



# SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

## AVIATION TECHNICAL ADVISORY COMMITTEE (ATAC)

Thursday, August 22, 2013 from 10:00am- 12:00 Noon

Optional Lunch and Tour at Long Beach Airport's new concourse from 12:15pm- 2:00pm

Long Beach Airport (LGB)  
Airport Information Center, Historic Terminal 1<sup>st</sup> Floor  
4135 E. Donald Douglas Drive  
Long Beach, CA 90808

(The map can be found [here](#). The airport is also accessible by [Long Beach Transit](#) routes 102, 104 and 111).

USA Toll-Free Teleconference: 866-590-5055  
Web Meeting Address: <https://www.webmeeting.att.com>  
Participant Code: 4343683

### AGENDA

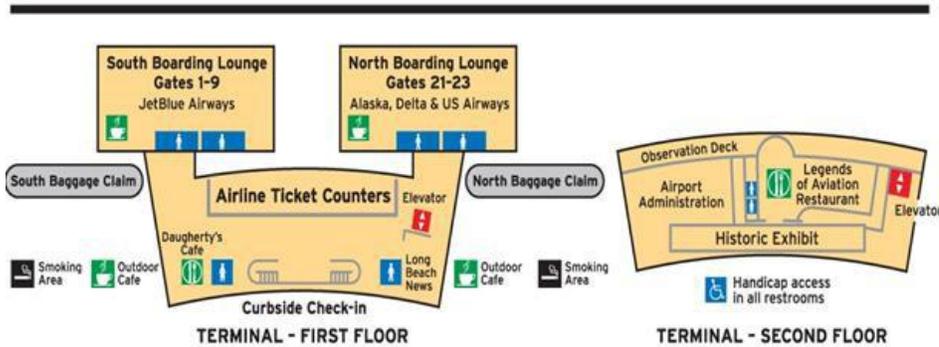
- A. Call Meeting to Order and Welcome (Mr. Gary Gosliga, ATAC Chair)
- B. Introductions (All)
- C. Discussion Items

1. Overview of Long Beach Airport Terminal Improvements (Kerry Gerot, Long Beach Airport)	15 mins
2. Regional Aviation Program Update and RFP (Mr. Ryan N. Hall, SCAG staff)	30 mins
3. Ventura County Unmanned Aircraft System (UAS) Update (Mr. Todd McNamee, Ventura County Department of Airports)	15 mins
4. Ventura County Small Community Air Service Development Grant Application (Mr. Todd McNamee, Ventura County Department of Airports)	15 mins
5. SCAG Aviation Program Website and Branding (Mr. Ryan N. Hall, SCAG Staff)	15 mins
6. Comments/Around the Table Discussion (Mr. Gary Gosliga, ATAC Chair and All)	30 mins

- D. Adjourn (Mr. Gary Gosliga, ATAC Chair)

## Map and Directions to Long Beach Airport:

Please make sure to bring your parking ticket with you.



Due to construction, passengers may experience a 5 minute walk when boarding aircraft. Carts are available for passengers who may need assistance. Departing passengers are advised to check with their airline for suggested time to arrive at the airport.

**Airport Parking information Line - (562) 570-2683 • ABM System Parking (562) 377-6116**  
Long Beach Airport Valet Information is located at [www.lgb.org/travelers/directions.asp](http://www.lgb.org/travelers/directions.asp)



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

**Item 1: Overview of Long Beach Airport Terminal Improvements  
(no attachment)**



# SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

## **Item 2: Regional Aviation Program Update and Scope of Work (SOW)**

**Please review the following attachment and come prepared to discuss any comments at the August 22<sup>nd</sup> ATAC meeting. If you are unable to attend, comments may be submitted electronically to Mr. Ryan N. Hall, SCAG Aviation Specialist by close of business on August 22<sup>nd</sup>, 2013.**

**[hall@scag.ca.gov](mailto:hall@scag.ca.gov)**

## DRAFT SCOPE OF WORK

### Request for Proposal (RFP) for the 2016-2040 Regional Transportation Plan (RTP/SCS) Regional Aviation Demand Forecast and Airport Ground Access Analysis and Aviation Economic Impact Analysis RFP No. XX-XXX

#### Background

The Southern California Association of Governments (SCAG) is the largest metropolitan planning organization in the country, encompassing six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura), 191 cities, and 18 million residents. Within those counties reside ten established or emerging air carrier airports: Los Angeles International (LAX), Ontario International (ONT), Bob Hope (BUR), Long Beach (LGB), John Wayne (SNA), Palm Springs (PSP), Palmdale (PMD), March Inland Port (RIV), San Bernardino International (SBD), and Southern California Logistics (VCV) airports. The region also contains two commuter airports: Oxnard (OXR) and Imperial County (IPL) airports. Finally, there are over forty general aviation airports that provide access to many urban and rural communities, which have unique aviation roles essential to residents, visitors and businesses.

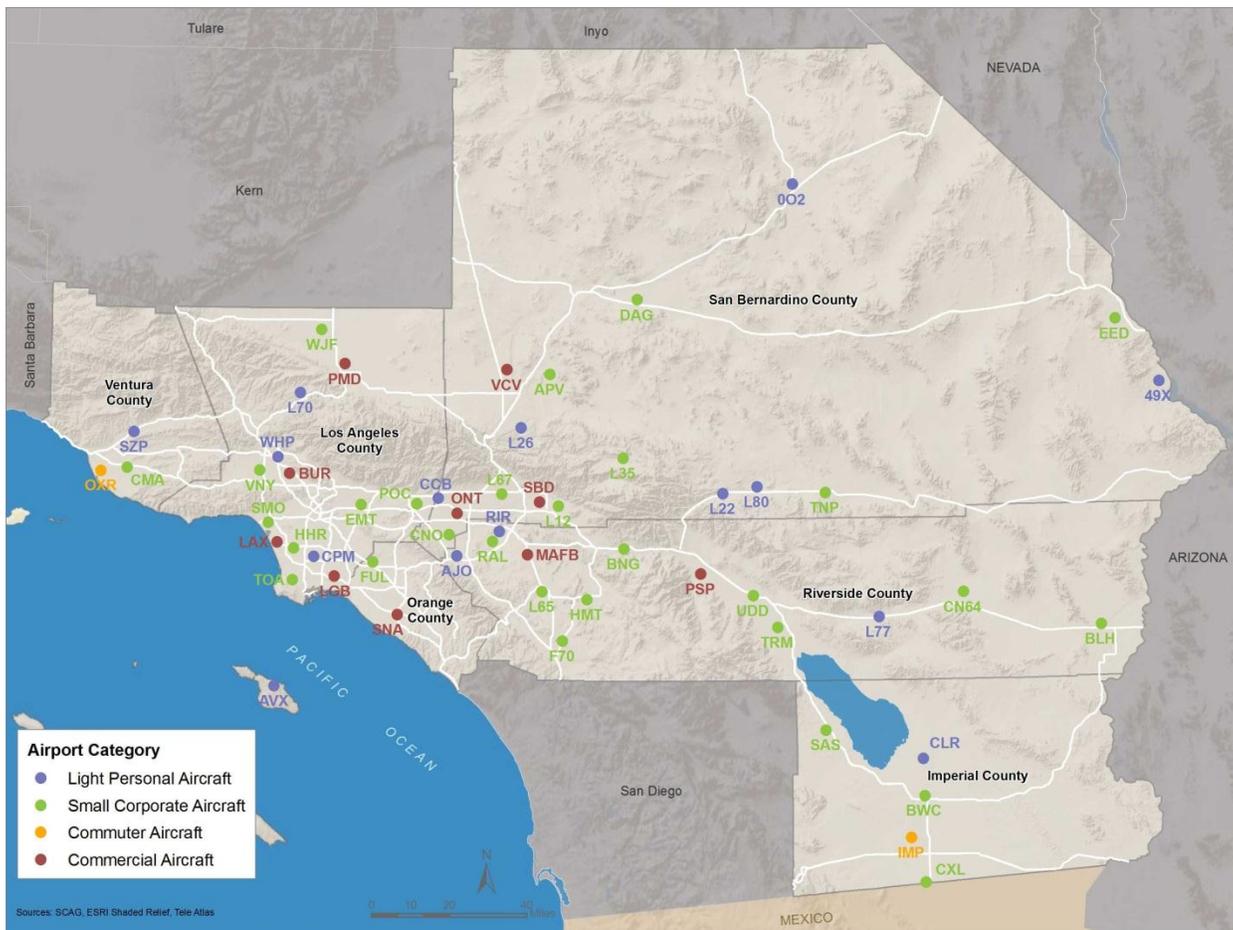


Exhibit 1: Map of SCAG Region Airports

Every four years SCAG updates its Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS), including its Regional Aviation and Airport Ground Access Element. The next RTP/SCS is expected to be adopted in 2016 and will be based on a 2040 forecast (the current adopted forecast goes to 2035). A key component of the Regional Aviation Element is a forecast of regional air passenger, operations, and

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cargo demand at commercial airports in the region, based on a range of aviation system scenarios evaluated, with one of these ultimately adopted by the SCAG Regional Council for the RTP/SCS. Scenarios considered for the 2012-2035 RTP/SCS respected legally-enforceable and physical capacity constraints at constrained urban airports, and encompassed low, medium, and high regional aviation demand forecasts. For the 2016 RTP/SCS, the new scenarios will be based on a similar approach, updated to include changes in the aviation industry, the aging pilot population, automation of the customer experience, new regional airport infrastructure plans or constraints, major airport ground access projects, economic drivers, and recent regional trends.

California State law requires that SCAG, as part of its RTP/SCS planning process, develop an airport ground access improvement program. The program “shall address the development and extension of mass transit systems, including passenger rail service, major arterial and highway widening and extension projects, and any other ground access improvement projects the planning agency deems appropriate. Highest consideration shall be given to mass transit for airport access improvement projects in the program” (California Government Code 65081.1). Federal law requires that access to airports in the RTP/SCS “shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products” (U.S. Code of Federal Regulations, Title 23 Part 450, Section 316). To satisfy these requirements, SCAG has developed airport ground access elements for its 2004, 2008, and 2012 RTPs. A new and updated airport ground access element will be appropriately developed for the 2016-2040 RTP/SCS building upon the airport ground access element contained in the 2012-2035 RTP/SCS.

More information on SCAG and the Aviation Program can be found on SCAG’s website at <http://scag.ca.gov/aviation>.

### **Purpose**

The primary purpose of this project is to develop new 2040 regional aviation demand forecasts and a new airport ground access element for the 2016-2040 RTP/SCS, for air passengers, operations, and air cargo. A regional aviation economic impact analysis of the forecasts will also be developed. The demand allocation process will reflect the varying airport attributes at the different airports in the regional system, including travel times to airports, legally-enforceable policy constraints and physical capacity constraints at constrained airports, airport hours of operation, and future flight frequencies and portfolios. The scenarios will incorporate the national and international economic outlook, national aviation industry fluctuations in air passenger and air cargo demand growth, changing aircraft fleet mixes and load factors, changing service patterns, enhanced security requirements, and revised demographic and ground access forecasts. Air passenger, operations, and air cargo demand allocations will be made to all 10 air carrier airports in the regional system, as well as to two commuter airports. The forecast typically has no unmet regional demand and assumes that passengers will utilize an improved ground access system to reach airports with available capacity. General aviation’s role in business aviation, airspace usage and aviation support will be highlighted.

The forecasting process will involve aviation demand generation, forecasting, and allocation techniques, using computer modeling techniques or comparable methodologies that are capable of replicating complex airport interactions in a multi-airport system. The Consultant will thoroughly document the specific methodology and assumptions that are proposed to be used. The demand generation process will reflect the latest demographic forecasts developed by SCAG (provided by SCAG), available passenger survey information on airport origins and destinations, airport preferences, and trip generation rates collected by local airport authorities. Available data from the adopted RTP/SCS, Airport Master Plans and the FAA Terminal Area Forecast (TAF) shall be considered.

Travel times from demand concentrations to airports will be an important element in the demand allocation process. They will reflect currently funded and programmed ground access improvements to airports, and any major additional improvement assumed in the scenario building process. These will include rail

Meeting not subject to Brown Act.

extensions/connections to airports, new express bus service to airports, new high-speed rail (HSR) access, and new remote terminals (“FlyAways”) assumed to be linked to various airports via a future high-occupancy-vehicle/high-occupancy-toll (HOV/HOT) network or rail extensions/connections to specific airports.

The Consultant will also generate air cargo demand on a regional and subregional basis. The air cargo demand generation will reflect SCAG demographic forecasts as well as available shipper survey data. The air cargo allocation process will be based on factors such as truck/van travel time to cargo terminals at airports, airport hours of operations, and future flight frequencies and portfolios. For air cargo, the allocation process will also include an estimation of the future split between belly and freighter cargo to estimate the number of all-cargo freighter aircraft at each airport for each forecast year.

The Consultant will develop up to four scenarios with varying assumptions on how demand is allocated. Scenarios will be defined through technical input and guidance from SCAG’s Aviation Technical Advisory Committee (ATAC) and policy direction from the SCAG Transportation Committee and any applicable subcommittee(s). Ground access time and predictability will be a key determinant to the ability of suburban airports with available capacity to serve demand generated in highly urbanized areas of the region. Ground access time and predictability from each subregion to each airport will be determined using travel time data from SCAG’s Regional Travel Demand Model that incorporates planned and programmed ground access projects.

In addition to passenger and cargo allocations to airports, the Consultant will also generate forecast data for each airport that is necessary to perform aviation-related environmental analyses for the 2016-2040 RTP/SCS, and to input to the Regional Travel Demand Model for modeling regional transportation alternatives for the 2012-2035 RTP/SCS. These data include aircraft operations by airport, aircraft type and time of day, and passenger vehicle and air cargo truck trips by vehicle type and time of day, from each SCAG transportation analysis zone (TAZ) to each airport.

Lastly, the Consultant will develop a regional aviation economic impact analysis of the Preferred Scenario. Data from the most recent SCAG regional demographic forecasts, and economic data at the national, state, and regional levels will be employed in the analysis.

This will be a multi-year project. It is anticipated that project work will be completed by the end of June 2015, in order to provide timely input to the development of the Draft 2016-2040 RTP/SCS.

## **Tasks and Deliverables**

The Consultant will complete the following tasks and submit the associated deliverables:

### **1. Project Management**

The Consultant shall develop and refine a detailed action plan to accomplish all of the tasks identified in the Scope of Work leading to a successful completion of the project within the defined time frame and available budget. This could include identification of roles and responsibilities, specific description of the work and action steps, detailed project schedule, budget by task, progress reporting protocol, and quality control measures. The action plan shall describe, document, and justify the technical approach that will be taken in carrying out the various tasks, particularly tasks involved with data collection and the development of methodologies to forecast and allocate demand, and evaluate the scenarios. The Consultant shall refine the work program under the direction of the SCAG project manager.

The Consultant shall prepare quarterly progress reports describing work activities and work products completed during that period. Progress reports shall also detail any issues faced during the time period, steps being taken to resolve the issue, and a timeframe for a satisfactory resolution of the issue.

The Consultant shall prepare agendas for and conduct coordination meetings with SCAG staff and others meetings as necessary in order to discuss progress updates, resolution to any issues, and facilitate the review of deliverables. The Consultant shall prepare summary notes from the meetings.

*Deliverables:*

- *Action Plan*
- *Quarterly progress reports*
- *Meeting agendas and summaries*

## **2. Methodologies and Procedures**

Develop and document appropriate methodologies and procedures to update the air passenger, operations, and air cargo demand forecast and allocations. Thoroughly document the assumptions used to update the regional aviation demand forecasts, and airport ground access and aviation economic impact analyses. This will include analytical techniques for generating, forecasting, and allocating air passenger, air operations, and air cargo demand for 2040 and interim years, and for reviewing and updating needed arterial, intersection, and interchange improvements in airport service areas for the 2016-2040 RTP/SCS Airport Ground Access Element. Also, document the approach that will be used to collect any additional data needed to develop the forecasts and conduct the ground access analysis work.

Assumptions shall include, but not be limited to the national and global economic trends, enhanced security and passenger processing requirements, passenger dwell time trends, airport technology integration, airspace/airfield technology enhancements, business aviation needs, relationships with general aviation, trends in cargo handled by all-cargo aircraft, changes in airfares and other airline costs, and flight cutbacks, route restructuring, and new airline business/service models. It is expected that industry standards and professional judgment will also be used.

Additionally, document the methodology, approach, and data required to carry out the regional aviation economic impact analysis.

*Deliverable:*

- *Report documenting methodologies and procedures that will be utilized in updating regional air passenger, air operations, and air cargo forecasts, and allocations as well as economic impact analysis.*

## **3. Data collection**

Collect and compile recent regional airport activity and facility data, including aircraft operations, fleet mixes, load factors, service patterns, facility improvements, and airport master plan revisions at air carrier airports in the region. Service patterns should reflect recent operational and business model changes in the airline industry. Update any changes to legally-enforceable capacity constraints at Los Angeles International, John Wayne, Long Beach, and March Inland Port Airports, and estimate the forecast year 2040 passenger, operations and cargo levels currently allowed by those constraints in cooperation with local airport authorities, .

Collect and compile latest socioeconomic data from the most recent SCAG demographic forecasts, to be used in calibrating aviation demand generation and air passenger airport choice variables in conjunction with other data, such as passenger survey and travel time data.

*Deliverable:*

- *Preliminary compilation of datasets collected*

#### **4. Ground Access Inventory**

Inventory the status of major regional ground access facilities to commercial airports in the region, including existing and planned rail access to airports, HOV/HOT access to airports, new remote terminals/"FlyAways," new express bus service, and local ground access improvements, including arterial, intersection, and interchange improvements. Compare inventory to planned improvements in the 2012-2035 RTP/SCS Airport Ground Access Element, and identify those projects that have been completed or are no longer relevant, in consultation with local agencies and authorities. SCAG will provide current and forecast travel time data from each SCAG transportation analysis zone (TAZ) to each commercial airport using outputs from the SCAG regional transportation model and other survey data.

*Deliverable:*

- *Preliminary lists of Airport Ground Access Improvement projects categorized by baseline projects, fiscally-constrained projects, and strategic or fiscally-unconstrained projects.*

#### **5. Analysis of Airport Capacity Constraints**

For capacity-constrained urban airports such as Bob Hope and Ontario Airports, conduct facility capacity analyses for each airport system (i.e., ground access, curbside, ticketing, baggage handling, aircraft gate, taxiway/runway, and airspace systems) to identify the ultimate capacity-limiting factor of each airport's physical infrastructure. In conjunction with airport hours of operation and forecast aircraft fleet mix and load factors for each airport, estimate the physical capacity of each airport in terms of both total passengers, cargo, and aircraft operations.

*Deliverable:*

- *Preliminary report describing the results of Airport Capacity Constraints analysis*

#### **6. Regional Aviation Demand Forecasts**

Using the methodology and data in Tasks 2 and 3, develop regional air passenger, operations, and cargo forecasts for 2040, differentiated by varying assumptions about future growth rates in regional aviation demand, as guided by the SCAG ATAC, Transportation Committee, and any applicable subcommittee(s). For the adopted "Preferred" scenario, this information will also be generated for 2020 and 2030. There shall be up to four scenarios.

The most recent SCAG demographic forecasts and airline activity trend data will be used to calibrate aviation demand generation variables in the regional aviation demand generation process. The forecast may distinguish

between resident, visitor, and connecting passengers. Well-wishers, plus arriving passenger meeters and greeters, and employee trips may be included as well.

Compare each forecast scenario to recent aviation demand forecasts developed by the FAA, the airlines, aircraft manufacturers, airport operators, and other regional planning agencies in terms of comparable growth rates. Disaggregate regional aviation demand for each scenario down to a subregional and/or county level.

*Deliverables:*

- *Draft Regional Aviation Demand Forecasts and supporting technical documents*
- *Final Regional Aviation Demand Forecasts and supporting technical documents*

## **7. Ground Access Analysis**

Using the Preliminary List of Airport Ground Access Improvement Projects from Task 4, analyze existing ground access capacity deficiencies and estimate future conditions (with added airport ground access trips). Identify future ground access capacity deficiencies and potential additional expansions or improvements. Conduct supplementary new analyses for specific projects where needed.

Evaluate all Strategic Plan ground access projects in the 2012-2035 RTP/SCS recommended for further study, particularly the express bus service recommendations. Combine all projects into a new airport ground access element for the 2016-2040 RTP/SCS including all recommended HSR alignments and stations, rail extensions/connections, new express bus service, remote terminal projects, and arterial, intersection, and interchange improvements for the Preferred Scenario.

Separate projects into highway, arterial and local street projects, and public transportation projects. Identify those projects that merit further study and inclusion in the 2016-2040 RTP/SCS Strategic Plan.

*Deliverable:*

- *Draft Airport Ground Access Element for the 2016-2040 RTP/SCS*
- *Final Airport Ground Access Element for the 2016-2040 RTP/SCS*

## **8. Regional Airport Economic Impact**

In cooperation with the SCAG ATAC, Transportation Committee, and any applicable subcommittee(s), estimate direct, indirect, and induced employment and dollar impacts associated with the high, medium, and low 2040 regional aviation demand allocation scenarios developed in Task 6, using a selected input-output methodology. Disaggregate estimated 2040 economic impacts for the adopted/preferred aviation demand forecast scenario down to the subregional and/or county level.

*Deliverable:*

- *Report that estimates the economic impact of SCAG Region Airports*

## **9. Trip Tables**

For every scenario listed above, a Trip Table in Excel format is the quantitative deliverable. The trip tables quantify, by airport, the number of users coming from (and going to) each Transportation Analysis Zone (TAZ) throughout the Region in 2040. SCAG will provide the format of the tables to the team. Vehicle trips are broken down by time of day, auto (single passenger, carpools of 2, 3 or 4\_+) and trucks. Each scenario will contain seven matrices. It is anticipated that, for every scenario, there will be up to three rounds of edits before the final deliverable. For the Preferred (Adopted) Scenario, additional detail for 2020 and 2030 will be required.

*Deliverables:*

- *Draft Trip Tables that quantify demand between each SCAG Region TAZ and every commercial airport for every scenario. The preferred format for the deliverable is TransCAD.*
- *Trip Tables for the Preferred Scenario that quantify demand between each SCAG Region TAZ and every commercial airport in 2020, 2030, and 2040.*

## **10. Draft and Final 2016-2040 RTP/SCS Aviation Element and Appendices**

Prepare all deliverables into a format that can be readily inserted into the 2016-2040 RTP/SCS document as its Aviation Element. This could include the work of combining, consolidating, coordinating, and condensing the original deliverables. Additionally, all background materials, assumptions, methodology, aviation data/information for potential environmental impact reports, technical memos, white papers, other research or publications will be included as appendices to the 2016 RTP/SCS. The deliverable must be in a Microsoft Word format with all graphics, tables, charts, and photos provided in their native format. There will be at least three editing cycles for this deliverable. This deliverable will be edited, integrated, and combined into the Final 2016-2040 RTP/SCS.

*Deliverables:*

- *Draft Aviation Element and associated appendices for the 2016-2040 RTP/SCS*
- *Final Aviation Element and associated appendices for the 2016-2040 RTP/SCS*

## **11. Miscellaneous Support Services**

The team shall develop and/or deliver presentations to the Aviation Technical Advisory Committee (ATAC), the Transportation Committee, and any applicable subcommittee(s), the Regional Council, and any other stakeholders as needed and directed by the SCAG project manager. The presentations shall use SCAG templates/standards. All graphics, tables, charts, photos, and text must be provided in their raw and native form along with the presentation in Microsoft PowerPoint format.

The team may be asked to provide other additional aviation professional services in support of ATAC, the Transportation Committee, and any applicable subcommittee(s) as directed by the SCAG project manager. This may include, but is not limited to, gathering data, information and surveys, conducting document reviews, conducting workshops, producing relevant graphics and artwork, and producing technical analysis and reports.

*Deliverables:*

- *Applicable PowerPoint presentations, technical reports, survey results, datasets, etc.*

## **Schedule**

This will be a multi-year contract that will run through June 30, 2015. The project schedule, deadlines, milestones, and presentations will be agreed upon by SCAG and the team after the Notice to Proceed (NTP) is issued.



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

**Item 3: Ventura County Unmanned Aircraft System (UAS) Update**

**DATE:** August 8, 2013

**TO:** Aviation Technical Advisory Committee

**FROM:** Ryan N. Hall, SCAG Staff (213-236-1935; hall@scag.ca.gov)

**SUBJECT:** Ventura County Unmanned Aircraft System (UAS) Test Site Application

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**EXECUTIVE SUMMARY:**

*Ventura County has applied with the Federal Aviation Administration (FAA) to become one of six (6) civilian Unmanned Aircraft System (UAS) test sites in the United States. Being selected as one of these sites would make Ventura County a center of innovation for UAS, as well as adding a significant amount of jobs and economic benefit to the SCAG region. Mr. Todd McNamee, Director of Ventura County Airports, will be presenting this item.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional Plans.

**BACKGROUND:**

In February 2012, the 112th Congress mandated the FAA to integrate UAS into the National Airspace System by September 2015 through the FAA Modernization and Reform Act of 2012. On February 14, 2013, the FAA issued a Screening Information Request (SIR) to obtain proposals to establish six test sites throughout the country.

The County of Ventura is in process of submitting an application to establish one (1) of the six (6) test sites in the State of California referred to as the Southern California Unmanned Systems Alliance (SC-USA). The FAA has stated that the test site selection will be announced by the end of the calendar year. The SC-USA team is made up of at least twelve (12) local government entities and airports as far north as Redding and throughout the state, six (6) universities, industry associations including the California Airports Council (CAC) and the Channel Islands Chapter of the Association of Unmanned Vehicle Systems International (AUVSI), and six (6) industry partners including Lockheed Martin Skunkworks, AeroVironment, as well as others. The team has cooperative agreements in place with the Jet Propulsion Laboratory, Department of the Navy, the California National Guard, and the California Department of Forestry and Fire.

The proposed SC-USA Test Site complex meets all the specified Congressional and FAA mandates for UAS R&D operations including maritime and mountainous environments, visual and instrument meteorological approaches, single isolated and mixed-aircraft UAS operations in high-speed and high-altitude or low altitude, low speed conditions.

Anticipated economic impact in the State of California based on a recent study published by AUVSI is that the commercial UAS industry will create over 17,000 jobs and positive economic impact of more than \$2 Billion annually over the next ten (10) years. Nationally, this number is more than 100,000 jobs and over \$80 Billion in economic impact.

The SC-USA team respects the concerns of the public regarding privacy and has drafted a Privacy Policy consistent with existing law and will incorporate industry best practices in conjunction with the FAA and other government agencies.

Meeting not subject to Brown Act.

For additional information contact Mr. Todd McNamee with the County of Ventura at 805-388-4200 or by email at [todd.mcnamee@ventura.org](mailto:todd.mcnamee@ventura.org).

**FISCAL IMPACT:**

None.

**ATTACHMENT:**

PowerPoint Presentation: Ventura County Unmanned Aircraft Systems (UAS) Test Site Application Presentation



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

**Item 4: Ventura County Small Community Air Service Development  
Grant Application**

August 8, 2013

From: Mr. Todd McNamee, AAE, CAE, Director, Ventura County Airport  
To: SCAG ATAC

The County of Ventura is applying for a Small Community Air Service Development (SCASD) Program grant. The Strategic Plan included in the grant application identifies Oxnard's top 10 destinations, including Las Vegas, Phoenix, and the San Francisco Bay Area. Providing nonstop service to one of these destinations will achieve the project goal of reinstating service to provide access to the national air transportation system. The Strategic Plan for nonstop service is sound, sustainable, and backed by a detailed market analysis. In addition, ***Allegiant Air has provided a letter of support*** for this air service initiative.

Reinstatement of local air service is the region's top priority. Oxnard Airport has been without air service for three years, since United Express carrier SkyWest Airlines ended service to Los Angeles. When Oxnard had service, excessively high fares led to increasing levels of passenger diversion and, ultimately, cessation of passenger service, leaving Oxnard area travelers with no access to the national air transportation system.

The County of Ventura's application meets the Priority Selection Criteria outlined in the Order Soliciting Community Proposals, as follows:

- With no local air service, the cost of air travel is excessively high for the Oxnard community when combined with driving expenses and loss of productivity. The proposed service will reduce the overall cost of air travel for residents of the Oxnard catchment area by not having to drive on congested roads to Los Angeles International Airport or Burbank's Bob Hope Airport.
- ***The community will fund 17 percent (\$100,000) of the cash requirement*** for the proposed air service program. Airport and non-airport sources will also provide in-kind services, including fee waivers in support of the program.
- The community has formed a public-private partnership to support the proposed air service initiative, made up of two public entities and six private partners.
- With a population of 685,000 within a 25-mile radius of the Oxnard Airport, the proposed air service will provide material benefit to all segments of the community, including government, business, educational institutions, and leisure travelers. There are more than 20,000 active duty military and civilian contractors located at the two naval installations within Ventura County: Naval Base Ventura County Point Mugu and Naval Base Ventura County Point Hueneme.
- The public-private partnership is committed to timely use of grant funds.

The application also meets several of the Secondary Selection Criteria. As demonstrated by the numerous support letters, this application has broad community support. The Oxnard Airport catchment area is large and currently requires long drives to access air service.

The County of Ventura seeks a letter of support from the ATAC for its SCASD grant application.

Meeting not subject to Brown Act.



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**Item 4: SCAG Aviation Program Website**

**DATE:** August 8, 2013  
**TO:** Aviation Technical Advisory Committee (ATAC)  
**FROM:** Ryan N. Hall, SCAG Aviation Staff, 213-236-1935, hall@scag.ca.gov  
**SUBJECT:** SCAG Aviation Program Website

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**RECOMMENDED ACTION:**

For discussion.

**SCAG Aviation Program Website:**

SCAG is currently in the process of developing and launching a new website. Content managers have been asked to provide input on potential changes to their sections. The Aviation Program navigation currently includes the following sections:

- Aviation Technical Advisory Committee
- Aviation Regional Data Statistics
- Aviation Reports
- Airport Links

Staff has provided updated information for the “Aviation Regional Data Statistics” and “Airport Links” sections. However, there is an opportunity for a robust discussion on the types of relevant information included on the site. The questions below are meant to illicit discussion on the content of the aviation program website:

How often do you visit the SCAG Aviation Program website?

What types of information are you looking for?

What niche can the SCAG aviation website fill?

Who is the aviation program websites target audience?

What other content would be useful and relevant to include?

Based on feedback from this meeting staff will prepare recommendations that will be developed and given to SCAG website editors for consideration and refinement.



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**Item 5: Around the Table Discussion**

**(No attachment)**