%	2%	10%
747.01	9,546	1,402	245	9,456	1,397	245	-93	-5	0	-1%	0%	0%
747.02	7,044	1,089	861	8,204	1,276	1,076	1,158	187	215	16%	17%	25%
748.01	6,640	993	739	6,593	992	739	-69	-1	0	-1%	0%	0%
748.02	6,411	1,092	1,991	6,349	1,088	1,991	-90	-4	0	-1%	0%	0%
748.03	9,946	1,800	1,317	9,876	1,798	1,317	-74	-2	0	-1%	0%	0%
748.05	7,115	1,113	234	7,047	1,109	234	-70	-4	0	-1%	0%	0%
748.06	6,534	907	267	6,495	907	267	-44	0	0	-1%	0%	0%
749.01	10,676	1,901	2,499	10,601	1,899	2,499	-83	-2	0	-1%	0%	0%
749.02	7,640	1,178	385	7,569	1,174	385	-76	-4	0	-1%	0%	0%
750.02	11,555	2,522	15,304	18,967	4,197	23,149	7,396	1,675	7,845	64%	66%	51%
750.03	9,093	1,750	3,120	11,204	2,170	3,120	2,109	420	0	23%	24%	0%
750.04	6,163	1,302	1,259	6,475	1,377	1,335	299	75	76	5%	6%	6%
751.00	11,583	1,991	5,113	13,169	2,244	5,340	1,979	253	227	17%	13%	4%
752.01	6,335	1,095	1,297	6,298	1,095	1,271	-39	0	-26	-1%	0%	-2%
752.02	6,501	1,166	3,064	6,439	1,162	3,064	-83	-4	0	-1%	0%	0%
753.01	6,625	1,719	755	6,599	1,713	755	-8	-6	0	0%	0%	0%
753.02	5,185	1,110	1,839	5,147	1,106	1,839	-31	-4	0	-1%	0%	0%
753.03	4,267	1,302	1,595	4,229	1,298	1,669	-51	-4	74	-1%	0%	5%
754.01	4,326	1,252	685	4,355	1,268	1,060	28	16	375	1%	1%	55%
754.03	7,916	2,644	11,763	11,122	3,771	13,138	3,202	1,127	1,375	40%	43%	12%
754.04	6,817	2,118	2,397	7,619	2,382	3,015	797	264	618	12%	12%	26%
754.05	3,004	975	2,247	3,014	972	2,246	35	-3	-1	1%	0%	0%
755.04	4,613	1,601	6,480	4,577	1,598	6,399	-35	-3	-81	-1%	0%	-1%
755.05	4,133	1,423	6,388	4,091	1,417	6,316	-41	-6	-72	-1%	0%	-1%
755.06	3,650	1,193	1,546	3,628	1,193	1,528	-21	0	-18	-1%	0%	-1%
755.07	6,593	2,072	1,454	6,487	2,051	1,433	-105	-21	-21	-2%	-1%	-1%
755.12	4,080	1,162	424	4,042	1,158	414	-37	-4	-10	-1%	0%	-2%
755.13	5,429	1,524	316	5,379	1,519	306	-49	-5	-10	-1%	0%	-3%
755.14	4,558	1,230	497	4,517	1,226	487	-42	-4	-10	-1%	0%	-2%
755.15	22,738	8,442	130,796	25,159	9,574	129,084	2,416	1,132	-1,711	11%	13%	-1%

4 cont.

Attachment 1:
2008 SCAG Draft Forecast Dataset Differences: Plan/Policy Less Baseline Forecast

COMMENT LETTER 45

2000 Census Tract	SCAG Baseline Forecast (OCP-2006) Population	SCAG Baseline Forecast (OCP-2006) Households	SCAG Baseline Forecast (OCP-2006) Employment	SCAG Policy Forecast Population	SCAG Policy Forecast Households	SCAG Policy Forecast Employment	Difference Policy - Baseline Population	Difference Policy - Baseline Households	Difference Policy - Baseline Employment	% Difference Policy - Baseline Population	% Difference Policy - Baseline Households	% Difference Policy - Baseline Employment
756.03	4,031	1,442	754	3,996	1,438	744	-34	-4	-10	-1%	0%	-1%
756.04	8,269	2,654	1,171	8,146	2,630	1,128	-128	-24	-43	-2%	-1%	-4%
756.05	6,566	2,178	1,136	6,494	2,167	1,132	-81	-11	-4	-1%	-1%	0%
756.06	7,317	2,194	725	7,240	2,184	692	-90	-10	-33	-1%	0%	-5%
756.07	6,567	2,869	594	6,510	2,861	576	-56	-8	-18	-1%	0%	-3%
757.01	7,216	2,199	2,352	7,156	2,194	2,335	-67	-5	-17	-1%	0%	-1%
757.02	3,331	1,123	1,216	3,313	1,123	1,194	-38	0	-22	-1%	0%	-2%
757.03	4,149	1,375	911	4,114	1,371	883	-34	-4	-28	-1%	0%	-3%
758.05	4,602	1,410	1,901	4,552	1,403	1,817	-57	-7	-84	-1%	0%	-4%
758.06	6,712	2,140	1,617	6,644	2,131	1,576	-80	-9	-41	-1%	0%	-3%
758.07	5,327	1,251	1,390	5,276	1,246	1,375	-51	-5	-15	-1%	0%	-1%
758.08	3,594	1,147	415	3,548	1,139	410	-51	-8	-5	-1%	-1%	-1%
758.09	3,428	1,090	1,595	3,308	1,058	1,586	-122	-32	-9	-4%	-3%	-1%
758.10	3,371	1,049	368	3,243	1,015	363	-127	-34	-5	-4%	-3%	-1%
758.11	3,764	809	1,004	3,885	840	956	113	31	-48	3%	4%	-5%
758.12	7,647	1,951	2,471	8,228	2,112	3,483	566	161	1,012	7%	8%	41%
758.13	6,173	1,801	1,749	6,389	1,876	3,084	206	75	1,335	3%	4%	76%
758.14	4,025	1,166	191	3,967	1,156	182	-67	-10	-9	-2%	-1%	-5%
758.15	5,583	1,621	281	5,526	1,614	277	-68	-7	-4	-1%	0%	-1%
758.16	4,270	1,222	1,727	4,186	1,205	1,692	-92	-17	-35	-2%	-1%	-2%
759.01	5,314	1,741	4,270	10,913	3,616	8,670	5,591	1,875	4,400	105%	108%	103%
759.02	7,939	2,814	1,524	9,829	3,526	3,049	1,885	712	1,525	24%	25%	100%
760.00	12,216	4,123	26,253	12,627	4,235	25,036	338	112	-1,217	3%	3%	-5%
761.01	17,110	7,555	19,802	13,217	6,431	25,153	-3,912	-1,124	5,351	-23%	-15%	27%
761.02	9,644	2,483	17,982	4,798	1,843	17,008	-4,688	-640	-974	-49%	-26%	-5%
761.03	9,682	2,410	1,649	9,588	2,401	1,603	-105	-9	-46	-1%	0%	-3%
762.01	8,220	2,489	1,106	8,145	2,481	1,092	-91	-8	-14	-1%	0%	-1%
762.02	6,541	1,988	1,980	6,476	1,980	1,961	-74	-8	-19	-1%	0%	-1%
762.04	6,692	1,432	35,371	9,555	2,035	36,212	2,855	603	841	43%	42%	2%
762.05	7,665	1,838	1,199	8,128	1,987	2,219	508	149	1,020	7%	8%	85%
762.06	5,057	1,611	2,421	6,414	2,058	3,686	1,347	447	1,265	27%	28%	52%
762.08	5,551	1,689	3,314	6,839	2,098	4,046	1,279	409	732	23%	24%	22%
863.01	8,094	1,790	2,270	8,196	1,822	2,260	100	32	-10	1%	2%	0%
863.03	17,876	8,519	33,131	16,923	7,333	37,907	-952	-1,186	4,776	-5%	-14%	14%
863.04	5,458	1,794	1,000	5,130	1,696	1,000	-328	-98	0	-6%	-5%	0%
863.05	4,217	1,130	438	4,181	1,127	438	-36	-3	0	-1%	0%	0%
863.06	4,039	1,270	675	4,002	1,266	675	-37	-4	0	-1%	0%	0%
864.02	6,031	1,383	731	5,982	1,380	731	-49	-3	0	-1%	0%	0%
864.04	7,056	1,496	677	6,991	1,491	680	-65	-5	3	-1%	0%	0%
864.05	7,992	1,781	1,315	7,917	1,775	1,356	-74	-6	41	-1%	0%	3%
864.06	6,895	2,031	414	4,592	1,359	416	-2,303	-672	2	-33%	-33%	0%
864.07	6,805	2,061	1,199	6,745	2,055	1,199	-60	-6	0	-1%	0%	0%

4 cont.

Attachment 1:
2008 SCAG Draft Forecast Dataset Differences: Plan/Policy Less Baseline Forecast

COMMENT LETTER 45

2000 Census Tract	SCAG Baseline Forecast (OCP-2006) Population	SCAG Baseline Forecast (OCP-2006) Households	SCAG Baseline Forecast (OCP-2006) Employment	SCAG Policy Forecast Population	SCAG Policy Forecast Households	SCAG Policy Forecast Employment	Difference Policy - Baseline Population	Difference Policy - Baseline Households	Difference Policy - Baseline Employment	% Difference Policy - Baseline Population	% Difference Policy - Baseline Households	% Difference Policy - Baseline Employment
865.01	5,414	1,146	2,504	6,208	1,322	2,643	794	176	139	15%	15%	6%
865.02	7,550	1,376	1,736	7,483	1,372	1,806	-67	-4	70	-1%	0%	4%
866.01	11,292	2,322	2,325	13,613	2,824	2,812	2,319	502	487	21%	22%	21%
866.02	6,985	1,733	1,787	7,313	1,823	2,026	325	90	239	5%	5%	13%
867.01	11,447	2,978	2,113	10,491	2,741	1,879	-957	-237	-234	-8%	-8%	-11%
867.02	9,538	2,354	748	7,566	1,877	748	-1,972	-477	0	-21%	-20%	0%
868.01	3,512	976	3,260	3,823	1,069	2,045	308	93	-1,215	9%	10%	-37%
868.02	8,438	2,025	1,616	7,980	1,926	1,975	-457	-99	359	-5%	-5%	22%
868.03	8,721	2,687	1,832	10,435	3,241	1,822	1,715	554	-10	20%	21%	-1%
869.01	10,125	2,671	1,160	10,086	2,664	1,160	-38	-7	0	0%	0%	0%
869.02	8,451	2,257	1,967	7,390	1,922	2,170	-1,080	-335	203	-13%	-15%	10%
869.03	8,606	2,488	632	6,695	1,946	794	-1,911	-542	162	-22%	-22%	26%
870.01	7,918	2,131	741	6,162	1,668	741	-1,756	-463	0	-22%	-22%	0%
870.02	7,753	2,294	737	7,539	2,244	738	-214	-50	1	-3%	-2%	0%
871.01	4,583	1,667	2,016	4,542	1,662	1,911	-41	-5	-105	-1%	0%	-5%
871.02	11,304	2,859	3,138	7,117	1,810	3,729	-4,187	-1,049	591	-37%	-37%	19%
871.03	8,563	2,336	1,400	8,503	2,330	1,400	-61	-6	0	-1%	0%	0%
871.05	10,165	2,846	1,609	5,134	1,432	2,193	-5,029	-1,414	584	-49%	-50%	36%
871.06	5,630	1,293	489	6,145	1,422	554	513	129	65	9%	10%	13%
872.00	8,202	2,532	2,173	9,118	2,837	2,360	918	305	187	11%	12%	9%
873.00	12,743	3,316	5,977	12,625	3,305	6,207	-117	-11	230	-1%	0%	4%
874.01	6,983	1,735	862	6,426	1,606	919	-557	-129	57	-8%	-7%	7%
874.03	6,683	1,391	385	5,438	1,134	1,511	-1,243	-257	1,126	-19%	-18%	292%
874.04	4,223	785	314	4,812	900	384	589	115	70	14%	15%	22%
874.05	8,894	1,808	2,784	9,894	2,022	3,049	997	214	265	11%	12%	10%
875.01	6,657	1,421	32,706	14,239	3,161	32,054	7,582	1,740	-652	114%	122%	-2%
875.03	8,008	1,858	5,034	14,311	3,343	5,017	6,302	1,485	-17	79%	80%	0%
875.04	9,643	1,979	1,046	9,723	2,007	1,029	80	28	-17	1%	1%	-2%
876.01	5,839	1,441	898	5,802	1,436	898	-40	-5	0	-1%	0%	0%
876.02	8,397	2,185	1,847	8,940	2,338	1,884	540	153	37	6%	7%	2%
877.01	5,329	1,587	1,258	5,284	1,583	1,227	-47	-4	-31	-1%	0%	-2%
877.03	6,316	1,405	507	9,789	2,197	1,101	3,452	792	594	55%	56%	117%
877.04	6,251	1,626	573	5,457	1,427	755	-794	-199	182	-13%	-12%	32%
878.01	5,936	1,708	1,160	5,801	1,679	1,136	-136	-29	-24	-2%	-2%	-2%
878.02	8,569	2,612	989	10,400	3,189	2,864	1,824	577	1,875	21%	22%	190%
878.03	8,856	1,761	2,825	8,829	1,766	3,274	-34	5	449	0%	0%	16%
878.05	8,227	2,111	1,408	9,234	2,391	1,753	1,020	280	345	12%	13%	25%
878.06	7,007	1,877	886	9,077	2,447	1,782	2,063	570	896	29%	30%	101%
879.01	4,494	1,301	1,181	6,143	1,790	1,853	1,645	489	672	37%	38%	57%
879.02	7,177	1,509	546	10,500	2,222	1,345	3,316	713	799	46%	47%	146%
880.01	5,348	1,263	400	5,266	1,251	379	-80	-12	-21	-1%	-1%	-5%
880.02	4,120	1,118	477	3,965	1,082	448	-157	-36	-29	-4%	-3%	-6%

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Attachment 1:
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2000 Census Tract	SCAG Baseline Forecast (OCP-2006) Population	SCAG Baseline Forecast (OCP-2006) Households	SCAG Baseline Forecast (OCP-2006) Employment	SCAG Policy Forecast Population	SCAG Policy Forecast Households	SCAG Policy Forecast Employment	Difference Policy - Baseline Population	Difference Policy - Baseline Households	Difference Policy - Baseline Employment	% Difference Policy - Baseline Population	% Difference Policy - Baseline Households	% Difference Policy - Baseline Employment
881.01	2,500	746	15,790	2,480	722	15,530	-20	-24	-260	-1%	-3%	-2%
881.04	5,464	1,764	1,984	7,041	2,300	2,497	1,597	536	513	29%	30%	26%
881.05	4,541	1,063	510	4,500	1,060	499	-38	-3	-11	-1%	0%	-2%
881.06	5,318	1,825	1,942	5,341	1,844	1,963	17	19	21	0%	1%	1%
881.07	6,506	1,715	781	6,214	1,634	770	-276	-81	-11	-4%	-5%	-1%
882.01	4,130	1,075	852	5,744	1,514	1,459	1,620	439	607	39%	41%	71%
882.02	3,229	866	399	3,577	967	665	349	101	266	11%	12%	67%
882.03	5,253	1,456	1,439	5,223	1,450	1,411	-19	-6	-28	0%	0%	-2%
883.01	6,753	1,708	1,252	6,700	1,705	1,234	-50	-3	-18	-1%	0%	-1%
883.02	6,241	1,754	1,016	6,186	1,749	988	-60	-5	-28	-1%	0%	-3%
884.01	5,534	1,300	314	5,501	1,300	309	-39	0	-5	-1%	0%	-2%
884.02	5,575	1,260	2,407	10,740	2,464	5,199	5,171	1,204	2,792	93%	96%	116%
884.03	8,445	1,954	1,058	8,369	1,948	1,073	-81	-6	15	-1%	0%	1%
885.01	7,456	1,812	944	7,387	1,806	918	-79	-6	-26	-1%	0%	-3%
885.02	6,381	1,526	2,656	7,587	1,826	3,141	1,215	300	485	19%	20%	18%
886.01	6,819	2,026	1,427	6,491	1,938	1,383	-317	-88	-44	-5%	-4%	-3%
886.02	5,389	1,633	2,205	5,003	1,525	2,168	-394	-108	-37	-7%	-7%	-2%
887.01	7,500	2,019	2,893	7,165	1,940	2,860	-340	-79	-33	-5%	-4%	-1%
887.02	6,876	1,630	1,543	6,334	1,510	1,513	-549	-120	-30	-8%	-7%	-2%
888.01	10,232	2,798	879	9,445	2,597	855	-795	-201	-24	-8%	-7%	-3%
888.02	6,825	1,528	619	6,408	1,443	603	-425	-85	-16	-6%	-6%	-3%
889.01	7,697	1,683	1,688	7,582	1,668	1,617	-92	-15	-71	-1%	-1%	-4%
889.02	5,851	1,192	1,063	5,796	1,188	1,040	-53	-4	-23	-1%	0%	-2%
889.03	9,611	1,923	3,223	9,529	1,918	3,179	-106	-5	-44	-1%	0%	-1%
889.04	6,636	1,447	1,252	6,478	1,421	1,218	-161	-26	-34	-2%	-2%	-3%
889.05	5,717	1,308	1,561	7,352	1,692	2,515	1,631	384	954	29%	29%	61%
890.01	8,172	1,641	380	8,119	1,640	377	-57	-1	-3	-1%	0%	-1%
890.03	4,302	846	3,328	4,261	843	3,258	-48	-3	-70	-1%	0%	-2%
890.04	8,225	1,745	1,412	8,153	1,740	1,412	-77	-5	0	-1%	0%	0%
891.02	7,723	1,592	2,454	7,709	1,588	2,415	14	-4	-39	0%	0%	-2%
891.04	6,709	1,329	1,050	6,654	1,326	1,048	-62	-3	-2	-1%	0%	0%
891.05	7,213	1,123	958	7,283	1,141	958	53	18	0	1%	2%	0%
891.06	4,426	941	1,077	4,324	914	1,036	-84	-27	-41	-2%	-3%	-4%
891.07	6,513	1,290	691	6,454	1,286	682	-66	-4	-9	-1%	0%	-1%
992.02	9,905	2,032	3,938	9,471	1,954	3,936	-438	-78	-2	-4%	-4%	0%
992.03	6,868	1,546	592	6,735	1,525	559	-140	-21	-33	-2%	-1%	-6%
992.04	5,002	1,408	1,251	4,828	1,367	1,502	-176	-41	251	-4%	-3%	20%
992.12	5,755	1,725	1,919	5,881	1,764	1,872	130	39	-47	2%	2%	-2%
992.14	3,895	1,432	1,170	3,834	1,418	1,138	-62	-14	-32	-2%	-1%	-3%
992.15	6,513	1,979	953	6,200	1,895	923	-313	-84	-30	-5%	-4%	-3%
992.16	4,925	1,564	825	4,718	1,507	771	-207	-57	-54	-4%	-4%	-7%
992.17	2,902	985	1,213	2,712	926	1,169	-191	-59	-44	-7%	-6%	-4%

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Attachment 1:
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2000 Census Tract	SCAG Baseline Forecast (OCP-2006) Population	SCAG Baseline Forecast (OCP-2006) Households	SCAG Baseline Forecast (OCP-2006) Employment	SCAG Policy Forecast Population	SCAG Policy Forecast Households	SCAG Policy Forecast Employment	Difference Policy - Baseline Population	Difference Policy - Baseline Households	Difference Policy - Baseline Employment	% Difference Policy - Baseline Population	% Difference Policy - Baseline Households	% Difference Policy - Baseline Employment
992.20	6,745	2,638	1,132	7,264	2,858	2,042	518	220	910	8%	8%	80%
992.22	5,252	1,484	1,585	5,214	1,482	1,552	-39	-2	-33	-1%	0%	-2%
992.23	6,001	1,751	1,714	5,800	1,702	2,109	-203	-49	395	-3%	-3%	23%
992.24	4,048	1,133	1,138	3,918	1,103	1,067	-132	-30	-71	-3%	-3%	-6%
992.25	3,820	1,065	1,712	3,768	1,039	1,548	-53	-26	-164	-1%	-2%	-10%
992.26	4,782	1,260	720	4,512	1,196	695	-273	-64	-25	-6%	-5%	-3%
992.27	7,178	2,091	2,061	8,264	2,422	2,339	1,084	331	278	15%	16%	13%
992.29	7,335	2,496	16,928	7,650	2,631	16,989	313	135	62	4%	5%	0%
992.30	5,049	1,602	1,579	4,808	1,534	1,518	-242	-68	-61	-5%	-4%	-4%
992.31	6,556	1,888	1,092	6,211	1,799	1,044	-346	-89	-48	-5%	-5%	-4%
992.32	6,347	2,082	3,055	6,023	1,987	2,943	-324	-95	-112	-5%	-5%	-4%
992.33	3,987	1,126	981	3,806	1,081	932	-182	-45	-49	-5%	-4%	-5%
992.34	3,692	1,283	2,071	3,536	1,236	2,010	-157	-47	-61	-4%	-4%	-3%
992.35	5,630	2,020	1,517	5,503	1,986	1,451	-128	-34	-66	-2%	-2%	-4%
992.37	4,080	1,282	860	3,936	1,244	830	-145	-38	-30	-4%	-3%	-3%
992.38	4,772	1,475	824	4,581	1,424	804	-192	-51	-20	-4%	-3%	-2%
992.39	4,689	1,433	834	4,456	1,370	796	-234	-63	-38	-5%	-4%	-5%
992.40	6,223	2,282	772	5,959	2,198	690	-264	-84	-82	-4%	-4%	-11%
992.41	4,867	1,665	1,888	4,771	1,642	1,832	-97	-23	-56	-2%	-1%	-3%
992.42	4,256	1,139	1,220	4,859	1,308	1,143	602	169	-77	14%	15%	-6%
992.43	4,941	1,844	621	4,837	1,816	606	-102	-28	-15	-2%	-2%	-2%
992.44	4,397	1,921	592	4,303	1,891	582	-95	-30	-10	-2%	-2%	-2%
992.45	3,499	1,111	1,529	3,419	1,092	1,486	-81	-19	-43	-2%	-2%	-3%
992.46	4,286	1,247	1,304	4,237	1,240	1,272	-50	-7	-32	-1%	-1%	-2%
992.47	3,629	790	321	3,598	788	321	-32	-2	0	-1%	0%	0%
992.48	5,926	1,376	370	5,874	1,372	370	-54	-4	0	-1%	0%	0%
992.49	4,771	814	725	4,731	812	725	-41	-2	0	-1%	0%	0%
992.50	3,431	1,120	1,653	3,267	1,070	1,554	-141	-50	-99	-4%	-4%	-6%
992.51	6,241	2,248	5,055	5,975	2,165	4,858	-269	-83	-197	-4%	-4%	-4%
993.05	8,809	3,230	2,395	9,237	3,407	2,268	426	177	-127	5%	5%	-5%
993.06	7,086	2,887	1,016	6,839	2,803	982	-248	-84	-34	-3%	-3%	-3%
993.07	3,995	2,003	2,262	4,952	2,498	5,881	956	495	3,619	24%	25%	160%
993.08	6,356	2,205	752	6,298	2,198	747	-59	-7	-5	-1%	0%	-1%
993.09	4,992	1,986	2,362	4,697	1,879	2,230	-296	-107	-132	-6%	-5%	-6%
993.10	5,291	2,183	401	5,209	2,162	391	-83	-21	-10	-2%	-1%	-2%
993.11	4,694	2,090	2,211	4,518	2,023	2,087	-173	-67	-124	-4%	-3%	-6%
994.02	10,021	2,098	7,523	12,255	2,581	8,525	2,232	483	1,002	22%	23%	13%
994.04	5,378	1,775	664	5,274	1,751	643	-105	-24	-21	-2%	-1%	-3%
994.05	4,831	1,693	1,133	4,749	1,674	1,076	-83	-19	-57	-2%	-1%	-5%
994.06	5,004	1,713	875	4,948	1,704	824	-56	-9	-51	-1%	-1%	-6%
994.07	2,809	966	1,146	2,784	963	1,108	-26	-3	-38	-1%	0%	-3%
994.08	4,503	1,619	1,015	4,446	1,608	984	-57	-11	-31	-1%	-1%	-3%

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Attachment 1:
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2000 Census Tract	SCAG Baseline Forecast (OCP-2006) Population	SCAG Baseline Forecast (OCP-2006) Households	SCAG Baseline Forecast (OCP-2006) Employment	SCAG Policy Forecast Population	SCAG Policy Forecast Households	SCAG Policy Forecast Employment	Difference Policy - Baseline Population	Difference Policy - Baseline Households	Difference Policy - Baseline Employment	% Difference Policy - Baseline Population	% Difference Policy - Baseline Households	% Difference Policy - Baseline Employment
994.10	4,836	1,606	3,981	7,836	2,619	5,693	2,999	1,013	1,712	62%	63%	43%
994.11	6,338	2,078	3,496	7,089	2,338	4,255	750	260	759	12%	13%	22%
994.12	5,313	1,914	895	5,207	1,887	830	-106	-27	-65	-2%	-1%	-7%
994.13	9,842	3,594	5,512	12,288	4,633	7,872	2,460	1,039	2,360	25%	29%	43%
994.15	6,556	2,029	636	6,357	1,979	623	-200	-50	-13	-3%	-2%	-2%
994.16	5,224	2,259	640	5,163	2,246	629	-62	-13	-11	-1%	-1%	-2%
994.17	5,829	2,448	480	5,510	2,328	472	-320	-120	-8	-5%	-5%	-2%
995.02	782	195	213	732	183	213	-47	-12	0	-6%	-6%	0%
995.04	2,997	1,040	4,355	4,115	1,439	4,306	1,118	399	-49	37%	38%	-1%
995.06	1,430	701	916	1,415	698	832	-15	-3	-84	-1%	0%	-9%
995.08	5,340	2,165	1,052	5,208	2,124	1,026	-133	-41	-26	-2%	-2%	-2%
995.09	4,170	2,686	843	4,178	2,677	843	31	-9	0	1%	0%	0%
995.10	4,735	3,288	1,297	4,691	3,277	1,479	-50	-11	182	-1%	0%	14%
995.11	3,850	1,909	885	3,813	1,902	885	-42	-7	0	-1%	0%	0%
995.12	3,158	1,478	1,326	3,116	1,467	1,326	-46	-11	0	-1%	-1%	0%
995.13	2,626	1,244	900	2,598	1,238	801	-28	-6	-99	-1%	0%	-11%
995.14	6,595	2,380	587	6,523	2,368	572	-73	-12	-15	-1%	-1%	-3%
996.01	8,435	2,039	8,116	8,945	2,238	8,466	511	199	350	6%	10%	4%
996.02	3,700	1,065	1,800	3,644	1,053	1,743	-52	-12	-57	-1%	-1%	-3%
996.03	7,195	2,382	31,484	7,015	2,336	32,062	-183	-46	578	-3%	-2%	2%
996.04	4,216	1,212	876	4,163	1,204	835	-52	-8	-41	-1%	-1%	-5%
996.05	4,733	1,589	3,229	4,711	1,591	3,542	-23	2	313	0%	0%	10%
997.01	6,093	1,638	1,313	7,198	1,948	1,387	1,088	310	74	18%	19%	6%
997.02	9,062	2,519	2,322	11,126	3,114	3,983	2,041	595	1,661	23%	24%	72%
997.03	5,216	1,654	4,473	7,947	2,539	6,906	2,730	885	2,433	52%	54%	54%
998.01	6,487	1,553	2,250	6,363	1,521	2,173	-108	-32	-77	-2%	-2%	-3%
998.02	4,902	1,407	2,159	5,222	1,510	2,249	325	103	90	7%	7%	4%
998.03	6,552	1,717	2,203	6,328	1,668	2,140	-226	-49	-63	-3%	-3%	-3%
999.02	5,415	1,361	1,004	5,245	1,326	957	-173	-35	-47	-3%	-3%	-5%
999.03	6,448	1,500	1,150	9,952	2,339	1,844	3,507	839	694	54%	56%	60%
999.04	7,839	2,186	1,618	7,891	2,214	1,529	53	28	-89	1%	1%	-6%
999.05	3,768	1,389	1,648	3,638	1,349	1,612	-132	-40	-36	-4%	-3%	-2%
999.06	5,484	1,693	627	5,416	1,682	593	-72	-11	-34	-1%	-1%	-5%
1100.01	5,177	1,546	735	5,112	1,536	717	-58	-10	-18	-1%	-1%	-2%
1100.03	3,592	1,130	818	3,561	1,127	796	-36	-3	-22	-1%	0%	-3%
1100.04	5,282	1,695	1,343	5,220	1,685	1,314	-69	-10	-29	-1%	-1%	-2%
1100.05	3,628	1,164	551	3,576	1,154	543	-57	-10	-8	-2%	-1%	-1%
1100.06	3,044	1,090	803	5,361	1,931	2,097	2,318	841	1,294	76%	77%	161%
1100.07	4,901	1,679	481	4,840	1,668	478	-66	-11	-3	-1%	-1%	-1%
1100.08	4,436	1,709	1,873	4,394	1,703	1,870	-42	-6	-3	-1%	0%	0%
1100.10	5,198	1,430	481	5,131	1,420	466	-64	-10	-15	-1%	-1%	-3%
1100.11	3,089	1,098	5,490	3,062	1,095	4,996	-25	-3	-494	-1%	0%	-9%

4 cont.

Attachment 1:
2008 SCAG Draft Forecast Dataset Differences: Plan/Policy Less Baseline Forecast

COMMENT LETTER 45

2000 Census Tract	SCAG Baseline Forecast (OCP-2006) Population	SCAG Baseline Forecast (OCP-2006) Households	SCAG Baseline Forecast (OCP-2006) Employment	SCAG Policy Forecast Population	SCAG Policy Forecast Households	SCAG Policy Forecast Employment	Difference Policy - Baseline Population	Difference Policy - Baseline Households	Difference Policy - Baseline Employment	% Difference Policy - Baseline Population	% Difference Policy - Baseline Households	% Difference Policy - Baseline Employment
1100.12	5,853	1,847	1,006	5,787	1,837	1,006	-74	-10	0	-1%	-1%	0%
1100.14	5,589	1,940	3,784	5,558	1,925	3,799	-23	-15	15	0%	-1%	0%
1100.15	3,983	1,230	3,298	3,918	1,217	3,185	-79	-13	-113	-2%	-1%	-3%
1101.02	6,504	1,931	857	6,325	1,889	807	-181	-42	-50	-3%	-2%	-6%
1101.04	6,930	2,279	4,424	6,563	2,171	3,813	-364	-108	-611	-5%	-5%	-14%
1101.06	4,052	1,234	412	4,015	1,230	361	-35	-4	-51	-1%	0%	-12%
1101.08	3,192	1,030	7,605	3,554	1,150	7,840	370	120	235	12%	12%	3%
1101.09	5,697	1,924	1,714	5,637	1,915	1,455	-57	-9	-259	-1%	0%	-15%
1101.10	7,223	2,196	5,811	6,506	1,981	4,870	-741	-215	-941	-10%	-10%	-16%
1101.11	6,844	2,202	2,088	6,169	1,996	1,790	-672	-206	-298	-10%	-9%	-14%
1101.13	2,766	837	19,319	2,695	821	17,495	-71	-16	-1,824	-3%	-2%	-9%
1101.14	5,479	1,511	1,904	5,425	1,505	1,644	-51	-6	-260	-1%	0%	-14%
1101.15	4,005	1,152	5,205	3,971	1,149	4,938	-35	-3	-267	-1%	0%	-5%
1101.16	5,666	1,517	1,648	5,603	1,507	1,574	-61	-10	-74	-1%	-1%	-4%
1101.17	6,380	2,127	1,749	6,265	2,101	1,458	-112	-26	-291	-2%	-1%	-17%
1101.18	3,134	760	84	3,115	760	83	-17	0	-1	-1%	0%	-1%
1102.01	8,286	2,728	1,425	8,119	2,689	1,368	-174	-39	-57	-2%	-1%	-4%
1102.02	8,749	2,426	1,302	8,693	2,410	1,270	-24	-16	-32	0%	-1%	-2%
1102.03	6,151	1,780	629	6,070	1,767	611	-82	-13	-18	-1%	-1%	-3%
1103.01	7,504	2,204	1,115	7,405	2,188	1,073	-105	-16	-42	-1%	-1%	-4%
1103.02	6,659	1,680	4,048	7,007	1,779	3,972	342	99	-76	5%	6%	-2%
1103.03	5,450	1,527	531	5,411	1,525	508	-41	-2	-23	-1%	0%	-4%
1103.04	5,492	1,395	456	5,438	1,389	439	-46	-6	-17	-1%	0%	-4%
1104.01	5,242	1,408	3,946	7,820	2,115	5,036	2,572	707	1,090	49%	50%	28%
1104.02	6,273	1,460	6,619	6,075	1,413	6,415	-180	-47	-204	-3%	-3%	-3%
1105.00	9,822	2,538	12,602	9,808	2,550	12,667	-4	12	65	0%	0%	1%
1106.03	9,705	2,607	2,926	9,647	2,607	3,289	-64	0	363	-1%	0%	12%
1106.04	8,781	2,630	1,455	9,617	2,899	1,751	828	269	296	9%	10%	20%
1106.05	7,733	2,274	1,723	7,559	2,236	1,711	-189	-38	-12	-2%	-2%	-1%
1106.06	5,606	1,332	1,876	5,447	1,302	1,827	-168	-30	-49	-3%	-2%	-3%
1106.07	4,729	1,463	1,801	7,193	2,240	3,292	2,459	777	1,491	52%	53%	83%
Total	3,653,984	1,118,493	1,981,902	3,699,217	1,133,563	1,991,722	45,229	15,073	9,821	1%	1%	0%

4 cont.



COMMENT LETTER 46

ORANGE COUNTY SANITATION DISTRICT

February 13, 2008

phone:
(714) 962-2411
fax:
(714) 962-0356
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mailing address:
P.O. Box 8127
Fountain Valley, CA
92728-8127

street address:
10844 Ellis Avenue
Fountain Valley, CA
92708-7018

Jessica Kirchner
Southern California Association of Governments
818 West Seventh Street
Los Angeles, CA 90017-3435

SUBJECT: Southern California Association of Governments (SCAG)
Program Environmental Impact Report (PEIR) for the 2008
Regional Transportation Plan

Member Agencies



Cities

- Anaheim
- Brea
- Buena Park
- Cypress
- Fountain Valley
- Fullerton
- Garden Grove
- Huntington Beach
- Irvine
- La Habra
- La Palma
- Los Alamitos
- Newport Beach
- Orange
- Placentia
- Santa Ana
- Seal Beach
- Stanton
- Tustin
- Villa Park
- Yorba Linda

County of Orange

Sanitary Districts

- Costa Mesa
- Midway City

Water Districts

- Irvine Ranch

In accordance with the California Environmental Quality Act (CEQA), the Southern California Association of Governments (SCAG) has prepared a Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (2008 RTP, Plan, or Project). The Plan addresses the transportation needs for the SCAG region through 2035 (including both specific projects and strategies that address transportation and urban form); the purpose of the 2008 PEIR is to identify the potentially significant environmental effects of implementing the projects, programs, and policies included in the Plan.

This letter is in response to the Project. The Orange County Sanitation District (OCSD) is responsible for safely collecting, treating, and disposing the wastewater generated by 2.5 million people living in a 470-square-mile area of central and northwest Orange County. Currently, OCSD uses information supplied by the Center for Demographic Research's Projections Reports (OCP) to plan for future capital projects.

A comparative analysis has identified that the Policy Growth forecast is not consistent with OCP-2006, which is contained in the RTP Baseline forecast, and differences exist at two levels:

1. The county level for population, households, and employment at Year 2035 to the extent of an additional 45,000 people, 15,000 households, and 9,500 jobs, as well as differences among all the SCAG counties; and,
2. Within Orange County at the census tract/traffic analysis zone level with the locations of future growth shifting significantly among the traffic analysis zones, increasing up to 377%.

1



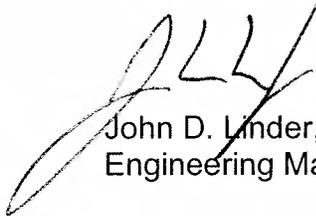
COMMENT LETTER 46

Jessica Kirchner
Southern California Association of Governments
Page 2
February 13, 2008

OCSD is concerned with these inconsistencies between the proposed 2008 RTP using the Policy forecast instead of the Baseline forecast which contains the OCP-2006. These inconsistencies will affect planning for future projects and impact where funding will be budgeted. OCSD requests that SCAG adopt the Baseline forecast for the 2008 RTP which utilizes local input transmitted to SCAG by the Center for Demographic Research.

1 cont.

Thank you for the opportunity to comment on the Plan. If you have any questions, please contact Adam Nazaroff at (714) 593-7854.

 FOR
John D. Linder, P.E.
Engineering Manager

JDL:AN:gc

\\filer-1\ocsd\dept\eng\740 Planning\EIRS\2008\2008006_SCAG Regional Transportation Plan EIR (2).doc



City of Brea

February 7, 2008

Ms. Jessica Kirchner
Southern California Association of Governments (SCAG)
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

**SUBJECT: DEIR COMMENTS FOR THE 2008 REGIONAL
TRANSPORTATION PLAN**

Dear Ms. Kirchner:

I am writing in regard to the subject DEIR and to provide the City of Brea's comments on this document. Our comments are as follows:

- 1. It is the City's recommendation that SCAG use the 2006 Orange County Projections (OCP) in its environmental analysis and within any adopted RTP growth forecast. The 2006 OCP was developed by the Center for Demographic Research (CDR) and is the official dataset used by the Orange County Transportation Agency (OCTA) as well as the Orange County Coalition of Governments (OCCOG). The OCP provides Orange County agencies a consistent set of projections for population, housing, and employment developed through a bottoms-up process with cities within the County. Brea has provided valuable input into these projections and, consistent with OCTA policy and funding, use them for our infrastructure planning and implementation. As such, it would be the City's recommendation that the RTP analysis and final plan incorporate this valuable data. Please provide confirmation on how the RTP analysis incorporates the OCP data. 1

- 2. In order to clarify our concern with the proposed Policy Growth Forecast of the RTP (covered in pages 1-3, 2-11, and 4-1 to 4-39 of the DEIR), we would like to make the follow tract-specific comments: 2
 - a. The household and job projections for Census Tract 15.04 and 15.05 (the area that generally surrounds the Brea Mall) are significantly higher with 2,282 more jobs and 762 additional households than anticipated by OCP 2006.

City Council	Don Schweitzer <i>Mayor</i>	John Beauman <i>Mayor Pro Tem</i>	Ron Garcia <i>Councilmember</i>	Roy Moore <i>Councilmember</i>	Marty Simonoff <i>Councilmember</i>
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COMMENT LETTER 47

Both the employment and household projections are a major concern for Brea and we find that the Policy Growth Forecast would not accurately convey the true growth conditions for this area of Brea in the future. We recommend that they be reduced to the projections of OCP 2006.

2 cont.

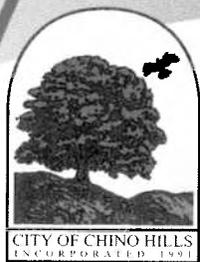
The City of Brea appreciates the opportunity to provide these comments on the DEIR and RTP. Please feel free to reach me at (714) 990-7689 if you should have any questions.

Sincerely,



Charles View, AICP
Development Services Director

cc: Honorable Mayor and City Council
Tim O'Donnell, City Manager
John Beauman, Member, SCAG Regional Council
Tracy Sato, Senior Planner, City of Anaheim/Chair OCCOG TAC
Deborah Stickley-Diep, Director, Center for Demographic Research



City of
Chino Hills

February 11, 2008

Jessica Kirchner
Senior Regional Planner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

Subject: Comments on Program Environmental Impact Report (PEIR) for 2008
Regional Transportation Plan

Dear Ms. Kirchner:

Thank you for the opportunity to comment on the PEIR for the 2008 Regional Transportation Plan. The Plan addresses the transportation needs for the Southern California Association of Governments (SCAG) through 2035, including both specific projects and strategies that address transportation and urban form. The purpose of the 2008 PEIR is to identify the potentially significant environmental effects of implementing the projects, programs, and policies included in the RTP.

Since the individual projects are under consideration for the RTP, the City of Chino Hills requests that SCAG include within the PEIR and the RTP transportation projects that would enhance mobility, air quality, and quality of life for residents who live in the "Four Corners" area, where San Bernardino, Riverside, Los Angeles, and Orange Counties meet. This area continues to experience significant traffic congestion as a result of the expansive population growth in the Inland Empire (San Bernardino and Riverside Counties). Infrastructure improvements continue to be inadequate to meet the travel demand.

The area-wide concern related to transportation issues in this area has led to the formation of two entities that view transportation issues on a regional basis:

- The Four Corners Transportation Coalition, which is a coalition of 9 Cities, Riverside County, and Caltrans, and focuses on regional transportation issues; and
- The Pine/Schleisman Working Group, which was spearheaded by County Supervisors in both San Bernardino and Riverside Counties, as well as affected communities along the corridor between SR-71 in Chino Hills and I-215 in the City of Riverside.

Improvements related to one or both of these regional groups that we wish to have included in the PEIR and the RTP are as follows:

1. Pine/Schleisman Corridor: The RTP includes some segments of this project such as the Pine Avenue Extension between SR-71 and SR-83, but does not recognize the corridor in its entirety. Recognizing the entire transportation corridor between SR-71 and I-215 demonstrates the importance of the entire corridor to easing traffic congestion and, in turn, enhancing air quality in the area.
2. Widening of SR-71 from the San Bernardino/Riverside County Line to SR-91: Although the ultimate widening of this section of SR-71 is identified in Caltrans' system master plan, there is no program date for this improvement. This project is essential to maximizing the benefit of the Pine/Schleisman Corridor. Failure to address this segment in conjunction with specifically identified projects has potentially negative environmental impacts including increased traffic congestion; degradation of air quality; and increased noise impacts to adjacent residential areas.
3. Widening and off-ramp improvements to SR-71 from SR-57 to SR-60 (in the City of Pomona and Los Angeles County): This project would enhance mobility for both commercial traffic and residents of the Inland Empire to and from the Los Angeles area.

1 cont.

Since the above listed projects are not fully identified in the PEIR, the City of Chino Hills is requesting that SCAG include these projects in the PEIR and the RTP. Additionally, the PEIR needs to analyze the project impacts relative to transportation, air quality, land use, etc.

We appreciate the opportunity to comment on the PEIR. Once the final PEIR and RTP are available for public review, please send us a copy of the documents. If you have any questions regarding this letter, please contact Christine Kelly, Community Development Director at (909) 364-2742.

Sincerely,



Douglas N. La Belle
City Manager

DLB:AD:ssr

cc: Mayor and City Council
Kathy Gotch, Assistant City Manager
Raymond T. Holland, Interim City Engineer
Christine Kelly, Community Development Director
John Mura, Assistant to the City Manager
Jim DeStefano, City of Diamond Bar, City Manager
Pat Glover, City of Chino, City Manager
Linda Lowry, City of Pomona, Assistant City Manager
Tim O'Donnell, City of Brea, City Manager

Date 02-19-2008
City/ Agency
Subregion
Topic Program Environmental Impact Report (PEIR)
Topic Name Program Environmental Impact Report (PEIR)
Sub-category
Contact ID 43185
Commentor Name Hudson, Kerrie
Primary Phone
E-mail Address mnkhudson@verizon.net
Type of Communication Web Form
Initiated By
 (if other, type in here)
Purpose of Communication
Other/ IFNA#

Comment Dear SCAG 2008 RTP, MARCH JPA Board Members: Honorable Schiavone (Chair), Honorable Yarbrough (Vice Chair), Honorable Ashley, Honorable White, Honorable Buster, Honorable Busch, Honorable Loveridge and Honorable Stewart,
 We live in the Orange Crest Hills area in the city of Riverside. We have lived in this area for over five years and before we moved into our home the developer/lender made us sign a document acknowledging that Military planes would be flying over our home but NOT from the hours of 10:00 PM to 7:00 AM aka "Good Neighbor Policy". Before we moved in we called this area "God's Country" because the area is well kept, newer and the weather seems to be cooler. That was until the ELECTED OFFICIALS decided to let civilian planes fly out of MARCH ARB and bring "good jobs" to the region. We OPPOSED this decision and expressed concerns at the PUBLIC MEETINGS and through public comments, which was NOT enough. You know the warehouse jobs will/do NOT pay enough for those employees to own/rent a home or apartment in this area. Smart Planning on the Elected Officials: "lets have people commute into the area and distribute goods...because the regions not congested enough". Having our windows opened at night was a pleasure, which since has been eliminated thanks to the DHL and commercial planes (UPS, Delta, United and Skywest) flying out of MARCH ARB. So we are forced to use electricity to cool our home, which is NOT environmentally sound and we hate the idea (higher electricity bills for the whole community).

1) What happened to DHL's original flight pattern (flying north approved by FAA), which was approved by the MARCH JPA and disclosed to the community through public hearings. Why don't you enforce this flight pattern?

2) Our "Quality of Life" is diminishing with the conversion of MARCH ARB from military to part time civilian use and what will it take for you to listen to the community? We OPPOSE civilian use of MARCH ARB. What will be implemented to stop the diminishing of our "Quality of Life"?

3) Why convert a military base into an "Inland Port", which has opposition from residential communities surrounding the property?

4) Why establish \$10/hour jobs? When the community at large consists of: Government Employees (State, Federal and Local), Doctors, Nurses, Construction Contractors, Managers/Technical Employees for Distribution Company, Police, Managers of Banks and School Teachers just to name a few. Why not create compatible jobs? Per Supervisor Buster at the EIR Public Hearing for the MARCH Business Center: Q: Would the new jobs serve the existing community?

A: Yes, they would. Sorry, Supervisor Buster they do not!!!

5) Why would you allow DHL to store fuel in water tanks, placing the community in danger? What Emergency Plans have been developed by MARCH JPA and the businesses who occupy

COMMENT LETTER 49

MARCH Inland Port as required by the Regional Transportation Plan. Is there a Disaster Plan, if there is a plane crash?

3
cont.

6) When will you be required to install Noise Mitigation or Abatement within our homes that are impacted all the time from planes flying from the hours of 10:00 pm to 7:00 am? What are the Noise Reports recommending, when were they approved and by whom and when will the community be offered mitigation, if the MARCH Inland Port continues business. Have there been nighttime vs daytime plane departure measurements taken within the area and studied, if so, were they incompatible with the community?

4

7) What is happening to our Air Quality due to more flights and what impacts are the children encountering seem how there are at least five schools located within the flight path area. Don't we live in a non-attainment area already? What studies have been completed, what was recommended and when were they approved and by whom?

5

8) Traffic circulation and infrastructure: Does not exist within this area and we understand with the development of MARCH ARB to civilian use and the MARCH Business Center area (1,200 acres) the Level Of Service (LOS) on the roads and Interstate is currently C to F at times and will be LOS F come 2035. What proposed projects are planned to address the road system, which is already deficient and what will the results be with the proposed projects and what mitigation is being proposed?

6

9) What studies have been completed to determine, if our property value will be declining due to the MARCH ARB serving civilian use and flying all hours of the night?

7

10) Are you considering stopping civilian use of MARCH ARB due to the community at large OPPOSITION?

11) What Aesthetic mitigation measures are being implemented from the MARCH Inland Port and Business Center. Per Supervisor Buster at the EIR Public Hearing for the MARCH Business Center:

8

Q: Would the existing landscaping be protected and used within the new MARCH Business Center and the buildings would represent the area.

9

A: Yes and the mature landscaping would be protected within the old military housing area. Sorry, Supervisor Buster the buildings look prison issued and the mature landscaping has been demolished.

12) Has Federal Funding been received for the MARCH Inland Port or Business Center? If so, was NEPA approved, which EPA implements for these types of projects.

10

13) According to the EIR Volume I for the March Business Center Table I-1: Summary of Environmental Impacts, Mitigation Measures and Level of Significance After Mitigation the MARCH JPA should be implementing Mitigation Measures B-3: Traffic Study every five years, B-7: Truck Routes identified, B-10: Businesses implementing TDM Strategies (DHL), C-1 to C-9: Business addressing Air Quality Strategies, D-1 and D-2: 1999 BO Mitigation Bank, Measures Implemented and 13 Acres of USFWS designated Least Bell's Vireo Riparian Habitat north and south of Van Buren Blvd. protected by utilizing 100-foot buffer zones in all areas, F-3: Does the Stormwater system handle the 25 Year Que or 100 Year Que, H-5 and H-6: Businesses implementing Green Waste Strategies, H-7: Pump Station 3586 Monitoring, I-1: Aesthetics - The DHL Building is part of the color scheme, J-1 to 8: Short-term & Long-term Noise Mitigation Measures Status, K-4: Soils: Native Plants being used/protected, P-1: Public Service: Will there be a Police sub-station and P-2: Where will the Fire Station be located.

11

PLEASE HELP US, we don't want to be woken up all the time....we work for a living. We will never use nor buy from a company who uses DHL.

12

Just to let you know, how disruptive the planes are flying out of MARCH ARB below are dates we were woke up by the sound/noise of a plane flying over our home since DHL has been

COMMENT LETTER 49

1/30/08: 2:26, 2:40, 3:26 and 4:00 am
1/31/08: 1:18, 2:26, 3:05, 3:35, 4:00, 5:08 and 5:45 am
2/1/08: 1:18, 2:40, 3:25 and 3:45 am
2/4/08: 1:06 and 2:40 am
2/5/08: 2:40, 3:25, 3:40, 4:04 and 4:11 am
2/6/08: 2: 26, 3:25, 3:35 am
2/7/08: 3:02, 3:25, 5:36 and 5:56 am
2/13/08: 3:05 and 3:25 am
2/14/08: 3:05, 3:25, 3:45 am
2/15/08: 2:36, 3:00, 3:25 and 3:45 am
2/18/08: 1:26 and 2:50 am
2/19/08: 2:26, 3:05, 3:26, 3:33 and 3:56 am

12
cont.

Please stop the growth of the MARCH Inland Port and help us get back our QUALITY OF LIFE and SLEEP! The Hudson's truck, which is stored in our driveway has been broken into four times within the last year and it has cost us almost \$2,000 to replace broken/stolen parts, please stop the unwanted guess in our community.

Thank you for your time and responses to our concerns,

The Byerly's
19536 Rotterdam Street
Riverside, CA 92508

The Hudson's
20107 Aptos Street
Riverside, CA 92508

cc: Gary Gosliga MARCH JPA, Catherine Barrett-Fischer CAREE and SCAG 2008 RTP

Comment (Formatted) Dear SCAG 2008 RTP, MARCH JPA Board Members: Honorable Schiavone (Chai r), Honorable Yarbrough (Vice Chair), Honaorable Ashley, Honorable Whi te, Honorable Buster, Honorable Busch, Honorable Loveridge and Honorab le Stewart,

We live in the Orange Crest Hills area in the city of Riv erside. We have lived in this area for over five years and before we moved into our home the developer/lender made us sign a document ackno wledging that Military planes would be flying over our home but NOT fr om the hours of 10:00 PM to 7:00 AM aka "Good Neighbor Policy". Befor...

Attach Commentor's Document, if any
Status New Comment
Response Date
Response/ Staff
Follow-up/ Comments
Attach Response Document, if any
Responder Kirchner, Jessica
Formal ...
Response
Edit Response Edit Response
Responses View All Responses
Add Response Add Response
Resolution/ Decision
(if resolution/ decision is other, type here)

COMMENT LETTER 50

From: Hank Fung [hank@bleeble.org]
Sent: Tuesday, February 19, 2008 2:17 AM
To: Jessica Kirchner
Subject: 2008 RTP PEIR comments

Follow Up Flag: Follow up
Flag Status: Orange

Dear Ms. Kirchner:

The following are my comments on the 2008 Regional Transportation Plan Programmatic Environmental Impact Report (PEIR). I am making these comments on behalf of myself and not for any organization I may be employed or affiliated with.

1. Areas of known controversy: In 2004, maglev was added on the list due to public comment. Given that it has not moved into a public outreach or scoping stage yet, how can maglev (now redubbed "HSRT") be removed from the areas of known concern? (In fact, none of the Maglev projects have moved into the final EIS/EIR stage yet, with the Anaheim-Las Vegas Maglev STILL, after almost four years of scoping, not ready to released yet.) Similarly, what impacts will happen to the planned congestion and access improvements if HSRT is not implemented due to financial or political reasons? 1

2. Impact 3.8-1 notes that SCAG only has the power to encourage, not to force. Yet it is predicted various travel time improvements (3.14-1) and improved access to work opportunities (3.14-4) as positive impacts. 2

Indeed, some of these travel time impacts are dependent on housing built near transit lines and in-fill in already dense areas, and individuals and families moving to these areas. What will SCAG do the ensure that these improvements are delivered? How will SCAG attempt to enforce the "growth strategies" that make the 2008 RTP superior to the 2004 Modified RTP Alternative? (Indeed, the growth strategies planned are not spelled out in the PEIR, as far as I could find, other than mentioning the "Compass Blueprint", which as far as I know, is an evolving work.)

3. I recognize and applaud SCAG's consideration of homeland security aspects in this plan. However, with the greater number of people in a denser environment (as envisioned by the growth scenario), this consists of a security hazard in terms of evacuation of people from a disaster. 3

Decades ago, disaster planning included identification of "exits" out of the Los Angeles basin in the event of a nuclear disaster. The fiasco of the Houston evacuation from Hurricane Rita in 2005 (with hundreds of thousands of people stuck in traffic for many hours, and a few senior citizens dying due to exposure in traffic) underscores the need for comprehensive mass evacuation planning in the event of a tsunami, nuclear/biological threat, or firestorm (similar to San Diego 2007).

While SCAG has no power, it needs to identify the agencies who will take a role in planning for emergencies, and urge these agencies to continue doing "tabletop exercises" and other necessary steps to keep the population safe. In addition, with its contacts with transit providers, SCAG or another agency should identify ways for those without automobiles to leave the area in an emergency, since the share of automobiles is likely to decrease as a result of implementation of the RTP.

The issues with evacuating a denser population should be noted in comparing the different alternatives. 4

Thank you for considering my comments.

Sincerely,

Hank Fung, P.E.



IMPERIAL COUNTY

PLANNING & DEVELOPMENT SERVICES

PLANNING / BUILDING INSPECTION / ECONOMIC DEVELOPMENT / PLANNING COMMISSION / A.L.U.C.

JURG HEUBERGER AICP, CEP, CBO
PLANNING & DEVELOPMENT SERVICES DIRECTOR

February 19, 2008

Attention: Jessica Meaney,
Shawn Kuk
Regional Planner
So. Calif. Ass'n of Governments
818 West Seventh St., 12th Floor
Los Angeles, CA 90017-3435

Subject: Response to SCAG Regional Transportation Plan (RTP)

Dear Ms. Meanly and Mr. Kuk:

The County Planning & Development Services Department received a copy of the proposed Southern California Association of Governments (SCAG), 2008 Regional Transportation Plan (RTP) for review and comment. As a member of SCAG for many years, the County of Imperial continues to support the many programs and financial needs that are expressed within the RTP for connecting the region's ports, airports, and urban activity centers.

However, the Department found the RTP significantly lacking in several areas when it came to Imperial County. We understand that when it comes to SCAG's six (6) Counties, Imperial County does not "rank" in terms of population, traffic, employment, and revenue generation, but this document fails to adequately plan for Imperial County. In some cases Imperial County is only briefly discussed, with minimal analysis, while in other cases Imperial County is simply not brought up. It does not appear that SCAG did a comprehensive assessment of Imperial County.

1 cont.

If this document is designed to truly be a "regional" plan for the various forms of transportation from 2008 through the year 2035, than a more thorough review of Imperial County, its roads, rails, aviation, air quality, economic make up, land use, and published documents is gravely needed. We particularly ask that the County's "50" year Circulation Element be considered. It is our understanding (perhaps misunderstanding) that SCAG in preparing the RTP does not fully review General Plans of a County/City or at least not in detail. We think (if true) that this is necessary!

SCAG does a great job in the RTP in explaining the regional goals and objectives for Southern California; it is only when it comes to detail analysis that it is weak as it pertains to Imperial County. The following are the Department's concerns presented on behalf of the County.

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- 1) The RTP is unclear regarding air quality emissions, Chapter II, Transportation Planning Challenges, page 70, what SCAG's plan is for appropriate air quality mitigation within the SSAB and possible future exceedances of the National Ambient Air Quality Standards (NAAQS) under the Clean Air Act due to increased train trips through the County. It does not seem that with double tracking the UPRR vastly increased train traffic in adequately considered.

1 cont.

The RTP states that "...Of additional concern are the upcoming 24-hour PM2.5 standards, which will require even greater reductions as well as possibly more stringent ozone standards. Consequently, the ARB, SCAQMD, and SCAG are committed to producing a white paper that identifies strategies to address the shortfall issues..."

Since Imperial County is "downwind" of the SCAQMD area and its pollutant "carrying capacity", it is important to control mobile (all) air emissions from the SCAG region that affects Imperial County residents. Any mitigation measures to improve the air quality in the SCAQMD region will also improve the SSAB's air quality as well.

However, the "Mitigating Environmental Impacts" and "Summary of the Environmental Mitigation Program" commencing on page 127, and discussed on page 132, does not provide for any future SSAB mitigation measures for the downwind emissions from the SCAG region and addresses only the SCAQMD area.

This is also mentioned in the "Performance Measures Report", pages 17 and 18, stating that "...SCAG uses the environmental justice analysis to help its elected officials make transportation planning decisions fairly. The analyses are designed to assure that benefits and burdens are not distributed unfairly across populations in the region...the recommendation is to work with the South Coast Air Quality Management District (SCAQMD) to include their Urban Airshed Model (UAM) in the environmental (UAM) in the environmental justice analysis..."

Another discussion is in the "High-Speed Regional Transport Report, page 17, in entitled "Environmental Considerations/Health Impacts from Goods Movement Sources", that states "...Significant adverse community health and safety impacts are linked to air pollution from Southern California goods movement system. A recent CARB assessment of PM2.5 health effects shows a disproportionate exposure in the South Coast Air Basin relative to other parts of the state and to the rest of the nation...The goods movement system, along with construction equipment, is a primary source of PM2.5 emissions...full environmental feasibility studies will be needed to be performed..."

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Shawn Kuk
Regional Planner
SCAG 2008 Reg. Trans. Plan
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- 2) The RTP and FEIR need to address the increased air quality impacts that will impact local minority and low-income residents along this rail corridor by the increased number of trains. Also, the air quality section of the PEIR should address the "inter-district transfer" of air pollutants from Riverside and San Bernardino into and through Imperial County. The Salton Sea Air Basin (SSAB) will be increasingly impacted and the Imperial County Air Pollution Control District will need to reflect this new source of air pollution in its future air quality planning efforts. 2

- 3) The RTP identifies 131 proposed grade separation rail road crossings, none of which are located in the Imperial County. As the RTP states Union Pacific will be double tracking its rail line from the Alhambra to Yuma. The County Planning and Development Services staff has recently met with representatives of the Union Pacific Railroad regarding the "double-tracking" of the existing railroad tracks from Indio to Yuma, Arizona. When this "double-tracking" is completed, the number of trains through Imperial County will increase from approximately 46 trains per day to over 92 trains per day according to the Union Pacific representatives. Union Pacific also has a rail line from Calexico/Mexico to Niland where it connects to the Alhambra to Yuma line. The RTP needs to be revised to look at potential grade separation rail road crossings throughout the developed areas of Imperial County. Several intersections in the County, according to U.P & CPUC need grade separated configurations, such as; McCabe & Dannenberg Road, Highway 111 & Hot Mineral Spa Road; possibly Highway 78 at Glamis, etc. 3

- 4) The inter-County rail line from San Diego County to Imperial County, San Diego & Arizona Railroad, has been proposed to re-open for commercial operations. This would include the movement of goods, aggregate, sand and gravel materials into the Counties of Imperial and San Diego. The re-opening of this important link between San Diego County and Imperial County was not identified in the RTP. Please revise the RTP to include the re-opened rail line for both rail network and for possible future funding and for regional information to stakeholders. This re-opened rail line can assist in increasing NAFTA imports and exports to and from Mexicali, Mexico, into the Southern California region.

- 5) The RTP has no mention of Imperial County's regional transit system. There is a countywide bus based transit system. Providing commuters access to the major cities in the county as well as shuttles to San Diego and Yuma. The information is provided in the County's General Plan, Circulation/Scenic Highways Element, and it needs to be addressed in your RTP. We ask this only because we don't know if IVAG has responded to this posed the questioned.

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Shawn Kuk
Regional Planner
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Page 4 of 9

- 6) The County has recently revised the General Plan, Circulation/Scenic Highways Element, on October 17, 2006. The Element has a fifty year build-out with identified road classifications, and right of way. The RTP fails to identify Imperial County arterials or even references the County's General Plan. It is imperative that SCAG assist Imperial County in its continuing efforts to reduce congestion in local cities, to promote local transportation planning and ensure that future financing for transportation projects is provided in an effective and efficient manner. (see also paragraph 3, page 1)
- 7) As SCAG is aware, there is a continuing transportation issue as it relates to the "Brawley Bypass" and the funding of future development projects within Imperial County for alleviating congestion and promoting better regional/transportation strategies. The existing and proposed residential, commercial and industrial projects that have been submitted and discussed to both the County and the seven Cities will have a tremendous impact on future traffic planning by CALTRANS, the seven Cities and the County.

3 cont.

The "Brawley Bypass" is mentioned last in the "Project Listing Report", pages 193- 194, under the title, "Strategic Plan Projects" and states "...The following is an illustrative list of additional investments that the region would pursue if **additional funding were to become available**, and after further consensus building is undertaken to solidify commitment around specific project scopes and strategies. These projects are not part of the financially constrained RTP..." (emphasis added).

The "Highways and Arterials Report", page 13, entitled the "The Baseline 2035 System/System Description" identifies the "Brawley Bypass" and states that "...SCAG has assessed the future transportation system performance under the assumption that the Baseline projects committed in the Regional Transportation Improvement Program (RTIP) will be completed. Examples of major Baseline projects include: "The Brawley Bypass in Imperial County" as the first bulleted item. It is important for the RTIP addresses funding as a priority for completing the "Brawley Bypass" as a very important NAFTA link, United States from/to Mexico, and the future movement of goods into the Southern California region via State Routes 111 and 86.

- 8) The long-range vision that SCAG has for Imperial County is discussed in very general terms in the RTP but does not focus on critical transportation needs of the County. It is critical that SCAG assist the County in its continuing efforts to reduce congestion on the two Mexican border crossings, local County and City roads/streets/intersections, promote transportation planning and ensure that future financing for transportation submitted projects is provided in an effective and efficient manner. If there is information that SCAG needs from the County or IVAG please let us know.

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As discussed in the "Goods Movement Report", page 5, "Cross-Border Trade Activity", it states that "...The Calexico POE was the second busiest land crossing along the California/Baja California border with approximately 17 million people crossing northbound in 2003 and 600,000 annual truck crossings...Caltrans estimates that border trade activities will continue to grow, with approximately 5.6 million border crossings expected by 2030...a Union Pacific (noted earlier above) rail line connects Mexicali in Baja California to Calexico and El Centro in Imperial County. This line handles approximately 160 railcars per day, six days a week..."

3 cont.

- 9) The Imperial County Airport has recently been designated as an "International Airport" not a commuter airport as noted in the RTP and the Aviation report/appendix. Imperial County spend a considerable amount of time and funds developing a comprehensive study for a "Regional Cargo/Panssanger Airport" being sited in Imperial County along with a High-Speed Rail service from San Diego to Phoenix, very similar to SCAG's proposed HSRT system. The Study recommended that the County's existing Imperial County Airport be relocated and incorporated into the Regional Cargo Airport.

The RTP hences the majority of its hopes into one senerio, that of the taking the realtivley small Palmdale airport and making the regional airport for the Los Anageles basin, and develop the HSRT system to support it. It is hereby requested that the Imperial County Regional Cargo Airport Study supplied to SCAG last year be incorpoerated into the RTP and that the RTP along with the Aviation report/appendix be amended to reflect Imperial County's goals and objectives for a regional cargo airport.

- 10) The "Aviation and Airport Ground Access Report", page 4, entitled "Military Air Base and Air Cargo Planning in the 1990s", discusses military air bases and air cargo planning efforts. There is no discussion on Imperial County's Naval Air Facility, El Centro nor could the Department find it identified on any of the maps in the RTP. The local Naval Air Facility, El Centro, is not one of the proposed military base closures. The Facility is in fact currently updating its "Air Installation Compatibility Use Zone (AICUZ)" plan and there are plans to increase the number of aircraft utilizing the air base in the future. The SCAG aviation planners should contact the Commanding Officer, at (760) 339-2524, to obtain further information on future air operations planned at the air base for inclusion in the above Report. The County of Imperial has had a strong relationship with the Navy and has through land use regulations made every possible attempt to maintain an appropriate buffer around the Naval Air Facility, El Centro, and will continue to do so for the perceivable future. NOTE: this may not be an issue, as we understand the RTP only addresses bases scheduled for closure. We have included the comment only to reflect that while NAF is not scheduled for closure and happed not to be scheduled. However its location significantly affected the location of the proposed regional airport, due in part to air space issues and restrictions.

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11) The non-motorized transportation portion of the RTP and its report/appendix identify Imperial County as being having a Bicycle Master Plan, however there are three errors regarding the County's Plan. First the Table 5 on page 15 denotes that Imperial County has no Class 1, class 2, or Class 3 bicycle routes that is worry. Please refer to the 2007 Imperial County Bicycle Master Plan submitted to SCAG last year for details on Bicycle routes. There is an error in Table 5 (different table 5) on page 11 of the non-motorized transportation report which shows that Imperial County's Bicycle Master Plan started in 2003 and was updated in 2007, while in the preceding text it correctly identifies the 1999 date as to the first approved plan. Additionally, Imperial County is the only county that does not have a graphic exhibit (map) denoting its bicycle facilities. Please revise the non-motorized transportation report correcting these three errors.

3 cont.

12) As it pertains to growth in the region the RTP is weighted heavily on the western "Urban" cores as denoted on pages 32, 33, 47, 87 through 91, and in various reports/appendixes. According to the RTP Imperial County is a "Growing Periphery" which is the direct opposite of the urban cores to west where developable land is all but nonexistent. Imperial County has enormous land reserves for residential and industrial development. The RTP needs be revised to reflect the potential growth of Imperial County, eastern Riverside County, and San Bernardino County. The RTP needs to look more at development of new cores with a strong emphasis on jobs housing balance, using some of the numerous techniques identified for the western urban areas to create centralized area, and to help us not repeat the western urban cores mistakes of the past. There is a opportunity to create satellites urban areas in SCAG's region that will not have an adverse affect on the regional traffic system, that will minimize sprawl by centralizing the jobs to these eastern cores, thus reducing the need to commute to the western urban cores.

Imperial County has over 6,500 acres of industrial land ready for development in the Mesquite Lake Specific Plan and the Gateway of the Americas Specific Plan Areas. These two industrial areas can handle all levels of industrial uses from light to heavy. The County's proximity to the United States Mexico border coupled with NAFTA, lends itself to become a major industrial job center.

The County of Imperial and its seven cities have in the planning process over 30,000 dwelling units in various stages of development. The County has a development map and listing of projects that is continually being updated and other City/County projects are added in the future as they are submitted. For further information on these projects, please contact my office and/or the applicable City planning staff in Brawley, Imperial, El Centro, and Calexico.

13) In the "Environmental Justice Report", page 21, it states that "...It is critical for SCAG and policy-makers alike to ensure that their transportation programs, policies, and activities serve all segments of the region without generating disproportionately high and adverse effects...Accommodating the anticipated growth in the SCAG region in a sustainable way – by taking account of

COMMENT LETTER 51

ecological, economic and social justice factors, while enhancing quality-of-life for present and future generations – represents the central challenge facing regional transportation planning in Southern California...”

3 cont.

14) The Green House Gas emissions issues are only briefly discussed on page 72 and again in the air quality appendix. It is anticipated that a more comprehensive analysis fitting the intent of AB32 will be prepared for the Environmental Impact Report. If not the Department fears that the State Attorney General will take issue with the RTP, which is by far the single biggest emissions plan proposed since the adoption of AB32.

4

15) The regional maps used throughout the RTP and the reports/appendixes for example pages 57 through 61 are very difficult to read. The maps are 8x10 and have a small box in the upper left corner denoting Imperial County. Because of the scale used the data superimposed on these base maps are all but impossible to view. The graphic depiction of data is only as good as what the average reader can view, read and extrapolate data from. It also near impossible to read the legends. redo all maps that are intended to depict Imperial County to a scale that can be viewed by the naked eye and not require a magnifying glass.

5

16) The Department has a fundamental question on the process (and ultimate value) of the RTP. While we are aware of the state and federal mandates which underlie the Plan, the process appears faulty. How can the RTP be a long term document when it is completely revised every four years? A four year (major) revision cycle seems less than “visionary.” How does SCAG do a true analysis on a plan that within only one year of adoption establishes the first step for its own revision (as identified on page 39), as being to “...review and update...the basic assumptions in the existing RTP, including the goals and objectives...”? In essence, the existing RTP is newly adopted and yet is already being scrutinized with barely any track record. Traffic analysis, we would all agree, is a long term proposition involving dynamic variables including changes in traffic patterns, development of infrastructure, and air quality assessments, etc. These all take time to establish...and time to evaluate. A related issue involves the Regional Traffic Improvement Plan (RTIP). If the RTIP is intended to represent the first six years of the RTP (as denoted on page 42), but the RTP is only valid for four years before getting revised, then the RTIP can never truly meet its mandate. It is our opinion, therefore, that the RTP is not so much a long term plan as much as it is a current plan with aspirations of a twenty plus year forecast. Perhaps we don't fully understand the process and it has been suggested that this is more a question for the Federal than SCAG. Nevertheless there seems to be some inconsistency?

17) The demographic data identified on page 47 and used throughout the document relies heavily on the State of California Department of Finance which, in turn, uses the 2000 federal census as its base data stream and generates new estimates every January, based, in part, on extrapolating births minus deaths. Our concern is that as the data stream gets further away from its original source,

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Shawn Kuk
Regional Planner
SCAG 2008 Reg. Trans. Plan
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in this case the 2000 census, it tends to become more and more skewed as it pertains to the key variables of population, households, ethnicity, socioeconomic status, etc. With the 2010 census only a few more years away, it is highly conceivable that the demographic base utilized in the RTP could be "out of sync" with the newly released federal census data midway through its four year time frame, resulting in major calculation errors. How has SCAG accounted for the 2010 census and its inevitable change to the population assumptions in this RTP? What is the measure of error built into this RTP?

5 cont.

In summary:

SCAG's Regional Transportation Improvement Program (RTIP) is mentioned in the "Public Participation and Consultation Report", page 44, which is a capital listing of all transportation projects proposed over a six-year period and amended several times a year. This capital listing identifies specific funding sources and funding amounts for each project and federal law requires that the RTIP be consistent with the RTP. Within the 2008 Final RTP forecasting future possibilities to the year 2035, the RTP and Program EIR should mention the above potential projects for informational and possible future funding purposes.

We all need to continue to enhance efforts to develop and nurture relationships with elected and public officials throughout the SCAG region, especially for Imperial County that is a traditionally under-represented area in this region.

Without SCAG's full support of transportation and aviation projects, e.g. the Brawley Bypass, re-opening of the San Diego & Arizona railroad line, NAF/EI Centro proposed expansion activities, Imperial County needs to continue to have appropriate financing mechanisms to have see future projects successfully implemented in a timely manner.

It is important for SCAG staff and its member agencies to realize that the existing, proposed and future growth of the County of Imperial is dependent upon adequate support and funding for future transportation projects that implement the transportation mitigation programs and measures, e.g. increasing rideshare, investments in non-motorized transportation, goods movement capacity enhancements, and key transportation investments targeted to reduce heavy-duty truck delay.

The continuing existing delays along the two Mexican international border crossings in Imperial County through Calexico and the East Border Crossing are becoming longer and longer and additional traffic/travel lanes are needed in the very near future to reduce congestion and reduce the ever-increasing air pollution from automobiles and trucks that are stalled in line.



ARNOLD SCHWARZENEGGER
GOVERNOR

COMMENT LETTER 52

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

February 26, 2008

Jessica Kirchner
Southern California Association of Governments
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Subject: 2008 Regional Transportation Plan
SCH#: 2007061126

Dear Jessica Kirchner:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on February 19, 2008. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2007061126) when contacting this office.

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

DEPARTMENT OF TRANSPORTATION

District 12
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894
Tel: (949) 724-2241
Fax: (949) 724-2592



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SCH#: ~~None~~ 2007061126
Log #: 1955
All

February 14, 2008

Jessica Meaney
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, California 90017

Subject: Draft 2008 Regional Transportation Plan

Dear Ms. Meaney,

Thank you for the opportunity to review and comment on the **Draft 2008 Regional Transportation Plan (RTP)**. The 2008 RTP presents the transportation vision for this region through the year 2035 and provides a long-term investment framework for addressing the region's transportation and related challenges. The plan is the culmination of a multi-year effort focusing on maintaining and improving the transportation system through a balanced approach that considers system preservation, system operation and management, improved coordination between land-use decisions and transportation investments, and strategic expansion of the system to accommodate future growth. The planning area includes all cities and State routes within Caltrans District 12 and the County of Orange.

Caltrans District 12 is a commenting agency on this plan and we have the following comments:

1. The Department accepts the "baseline forecast" as the foundation for the RTP 2008 modeling. This forecast is based on local input from the counties (i.e. CDR's OCP 2006 for Orange County).
2. Other alternatives proposed by SCAG with local input are variations of the base scenario (Baseline), with Socio-Economic data shifting within the region. Please keep in mind that the SED totals for the SCAG region remain virtually unchanged.
3. The Department supports the SCAG Blueprint Planning activities outlined in the Draft RTP that increase policy and planning coordination for transportation and land use between agencies and communities across the SCAG region. Thoughtful land use and transportation infrastructure planning will benefit the region by increasing transportation alternatives, increasing connectivity between modes of travel, decreasing congestion, and providing a framework for emergency and security coordination planning needed in today's world.
4. Another important benefit of Blueprint Planning is providing a clear vision that, when echoed within each jurisdiction, can also provide the framework of support necessary to achieve financing of the major transportation infrastructure projects that will serve the entire region as it competes against other regions for transportation funding.

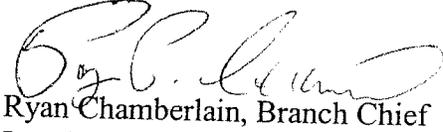
1

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5. The projects listed in the SCAG Draft RTP (RTIP, RTP and Strategic Plan) Orange County section reflect the Blueprint goals by enhancing and completing the State highway system, increasing connectivity of modes on and off the State highways, by enhancing the capacity of modes off the State highway system, and providing parallel corridors of travel for all modes that will net a reduction in congestion on the State highways, and improve air quality across all modes within the region.
6. The RTP should more clearly identify and quantify regional needs expressed within both short and long-range planning horizons. Currently under the Transportation Strategy section (p.77), the Draft RTP identifies short-term planning horizons as 'projects in the pipeline' and long-range planning horizons in table-formats by transportation mode (i.e. Table 3.2 Mixed Flow Highway Projects, p. 101).
7. The SCAG Draft RTP PEIR clearly outlines the challenges associated with Global Warming Solutions Act (AB32) and the impact of Greenhouse Gas (GHG) emissions, in particular ozone in the South Coast Air Basin.
8. In addition to AB32 requirements, the Draft RTP indicates that throughout the South Coast Air Basin (which includes Orange County), the region is significantly impacted by worsening ozone non-attainment designations, unidentified long-term reduction of nitrogen oxides (Nox), and upcoming 24-hour PM2.5 standards (particulate matter). (p.71). The Draft SCAG RTP "indicates a positive conformity finding..." (p. 174), and the formal conformity is expected to be achieved with the adopted RTP. Should the RTP fail to conform for any reason, federal sanctions might impact highway project funding and approval (p. 71).

Please continue to keep us informed of this project and any future developments, which could potentially impact the State Transportation Facilities. If you have any questions or need to contact us, please do not hesitate to call Marlon Regisford at (949) 724-2241.

Sincerely,



Ryan Chamberlain, Branch Chief

Local Development/Intergovernmental Review

C: Terry Roberts, Office of Planning and Research

COMMENT LETTER 52

February 14, 2008

Jessica Meaney
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, California 90017

File: IGR/CEQA
SCH#: None
Log #: 1955
All

Subject: Draft 2008 Regional Transportation Plan

CC: Terri Pencovic, Caltrans HQ IGR/Community Planning
Gale McIntyre, Deputy District Director
Raouf Moussa, Traffic Operations South
Isaac Alonso Rice, Traffic Operations North
Smita Deshpande, Environmental Planning A
Leslie Manderscheid, Environmental Planning B
Chris Flynn, Environmental Planning C
Alan Williams, Local Assistance
Grace Pina-Garrett, NPDES
Gary Slater, Project Studies
Maureen El Harake, Regional Planning



COMMENT LETTER 53

IMPERIAL IRRIGATION DISTRICT

OPERATING HEADQUARTERS • P. O. BOX 937 • IMPERIAL, CALIFORNIA 92251

February 27, 2008

Ms. Jessica Kirchner
Southern California Association of
Governments (SCAG)
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Subject: Comments to the SCAG Draft Program Environmental Impact Report (PEIR)
for the 2008 Regional Transportation Plan (RTP)

Dear Ms. Kirchner:

Imperial Irrigation District (IID) Water Department reviewed the SCAG Draft PEIR for the 2008 RTP. The following are comments to this Draft PEIR:

- 1) Notwithstanding the low population density and road network in Imperial County, a larger map showing the specific highway projects in the County would be more informative rather than an inset map. The representation of Imperial County as shown in Map 3.15-8 and Map 3.14-4 as part of the entire SCAG would be appropriate.
- 2) In the Land Use Section of the PEIR, Map 3.10-1 it showed that Imperial County was without an agricultural land use element and water body (Salton Sea).
- 3) Impacts to water resources from highway improvements do not address the mitigation on canals and drains that the highway crosses
- 4) Modifications of IID canals and drains may have project level environmental or biological impacts that should be analyzed on a site specific basis. Any impacts must be mitigated by the project proponent. Furthermore, any new or reconstructed IID facilities resulting from highway improvement projects (which can include ancillary utility work such as drainage structures, relocations, etc.) must be included in the project's NEPA/CEQA documentation.
- 5) For Imperial County, improvements to Highway 111 and State Route 98 will impact 23 canals and 32 drains.

1

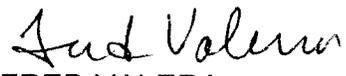
2

6) Map 3.15-7 Impaired Water Bodies (303(d)), shows the entire Imperial County irrigated area as 'Impaired Water Bodies'. This map is inaccurate in that it indicates the entire open channel network is an Impaired Water Body. Similar to Map 3.15-2 Major Surface Water, the map should indicate drains as the only impaired water bodies as well as the canals are not impaired.

3

Thank you for the opportunity to review this matter. If you have any questions regarding these comments, please contact me at (760) 339-9110.

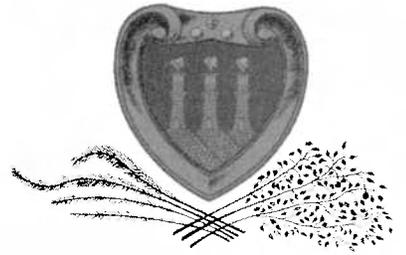
Sincerely,


FRED VALERA
Planner

FV: cr

cc: Project Management
Key Customer Coordinator

Planning & Building Department



January 31, 2008

Jessica Kirchner
Southern California Association
of Governments
818 West 7th Street
Los Angeles, CA 90017-3435

**SUBJECT: RESPONSE TO THE DRAFT PROGRAM EIR FOR THE 2008 REGIONAL
TRANSPORTATION PLAN**

Dear Ms. Kirchner:

Thank you for the opportunity to review and comment on the Draft Program EIR for the Regional Transportation Plan.

The City of San Marino is in support of the proposed future project regarding the completion of the 710 Freeway. The City, however, opposes any on or off ramp at Huntington Drive. The City has no other comments at this time regarding the proposed project.

1

Please feel free to contact me should you have any questions.

Sincerely,

DAVID A. SALDAÑA, AICP
Director, Planning and Building Department