



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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www.scag.ca.gov

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Transportation
Curt Hagman, San Bernardino
County

SPECIAL MEETING

EXECUTIVE/ ADMINISTRATION COMMITTEE

Please Note Date and Time
Monday, July 9, 2018
10:00 a.m. – 11:00 a.m.

SCAG MAIN OFFICE
900 Wilshire Blvd., Ste. 1700
Policy Room B
Los Angeles, CA 90017
(213) 236-1800

See Next Page for Other Meeting Locations

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov. Agendas & Minutes for the Executive/Administration Committee are also available at: www.scag.ca.gov/committees

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1908. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

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**Special Meeting of the Executive/Administration Committee
EAC Members Participating at SCAG Offices* and Other Meeting Locations**

Date: Monday, July 9, 2018
 Time: 10AM – 11AM
 Location: 900 Wilshire Boulevard, Suite 1700 – Policy Room B
 Los Angeles, CA 90017

- | | | |
|-----|--|---|
| 1. | Hon. Alan D. Wapner, SBCTA
President/Chair | 900 Wilshire, Suite 1700
Los Angeles, CA 90017* |
| 2. | Hon. Bill Jahn, Big Bear Lake, District 11
1 st Vice President/1 st Vice Chair | 39707 Big Bear Boulevard
Big Bear Lake, CA 92315 |
| 3. | Hon. Randon Lane, Murrieta, District 5
2 nd Vice President/2 nd Vice Chair | |
| 4. | Hon. Margaret E. Finlay, Duarte, District 35
Immediate Past President /Immediate Past Chair | 2221 Rim Road
Duarte, CA 91010 |
| 5. | Hon. Peggy Huang, TCA
Chair, Community, Economic, and Human
Development | 900 Wilshire, Suite 1700
Los Angeles, CA 90017* |
| 6. | [VACANT]
Vice Chair, Community, Economic and Human
Development | |
| 7. | Supervisor Linda Parks, Ventura County
Chair, Energy and Environment Committee | 625 W. Hillcrest Drive
Thousand Oaks, CA |
| 8. | Supervisor Luis Plancarte, Imperial County
Vice Chair, Energy and Environment Committee | 1503 N. Imperial Avenue, Suite 104
El Centro, CA 92243* |
| 9. | Supervisor Curt Hagman, San Bernardino County
Chair, Transportation Committee | |
| 10. | Hon. Cheryl Viegas-Walker, El Centro, District 1
Vice Chair, Transportation Committee | 1503 N. Imperial Avenue, Suite 104
El Centro, CA 92243* |
| 11. | Hon. Clint Lorimore, Eastvale, District 5
Chair, Legislative/Comm. & Membership Committee | 3403 10th Street, Suite 805
Riverside, CA 92501* |
| 12. | Hon. Greg Pettis, Cathedral City, District 2
Vice Chair, Legislative/Comm. & Membership
Committee | 68-700 Avenida Lalo Guerrero
Cathedral City, CA 92234 |
| 13. | Hon. Frank Navarro, Colton, District 6
President’s Appointment (San Bernardino County) | 650 N. La Cadena Drive
Colton, CA 92324 |
| 14. | Hon. Michele Martinez, Santa Ana, District 6
President’s Appointment (Orange County) | Harvard Kennedy School of Government - Executive Education
79 JFK Street
Cambridge, MA 02138*** |



**Special Meeting of the Executive/Administration Committee
EAC Members Participating at SCAG Offices* and Other Meeting Locations**

Date: Monday, July 9, 2018

Time: 10AM – 11AM

Location: 900 Wilshire Boulevard, Suite 1700 – Policy Room B
Los Angeles, CA 90017

-
15. **Hon. Judy Mitchell, *Rolling Hills Estates, District 40***
President's Appointment (Los Angeles County)
 16. **Hon. Carmen Ramirez, *Oxnard, District 45*** 950 County Square Drive, Suite 101
President's Appointment (Ventura County) Ventura, CA 93003*
 17. **Hon. Sabrina LeRoy, *San Manuel Band of
Mission Indians*** - Tribal Government Regional
Planning Board Representative
 18. **Mr. Randall Lewis, *Lewis Group of Companies*** [1156 N. Mountain Avenue](#)
Business Representative [Upland, CA 91786***](#)



EXECUTIVE/ADMINISTRATION COMMITTEE

SPECIAL MEETING AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Innovation Room
Los Angeles, CA 90017
Monday, July 9, 2018
10:00 a.m. – 11:00 a.m.

In accordance with the SCAG Bylaws, Article V, Section C, the Executive/Administration Committee (EAC) may act on behalf of the Regional Council. The EAC may consider and act upon any of the items listed on the Special Meeting Agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Alan D. Wapner, Chair)

PUBLIC COMMENT PERIOD

Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the EAC, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker. The Chair has the discretion to reduce the time limit based upon the number of speakers and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION/DISCUSSION ITEM/S

Page No.

1. Release of the Draft 2019 Federal Transportation Improvement Program (FTIP) and the Draft 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Amendment #3
(Kome Ajise, Director of Planning)

Attachment 1

Recommended Action: Authorize the release of the Draft 2019 FTIP and the Draft 2016 RTP/SCS Amendment #3 consistency amendment including the associated transportation conformity analysis for public review and comment, beginning July 10, 2018 and ending August 8, 2018.



ACTION/DISCUSSION ITEM/S – continued

Page No.

2. Resolution No. 18-602-1 Regarding the 2019 Active Transportation Program (ATP) Regional Guidelines
(Kome Ajise, Director of Planning)

Attachment

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Recommended Action: Adopt Resolution No. 18-602-1 approving the 2019 Active Transportation Program Regional Guidelines on behalf of the Regional Council.

CONSENT CALENDAR

Approval Items

3. Minutes of the Regular Meeting – June 7, 2018
4. Approval for Additional Stipend Payments
5. Resolution No. 18-602-2 Regarding Amendment 1 to the Fiscal Year 2018-19 Overall Work Program (OWP)
6. Memberships and Sponsorships
7. AB 2548 (Friedman) Commute Benefit Policies: Los Angeles County Metropolitan Transportation Authority
8. SB 828 (Wiener) Land Use: Housing Element
9. Contracts \$200,000 or Greater: Contract No. 18-032-C01, Paths to Clean Vehicle Technology and Alternative Fuels Implementation
10. Investment Policy 2018

Attachment

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Receive and File

Page No.

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| 11. Addendum #3 to the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program Environmental Impact Report (PEIR) | Attachment | 190 |
| 12. Purchase Orders more than \$5,000 but less than \$200,000; Contracts more than \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000 | Attachment | 220 |
| 13. CFO Monthly Report | Attachment | 226 |

PRESIDENT'S REPORT

- President's Memo

EXECUTIVE DIRECTOR'S REPORT

FUTURE AGENDA ITEM/S

ANNOUNCEMENT/S

ADJOURNMENT

The next regular meeting of the EAC is scheduled for Thursday, September 6, 2018, at the Wilshire Grand Center, 900 Wilshire Boulevard, Suite 1700, Los Angeles, CA 90017.

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Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 1
July 9, 2018

To: Executive and Administration Committee (EAC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Kome Ajise, Director of Planning; (213) 236-1835;
ajise@scag.ca.gov



Subject: Release of the Draft 2019 Federal Transportation Improvement Program (FTIP) and the Draft 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Amendment #3

RECOMMENDED ACTION:

Authorize the release of the Draft 2019 FTIP and the Draft 2016 RTP/SCS Amendment #3 consistency amendment including the associated transportation conformity analysis for public review and comment, beginning July 10, 2018 and ending August 8, 2018.

EXECUTIVE SUMMARY:

SCAG is responsible for developing and maintaining the FTIP and the RTP/SCS in cooperation with the State (Caltrans), the county transportation commissions (CTCs), and public transit operators.

SCAG in cooperation with its stakeholders has developed the Draft 2019 FTIP. SCAG staff has also developed the Draft 2016 RTP/SCS Amendment #3 which serves as a consistency amendment to the 2019 FTIP. In order to submit the Final 2019 FTIP to Caltrans by October 1, 2018, staff is seeking the approval of the Executive Administration Committee (EAC), who is acting on behalf of the Regional Council, to release the Draft 2019 FTIP and 2016 RTP/SCS Amendment #3 for a thirty (30) day public review and comment period beginning on July 10, 2018. Upon completion of the public review and response to public comments, SCAG staff will report back to the Transportation Committee, the Energy and Environment Committee, and the Regional Council at the September 6, 2018 meetings to present a summary of comments received and ask for approval of the proposed final 2019 FTIP and 2016 RTP/SCS Amendment #3 including the associated transportation conformity analysis.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products; Objective (b) Maximize efficiency and effectiveness in resource allocation to maintain adequate working capital, appropriate reserves, and investments, and utilize resources in a timely and responsible fashion.

BACKGROUND:

SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) counties region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP and RTP/SCS in cooperation with the State (Caltrans), the county transportation commissions (CTCs) in the SCAG region, and public transit operators. Both the FTIP and RTP/SCS are developed through a “bottom up” approach.

Over the past several months, staff has worked in consultation and continuous communication with the CTCs throughout the region to develop the Draft 2019 FTIP. The Draft 2019 FTIP is a programming document totaling over \$34.6 billion in programming and containing over 2,000 projects covering a six (6) year period. The Draft 2019 FTIP includes 73 projects for Imperial County programmed at \$60.2 million; 936 projects for Los Angeles County programmed at \$19.4 billion; 180 projects for Orange County programmed at \$3.0 billion; 396 projects for Riverside County programmed at \$7.0 billion; 265 projects for San Bernardino County programmed at \$4.0 billion; and 174 projects for Ventura County programmed at \$856 million. The 2012 federal transportation authorization legislation, ‘Moving Ahead for Progress in the 21st Century’ (MAP-21) established new requirements for performance management and reporting to ensure the most efficient investment of Federal transportation funds. To incorporate the new federal performance requirements into the Federal Transportation Improvement Program (FTIP), SCAG is required to show (1) that the FTIP “makes progress towards achieving [the region’s] performance targets” and (2) that the FTIP includes, “to the maximum extent practicable, a description of the anticipated effect of the FTIP towards achieving the performance targets.”

Concurrent to the Draft 2019 FTIP, staff has also developed the Draft 2016 RTP/SCS Amendment #3 which serves as a consistency amendment to the 2019 FTIP allowing for changes to long range RTP/SCS projects in addition to changes to state and local highway and transit projects currently in the FTIP that will be carried forward as part of the 2019 FTIP. Specific changes include 187 project modifications to financially constrained 2016 RTP/SCS projects and 148 project modifications to FTIP projects, amounting to a total 335 project modifications. Of the 335 project modifications, 5 of the projects are within Imperial County, 75 of the projects are within Los Angeles County, 23 of the projects are within Orange County, 67 of the projects are within Riverside County, 124 of the projects are within San Bernardino County, and 41 projects are within Ventura County. In addition, modifications have been made to the 2016 RTP/SCS unconstrained Strategic Projects List. Specifically, 14 project modification has been made, including the removal of one strategic project and the addition of 13 unconstrained projects within Los Angeles County.

The projects contained within the 2019 FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of these targets. These targets will be achieved through the implementation of investment priorities through the programming of transportation projects in the 2019 FTIP, and subsequent FTIP Amendments and Administrative Modifications.

The FTIP and the RTP/SCS Amendment must meet the following five (5) required transportation conformity tests:

1. Consistency with the Adopted 2016 RTP/SCS as previously amended
(23 CFR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
2. Regional Emissions Analysis
(40 CFR, Sections 93.109, 93.110, 93.118, and 93.119)
3. Timely Implementation of Transportation Control Measures (TCMs)
(40 CFR, Section 93.113)
4. Financial Constraint
(40 CFR, Section 93.108 and 23 CFR, Section 450.324)
5. Interagency Consultation and Public Involvement
(40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

In order to allow for a September 6, 2018 adoption of the 2019 FTIP and the 2016 RTP/SCS Amendment #3 including the associated Transportation Conformity Analysis by the Regional Council and submit the adopted FTIP to Caltrans by October 1, 2018, staff is requesting authorization from the Executive Administration Committee (acting on behalf of the Regional Council) to release the Draft 2019 FTIP and the Draft 2016 RTP/SCS Amendment #3 for a 30-day public review and comment period July 10, 2018 through August 8, 2018.

Two public hearings will be held during the public review period. The first public hearing will be held on July 17, 2018 and the second public hearing will be held on July 26, 2018 at SCAG's Los Angeles office with video-conferencing availability from SCAG's regional offices. The Draft 2019 FTIP and 2016 RTP/SCS Amendment #3 will be posted on SCAG's website and noticed in major county newspapers including in Chinese, Korean, Vietnamese, and Spanish newspapers. Notices regarding the availability of the Draft 2019 FTIP and 2016 RTP/SCS Amendment #3 for public review will be distributed to over 50 public libraries throughout the region. In addition, hardcopies of the 2019 FTIP and Draft 2016 RTP/SCS Amendment #3 will also be provided as requested by public libraries. Upon completion of the public review period, SCAG staff will provide responses to all comments in the proposed final 2019 FTIP and 2016 RTP/SCS Amendment #3. The proposed final 2019 FTIP and 2016 RTP/SCS Amendment #3 will thereafter be presented to the Transportation Committee and Regional Council for approval at the September 6, 2018 meetings. The final Transportation Conformity Analysis will be presented to the Energy and Environment Committee (EEC) and Regional Council for approval on the same day. Federal approval of the 2019 FTIP and the 2016 RTP/SCS Amendment #3 is expected to occur in mid-December 2019.

The Draft 2019 FTIP is accessible at: <http://ftip.scag.ca.gov/Pages/2019/draft.aspx> or www.scag.ca.gov.

The Draft 2016 RTP/SCS Amendment #3 is accessible at:

<http://scagrtpscsc.net/Documents/2016/draft/d2016RTPSCSamend03.pdf> or www.scagrtpscsc.net

FISCAL IMPACT:

None. Work associated with this item is included in the current FY 18-19 Overall Work Program (030.00146A.02: Federal Transportation Improvement Program and 010.SCG0170.01: RTP Support, Development, and Implementation)

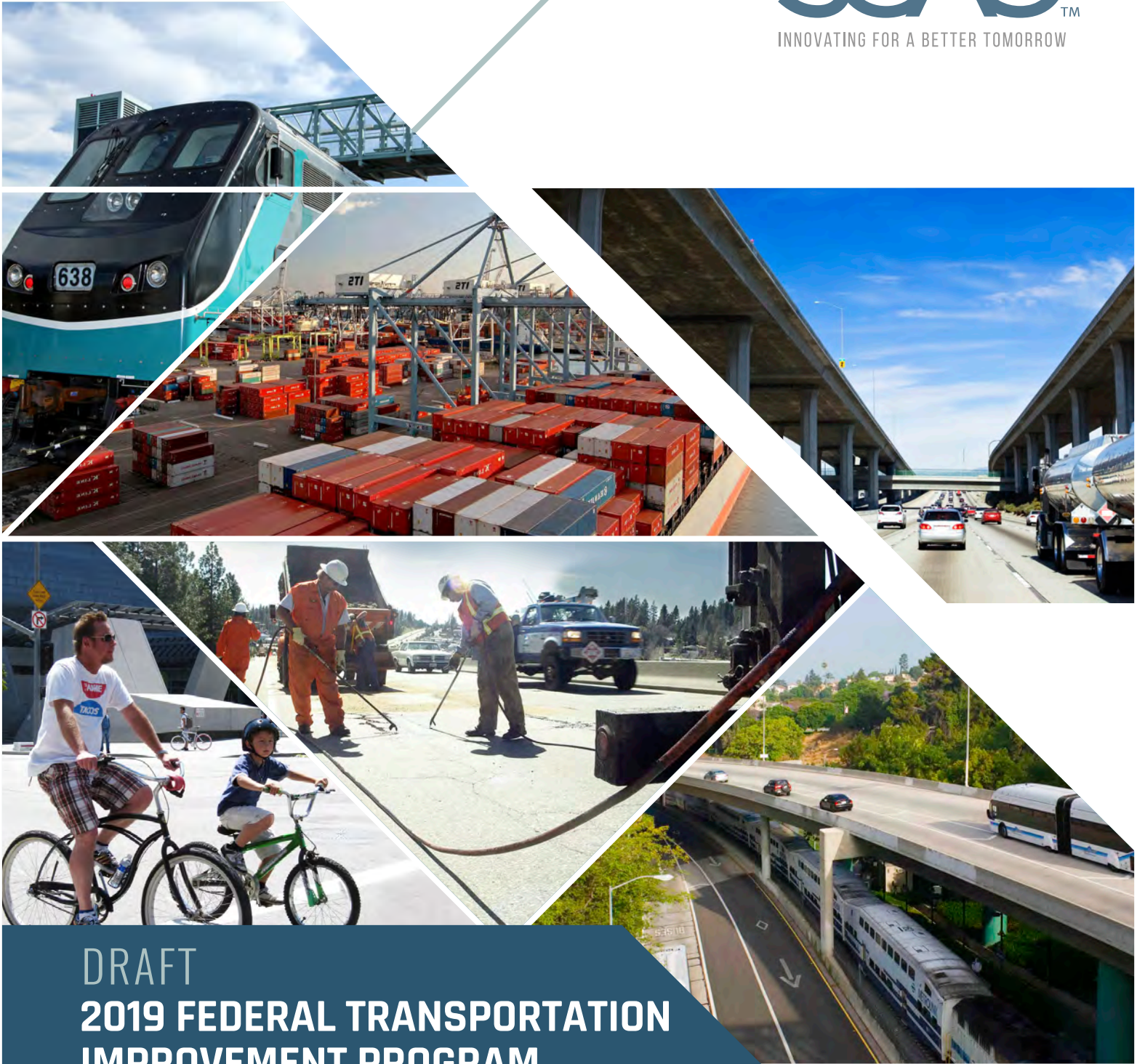
ATTACHMENT/S:

1. Draft 2019 FTIP Executive Summary
2. Draft 2016 RTP/SCS Amendment #3



SCAG™

INNOVATING FOR A BETTER TOMORROW



DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

EXECUTIVE SUMMARY VOLUME I OF III

FY 2018/19 - 2023/24
July 2018

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VISION

Southern California's Catalyst
for a Brighter Future

MISSION

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

Funding: The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration in accordance with the provisions under the Metropolitan Planning Program as set forth in Section 104(f) of Title 23 of the U.S. Code. Additional financial assistance was provided by the California State Department of Transportation.

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- First Vice President** Bill Jahn, Big Bear Lake
- Second Vice President** Randon Lane, Murrieta
- Immediate Past President** Margaret E. Finlay, Duarte

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Linda Parks, Ventura County	John Procter, Santa Paula
Glen Becerra, Simi Valley	Carmen Ramirez, Oxnard

Air District Representative Ben Benoit, Wildomar

Business Representative Randall Lewis, Lewis Group of Companies

Tribal Government Regional Planning Board Representative Sabrina LeRoy, San Manuel Band of Mission Indians

Imperial County Transportation Commission Jim Predmore, Holtville

Orange County Transportation Authority Richard D. Murphy, Los Alamitos

Riverside County Transportation Commission Jan Harnik, Palm Desert

San Bernardino County Transportation Authority Alan D. Wapner, Ontario

Ventura County Transportation Commission Mike T. Judge, Simi Valley

Transportation Corridor Agencies Peggy Huang, Yorba Linda

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EXECUTIVE SUMMARY

INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a federally mandated four year program of all surface transportation projects that will receive federal funding or are subject to a federally required action. The SCAG 2019 FTIP is a comprehensive listing of such transportation projects proposed over fiscal years (FY) 2018/19 - 2023/24 for the region, with the last two years 2022/23 - 2023/24 provided for informational purposes. As the Metropolitan Planning Organization (MPO) for the six county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement SCAG's overall strategy for enhancing regional mobility and improving both the efficiency and safety of the regional transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized (including active transportation) projects.

The FTIP is developed through a bottom-up process by which the six County Transportation Commissions (CTCs) work with their local agencies and public transportation operators, as well as the general public, to develop their individual county Transportation Improvement Programs (TIPs) for inclusion into the regional FTIP. The 2019 FTIP has been developed in partnership with the CTCs and Caltrans districts 7, 8, 11, 12, and headquarters.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source.

The projects included in the 2019 FTIP are consistent with SCAG's approved 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The FTIP is developed to incrementally implement the programs and projects contained in the RTP/SCS.

THE SCAG REGION



PROGRAM SUMMARY

The 2019 FTIP includes approximately 2,000 projects programmed at \$34.6 billion over the next six years. By comparison, the total programming for the 2017 FTIP was \$27.7 billion. The increase in programming funds in the 2019 FTIP compared to the 2017 FTIP is due to a variety of factors. First, the passage of SB 1 has increased programming for transportation projects throughout the state and in the SCAG region. Additionally, the passage of Los Angeles County's Measure M sales tax has increased funding for transportation projects throughout Los Angeles County. The 2019 FTIP shows that \$6.5 billion in previously programmed funds have been implemented (see listing of "Completed Projects" in Project Listing Volume III - Part A of the 2019 FTIP). In addition, the 2019 FTIP reflects \$13.5 billion in secured funding (see listing of "100% Prior Years" in Project Listing Volume III - Part A of the 2019 FTIP).

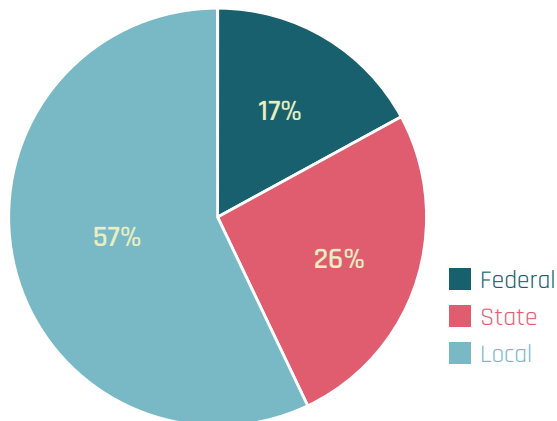
The following charts and tables demonstrate how these funds are distributed based on funding source, program, and county.

Figure 1 is a summary of funding sources categorized as federal, state and local sources. Figure 1 and its accompanying pie chart illustrate that 17 percent of the program total is from federal funds, 26 percent from state funds, and 57 percent from local funds.

FIGURE 1 SUMMARY OF 2019 FTIP BY FUNDING SOURCE (in 000's)

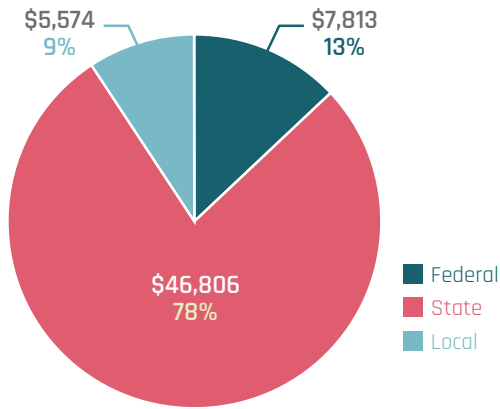
	FEDERAL	STATE	LOCAL	TOTAL
2018/19	\$2,107,193	\$2,813,254	\$5,199,082	\$10,119,529
2019/20	\$1,148,032	\$2,453,315	\$4,289,819	\$7,891,166
2020/21	\$1,032,479	\$1,384,687	\$3,831,677	\$6,248,843
2021/22	\$878,569	\$982,370	\$3,461,486	\$5,322,425
2022/23	\$386,351	\$1,221,483	\$885,843	\$2,493,677
2023/24	\$327,033	\$79,231	\$2,086,210	\$2,492,474
TOTAL	\$5,879,657	\$8,934,340	\$19,754,117	\$34,568,114
% of TOTAL	17%	26%	57%	100%

SUMMARY OF 2019 FTIP BY FUNDING SOURCE

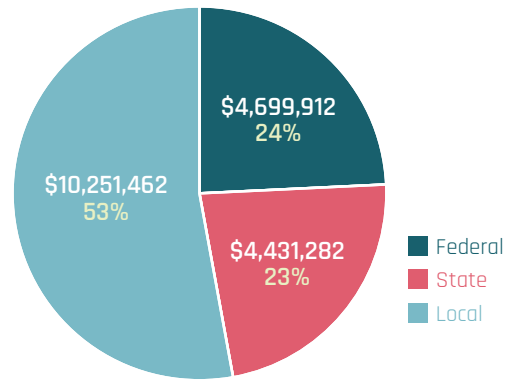


The six pie charts shown below summarize the funds programmed in the 2019 FTIP for each county in the SCAG region by federal, state, and local funding sources.

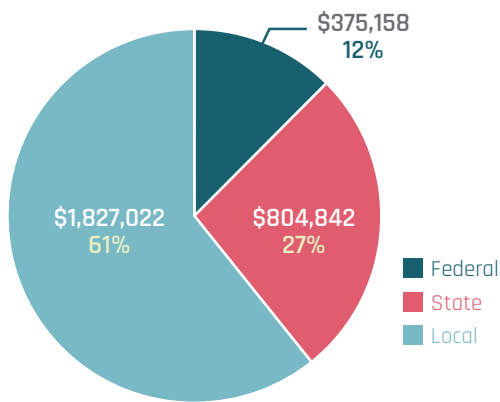
IMPERIAL COUNTY: \$60,193 (in \$000's)



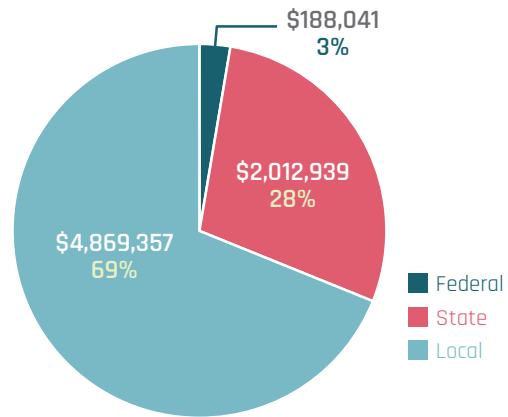
LOS ANGELES COUNTY: \$19,382,656 (in \$000's)



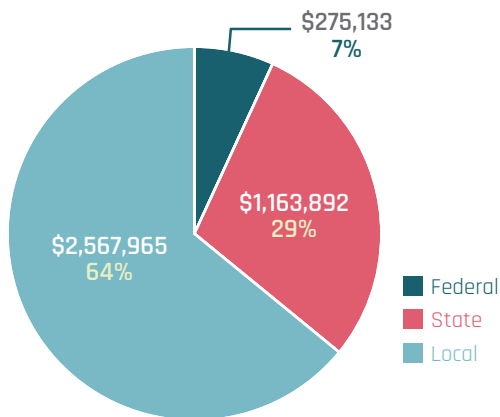
ORANGE COUNTY: \$3,007,022 (in \$000's)



RIVERSIDE COUNTY: \$7,070,337 (in \$000's)



SAN BERNARDINO COUNTY: \$4,006,990 (in \$000's)



VENTURA COUNTY: \$856,230 (in \$000's)

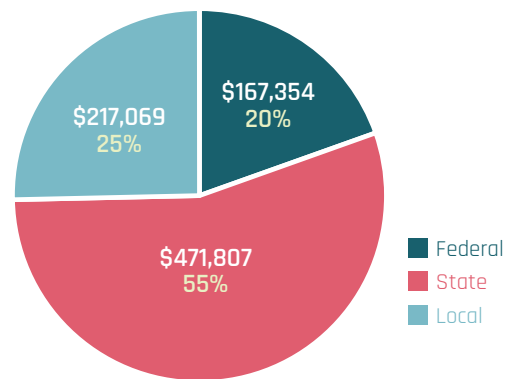
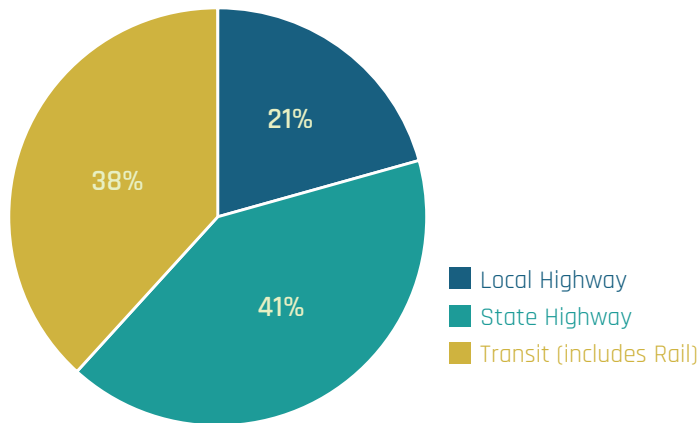


Figure 2 summarizes the funds programmed in the local highways, state highways, and transit (including rail) programs. Figure 2 and its accompanying pie chart illustrate that 41 percent of the total \$34.6 billion in the 2019 FTIP is programmed in the State Highway Program, 21 percent in the Local Highway Program and 38 percent in the Transit (including rail) Program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II of the 2019 FTIP).

FIGURE 2 SUMMARY OF 2019 FTIP BY PROGRAM (in 000's)

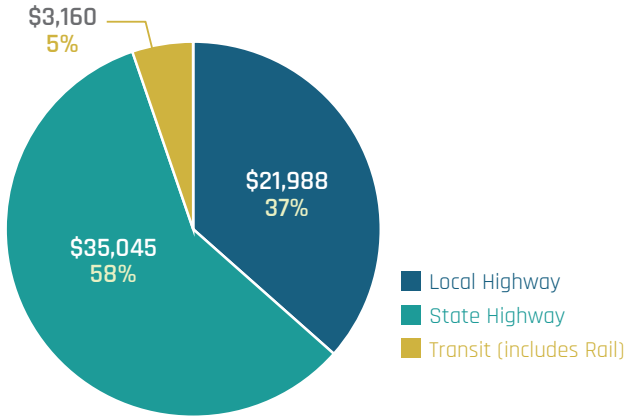
	LOCAL HIGHWAY	STATE HIGHWAY	TRANSIT (INCLUDES RAIL)	TOTAL
2018/19	\$2,165,273	\$3,956,631	\$3,997,625	\$10,119,529
2019/20	\$1,658,397	\$3,123,350	\$3,109,419	\$7,891,166
2020/21	\$1,098,574	\$3,050,009	\$2,100,260	\$6,248,843
2021/22	\$523,945	\$3,027,164	\$1,771,316	\$5,322,425
2022/23	\$1,100,119	\$346,176	\$1,047,382	\$2,493,677
2023/24	\$573,083	\$761,638	\$1,157,753	\$2,492,474
TOTAL	\$7,119,391	\$14,264,968	\$13,183,755	\$34,568,114
% of TOTAL	21%	41%	38%	100%

SUMMARY OF 2019 FTIP BY PROGRAM

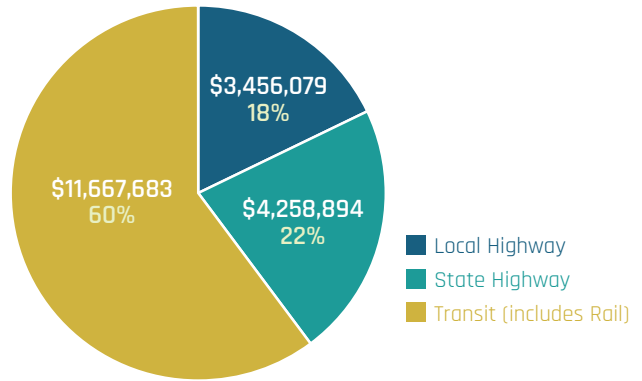


The six pie charts below summarize the funds programmed in the 2019 FTIP for each county in the SCAG region for state Highway, Local Highway, and Transit (including Rail) programs.

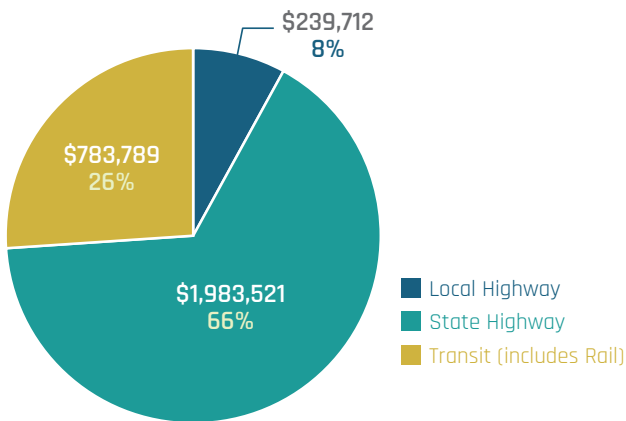
IMPERIAL COUNTY: \$60,193 (in \$000's)



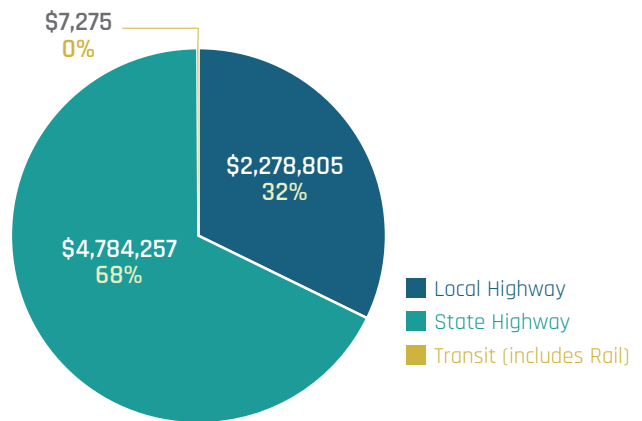
LOS ANGELES COUNTY: \$19,382,656 (in \$000's)



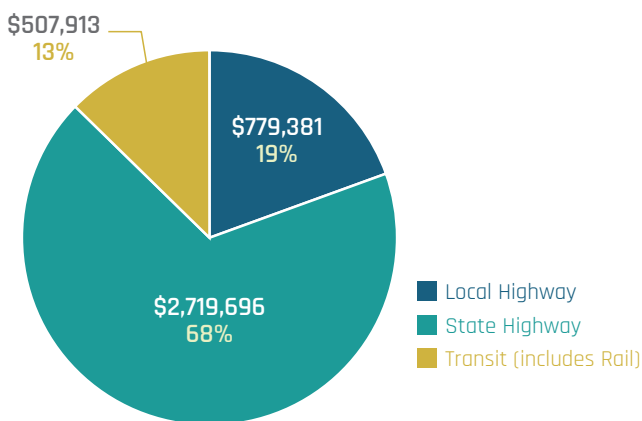
ORANGE COUNTY: \$3,007,022 (in \$000's)



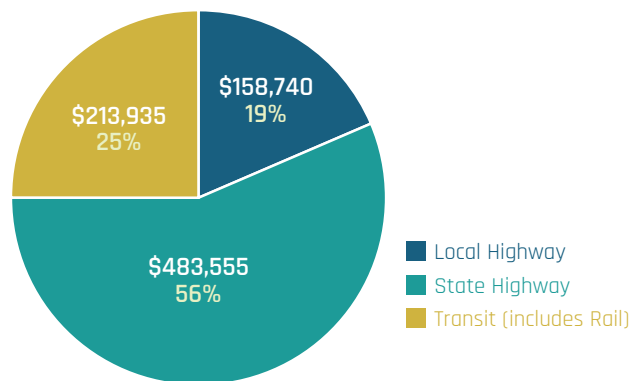
RIVERSIDE COUNTY: \$7,070,337 (in \$000's)



SAN BERNARDINO COUNTY: \$4,006,990 (in \$000's)



VENTURA COUNTY: \$856,230 (in \$000's)



ENVIRONMENTAL JUSTICE

The Final 2016 RTP/SCS, approved by the SCAG Regional Council on April 7, 2016 (and certified by FHWA/FTA with regard to transportation conformity on June 1, 2016), included a comprehensive environmental justice analysis. The 2019 FTIP is consistent with the policies, programs and projects included in the 2016 RTP/SCS, and as such the environmental justice analysis included as part of the 2016 RTP/SCS appropriately serves as the analysis for the transportation investments in the 2019 FTIP.

A key component of the 2016 RTP/SCS development process was to further implement SCAG's Public Participation Plan (PPP), which involved outreach to achieve meaningful public engagement with minority and low-income populations, and included the solicitation of input from our regional environmental justice stakeholders. As part of the environmental justice analysis for the 2016 RTP/SCS, SCAG identified multiple performance measures to analyze existing social and environmental equity in the region and to assess the impacts of the 2016 RTP/SCS on various environmental justice population groups. These performance measures included impacts related to relative tax burden, share of transportation system usage, jobs-housing imbalance, gentrification and displacement, access to economic opportunity and open space, air quality, health, noise, and rail related impacts. For additional information regarding these and other environment justice performance measures and the detailed environmental justice analysis, please see:

http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_EnvironmentalJustice.pdf

Additionally, SCAG is in the process of updating its 2014 Public Participation Plan and plans to adopt the 2018 PPP in September 2018. The updated plan addresses Title VI Requirements and Guidelines for Federal Transit Administration Recipients (FTA Circular 4702.1B; Effective October 1, 2012), including enhanced strategies for engaging minority and limited English proficient populations in SCAG's transportation planning and programming processes, as well as Environmental Justice Policy Guidance for Federal Transit Administration Recipients (FTA Circular 4703.1; Effective August 15, 2012).

INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

As stated earlier in this document, the 2019 FTIP complies with applicable federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP). In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a regional forum for interagency consultation. For more information on SCAG's current PPP, please visit:

http://scag.ca.gov/Documents/PPP2014_Adopted-FINAL.pdf

SCAG, in cooperation with the CTCs, TCWG, and other local, state, and federal partners, completed an update to the 2019 FTIP Guidelines. Development of these guidelines is the first step in drafting the 2019 FTIP. These guidelines serve as the manual for CTCs to develop their county Transportation Improvement Program (TIP) and submit their TIPs through SCAG's FTIP database. SCAG received comments from stakeholders and revised the document as necessary. The Final Guidelines for the 2019 FTIP were approved by the SCAG Regional Council on September 7, 2017. For additional information on the 2019 FTIP Guidelines, please visit: <http://ftip.scag.ca.gov/Documents/Final2019FTIPGuidelines.pdf>

On July 10, 2018, the Draft 2019 FTIP will be released for a 30-day public review period. During the public review period, two public hearings will be held on the Draft 2019 FTIP on July 17th and 26th, 2018, at SCAG's Los Angeles office with video-conferencing available from SCAG's regional offices, located in Imperial, Orange, Riverside, San Bernardino and Ventura counties and three additional video conference sites in the City of Palmdale, Coachella Valley Association of Governments (CVAG) and South Bay Cities Council of Governments (SBCCOG). These public hearings will be noticed in numerous newspapers throughout the region. The notices will be published in English, Spanish, Korean, Chinese and Vietnamese languages (copies of these notices are included in Section V of the Final Technical Appendix). The 2019 FTIP will be posted on the SCAG website and distributed to libraries throughout the region.

ECONOMIC IMPACTS OF 2019 FTIP PROGRAM EXPENDITURES

THE FTIP'S INVESTMENT PLAN IN TERMS OF ECONOMIC GROWTH AND JOB CREATION

The FTIP program budget includes spending on a mix of transportation projects – state highway, local highway, and transit – that are planned in six Southern California counties over a six- year time period beginning in FY 2018/2019 and ending in FY 2023/2024. Economic and job impacts were calculated using REMI, a regional impact model that estimates economic and employment gains arising from transportation and infrastructure investments.

FTIP expenditures are categorized by function into three broad industries: construction, transit operations, and architectural and engineering services. Highway operations and maintenance expenditures are included in the construction category given their similarity. Due to differences in economic impacts arising from different kinds of transportation spending, FTIP transportation project expenditure data is sorted by category, such as construction services, operations and maintenance for transit operations and architectural and engineering services. Right-of-way acquisition costs are excluded since these represent a transfer of assets and are generally considered to have no economic impact. Each category of spending was modeled separately and their impacts summed. Employment estimates are measured on a job-count basis for employment gains and are reported on an annual basis.

Over the six-year period, the FTIP program will generate an annual average of more than 91,000 jobs in the six-county SCAG region. The total employment impact of the 2019 FTIP transportation program is shown in Figure 3. The aggregate job totals do not precisely reflect the sum of the six individual counties due to rounding and various SCAG region-wide FTIP projects which are allocated and captured at the regional, rather than county, level.

FIGURE 3 JOBS CREATED ANNUALLY BY 2019 FTIP INVESTMENTS (REMI ANALYSIS)

	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	AVERAGE
SCAG REGION	168,793	128,077	105,571	85,684	34,793	25,382	91,383
LOS ANGELES COUNTY	93,285	61,102	37,969	38,204	14,363	9,836	42,460
ORANGE COUNTY	26,332	23,045	14,168	9,067	3,579	1,001	12,865
SAN BERNARDINO COUNTY	16,246	14,178	19,116	18,125	4,236	2,042	12,324
RIVERSIDE COUNTY	26,005	24,794	31,113	16,887	11,929	10,987	20,286
VENTURA COUNTY	5,647	3,538	2,336	2,352	481	1,471	2,637
IMPERIAL COUNTY	294	524	219	152	152	57	233

In addition to supporting job basis and creation in the region, the rest of California will also benefit from spillover impacts of these investments totaling an additional 5,500 jobs per year on average, and an additional 21,000 jobs per year on average in other US states. Interestingly, Job basis and creation in the rest of California and other states is greater in the 2019 FTIP investment compared to the 2017 FTIP investment due to increased trade between the SCAG region and other areas in California and the US. This shows that investing for transportation in SCAG region is becoming more important for job creation not only for our region but also beyond.

These impacts are primarily related to the construction and maintenance-related benefits of the 2019 FTIP, or the economic and job creation impacts of the direct investment in transportation infrastructure. In addition, there are longer-term economic impacts because of the relative efficiency improvements of the regional transportation system.

SCAG's 2016 RTP/SCS included an analysis of economic impacts arising from efficiency gains in terms of worker and business economic productivity and goods movement that will beneficially in terms of economic development, competitive advantage, and overall economic competitiveness in the global economy. Projects that reduce congestion may help firms produce at lower cost, or allow those firms to reach larger markets or hire more highly skilled employees. A robust regional economy with a well-functioning transportation system provides a more attractive place for firms to do business, enhancing the economic competitiveness of the SCAG region.

Over time, these transportation network efficiency benefits become all the more important to regions such as Southern California in terms of enhanced economic growth and competitiveness, attraction and retention of employers and creation of good-paying jobs. Economic analysis performed in support of the 2016 RTP/SCS estimated that job gains resulting from transportation network efficiency improvements derived from full implementation of the RTP to be an average of 351,000 jobs per year. Transportation modeling of the 2019 FTIP shows an overall increased transportation network efficiency of approximately 7 percent, suggesting increased benefits over and above the 351,000 jobs associated with implementation of the 2016 RTP/SCS.

PROGRAM PERFORMANCE OF 2019 FTIP

The 2016 RTP/SCS set forth a vision to advance Southern California's mobility, economy, and sustainability objectives for the next several decades. To help realize this vision, the RTP/SCS includes specific regional goals and policies. To measure the extent to which the RTP/SCS achieves these goals and policies and to help guide the identification of preferred strategies and alternatives, SCAG developed a set of multi-modal performance measures (see the 2016 RTP/SCS Performance Measures technical appendix at:

http://scagrtpscsc.net/Documents/2016/final/f2016RTPSCS_PerformanceMeasures.pdf

The 'Moving Ahead for Progress in the 21st Century' (MAP-21) legislation, which was signed into law on July 6, 2012, established new federal requirements for states and MPOs such as SCAG to implement a performance-based approach to transportation system decision making and development of transportation plans. The 'Fixing America's Surface Transportation' (FAST) Act, signed into law on December 4, 2015, reaffirmed the federal commitment to the establishment of transportation performance measures. Although SCAG has been using performance measures in its metropolitan planning programs for many years, MAP-21 requires the establishment of performance targets that address several performance measures specifically indicated in the federal legislation:

- Pavement condition on the Interstate System and National Highway System (NHS)
- Performance of the Interstate System and NHS
- Bridge condition on the NHS
- Fatalities and serious injuries on all public roads
- Travel time reliability and peak hour excessive delay
- On-road mobile source emissions
- Freight movement on the Interstate System
- Transit safety
- Transit asset management/state of good repair
- CMAQ program performance

Further, MAP-21 requires that the FTIP include, to the maximum extent practicable, a description of the anticipated effect of the TIP program toward achieving the federal performance targets, thereby linking investment priorities to those targets. As of May 20, 2017, federal rulemaking has finalized performance measures provisions for highway safety, National Highway System (NHS) performance, freight movement, the Congestion Mitigation and Air Quality (CMAQ) program, and for pavement and bridge condition. The Final Rule requires that State Departments of Transportation and MPOs collaborate to establish targets in the identified national performance areas to document progress over time and to inform expectations for future performance. At the time of publication of this document, coordination between Caltrans and the state's MPO's, including SCAG, is on-going and is still in progress. Therefore, the performance discussion in the 2019 FTIP will focus primarily on key measures from the adopted 2016 RTP/SCS. Once the regional MAP-21 performance targets have been established, the 2019 FTIP will be revised as appropriate.

For additional information regarding program performance, please see the Performance Measures chapter of the 2019 FTIP Technical Appendix at: http://ftip.scag.ca.gov/Documents/D2019_FTIP_TA_Sec07.pdf

PROGRAMMING INVESTMENTS

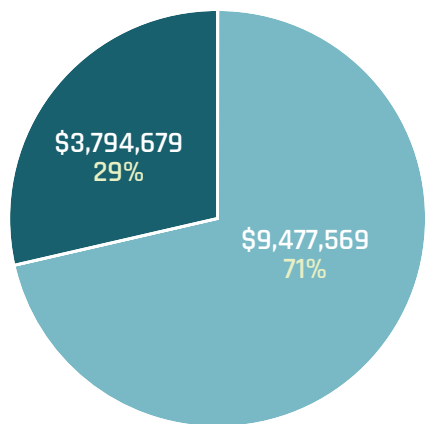
The FTIP reflects how the region is moving forward in implementing the transportation policies and goals of the 2016 RTP/SCS. The 2019 FTIP funding breakdown in Figure 4 shows the region's transportation priorities, with an emphasis on operations and maintenance of the existing regional transportation system.

FIGURE 4 2019 FTIP AMOUNT PROGRAMMED (in Millions)

Transit Improvements	\$9,478
Transit Operations and Maintenance	\$3,795
Highway Improvements	\$13,596
Highway Operations and Maintenance	\$5,764
ITS, Transportation Demand Management, and Active Transportation	\$691
Other	\$245

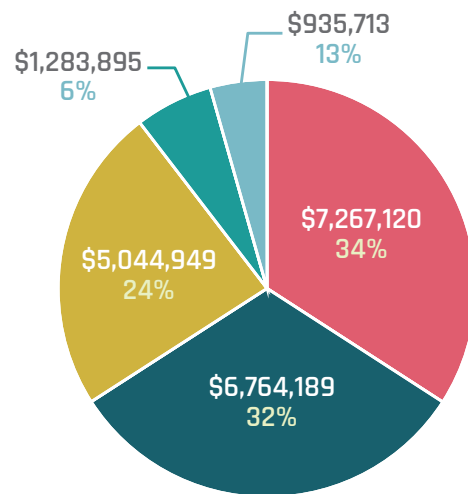
2019 FTIP INVESTMENT CATEGORIES

TRANSIT INVESTMENT: \$13,272,248 (IN \$000'S)



- Transit Improvement
- Transit Operations and Maintenance

HIGHWAY INVESTMENT: \$21,295,866 (IN \$000'S)



- Capacity Enhancing Improvements
- Highway Operations & Maintenance
- Other Highway Improvement
- HOV Lanes
- ITS, TDM, Non-Motorized & Other

The SCAG region's commitment to active transportation is also growing, with investments consistent with those developed for the 2016 RTP/SCS, which nearly doubles active transportation investments compared to the previous RTP/SCS.

Figure 5 shows an estimated \$2 billion that will fund over 616 active transportation projects included in the 2019 FTIP. The region is increasing its investments in active transportation projects and still more is being done. While the FTIP includes all federally funded projects and projects that require federal action, active transportation projects that are 100% locally funded or 100% state funded are not required to be programmed in the FTIP. Cycle 4 of Active Transportation Program (ATP) grants has not yet been released and will be programmed when projects are awarded.

FIGURE 5 ACTIVE TRANSPORTATION INVESTMENT (in Millions)

ATP PROJECT TYPE	SCAG REGION 2019 FTIP FY2018-19-FY2023-24*	PERCENTAGE OF ATP INVESTMENT IN 2019 FTIP	SCAG REGION 2017 FTIP FY2016-17-FY2021-22**	PERCENTAGE OF ATP INVESTMENT IN 2017 FTIP
Bicycle and Pedestrian Infrastructure	\$736.1	33%	\$481.9	47%
Dedicated Bicycle Infrastructure	\$274.7	12%	\$153.9	15%
Dedicated Pedestrian Infrastructure	\$242.9	11%	\$154.6	15%
First Mile/Last Mile Strategies	\$237.5	11%	\$51.4	5%
Bicycle Detection & Traffic Signals	\$46.5	2%	\$14.7	1%
Safe Routes to Schools/ Education	\$42.0	2%	N/A	N/A
Planning	\$23.4	1%	N/A	N/A
ATP as Part of Larger Project (est. average 5% of total cost)	\$626.7	28%	\$179.0	17%
TOTAL AMOUNTS	\$2,235.2		\$1,035.5	


* Excludes ATP Projects for Cycle 4 | ** Excludes ATP Projects for Cycle 3

The fruits of these investments are reflected in mobility and environmental benefits. By 2020, the FTIP is projected to help the region to achieve a reduction of over 820,000 hours per day in travel time. This would result in a reduction of 87 tons per day of nitrogen oxide (NOx), a pollutant which is emitted from cars, trucks and buses, among other sources. This would also result in an 8 percent per capita reduction in regional greenhouse gas (GHG) emissions.

IN 2020, THE 2019 FTIP WILL HELP ACHIEVE



820,000 HRS/DAY
in reduced travel time for
all automobile trips



87 TONS/DAY
reduction of nitrogen oxides from
2016 level, improving air quality



8% PER CAPITA REDUCTION
in regional GHG emissions, meeting target
set by the California Air Resources Board

TRANSPORTATION CONFORMITY

The FTIP must satisfy the following criteria requirements to be in compliance with federal conformity standards: It must be consistent with the 2016 RTP/SCS; it must meet regional emissions tests; it must meet timely implementation of transportation control measures (TCMs); it must go through inter-agency consultation and public involvement; and it must be financially constrained.

CONFORMITY DETERMINATIONS FOR THE DRAFT 2019 FTIP

The 2019 FTIP meets all federal transportation conformity requirements and meets the five tests required under the U.S. DOT Metropolitan Planning Regulations and U.S. EPA Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2019 FTIP under the required federal tests.

CONSISTENCY WITH 2016 RTP/SCS TEST

FINDING: SCAG's 2019 FTIP (project listing) is consistent with the 2016 RTP/SCS (policies, programs, and projects).

REGIONAL EMISSIONS TESTS

These findings are based on the regional emissions test analyses shown in Tables 21 - 48 in Section II of the Technical Appendix.

FINDING: The regional emissions analyses for the 2019 FTIP is an update to the regional emissions analyses for the 2016 RTP/SCS.

FINDING: The 2019 FTIP regional emissions analysis for PM_{2.5} and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the South Coast Air Basin (SCAB).

FINDING: The 2019 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseño Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

FINDING: The 2019 FTIP regional emissions for NO₂ meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

FINDING: The 2019 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the SCAB.

FINDING: The 2019 FTIP regional emissions for PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB and the SSAB (Riverside County Coachella Valley portion).

FINDING: The 2019 FTIP regional emissions for PM₁₀ meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).

FINDING: The 2019 FTIP regional emissions analysis for PM_{2.5} and its precursors (2006 and 2012 NAAQS) meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the SSAB (urbanized area of Imperial County portion).

TIMELY IMPLEMENTATION OF TCM TEST

FINDING: The TCM project categories listed in the 1994/1997/2003/2007/2012 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

FINDING: The TCM strategies listed in the 1994 (as amended in 1995) Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

INTER-AGENCY CONSULTATION AND PUBLIC INVOLVEMENT TEST

FINDING: The 2019 FTIP complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP). For more information on SCAG's PPP, please visit http://scag.ca.gov/Documents/PPP2014_Adopted-FINAL.pdf. In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a forum for interagency consultation.

The draft 2019 FTIP was discussed with SCAG's TCWG, which includes representatives from the federal, state, and local air quality and transportation agencies, on multiple occasions throughout the development process (September 26, 2017; October 24, 2017; December 5, 2017; February 6, 2018; March 27, 2018; April 24, 2018; and May 22, 2018; and June 26, 2018). The draft conformity analysis will be released for a 30-day public review on July 10, 2018. Two public hearings will be held on July 17 and July 26, 2018 at the SCAG's Los Angeles office with video-conferencing available from the County Regional Offices. The 2019 FTIP will also be presented to the Regional Transportation CEOs at their meeting held in August 2018, fulfilling the consultation requirements of AB 1246 as codified in Public Utilities Code Sections 130058 and 130059. The 2019 FTIP is posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. All comments on the 2019 FTIP will be documented and responded to accordingly.

FINANCIAL CONSTRAINT TEST

FINDING: The 2019 FTIP is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e) and is consistent with the Financial Plan contained in the 2016 RTP/SCS. SCAG's 2019 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.



MAIN OFFICE

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
Phone: (213) 236-1800

IMPERIAL COUNTY REGIONAL OFFICE

1503 North Imperial Avenue, Suite 104
El Centro, CA 92243
Phone: (760) 353-7800

ORANGE COUNTY REGIONAL OFFICE

OCTA Building
600 South Main Street, Suite 1233
Orange, CA 92868
Phone: (714) 542-3687

RIVERSIDE COUNTY REGIONAL OFFICE

3403 10th Street, Suite 805
Riverside, CA 92501
Phone: (951) 784-1513

SAN BERNARDINO COUNTY REGIONAL OFFICE

Santa Fe Depot
1170 West 3rd Street, Suite 140
San Bernardino, CA 92418
Phone: (909) 806-3556

VENTURA COUNTY REGIONAL OFFICE

950 County Square Drive, Suite 101
Ventura, CA 93003
Phone: (805) 642-2800

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THE 2016–2040 REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY

A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life

DRAFT AMENDMENT #3

INCLUDING THE
2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
CONSISTENCY AMENDMENT # 19-00

JULY 9, 2018

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DRAFT AMENDMENT #3

INCLUDING THE
2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
CONSISTENCY AMENDMENT #19-00

JULY 9, 2018

INTRODUCTION

On April 7, 2016, the Southern California Association of Governments (SCAG) adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS or Plan) for the six-county region including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The 2016 RTP/SCS reflects the region's commitment to improve its mobility, sustainability, and economy. To achieve these goals, the plan demonstrates how the region will reduce emissions from transportation sources to comply with Senate Bill 375 (SB 375) and meet the National Ambient Air Quality Standards set forth by the federal Clean Air Act.

Since the adoption of the 2016 RTP/SCS, SCAG's Regional Council has approved two amendments to the 2016 RTP/SCS. 2016 RTP/SCS Amendment #1 was approved on April 6, 2017, while 2016 RTP/SCS Amendment #2 was approved on July 6, 2017.

A major component of the 2016 RTP/SCS is a project list containing thousands of individual transportation projects that aim to improve the region's mobility and sustainability, and revitalize our economy. Since the Plan's adoption, some of these projects have experienced technical changes that are time-sensitive and require that the RTP/SCS and the Federal Transportation Investment Program (FTIP) be amended in order to allow these projects to move forward in a timely manner.

The 2016 RTP/SCS Amendment #3 (Amendment #3) serves as a consistency amendment to the 2019 FTIP allowing for changes to long range RTP/SCS projects in addition to changes to state and local highway and transit projects currently in the FTIP that will be carried forward as part of the 2019 FTIP.

The purpose of this document is to identify the project changes being made under Amendment #3 and the associated Amendment #19-00 to the 2019 FTIP, and provide documentation demonstrating that the 2016 RTP/SCS as amended will continue to be consistent with federal and state requirements, including the Fixing America's Surface Transportation Act (FAST Act) and Moving Ahead for Progress for the 21st Century Act (MAP-21) planning requirements, the Transportation Conformity Rule, and Senate Bill 375 (SB 375). An environmental assessment will also be prepared to evaluate the potential environmental impacts associated with the changes to the 2016 RTP/SCS Project List as detailed herein.

PROJECT MODIFICATIONS

The project changes identified in Amendment #3 can be broadly categorized as follows:

- Project is new and not currently included in the 2016 RTP/SCS Project List.
- Project currently exists in the 2016 RTP/SCS Project List, but has a:
 - revised description,
 - revised schedule, and/or
 - a change in total cost.
- Project is being removed from the 2016 RTP/SCS Project List.

Amendment #3 serves as a consistency amendment to the 2019 FTIP allowing for changes to long range RTP/SCS projects in addition to changes to state and local highway and transit projects that will be carried forward as part of the 2019 FTIP. Since local highway projects can be amended as part of a major FTIP update, in this case the 2019 FTIP, please refer to Amendment #19-00 of the 2019 FTIP for a complete listing of FTIP local highway projects.

The tables on the following pages provide details of the project changes from the current RTP/SCS and are intended to illustrate a before-and-after scenario for each of the projects. For a complete listing of projects please refer to the 2016 RTP/SCS Project List in addition to the RTP/SCS Amendments webpage. The 2016 RTP/SCS Project list and the 2016 RTP/SCS Amendments' web page can be accessed via the following links:

- 2016 RTP/SCS Project List:
http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
- 2016 RTP/SCS Amendments:
<http://scagrtpscs.net/Pages/2016RTPSCSAmendments.aspx>

TABLE 1 Modifications to State Highway and Transit FTIP Projects

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
1	IMPERIAL	CALTRANS	6120002	0515	STATE HIGHWAY	8	RECONSTRUCT I-8 INTERCHANGE AT IMPERIAL AVE.: FROM A TWO-LANE TO A FOUR-LANE DIAMOND TYPE OVERCROSSING, REALIGN AND RECONSTRUCT ON AND OFF-RAMPS, AND PROVIDE ACCESS TO IMPERIAL AVE. SOUTH OF I-8 (DEMO ID 621 - HPP 2861). PROJECT USING TOLL CREDITS TO MATCH DEMO FUNDS.	EXISTING: 2020 REVISSED: 2026	REVISED COMPLETION DATE
2	IMPERIAL	CALTRANS	8020B	8020B	STATE HIGHWAY	98	IN CALEXICO FROM V V WILLIAMS AVE TO OLLIE AVE, WIDEN SR 98 FROM 2 TO 4 LANES, DEMO ID 416. PROJECT USING TOLL CREDITS TO MATCH DEMO FUNDS AND CBIP FUNDS.	EXISTING: 2019 REVISSED: 2018	PROJECT COMPLETED
3	IMPERIAL	CALTRANS	6M04018	IMPO523A	STATE HIGHWAY	999	IN EL CENTRO ON DOGWOOD RD. RECONSTRUCT AND WIDEN BRIDGE FROM 2 TO 4 LANES; WITH 2 TURN LANES (DEMO ID 409 - HPP 950)	EXISTING: 2020 REVISSED: 2017	PROJECT COMPLETED
4	LOS ANGELES	AGOURA HILLS	REG0703	LA0G1024	STATE HIGHWAY	101	EXISTING: (US 101 @ KANAN) KANAN CORRIDOR, BETWEEN AGOURA ROAD AND HILLRISE DRIVE. PROJECT TO INCLUDE DESIGN AND CONSTRUCTION OF ADDITIONAL LOOP RAMP LANES, WIDENING OF ROADWAY, AND ADJUSTMENT OF DRY AND WET UTILITIES.(PE&AD) REVISSED: (US 101 @ KANAN) KANAN ROAD CORRIDOR, BETWEEN THOUSAND OAKS BOULEVARD AND CORNELL WAY. PSR-PDS PHASE TO INCLUDE ANALYSIS OF KANAN CORRIDOR BETWEEN THOUSAND OAKS BLVD AND CORNELL WAY IN AGOURA HILLS. PROJECT WILL ANALYZE VARIOUS OPTIONS TO IMPROVE SAFETY AND MOBILITY THROUGH THE CORRIDOR FOR MULTIPLE MODES OF TRANSPORT (VEHICLE, PED, BIKE), AND WILL CONSIDER, AMONG OTHER THINGS, SIGNAL TIMING, INTERCHANGE IMPROVEMENTS, ROAD WIDENING, LANE RECONFIGURING, ETC.	2024	REVISED DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
5	LOS ANGELES	ALAMEDA CORRIDOR TRANSPORTATION AGENCY	LA0D45	LA0D45	STATE HIGHWAY	47	<p>EXISTING: SR-47 EXPRESSWAY: CONSTRUCT 4 LANE EXPRESSWAY AND 2-LANE FLYOVER TO SCHUYLER HEIM BRIDGE LA0D45 IS SPLIT INTO TWO PROJECTS; LA0G45 (EXPRESS WAY & FLYOVER) AND LA0D45A (BRIDGE REPLACEMENT)</p> <hr/> <p>REVISED: SR-47 EXPRESSWAY: CONSTRUCT 4 LANE EXPRESSWAY AND 2-LANE FLYOVER TO SCHUYLER HEIM BRIDGE LA0D45 IS SPLIT INTO TWO PROJECTS; LA0D45 (EXPRESS WAY & FLYOVER) AND LA0D45A (BRIDGE REPLACEMENT)</p>	2030	REVISED DESCRIPTION
6	LOS ANGELES	BURBANK GLENDALE PASADENA AIRPORT	7120010	LA000789A	TRANSIT		BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK: CONSTRUCTION OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES, INCLUDING CONSTRUCTION OF A NEW METROLINK STATION AT HOLLYWOOD WAY/SAN FERNANDO ROAD ON THE ANTELOPE VALLEY LINE AND A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES. (CONSTRUCTION OF LA000789)	2018	PROJECT COMPLETED
7	LOS ANGELES	CALABASAS	LA0G208	LA0G208	STATE HIGHWAY	101	PROJECT WILL REPLACE EXISTING: 2 LANE BRIDGE WITH 4 LANE BRIDGE AND 1 TURN LANE @ LOST HILLS RD/ US 101 INTERCHANGE. THIS WILL BRING BRIDGE TO CURRENT LANE CONFIGURATION OF LOST HILLS RD ON EITHER SIDE OF BRIDGE. INTERCHANGE WILL ELIMINATE CROSS-TRAFFIC MOVEMENT TO ACCESS NB US 101. THERE WILL BE NO ADDITIONAL LANES ON US 101. REPLACEMENT BRIDGE WILL BE WIDER, 4 LNS RATHER THAN 2 AND WILL SPAN APPROX. 280 FT, ACCOMMODATING WIDTH OF ROAD ON EITHER SIDE OF BRIDGE STRUCTURE.	<p>EXISTING: 2017</p> <hr/> <p>REVISED: 2019</p>	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
8	LOS ANGELES	CALABASAS	1TR1017	LA0G1091	TRANSIT		OLD TOWN CALABASAS PARK AND RIDE FACILITY, 72 SPACES. PLANNING, DESIGN AND CONSTRUCTION.	EXISTING: 2019 REVISSED: 2017	PROJECT COMPLETED
9	LOS ANGELES	CALTRANS	LA0D73B	LA0D73B	STATE HIGHWAY	5	ROUTE 5: IN NORWALK: FROM ORANGE COUNTY LINE TO ROUTE 605: CARMENITA INTERCHANGE IMPROVEMENT (EA 2159C0, PPNO 2808A) (TCRP 42.3, & 43)	EXISTING: 2017 REVISSED: 2019	REVISED COMPLETION DATE
10	LOS ANGELES	CALTRANS	LA000548	LA000548	STATE HIGHWAY	10	ROUTE 10: FROM PUENTE TO CITRUS HOV LANES FROM 8 TO 10 LANES & SOUNDWALLS (C-ISTEA 77720, 95 STIP-IIP) (EA# 117080,1172, 1170U, PPNO# 0309N, 0309S)-(USE TOLL CREDITS AS LOCAL MATCH).	EXISTING: 2018 REVISSED: 2019	REVISED COMPLETION DATE
11	LOS ANGELES	CALTRANS	LA0B875	LA0B875	STATE HIGHWAY	10	ROUTE 10: HOV LANES AND PAVEMENT REHAB FROM CITRUS TO ROUTE 57 (EA# 11934 + 31120 = 1193U, PPNO 0310B+4812=0310B). USE TOLL CREDIT AS LOCAL MATCH.	EXISTING: 2018 REVISSED: 2021	REVISED COMPLETION DATE
12	LOS ANGELES	CALTRANS	LA0D451	LA0D451	STATE HIGHWAY	138	EXISTING: ROUTE 138: ROUTE 138 FROM AVE. T TO ROUTE 18-WIDEN 2 TO 4 THRU LANES WITH MEDIAN TURN LANE. EA# 12721,12722,12723,12724(=29350),12725,12728(= 28580 + 28590 + 28600 + 28620 + 28610 + 28630). PPNO# 3325,3326,3327,3328(=4560),3329,3331(= 4351 + 4352 + 5353 + 4356 + 4354 + 4357) (USE TOLL CREDITS AS LOCAL MATCH) REVISSED: ROUTE 138: ROUTE 138 FROM AVE. T TO ROUTE 18-WIDEN 2 TO 4 THRU LANES WITH MEDIAN TURN LANE. EA# 12721,12722,12723,12724(=29350),12725,12728(= 28580 + 28600 + 28620 + 28610 + 28630). PPNO# 3325,3326,3327,3328(=4560),3329,3331(= 4351 + 4352 + 5353 + 4356 + 4354 + 4357) (USE TOLL CREDITS AS LOCAL MATCH)	2023	REVISED DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
13	LOS ANGELES	CARSON, CITY OF	LAF1103	LAF1103	STATE HIGHWAY	405	ROUTE 405: WILMINGTON AVENUE INTERCHANGE MODIFICATION AT I-405. IMPROVE I-405/WILMINGTON AVENUE INTERCHANGE BY ADDING A NEW NORTHBOUND ON-RAMP AND WIDENING OF WILMINGTON AVENUE, 223RD, ANEXISTING: ON- AND OFF-RAMPS.	EXISTING: 2017 REVISSED: 2019	REVISED COMPLETION DATE
14	LOS ANGELES	FOOTHILL TRANSIT AUTHORITY	LA0B311	LA0B311	TRANSIT		PARK AND RIDE FACILITY (TRANSIT ORIENTED NEIGHBORHOOD PROGRAM)IN THE CITY OF INDUSTRY. AZUSA PROJECT UNDER LAF3434.	EXISTING: 2015 REVISSED: 2020	REVISED COMPLETION DATE
15	LOS ANGELES	GARDENA	7120009	LA0G1164	TRANSIT		LINE 1X-EXPAND TRANSIT BUS SERVICE ON I-110 FREEWAY: EXPANSION OF LINE 1X TRANSIT SERVICE TO PROVIDE MID-DAY SERVICE. THIS PROJECT IS FUNDED BY THE METRO'S EXPRESSLANES TOLL REVENUE REINVESTMENT PROGRAM.	EXISTING: 2018 REVISSED: 2019	REVISED COMPLETION DATE
16	LOS ANGELES	GARDENA	1TL104	LAF3405	TRANSIT		PURCHASE THREE ALTERNATIVE FUEL 40-FOOT TRANSIT BUSES FOR SERVICE EXPANSION.	2019	NEW PROJECT
17	LOS ANGELES	INDUSTRY	LA0D399	LA0D399	STATE HIGHWAY	60	ROUTE 60: CONSTRUCTION OF NEW PARTIAL DIAMOND INTERCHANGE FOR STATE ROUTE 60 (SR-60) AT LEMON AVE (SAFETEA-LU # 587). CALIFORNIA'S EARMARK REPURPOSING EFFORT 2016-DEMO ID: CA376, \$7,466,429.36	EXISTING: 2016 REVISSED: 2018	PROJECT COMPLETED
18	LOS ANGELES	INDUSTRY	1M0104	LA0D393	STATE HIGHWAY	60	GRAND AVENUE/SR 57/60 INTERCHANGE MODIFICATION: RESTRIPE THEEXISTING: GRAND AVE, ADD WB ON-RAMP AND ADD WB AUX LANE, ADD SECOND SB LFT TURN LN AT EB RAMP (09 CFP 3137)	EXISTING: 2017 REVISSED: 2019	REVISED COMPLETION DATE
19	LOS ANGELES	LOS ANGELES COUNTY	LA0C8099	LA0C8099	STATE HIGHWAY	126	ROUTE 126: SR-126/COMMERCE CTR DR NEW IC. CONSTRUCT A PARTIAL CLOVERLEAF, GRADE SEPARATED IC AND WIDEN ST 126 FROM .76 KM EAST OF IC TO .85 KM WEST 4-6 LANES. (2001 CFP 8099) (PPNO 3118)	EXISTING: 2017 REVISSED: 2020	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
20	LOS ANGELES	LOS ANGELES COUNTY	7120006	LAF1414	TRANSIT		THIRD STREET & LA VERNE AVENUE PARKING LOT. CONSTRUCT A PARKING LOT AT THIRD STREET AND LA VERNE AVENUE TO PROVIDE 87 SPACES INCLUDING 4 ADA COMPLIANT SPACES FOR A PARK AND RIDE LOT FOR METRO GOLD LINE AND OTHER TRANSIT USERS.	2019	PROJECT CANCELED
21	LOS ANGELES	LOS ANGELES COUNTY	1TR1010	LAF7412	TRANSIT		LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE: PROCURES (1) 30-FT CLEAN FUEL VEHICLE FOR ITS NEW LOS ANGELES COUNTY/USC MEDICAL CENTER FIXED-ROUTE SHUTTLE SERVICE.	EXISTING: 2019 REVISSED: 2021	REVISED COMPLETION DATE
22	LOS ANGELES	LOS ANGELES COUNTY MTA	LA0G440	LA0G440	STATE HIGHWAY	5	EXISTING: ROUTE 005: 1 HOV LANE IN EACH DIRECTION, FROM THE SR-14 TO LAKE HUGHES RD (EA 2332E PPNO 3189B), SAFTETEA-LU#465. REVISSED: ROUTE 005: 1 HOV LANE IN EACH DIRECTION, FROM THE SR-14 TO LAKE HUGHES RD. WITH SOME TRUCK LANES (EA 2332E PPNO 3189B), SAFTETEA-LU#465.	2021	REVISED DESCRIPTION
23	LOS ANGELES	LOS ANGELES COUNTY MTA	LA0B408	LA0B408	STATE HIGHWAY	405	ROUTE 405: ADD A 10-MILE HOV LANE ON THE NORTHBOUND 405 BETWEEN I-10 AND U.S. 101 IN LA FROM RTE 10 TO RTE 101 WIDEN FOR HOV LANE & MODIFY RAMPS, & HOV INGRESS/EGRESS AT SANTA MONICA BLV(EA 12030, PPNO 0851G, SAFETLU SECTION 1302 #18, 1934 #20)	2016	PROJECT COMPLETED
24	LOS ANGELES	LOS ANGELES COUNTY MTA	REG0703	LA0G1119	STATE HIGHWAY	605	IMPROVEMENTS TO THE I-605/SR-91 INTERCHANGE CONSIST OF ADDING AN ADDITIONAL GENERAL PURPOSE LANE, ADDING AUXILIARY LANES, AND ON/OFF RAMP IMPROVEMENTS. (PA&ED ONLY)	EXISTING: 2018 REVISSED: 2019	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
25	LOS ANGELES	LOS ANGELES COUNTY MTA	LA0D441	LA0D441	STATE HIGHWAY	605	THE PROJECT INVOLVES THE RECONFIGURATION OF SB I-605 RAMP BY REMOVING THE HORSESHOE ON-RAMP AND ADDING TWO LANES TO THE ON-RAMP. THE PROJECT WILL ALSO RECONSTRUCT THE SB I-605 LOOP OFF AND ON-RAMPS. LASTLY, THE PROJECT WILL ADD A WB THROUGH LANE ON VALLEY BLVD WEST OF TEMPLE AVE AND ADD A TWO LANE LEFT TURN POCKET FOR SB I-605 ON-RAMP ON WB VALLEY BLVD.	2020	PROJECT CANCELED
26	LOS ANGELES	LOS ANGELES COUNTY MTA	LA0C10	LA0C10	TRANSIT		MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERTSON STATION. (INCLUDING E200-BUSP-095, LA CIENEGA INTERMODAL CENTER)	EXISTING: 2012 REVISSED: 2019	REVISED COMPLETION DATE
27	LOS ANGELES	LOS ANGELES COUNTY MTA	LA0G1092	LA0G1092	TRANSIT		LONE HILL AVENUE TO CONTROL POINT (CP) WHITE DOUBLE TRACK. WITH THE PROPOSED 3.9 MILE PROJECT SEGMENT, ANEXISTING: SIDING WILL BE LENGTHENED TO PROVIDE 8.1 MILES OF CONTINUOUS DOUBLE TRACK BETWEEN LONE HILL AVE AND CP CENTRAL. THE PROJECT IS CURRENTLY IN THE PAED PHASE.	EXISTING: 2017 REVISSED: 2021	REVISED COMPLETION DATE
28	LOS ANGELES	LOS ANGELES COUNTY MTA	7120010	LA0G1169	TRANSIT		BRIGHTON TO ROXFORD DOUBLE TRACK: THIS PROJECT INCLUDES 10.4 MILES OF NEW DOUBLE TRACK ON METROLINK'S ANTELOPE VALLEY LINE BETWEEN BURBANK AND SYLMAR. THE RESULT OF THIS PROJECT WILL ELIMINATE THE CURRENT BOTTLENECK AND IMPROVE TRAVEL TIMES FOR RIDERS. THE HIGH SPEED RAIL INITIAL OPERATING SEGMENT IS PLANNED TO BE ON THE WEST SIDE OF THIS RIGHT-OF-WAY RAIL CORRIDOR.	EXISTING: 2019 REVISSED: 2021	REVISED COMPLETION DATE
29	LOS ANGELES	LOS ANGELES COUNTY MTA	1TR1003	LA0G1450	TRANSIT		HEAVY RAIL TRANSIT FLEET UP TO 182 NEW RAIL CARS SYSTEMWIDE	2027	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
30	LOS ANGELES	LOS ANGELES COUNTY MTA	1TR0704	LA0G626	TRANSIT		EXISTING: EASTSIDE TRANSIT CORRIDOR PHASE 2 - METRO GOLD LINE EASTSIDE EXTENSION FROM ITS EXISTING TERMINUS AT ATLANTIC STATION IN EAST LOS ANGELES FARTHER EAST REVISED: EASTSIDE TRANSIT CORRIDOR PHASE 2 - METRO GOLD LINE EASTSIDE EXTENSION FROM ITS TERMINUS AT ATLANTIC STATION IN EAST LOS ANGELES INTO EASTERN L.A. COUNTY. (PA&ED ONLY)	EXISTING: 2035 REVISED: 2022	REVISED DESCRIPTION AND COMPLETION DATE
31	LOS ANGELES	LOS ANGELES COUNTY MTA	1TL104	LA0G194	TRANSIT		ACQUIRE ALTERNATE FOUR (4) FUEL BUSES FOR THE CITY OF ARTESIA TO BE USED FOR NEW FIXED ROUTE SERVICE EARMARK ID #E2008-BUSP-0694	EXISTING: 2017 REVISED: 2018	PROJECT COMPLETED
32	LOS ANGELES	LOS ANGELES COUNTY MTA	LA29202W	LA29202W	TRANSIT		WILSHIRE BLVD BRTPHASE I: 12.5-MI. CORRIDOR WITH 7.7-MI. PEAK PERIOD BUS LANE ON WILSHIRE WITHIN THE CITY AND COUNTY OF LA FROM VALENCIA ST. TO CITY OF SANTA MONICA. INCLUDES STREET WIDENING, CURB LANE REPAVING/RECONSTRUCTING, IMPROVED TRAFFIC SIGNAL TIMING & BUS SIGNAL PRIORITY. PHASE II: INCLUDES ENHANCED SHELTERS & LANDSCAPING; STREET REPAIR/RECONSTRUCTION; CONCRETE BUS PADS AND P&R FACILITIES.	2017	PROJECT COMPLETED
33	LOS ANGELES	LOS ANGELES, CITY OF	LA0G901	LA0G901	TRANSIT		HISTORIC LOS ANGELES STREETCAR	EXISTING: 2019 REVISED: 2021	REVISED COMPLETION DATE
34	LOS ANGELES	LOS ANGELES, CITY OF	LAF9422	LAF9422	TRANSIT		LADOT WILL PROCURE SEVEN (7) 30-FT CLEAN FUEL VEHICLES TO REDUCE HEADWAYS ON SIX SELECTED DASH ROUTES	2024	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
35	LOS ANGELES	LOS ANGELES, CITY OF	7120009	LA0G1165	TRANSIT		COMMUTER EXPRESS SERVICE EXPANSION TO ALLEVIATE CONGESTION ON HARBOR FREEWAY: PURCHASE ONE NEW COMMUTER EXPRESS BUS AND EXTENSION OF SEVERAL AM & PM TRIPS ON EXPRESS ROUTE 438.	2018	PROJECT COMPLETED
36	LOS ANGELES	MALIBU	7120005	LA0G1289	STATE HIGHWAY	1	PACIFIC COAST HIGHWAY (PCH) SIGNAL SYSTEMS IMPROVEMENTS FROM JOHN TYLER DRIVE TO TOPANGA CANYON BOULEVARD. THE PROJECT LIMITS ARE APPROXIMATELY 8 MILES AND INCLUDE 12 SIGNALS ALONG PCH. THE PROJECT INTENDS TO INTERCONNECT THE TRAFFIC SIGNALS TO ENABLE CALTRANS TO MONITOR AND CONTROL THE SIGNALS REMOTELY AND, IF POSSIBLE, FOR THE TRAFFIC SIGNALS TO ADJUST TO REAL TIME TRAFFIC CONDITIONS. THE PROJECT WILL ALSO INCLUDE ADDITIONAL INTERSECTION AND TRAFFIC IMPROVEMENTS.	2027	NEW PROJECT
37	LOS ANGELES	MANHATTAN BEACH	LA0C8080	LA0C8080	STATE HIGHWAY	1	ROUTE 1: MANHATTAN BEACH: ON ROUTE 1 BETWEEN 33RD STREET & ROSECRANS AV; ADD ONE THROUGH LN TO NORTH BOUND SEPULVEDA BLVD. TO WIDEN EXISTING: STRUCTURE FROM 6 TO 7 THROUGH LANES PPNO 2947. PROJECT USING \$1,440 OF FEDERAL FUNDS (80%) AND \$360 AGENCY MATCH (20%, PROP. C) IN ENG PHASE.	EXISTING: 2018 REVISSED: 2020	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
38	LOS ANGELES	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY	1120006	LA29212XY	TRANSIT		EXISTING: METRO RAIL GOLD LINE FOOTHILL EXTENSION - AZUSA TO CLAREMONT (LA COUNTY LINE) 12 MILE, 5 STATION LRT EXTENSION. SAFETEA-LU # 285 LEAD AGENCY WILL CHANGE TO METRO GOLD LINE. PS&E ONLY. REVISD: METRO RAIL GOLD LINE FOOTHILL EXTENSION - AZUSA TO CLAREMONT (LA COUNTY LINE) 12 MILE, 5 STATION LRT EXTENSION. SAFETEA-LU# 285 LEAD AGENCY WILL CHANGE TO METRO GOLD LINE.	2035	REVISED DESCRIPTION
39	LOS ANGELES	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY	LA29212XY	LAOG558	TRANSIT		GOLD LINE FOOTHILL LRT EXTENSION - PASADENA TO AZUSA	2017	PROJECT COMPLETED
40	LOS ANGELES	MONTEBELLO	1TR1010	LAOG862	TRANSIT		PURCHASE OF SEVEN (7) ALTERNATIVE FUEL EXPANSION TRANSIT BUSES	EXISTING: 2018 REVISED: 2016	PROJECT COMPLETED
41	LOS ANGELES	PALMDALE	1ALO4	LAOG896	STATE HIGHWAY	14	WDN OFF-RAMPS TO 3 LANES: 2 LEFT, 1 RIGHT ONTO PALMDALE BLVD; WDN NB SR-14 FOR AUXILIARY LANE; MODIFY NB LOOP ON-RAMP FOR RIGHT TURN POCKET; MODIFY 2 RAMP INTERSECTIONS TO STOP LEFT TURN MOVEMENT TO MERGE FREELY ONTO PALMDALE BLVD; PROVIDE EB RIGHT TURN LANE FROM PALMDALE BLVD TO DIV, ST; MODIFY PALMDALE BLVD FOR DOUBLE LEFT TURNS FROM RAMPS; MODIFY PALMDALE BLVD FOR 3 WB THROUGH LANES THROUGH SB RAMP INTERSECTION; MODIFY SB OFF RAMP ALLOWING WIDENING FROM AVE Q - PALMDALE BLVD - UNDER LAOG897	EXISTING: 2020 REVISED: 2021	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
42	LOS ANGELES	PALMDALE	1ALO4	LAOG898	STATE HIGHWAY	14	PALMDALE IMPROVEMENT OF SR 14 ON AND OFF RAMP AT AVE N; INSTALL TRAFFIC SIGNALS/SIGNAL INTERCONNECT AND INTERSECTION WIDENING AT SR 14/AVE N ON AND OFF RAMP LOCATIONS; IMPROVE SR 14/AVE N BRIDGE STRUCTURE; IMPROVE AVE N BETWEEN SR 14 & 10TH W; CONSTRUCT ADDITIONAL MAINLINE IMPROVEMENTS ON SR 14 NEAR AVE N ON AND OFF RAMP APPROACHES.	EXISTING: 2020 REVISSED: 2024	REVISED COMPLETION DATE
43	LOS ANGELES	PALMDALE	1ALO4	LAOG894	STATE HIGHWAY	138	WIDEN & MODIFY EXIST. STRIPING TO 3 LANES IN EACH DIRECTION ON SR 138 FROM 5TH E - 10TH E; INTERSECTION MODIFICATIONS/ UPGRADES AT PALMDALE BLVD/6TH E. & PALMDALE BLVD/SIERRA HIGHWAY; RELOCATION OF EXIST. RAILROAD SIGNAL MAST-ARMS & RAIL EQUIPMENT; S/O PALMDALE BLVD. WIDEN SIERRA HWY FROM 4 TO 6 LANES TO AVE R (INCLUDE S/B SIERRA HWY RIGHT TURN LANE @ AVE R); N/O PALMDALE BLVD., WIDEN SIERRA HWY FROM 4 TO 6 LANES TO AVE Q; EXTEND CLASS 1 BIKE LANE, 800' ON WEST SIDE OF SIERRA HWY TO AVE R.	EXISTING: 2019 REVISSED: 2022	REVISED COMPLETION DATE
44	LOS ANGELES	PALMDALE	1ALO4	LAOG897	STATE HIGHWAY	138	SR 138/14: WIDENING FROM RANCHO VISTA BLVD(RVB) TO PMDL BLVD. IMPROVE SR 138 (SR14) N/B OFF-RAMP ONTO RVB/AVE P. IMPR TRAFFIC SIGNAL AND CONSTRUCT RDWY IMPVMTS AT THE FOLLOWING INTERSECTION: SR138 (SR14) N/B OFF-RAMP AT RVB/AVEP. IMPROVE THE FOLLOWING INTERSECTION: S/B RANCHO VISTA BLVD/AVENUE P ON-RAMP SR138 (SR-14). IMPROVE SR138 AT TECHNOLOGY DR BRIDGE STRUCTURE. WIDEN SB SR138 (SR-14) BEG S/O RVB /AVE P AND EXT TO PMDL BLVD. ADD'L MAINLINE LANE IMPVMTS BETWEEN RVB /AVE P AND PMDL BLVD.	EXISTING: 2018 REVISSED: 2020	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
45	LOS ANGELES	REDONDO BEACH	LA0D29	LA0D29	TRANSIT		CITY BUS TRANSFER STATION. RELOCATE EXISTING: TRANSIT TERMINAL & CONSTRUCT NEW TRANSIT CENTER W/12 BUS BAYS, PAX WAITING AREA & INFO CENTER, & DRIVER LOUNGE. PROPERTY PROVIDES 339 PUBLIC PKG SPACES (PLUS 2 FOR STAFF MAINT & SECURITY) & BICYCLE FACILITIES. LOCATION 1521 KINGS DALE AVE, RB, CA 90278. PROJECT ALSO INCLUDES MINOR SURFACE STREET IMPROVEMENTS ON KINGS DALE AVE AND 182ND : KINGS DALE WIDENING ADDS DEDICATED RIGHT TURN LANE AND 182ND RESTRIPIING REMOVES BUS LAYOVER AND ADDS A BIKE LANE.	EXISTING: 2017 REVISIED: 2019	REVISED COMPLETION DATE
46	LOS ANGELES	SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY	1TR1015	LA0G1298	TRANSIT		PROCUREMENT OF TWO (2) NEW LOCOMOTIVES TO INCREASE METROLINK SERVICE FREQUENCY AND REDUCE HEADWAYS. THE LOCOMOTIVES WILL BE EPA TIER-4 F-125 UNITS THAT WILL IMPROVE EMISSIONS, RELIABILITY AND PERFORMANCE RELATIVE TO THE F59 LOCOMOTIVES CURRENTLY IN SERVICE. FUNDS ARE EXPECTED TO BE OBLIGATED IN FY 2015/16.	EXISTING: 2018 REVISIED: 2019	REVISED COMPLETION DATE
47	LOS ANGELES	TORRANCE	1TR1010	LA0G1280	TRANSIT		EXISTING: PURCHASE OF SEVEN (7) ALL ELECTRIC BUSES FOR A NEW CIRCULATOR SERVICE REVISED: PURCHASE OF SEVEN (7) ALL ELECTRIC BUSES FOR A NEW CIRCULATOR SERVICE. RUBBER-WHEEL TROLLEY SERVICE WILL OPERATE IN OLD TOWN AREA, AS WELL AS HOTEL AND FINANCIAL DISTRICT ON HAWTHORNE BLVD. ORIGIN/TERMINUS IS AT THE TORRANCE TRANSIT PARK AND RIDE REGIONAL TERMINAL (465 CRENSHAW BLVD).	2022	REVISED DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
48	LOS ANGELES	TORRANCE	1RL04	LA0G358	TRANSIT		SOUTH BAY REGIONAL INTERMODAL TRANSIT CENTER PROJECT AT 465 N. CRENSHAW BLVD., TORRANCE, CA 90503.	EXISTING: 2017 REVISSED: 2019	REVISED COMPLETION DATE
49	ORANGE	ANAHEIM	2TR0701	ORA080908	TRANSIT		A TRANSIT CORRIDOR FOR THE CITY OF ANAHEIM - ANAHEIM RAPID CONNECTION (ARC) FIXED GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER (ARTIC) THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT. ALTERNATIVES ANALYSIS, EIR/EIS, LPA AND CONCEPTUAL AND ADVANCED ENGINEERING, PROJECT DEVELOPMENT ACTIVITIES AND PRELIMINARY ENGINEERING.	2021	PROJECT CANCELED
50	ORANGE	ORANGE, CITY OF	ORA000146	ORA000146	STATE HIGHWAY	55	CONSTRUCT NEW INTERCHANGE ON SR 55 @ MEATS AVENUE. CONSTRUCT ON-RAMP/OFF-RAMPS. CONSTRUCTION OF AUXILIARY LANES BETWEEN KATELLA AVENUE AND LINCOLN AVENUE/NOEL RANCH ROAD BOTH NORTHBOUND AND SOUTHBOUND ON SR-55. WIDEN TAFT AVENUE UNDERCROSSING ON NORTHBOUND SIDE OF SR-55. WIDEN MEATS AVENUE FROM PARK LANE TO JUST EAST OF BRECKENRIDGE STREET. REALIGN 1820' OF THE SR 55 MEDIAN BARRIER.	2023	PROJECT CANCELED
51	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2H01143	ORA990929	STATE HIGHWAY	5	INTERSTATE 5 ADD 1 HOV IN EACH DIRECTION FROM SOUTH OF AVENIDA PICO TO SOUTH OF AVENIDA VISTA HERMOSA AND RECONFIGURE AVENIDA PICO INTERCHANGE. PPNO:2531D (UTILIZE TOLL CREDIT MATCH FOR CMAQ, IMD, AND STIP). COMBINE WITH ORA150401. HOV SIGNAGE FROM PM 2.1 TO 3.7	EXISTING: 2017 REVISSED: 2018	REVISED COMPLETION DATE
52	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2H01143	ORA111002	STATE HIGHWAY	5	INTERSTATE 5 ADD 1 HOV IN EACH DIRECTION FROM SOUTH OF AVENIDA VISTA HERMOSA TO SOUTH OF PACIFIC COAST HIGHWAY. PPNO 2531E	EXISTING: 2016 REVISSED: 2018	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
53	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2M0730	ORA131711	STATE HIGHWAY	5	I-5 (SR-73 TO OSO PARKWAY) SEGMENT 1 - THE PROJECT WILL ADD ONE GENERAL PURPOSE LANE ON THE I-5 IN EACH DIRECTION BETWEEN SR-73 AND OSO CREEK (APPROXIMATELY 2.2 MILES), RECONSTRUCT AVERY PARKWAY INTERCHANGES AND ADD AUXILIARY LANES WHERE NEEDED. (PPNO 2655). PROJECT IS SPILT WITH ORA11801 AND ORA131712. (UTILIZE TOLL CREDIT MATCH FOR RSTP/ STBG)	EXISTING: 2023 REVISSED: 2024	REVISED COMPLETION DATE
54	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	EXISTING: ORA040607 REVISSED: 2M0717	ORA131105	STATE HIGHWAY	5	EL TORO ROAD INTERCHANGE - ON I-5 FROM LOS ALISOS BOULEVARD OVERCROSSING TO RIDGE ROUTE DRIVE. (UTILIZE TOLL CREDIT MATCH FOR RSTP)	2030	REVISED RTP ID/ NEW PROJECT
55	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2H01143	ORA111001	STATE HIGHWAY	5	INTERSTATE 5 ADD 1 HOV IN EACH DIRECTION FROM SOUTH OF PACIFIC COAST HIGHWAY TO SAN JUAN CREEK ROAD. PPNO:2531F	2018	PROJECT COMPLETED
56	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2M0733	ORA100511	STATE HIGHWAY	55	SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF AND 1 HOV LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND NON-CAPACITY OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS (PS&E AND PAED). TOLL CREDIT FOR RSTP AND CMAQ.	EXISTING: 2030 REVISSED: 2023	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
57	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA030605	ORA030605	STATE HIGHWAY	405	EXISTING: I-405 FROM SR-73 TO I-605. ADD 1 MF LANE IN EACH DIRECTION AND ADDITIONAL CAPITAL IMPROVEMENTS (BY 2022), CONVERT EXISTING: HOV TO HOT. ADD 1 ADDITIONAL HOT LANE EACH DIRECTION (BY 2035). COMBINED WITH ORA045, ORA151, ORA100507, ORA120310, AND ORA030605A. SIGNAGE FROM PM 7.6 TO 24.2 REVISED: I-405 FROM SR-73 TO I-605. ADD 1 MF LANE IN EACH DIRECTION AND ADDITIONAL CAPITAL IMPROVEMENTS (BY 2022), CONVERT EXISTING: HOV TO HOT. ADD 1 ADDITIONAL HOT LANE EACH DIRECTION. COMBINED WITH ORA045, ORA151, ORA100507, ORA120310, AND ORA030605A. SIGNAGE FROM PM 7.6 TO 24.2	EXISTING: 2035 REVISED: 2026	REVISED DESCRIPTION AND COMPLETION DATE
58	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA030612	ORA030612	TRANSIT		PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDEING PPNO 9514	EXISTING: 2020 REVISED: 2021	REVISED COMPLETION DATE
59	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2TR0704	ORA085001	TRANSIT		ORANGE TRANSPORTATION CENTER PARKING STRUCTURE - PROJECT WILL PROVIDE APPROXIMATELY 600 ADDITIONAL TRANSIT PARKING SPACES AT THE ORANGE STATION PARKING CENTER. (UTILIZE TRANSIT DEVELOPMENT CREDIT MATCH FHWA TRANSFER FY 16/17 FOR \$337 AND CMAQ FY 16/17 FOR \$130)	EXISTING: 2018 REVISED: 2020	REVISED COMPLETION DATE
60	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2120008	ORA151309	TRANSIT		FIVE 40' COMPRESSED NATURAL GAS EXPANSION BUSES (ROUTE 560)	2022	NEW PROJECT
61	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2L206	ORA171401	TRANSIT		SIX 40' COMPRESSED NATURAL GAS EXPANSION BUSES (ROUTE 529)	2024	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
62	RIVERSIDE	BANNING	RIV180104	RIV180104	STATE HIGHWAY	10	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF BANNING: I-10/HIGHLAND SPRINGS IC IMPROVEMENTS - WIDEN FROM 5 TO 7 THRU LANES FROM 275 FT N/O THE W/B OFF/ON RAMP TO 250 FT S/O THE E/B OFF/ON RAMP, WIDENEXISTING: 2 LN W/B OFF RAMP TO 4 LNS & 2 LN E/B OFF RAMP TO 4 LNS, ENTRY RAMPS TO INCLUDE HOV PREFERENTIAL LANE AND EXTENDED ACCELERATION/DECELERATION LANE. (PA&ED ONLY)	2027	NEW PROJECT
63	RIVERSIDE	BEAUMONT	RIV060115	RIV060115	STATE HIGHWAY	10	AT I-10/OAK VALLEY PKWY IC: RECONSTRUCT/WIDEN IC FROM 2 TO 6 THROUGH LANES FROM APPROX 500 FT. W/O DESERT LAWN DR TO GOLF CLUB DR, WIDEN RAMPS - EB ENTRY 1 TO 2 LANES, EB & WB EXIT 1 TO 4 LANES, WB ENTRY 1 TO 3 LANES, , ADD NEW EB/WB ENTRY LOOP RAMPS (2 LANES) , ENTRY RAMPS INCLUDE HOV PREFERENTIAL LANE, AND RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANE (EA: 0G280).	EXISTING: 2021 REVISSED: 2022	REVISED COMPLETION DATE
64	RIVERSIDE	CALIMESA	RIV131201	RIV131201	STATE HIGHWAY	10	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - RECONSTRUCTION OFEXISTING: INTERCHANGE AT I-10/COUNTY LINE WITH TWO 90 FT RADIUS ON/OFF RAMPS ROUNDABOUTS, EXTENDING 1300 LINEAR FEET FROM COUNTY LINE LANE TO APPROX. 300 FT. W/O CALIMESA BLVD. THE PROJECT WILL INCLUDE RAMP REALIGNMENT FOR ALL FOUR RAMPS WITH MINOR RAMP WIDENING.	EXISTING: 2023 REVISSED: 2030	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
65	RIVERSIDE	CALIMESA	RIV060117	RIV060117	STATE HIGHWAY	10	ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMPS – EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, ADD EB EXIT RAMP (3 LNS), WB ENTRY RAMP (2 LNS W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS, RELOCATE CALIMESA BLVD/ SINGLETON RD INTERSECTION, ADD SB EXTENDED DEDICATED RIGHT-TURN LN (EA: 0F980)	EXISTING: 2025 REVISSED: 2035	REVISED COMPLETION DATE
66	RIVERSIDE	CALIMESA	RIV060116	RIV060116	STATE HIGHWAY	10	I-10/CHERRY VALLEY BLVD IC: REPLACEMENT OF EXISTING: CURVED OVERCROSSING WITH TWO 90 FT. RADIUS ON/OFF RAMPS ROUNDABOUTS AND WILL EXTEND 1800 LINEAR FEET FROM ROBERTS ROAD (SOUTH) TO APPROXIMATELY 500 FT E/O CALIMESA BLVD. ASSOCIATED PROJECT IMPROVEMENTS INCLUDE REALIGNMENT OF CALIMESA BLVD AND RAMP REALIGNMENT FOR ALL FOUR RAMPS WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).	EXISTING: 2022 REVISSED: 2028	REVISED COMPLETION DATE
67	RIVERSIDE	CALTRANS	3TK04MA13	RIV120201	STATE HIGHWAY	60	ON SR-60 IN UNINCORPORATED RIVERSIDE CO: CONSTRUCT NEW EASTBOUND CLIMBING AND WESTBOUND DESCENDING TRUCK LANES FROM GILMAN SPRINGS RD TO APPROX. 1.37 MILES W/O JACK RABBIT TRAIL AND UPGRADE EXISTING: INSIDE AND OUTSIDE SHOULDERS TO STANDARD WIDTHS (10-FT INSIDE SHOULDER AND 12-FT OUTSIDE SHOULDER) (EA: 0N69U) - CMAQ PM2.5 BENEFITS PROJECT.	EXISTING: 2020 REVISSED: 2021	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
68	RIVERSIDE	CATHEDRAL CITY	3M0722	RIV180108	STATE HIGHWAY	10	IN COACHELLA VALLEY FOR CITY OF CATHEDRAL CITY - CONSTRUCT THE PROPOSED I-10 IC FROM LANDAU BLVD BETWEEN VISTA CHINO AND VARNER RD FROM 4 TO 6 LANES AND ADD NEW EXTENSION TO LANDAU BLVD BETWEEN I-10 AND PROPOSED VALLEY CENTER DRIVE. INCLUDES NEW GRADE SEPARATION WITH UPRR AND NEW FREEWAY CONNECTION AT NEW 6 LANE IC ON LANDAU I-10. (PA&ED ONLY)	2035	NEW PROJECT
69	RIVERSIDE	COACHELLA	RIV180143	RIV180143	STATE HIGHWAY	10	IN THE CITY OF COACHELLA: AT I-10 DILLON RD BETWEEN 800 FT SOUTH OF VISTA DEL SUR TO 600 NORTH OF VISTA DEL NORTE - RECONSTRUCT IC ADD ACCELERATION LANE ON W/B - WIDEN FROM 4-6 LANES, INCLUDES TRAFFIC SIGNAL MODIFICATIONS, TURNING LANES. (EA 0K950K)	2027	NEW PROJECT
70	RIVERSIDE	COACHELLA	RIV061159	RIV061159	STATE HIGHWAY	86	EXISTING: AT SR86/AVENUE 50: WIDEN AND CONSTRUCT NEW 6THROUGH LANE IC FROM E/O COACHELLA STORMWATER CHANNEL BRIDGE TO E/O TYLER ST. IMPROVEMENTS INCLUDE: EXTENDED RAMP ACCELERATION/ DECELERATION LANES, RELOCATE/ REALIGN AVE 50 AND TYLER ST, BIKE LANES, SIDEWALKS, AND RECONSTRUCT TRAFFIC SIGNALS (SAFETEA LU 1702, CA583, #2543) (EA: 0C970) REVISED: AT SR86/AVENUE 50: (PHASE 2) WIDEN & CONSTRUCT NEW 6THROUGH LANE IC FROM E/O COACHELLA STORMWATER CHANNEL BRIDGE TO E/O TYLER ST. IMPROVEMENTS INCLUDE: EXTENDED RAMP ACCELERATION/DECELERATION LNS, RELOCATE/REALIGN AVE 50 AND TYLER ST, BIKE LANES, SIDEWALKS, AND RECONSTRUCT TRAFFIC SIGNALS (SAFETEA LU 1702, CA583, #2543) (EA: 0C970)	EXISTING: 2019 <hr/> REVISED: 2030	REVISED DESCRIPTION AND COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
71	RIVERSIDE	COACHELLA	RIV180142	RIV180142	STATE HIGHWAY	86	IN THE CITY OF COACHELLA: AT SR-86/DILLON RD BETWEEN COACHELLA VALLEY STORMWATER CHANNEL BRIDGE TO HARRISON PL. RECONSTRUCT IC ADD ACCELERATION LANES - WIDEN FROM 4-6 LANES, INCLUDES TRAFFIC MODIFICATIONS, TURNING LANES. (EA OK960K)	2027	NEW PROJECT
72	RIVERSIDE	CORONA	RIV010208	RIV010208	STATE HIGHWAY	15	AT I-15/CAJALCO RD IC NEAR CORONA: DESIGN, RECONST/ REALIGN & WIDEN CAJALCO RD FROM 2 TO 6 THRU LNS FROM TEMESCAL CYN RD TO BEDFORD CYN RD, RECONST/WIDEN SB ENTRY FROM 1-2 LNS, SB EXIT FROM 2-5 LNS, NB ENTRY FROM 1-2 LNS, NB EXIT FROM 2-4 LNS, ADD AUX LNS BTWN NB ENTRY AND NB EXIT TO EL CERRITO RD AND BTWN SB ENTRY FROM EL CERRITO RD AND SB EXIT. (\$840 TC FY 11/12 ENG & \$600 TC FY 13/14 R/W).	EXISTING: 2019 REVISSED: 2020	REVISED COMPLETION DATE
73	RIVERSIDE	CORONA	RIV180102	RIV180102	STATE HIGHWAY	15	IN THE CITY OF CORONA ONEXISTING: ONTARIO AVE - WIDEN AND REALIGNEXISTING: 5 TO 7 LANES BY ADDING 1 WB THRU LANE AND 1 EB THRU LANE, CONSTRUCT TIE BACK WALL AND 815' SIDEWALK W/ ADA RAMPS ON THE SOUTH SIDE OF ONTARIO AVE BETWEEN COMPTON AVE AND E/O STATE ST.	2021	NEW PROJECT
74	RIVERSIDE	INDIO	3A07022	RIV071254	STATE HIGHWAY	10	ON I-10 IN INDIO AT MONROE ST IC: RECONSTRUCT/WIDEN IC FROM 2 TO 6 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM AVENUE 42 TO S/O WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN RAMPS 1 TO 2 LANES, AND EXTEND RAMPS WITH ACCELERATION/DECELERATION LANES (EA: OK730K)	EXISTING: 2021 REVISSED: 2023	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
75	RIVERSIDE	INDIO	3A07020	RIV071252	STATE HIGHWAY	10	ON I-10 IN INDIO AT JACKSON ST IC (AT PM 55.575): RECONSTRUCT/WIDEN IC FROM 2 TO 6 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM SHOWCASE PKWY TO SOUTH OF WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN RAMPS 1 TO 2 LANES, MODIFY TRAFFIC SIGNALS	EXISTING: 2021 REVISSED: 2023	REVISED COMPLETION DATE
76	RIVERSIDE	INDIO	3A07021	RIV071253	STATE HIGHWAY	10	ON I-10 IN INDIO AT GOLF CENTER PKWY IC: RECONSTRUCT/WIDEN IC FROM 4 TO 6 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL BETWEEN AVENUE 44 TO S/O WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN RAMPS 1 TO 2 LANES, AND EXTEND RAMPS WITH ACCELERATION/DECELERATION LANES	EXISTING: 2021 REVISSED: 2025	REVISED COMPLETION DATE
77	RIVERSIDE	LAKE ELSINORE	RIV010206	RIV010206A	STATE HIGHWAY	15	EXISTING: AT I-15/RR CYN RD IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-2 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, & CONS RAMP ACCEL/DECEL LNS AT RR CYN RD (PPNO 3004U). REVISED: AT I-15/RR CYN RD IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), EXT 2-LN NB RAMP TO GORE, CNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-2 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, CONS RAMP ACCEL/DECEL LNS AT RR CYN RD & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	2021	REVISED DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
78	RIVERSIDE	LAKE ELSINORE	RIV010206	RIV010206B	STATE HIGHWAY	15	AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TOEXISTING: CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.	2032	NEW PROJECT
79	RIVERSIDE	LAKE ELSINORE	RIV180144	RIV180144	STATE HIGHWAY	15	IN THE CITY OF LAKE ELSINORE - MAIN ST/I-15 IC IMPROVEMENTS: WIDENING OF NB MAIN ST UNDER THE FREEWAY FROM 1 TO 2 LNS, ADD AN ADDITIONAL LN TO THE NB ENTRANCE AND EXIT RAMPS. WIDEN SB OFF RAMP TO ACCOMMODATE 1 RT LN, 1 LT LN, AND 1 THRU LT LN AT MAIN ST INTERSECTION. INSTALL RAMP METERS & TRAFFIC SIGNALS AT THE ON & OFF RAMPS INTERSECTIONS, AND CAMINO DEL NORTE/MAIN ST INTERSECTION.	2023	NEW PROJECT
80	RIVERSIDE	LAKE ELSINORE	3A04WT047	RIV091007	STATE HIGHWAY	74	IN MID-WESTERN RIVERSIDE COUNTY IN THE CITY OF LAKE ELSINORE: WIDENING OF SR-74 FROM 2 TO 6 THROUGH LANES (3 LANES IN EACH DIRECTION), WEST OF I-15 TO THE ORTEGA MOUNTAINS. OTHER IMPROVEMENTS INCLUDE TURN POCKETS AND ONE TRAFFIC SIGNAL AT INTERSECTION OF SR74 (RIVERSIDE DR) AND GRAND AVE (RIV131127).	EXISTING: 2020 REVISSED: 2022	REVISED COMPLETION DATE
81	RIVERSIDE	LAKE ELSINORE	3AL204	RIV131127	STATE HIGHWAY	74	IN LAKE ELSINORE - INTERSECTION WIDENING AND TRAFFIC SIGNAL INSTALLATION - RIVERSIDE DR/SR74 AT GRAND AVE: WIDEN RIVERSIDE DR/SR74 FROM 3 TO 6 LANES AND GRAND AVENUE FROM 2 TO 4 LANES AND INSTALL TRAFFIC SIGNAL AT THE T-INTERSECTION OF RIVERSIDE DR/ SR74 AT GRAND AVE.	EXISTING: 2018 REVISSED: 2021	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
82	RIVERSIDE	MENIFEE	REG0701	RIV151219	STATE HIGHWAY	215	IN WESTERN RIVERSIDE COUNTY IN MENIFEE: CONSTRUCT NEW HOLLAND AVE 4-LANE OC (2 LNS IN EA DIR) OVER I-215 AND ANTELOPE RD. PROJECT INCLUDES REALIGNMENT OF WILLOWOOD WAY, RESTRIPIING OF HANOVER LANE AND ALBION LANE, AND CONSTRUCTION OF AN ACCESS ROAD FOR BUSINESS ON THE WEST SIDE OF I-215 (EA 1F980).	EXISTING: 2017 REVISSED: 2022	REVISED COMPLETION DATE
83	RIVERSIDE	MENIFEE	3M0719	RIV151218	STATE HIGHWAY	215	IN WESTERN RIVERSIDE COUNTY IN MENIFEE: RECONSTRUCT/WIDEN I-215 IC AT MC CALL BLVD. - WIDEN IC FROM 4 TO 6 LANES (SUN CITY BLVD TO EASTERLY OF ENCANTO DR), WIDEN ENTRY RAMPS (RAMP METERED / NON HOV PREFERENTIAL LANE), WIDEN EXIT RAMPS (DUAL LEFT @ SB & DUAL RIGHT @ NB WITH MCCALL), ADD DUAL LEFT-TURN AND DEDICATED RIGHT-TURN LANES (EA 1F700).	EXISTING: 2020 REVISSED: 2022	REVISED COMPLETION DATE
84	RIVERSIDE	MORENO VALLEY	3A07045	RIV071242	STATE HIGHWAY	60	IN THE CITY OF MORENO VALLEY - RECONSTRUCT INDIAN ST X-ING SR 60 FROM 150' S/O SUNNYMEAD BLVD., TO HEMLOCK AVE: COMPLETE RECONSTRUCT. OF THE BRIDGE TO PROVIDE 16'6" CLEARANCE & 4 THROUGH LANES (2 LNS IN EA DIR) & ASSOC. ST IMP. WITHIN THE PROJECT LIMITS (LEFT TURN POCKETS AT SUNNYMEAD AND HEMLOCK INTERSECT., RIGHT-TURN ONLY SB AT SUNNYMEAD, NEW TS AT HEMLOCK/ INDIAN ST., & INTERCONNECT MOD).	EXISTING: 2021 REVISSED: 2024	REVISED COMPLETION DATE
85	RIVERSIDE	MORENO VALLEY	RIV041052	RIV041052	STATE HIGHWAY	60	IN MORENO VALLEY AT SR-60/ MORENO BEACH DR IC: MODIFY MORENO BEACH DR IC - WIDEN OC FROM 2 TO 6 THROUGH LANES, REALIGN/WIDEN RAMPS (WB EXIT 1 TO 2 LANES), ADD NEW WB ENTRY RAMP (2 LANES), ADD WB AUX LANE, AND INSTALL RELATED DRAINAGE AND ASSOCIATED WORK (EA: 32303).	EXISTING: 2020 REVISSED: 2022	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
86	RIVERSIDE	MORENO VALLEY	3M0712	RIV080902	STATE HIGHWAY	60	AT SR-60/REDLANDS BLVD - WIDEN OC FROM 2 TO 6 THRU LANES; WIDEN WB EXIT & ENTRY RAMPS FROM 1 LANE TO 2 LANES AT EXIT/ENTRY, 3 LANES AT ARTERIAL AND HOV AT ENTRY; WIDEN EB EXIT & ENTRY RAMPS FROM 1 LANE TO 2 LANES AT EXIT/ENTRY AND HOV AT ENTRY; ADD AUX LANES 1000' EACH DIRECTION WEST OF IC AND 1700' EACH DIRECTION EAST OF IC	EXISTING: 2023 REVISSED: 2025	REVISED COMPLETION DATE
87	RIVERSIDE	MORENO VALLEY	3M0801	RIV080904	STATE HIGHWAY	60	AT SR-60/THEODORE ST IC: WIDEN OC FRM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMPS FRM 1-2 LNS AT EXIT/ENTRY, 3 LNS AT ART. W/ HOV AT ENTRY; WIDEN EB EXIT RAMP FRM 1-2 LNS AT EXIT & 3 LNS AT ART.; WIDEN EB ENTRY RAMP FROM 1-2 LNS W/HOV; ADD EB LOOP ENTRY WITH 2 LNS AT ART & 1 LN AT ENTRY; ADD AUX LNS 1400' EB DIR E/O IC, 2,500' EB DIR W/O IC, 2,300' WB DIR W/O IC & 1,700' WB DIR E/O IC (EAOM590)	EXISTING: 2020 REVISSED: 2023	REVISED COMPLETION DATE
88	RIVERSIDE	MORENO VALLEY	7120003	RIV151220	STATE HIGHWAY	60	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY ALONG SR 60 - WIDEN FROM TWO TO THREE LANES IN EACH DIRECTION IN THEEXISTING: MEDIAN TO PROVIDE ONE ADDITIONAL GENERAL PURPOSE LANE IN EACH DIRECTION FROM REDLANDS BLVD. TO GILMAN SPRINGS RD.	EXISTING: 2020 REVISSED: 2024	REVISED COMPLETION DATE
89	RIVERSIDE	MORENO VALLEY	3M0714	RIV080903	STATE HIGHWAY	60	AT SR-60/GILMAN SPRINGS RD IC - REALIGN GILMAN SPRINGS RD/ REMOVEEXISTING: EB/WB RAMPS; WIDEN OC FROM 2 TO 6 THRU LANES; WB EXIT IS 1 LANE WIDENING TO 2 LANES THEN TO 3 LANES AT ARTERIAL, WB LOOP & EB ENTRY RAMPS FROM 1 LANE TO 2 LANES W/ HOV; WIDEN EB EXIT RAMPS FROM 1 LANE TO 2 LANES AT EXIT AND 3 LANES AT ARTERIAL; ADD AUX LANES TO WEST OF IC 1200' EB AND 2200' WB	EXISTING: 2023 REVISSED: 2026	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
90	RIVERSIDE	MORENO VALLEY	RIV050533	RIV050533	STATE HIGHWAY	215	AT I-215/CACTUS AVE IC: WIDEN IC FROM 3 TO 6 THRU LNS (EB FROM 2 TO 3 BTWN W/O BNSF RR TO 1300' E/O VETERANS WAY, ADD 4TH EB LANE FROM NB EXIT RAMP TO E/O ELSWORTH ST, WIDEN WB FROM 1&2 TO 3 THRU LNS FROM COMMERCE CENTER DR TO BNSF RR), WIDEN RAMPS 1 TO 2&3 LNS (ENTRY RAMPS INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EAOE760)	EXISTING: 2019 REVISSED: 2026	REVISED COMPLETION DATE
91	RIVERSIDE	MURRIETA	3M0730	RIV080901	STATE HIGHWAY	15	AT I-15/MURRIETA HOT SPRINGS RD IC - CONSTRUCT NEW NB LOOP ON RAMP AND REALIGNEXISTING: NB OFF RAMP (EA: OJ650K)	EXISTING: 2019 REVISSED: 2022	REVISED COMPLETION DATE
92	RIVERSIDE	MURRIETA	3M10WT03	RIV100107	STATE HIGHWAY	215	IN SW RIVERSIDE CO. I-215/KELLER RD. IC: REPLACEEXISTING: 2-LN I-215/KELLER RD. UNDERPASS WITH A NEW 4-LN (2 LNS IN EA DIR), AUX LANES AT THE SB OFF-RAMP & NB OFF-RAMP (APPROX. 2,400'), ADD 3-LN NB/SB OFF RAMPS, 2-LN NB/SB ON-RAMPS W/HOV, SWS, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	EXISTING: 2019 REVISSED: 2022	REVISED COMPLETION DATE
93	RIVERSIDE	PERRIS	RIV060111	RIV060111	STATE HIGHWAY	215	IN MID WESTERN-RIVERSIDE CO IN THE CITY OF PERRIS - I-215/ETHANAC RD IC IMP.: IC OPERATIONAL IMP. OF THE NB & SB OFF RAMPS @ I-215/ETHANAC RD AND ON ETHANAC ON EITHER SIDE OF I-215 FOR UP TO 1,200 FT. IMPROVEMENTS CONSIST OF THE WIDENING OF THE ON AND OFF RAMPS TO PROVIDE LEFT AND RIGHT TURN POCKETS, T.S. UPGRADE AT THE RAMP TERMINI & WIDEN OC 2 TO 4 LANES WITH TURN LANES.	EXISTING: 2022 REVISSED: 2030	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
94	RIVERSIDE	PERRIS	3M04WT009	RIV091012	STATE HIGHWAY	215	IN MID-WESTERN RIVERSIDE COUNTY IN THE CITY OF PERRIS - CASE ROAD/MATTHEWS RD. (SR-74) AT I-215 INTERCHANGE: RECONFIGURATION OF THE EXISTING: CASE RD/MATTHEWS RD. (SR-74) AT I-215 IC, IMPROVING THE INTERSECTION OPERATIONS AND ELIMINATING CROSS TRAFFIC CONFLICTS ON THE SB RAMPS, WIDEN MATTHEWS RD FROM 2/3 LANES TO 4 LANES FROM CASE RD TO TRUMBLE RD (EA: OP420).	EXISTING: 2019 REVISSED: 2025	REVISED COMPLETION DATE
95	RIVERSIDE	PERRIS	3M04WT014	RIV131006	STATE HIGHWAY	215	IN THE CITY OF PERRIS - I-215 AT NUEVO RD IC IMP.: WIDENING OF NB AND SB OFF RAMPS FROM 2 TO 3 LNS, ADD. OF WB RT TURN LN ONTO THE NB I-215 ON RAMP (WID. FROM 2 TO 3 LANES, 2 EXIST. THRU LNS + 1 NEW RT TURN LN), AND ADDITION OF WB LEFT TURN LN ONTO SB I-215 ON RAMP (WID. FROM 3 TO 4 LNS - 2 THRU EXIST LNS, 1 LEFT TURN LN + 1 NEW LEFT TURN LANE) & SW INSTALL E/O OC.	2017	PROJECT COMPLETED
96	RIVERSIDE	PERRIS	3A04WT059	RIV180101	STATE HIGHWAY	215	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF PERRIS: I-215 AT HARLEY KNOX BLVD. IC IMPROVEMENT - RECONSTRUCT AND WIDEN HARLEY KNOX BLVD. IC FROM 2 TO 4 LANES AND RECONSTRUCT/WIDEN RAMPS.	2022	NEW PROJECT
97	RIVERSIDE	PERRIS	3M04WT014	RIV131006	STATE HIGHWAY	215	IN THE CITY OF PERRIS - I-215 AT NUEVO RD IC IMP.: WIDENING OF NB AND SB OFF RAMPS FROM 2 TO 3 LNS, ADD. OF WB RT TURN LN ONTO THE NB I-215 ON RAMP (WID. FROM 2 TO 3 LANES, 2 EXIST. THRU LNS + 1 NEW RT TURN LN), AND ADDITION OF WB LEFT TURN LN ONTO SB I-215 ON RAMP (WID. FROM 3 TO 4 LNS - 2 THRU EXIST LNS, 1 LEFT TURN LN + 1 NEW LEFT TURN LANE) & SW INSTALL E/O OC.	2017	PROJECT COMPLETED

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
98	RIVERSIDE	RIVERSIDE COUNTY	RIV011232	RIV011232	STATE HIGHWAY	215	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMPS; NB ENTRY 1 TO 3 LNS; SB EXIT 2 TO 4 LNS; ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY LOOP RAMP (3 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	EXISTING: 2019 REVISSED: 2020	REVISED COMPLETION DATE
99	RIVERSIDE	RIVERSIDE COUNTY	RIV050534	RIV050534	STATE HIGHWAY	215	AT I-215/NEWPORT RD IC: RECONSTRUCT/WIDEN FROM 4 TO 6 THROUGH LANES BETWEEN HAUN RD AND ANTELOPE RD, RELOCATE NB AND SB EXIT RAMPS (3 LANES), RECONFIGURE NB & SB ENTRY RAMPS TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMPS (2 LANES), INCLUDE EXTENDED RAMP ACCELERATION/DECELERATION LANES, ADD EXTENDED DEDICATED RIGHT-TURN LANES (EA: 0J440)	2017	PROJECT COMPLETED
100	RIVERSIDE	RIVERSIDE COUNTY	47520	47520	STATE HIGHWAY	10	AT I-10/JEFFERSON ST IC: RECONSTRUCT, REALIGN, & WIDEN IC 2 TO 6 LANES (SOUTHERLY OF VARNER RD TO UPRR), WIDEN RAMPS, ADD NEW ENTRY RAMPS, INCLUDING RAMP METERING (NO HOV PREFERENTIAL LANE INCLUDED), ADD ACCEL/DECEL LANES AT WB ENTRY AND EB EXIT (<1/4 MILE), AND ADD DEDICATED RIGHT-TURN LANES. (EA: 47520)	2018	PROJECT COMPLETED
101	RIVERSIDE	RIVERSIDE COUNTY	3NL04	RIV140840	STATE HIGHWAY	111	IN EASTERN RIVERSIDE CO. FOR THE COUNTY OF RIVERSIDE IN MECCA-GRAPEFRUIT BLVD/4TH ST PED & RDWY SAFETY IMPROVEMENTS: ON W/S OF GRAPEFRUIT BLVD B/W 4TH ST & 3,000 FT SOUTH OF 66TH AVE, CONSTRUCT APPROX. 3,500 L.F. OF ASPHALT CONCRETE WALKWAY & 250 L.F. OF CONCRETE S/W, CURB & GUTTER, ADA CURB UPGRADES & WIDENING, TRAFFIC SIGNAL IMPROVEMENTS.	2018	PROJECT COMPLETED

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
102	RIVERSIDE	RIVERSIDE COUNTY	RIV050534	RIV050534	STATE HIGHWAY	215	AT I-215/NEWPORT RD IC: RECONSTRUCT/WIDEN FROM 4 TO 6 THROUGH LANES BETWEEN HAUN RD AND ANTELOPE RD, RELOCATE NB AND SB EXIT RAMPS (3 LANES), RECONFIGURE NB & SB ENTRY RAMPS TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMPS (2 LANES), INCLUDE EXTENDED RAMP ACCELERATION/DECELERATION LANES, ADD EXTENDED DEDICATED RIGHT-TURN LANES (EA: OJ440)	2017	PROJECT COMPLETED
103	RIVERSIDE	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV62024	RIV62024	STATE HIGHWAY	79	ON SR79 IN SOUTHWESTERN RIVERSIDE COUNTY BETWEEN 2.0 KILOMETERS SOUTH OF DOMENIGONI PKWY TO GILMAN SPRINGS ROAD: REALIGN AND WIDEN SR79 FROM 2 TO 4 THROUGH LANES.	EXISTING: 2020 REVISSED: 2025	REVISED COMPLETION DATE
104	RIVERSIDE	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV031218	RIV031218A	STATE HIGHWAY	215	I-215/PLACENTIA (PL) AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCSRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE WEST FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCSRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, EAST FRONTAGE RD & RAMP INTRSCCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2021	NEW PROJECT SPLIT FROM FTIP RIV031218

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
105	RIVERSIDE	RIVERSIDE TRANSIT AGENCY	RIV180131	RIV180131	TRANSIT		IN WESTERN RIV CO IN THE CITY OF HEMET FOR RIVERSIDE TRANSIT AGENCY - CONSTRUCTION OF THE HEMET MOBILITY HUB ON 2 ACRE PARCEL LOCATED EAST OF RAIL ROW, SOUTH OF EAST DATE STREET, WEST OF NORTH JUANITA ST, AND NORTH OF EAST DEVONSHIRE AVE TO INCLUDE: 10 BUS BAYS, 10 SHELTERS/ CANOPIES, 20 PARKING SPACES, 1 TRAFFIC SIGNAL AT DEVONSHIRE & CARMALITA, 1 CONTROLLED INTERSECTION AT DEVONSHIRE AND JUANITA; STORAGE AND RESTROOM FACILITY. (FTA 5339 FY15-PAED ONLY).	2025	NEW PROJECT
106	RIVERSIDE	RIVERSIDE TRANSIT AGENCY	EXISTING: RIV051007 REVISD: 3120027	RIV130201	TRANSIT		IN WESTERN RIVERSIDE COUNTY FOR RTA WITHIN THE CITY LIMITS OF RIVERSIDE - REGIONAL TRANSIT CENTER FOR MASS TRANSIT SERVICE IN WESTERN RIVERSIDE COUNTY. LOCATION TO BE IN THE GENERAL VICINITY ON VINE STREET BETWEEN 10TH STREET AND 14TH STREET ACROSS FROM DOWNTOWN RIVERSIDE METROLINK STATION. (PA&ED ONLY)	EXISTING: 2017 REVISD: 2025	REVISED RTP ID AND COMPLETION DATE
107	RIVERSIDE	RIVERSIDE, CITY OF	3M0738	RIV110122	STATE HIGHWAY	215	ON I-215 IN SW RIVERSIDE COUNTY FROM ONE AND ONE-HALF MILES N/O MURRIETA HOT SPRINGS RD TO FRENCH VALLEY PKWY OFFRAMP: CONSTRUCT A THIRD MIXED-FLOW LANE IN THE MEDIAN AND AUX-LANE FROM MURRIETA HOT SPRINGS SB ENTRANCE RAMP TO ONE-HALF MILE S/O FRENCH VALLEY PKWY OFF-RAMP (WIDEN) I215/I-15 SEPARATION FROM 2 TO 4 LANES) (EA: OF163).	EXISTING: 2024 REVISD: 2030	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
108	RIVERSIDE	RIVERSIDE, CITY OF	3M01WT022	RIV131202	STATE HIGHWAY	91	EXISTING: IN THE CITY OF RIVERSIDE - SR-91 AT ADAMS STREET INTERCHANGE RECONSTRUCTION (PA&ED ONLY). REVISED: IN THE CITY OF RIVERSIDE - SR-91 AT ADAMS STREET INTERCHANGE RAMPS RECONFIGURATION, INCLUDING THE RECONSTRUCTION OF ADAMS ST OVERPASS, ADAMS STREET FROM AUTO CENTER DR TO BRIARWOOD DR AND INDIANA AVE FROM VANCE ST TO DETROIT DR.	EXISTING: 2018 REVISED: 2028	REVISED DESCRIPTION AND COMPLETION DATE
109	RIVERSIDE	SUNLINE TRANSIT AGENCY	3TL504	RIV140822	TRANSIT		IN COACHELLA VALLEY FOR SUNLINE TRANSIT AGENCY: PURCHASE OF TWO NEW BUSES AND OPERATIONS OF NEW BUS SERVICE THAT WILL DIRECTLY LINK DESERT HOT SPRINGS AND PALM DESERT. SERVICE TO OPERATE ON WEEKDAYS AND WILL INCLUDE FOUR TRIPS IN THE MORNING (HOURLY) FROM DESERT HOT SPRINGS TO PALM DESERT AND FOUR TRIPS IN THE AFTERNOON (HOURLY) FROM PALM DESERT TO DESERT HOT SPRINGS.	EXISTING: 2018 REVISED: 2019	REVISED COMPLETION DATE
110	RIVERSIDE	TEMECULA	RIV62031	RIV62031	STATE HIGHWAY	15	I-15/SR79 SO. IC: REMOVE SB EXIT RAMP, ADD NEW SB EXIT LOOP RAMP, REALIGN SB EXIT RAMP (2 LNS) W/ AUX LN. WIDEN SB ENTRY 1 TO 3, NB EXIT 1 TO 4, NB ENTRY 1 TO 3 & RECON SR79S.	EXISTING: 2017 REVISED: 2018	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
111	SAN BERNARDINO	CALTRANS	35556	35556	STATE HIGHWAY	15	IN THE CITY OF VICTORVILLE FROM 0.5 MILES NORTH OF MOJAVE DRIVE TO 1.5 NORTH OF EXISTING: STODDARD WELLS ROAD OVERCROSSING. RECONSTRUCT D/E/STODDARD WELLS RD ICS. WIDEN BRIDGES (NO NEW LANES). CONSTRUCT NEW COLLECTOR DISTRIBUTOR RD OVER D/E/ AND BNSF RR TO PARRALLEL I-15 NB INCLUDES ITS OWN BRIDGE. RECONST/REALIGN EAST/WEST FRONTAGE RDS. CONST NEW AUX LN. (REFER TO MODELING DETAILS) (CA061)	EXISTING: 2017 REVISD: 2018	PROJECT COMPLETED
112	SAN BERNARDINO	CALTRANS	4351	4351	STATE HIGHWAY	58	SR58 EXPRESSWAY-REALIGN AND WIDEN FROM 2-4 LANE EXPRESSWAY. NEW INTERCHANGES AT LENWOOD RD AND HINKLEY RD. 2.4 MILES WEST OF HIDDEN RIVER RD. TO 0.7 MILES EAST OF LENWOOD ROAD -- REALIGN AND WIDEN TO 4 LANE EXPRESSWAY (2-4 LANES) (PHASE 2)	EXISTING: 2016 REVISD: 2017	PROJECT COMPLETED
113	SAN BERNARDINO	CALTRANS	34011	34011	STATE HIGHWAY	138	NEAR WRIGHTWOOD FROM PHELAN RD TO I-15 WIDEN FROM 2 TO 4 LANES WITH MEDIAN(EA3401U)	EXISTING: 2016 REVISD: 2018	REVISED COMPLETION DATE
114	SAN BERNARDINO	CALTRANS	20190009	20190009	STATE HIGHWAY	138	FROM CONE PINE INTERSECTION TO JUNCTION I-15: WIDEN TWO BNSF BRIDGE STRUCTURES FROM 2-4 LANES. CONSTRUCT RETAINING WALLS.	2022	NEW PROJECT
115	SAN BERNARDINO	CALTRANS	4M0802	200452	STATE HIGHWAY	395	US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM CHAMBERLAINE WAY TO 1.8 MI S/O DESERT FLOWER ROAD -INTERIM WIDENING-WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS (EA OF632 PHASE II SEG 9)	2022	PROJECT IS BEING MOVED FROM FTIP TO RTP.

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
116	SAN BERNARDINO	FONTANA	34090	34090	STATE HIGHWAY	10	IN FONTANA AT ALDER AVENUE CONSTRUCT 4 LANE INTERCHANGE (2 LANES IN EACH DIRECTION.)	2028	PROJECT IS BEING MOVED FROM FTIP TO RTP.
117	SAN BERNARDINO	HIGHLAND	4M01003	2011154	STATE HIGHWAY	210	SR 210 AT 5TH ST/GREENSPOT RD; ON AND OFF RAMPS WIDENING; PROJECT ADDS 1 LANE TO THE TERMINI (2-3LNS) TO THE N/B ON RAMP, AND BOTH S/B ON/OFF RAMPS. ALL RAMPS REMAIN 1 LN AT THE MAINLINE.	2017	PROJECT CANCELED/ COMBINED WITH FTIP 20190001
118	SAN BERNARDINO	OMNITRANS	4TR0101	20151301	TRANSIT		<p>EXISTING: REDLANDS PASSENGER RAIL PROJECT (RPRP): NEW PASSENGER RAIL SERVICE FROM RIALTO / E ST IN SAN BERNARDINO TO REDLANDS. (SBCTA IS SUB RECIPIENT OF FTA FUNDS & IS ACTUAL PROJECT LEAD AGENCY) (TD CREDITS: CMAQ FY17/18 \$2,044; FY18/19 \$1,954) (FOR FTA'S SMALL STARTS THE PROJECT MANAGEMENT COST OF APPROX \$14.8M IN LOCAL FUNDS IS NOT INCLUDED IN FTIP TOTAL COST.)</p> <hr/> <p>REVISED: REDLANDS PASSENGER RAIL PROJECT (RPRP): NEW PASSENGER RAIL SERVICE FROM RIALTO / E ST IN SAN BERNARDINO TO REDLANDS. (SBCTA IS SUB RECIPIENT OF FTA FUNDS & IS ACTUAL PROJECT LEAD AGENCY) (TD CREDITS: CMAQ FY17/18 \$2,044; FY18/19 \$1,954) (FOR FTA'S SMALL STARTS THE PROJECT MANAGEMENT COST OF APPROX \$14.8M IN LOCAL FUNDS IS NOT INCLUDED IN FTIP TOTAL COST.) (INCLUDES LOCOMOTIVE PURCHASE FROM STUDY PROJECT 20151303)</p>	<p>EXISTING: 2020</p> <hr/> <p>REVISED: 2021</p>	REVISED DESCRIPTION AND COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
119	SAN BERNARDINO	ONTARIO	200604	200604	STATE HIGHWAY	60	SR60 AT GROVE AVENUE INTERCHANGE RECONSTRUCTION AND GROVE AVE. +/-300 FT. N/S OF SR 60-WIDEN FROM 4-6 LANES	EXISTING: 2022 REVISSED: 2025	REVISED COMPLETION DATE
120	SAN BERNARDINO	ONTARIO	200602	200602	STATE HIGHWAY	60	SR 60 AND VINEYARD AVE. INTERCHANGE RECONSTRUCTION-LENGTHEN BRIDGE TO ACCOMMODATE VINEYARD AVE WIDENING AND RAMP WIDENING 4-6 LANES	EXISTING: 2023 REVISSED: 2025	REVISED COMPLETION DATE
121	SAN BERNARDINO	RANCHO CUCAMONGA	200048	200048	STATE HIGHWAY	15	I-15 AT BASELINE INTERCHANGE - FROM 1,800 N/O BASELINE TO 2,400FT S/O; 1800FT W/O EAST AVE. TO 1500FT E/O EAST AVE-WIDEN RAMPS (INCLUDING BRIDGES), WIDEN BASELINE RD. FROM 4-6 LNS, WIDEN EAST AVE. FROM 2-4 LNS, REALIGN AND WIDEN S/B AND N/B DIAMOND RAMPS FROM 1-2 LNS (INCLUDG BRIDGES, AD S.B LOOP ON-RAMP (INCL BRIDGES) ADD I-15 ACCEL/ DECEL LNS, AND OPERATIONAL IMPRVMENTS (EA497100)(CA435)	EXISTING: 2016 REVISSED: 2017	REVISED COMPLETION DATE
122	SAN BERNARDINO	RIALTO	200450	200450	TRANSIT		RIALTO METROLINK STATION (PHASE 1): INCREASE PARKING SPACES FROM 175 TO 297 (ADDITIONAL 122 SPACES) (PHASE 2 - 20190005)	2017	PROJECT COMPLETED
123	SAN BERNARDINO	RIALTO	200450	20190005	TRANSIT		RIALTO METROLINK STATION (PHASE 2): INCREASE PARKING SPACES FROM 297 TO 397 (ADDITIONAL 100 SPACES) AND OTHER STATION IMPROVEMENTS.	2019	NEW PROJECT SPLIT FROM FTIP 200450

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
124	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	4M01005	20111625	STATE HIGHWAY	210	<p>EXISTING: SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE. TO SAN BERNARDINO AVE (REDLANDS) INCLUDES AUX. LANES BETWEEN BASE LINE AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. E/B ON RAMP AND DECELARATION LANE AT HIGHLAND AVE E/B OFF RAMP EXTENDING TO STERLING AVENUE (UNDER 1/4 MILES LENGTH)</p> <hr/> <p>REVISED: SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE. TO SAN BERNARDINO AVE (REDLANDS) INCLUDES AUX. LANES BETWEEN BASE LINE AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. E/B ON RAMP AND DECELARATION LANE AT HIGHLAND AVE E/B OFF RAMP EXTENDING TO STERLING AVENUE, AND INCLUDES ROAD REHAB. (UNDER 1/4 MILES LENGTH)</p>	2021	REVISED DESCRIPTION
125	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	4120213	20190015	TRANSIT		WEST VALLEY CONNECTOR (WVC - PHASE 1/MILLIKEN ALIGNMENT): A 19 MILE BUS RAPID TRANSIT (BRT) SERVICE FROM THE DOWNTOWN POMONA METROLINK STATION TO ONTARIO INTERNATIONAL AIRPORT AND THE RANCHO CUCAMONGA METROLINK STATION.	2023	NEW PROJECT
126	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	4120198	20190010	STATE HIGHWAY	10	COLTON: MT. VERNON AVE BRIDGE WIDENING OVER I-10: WIDEN MT. VERNON BRIDGE STRUCTURE (3-4 LANES; 1 NEW SB LANE) TO ACCOMMODATE NEW DEDICATED TURN AND BIKE LANES, WIDEN MT. VERNON AVE (2-4 LANES) FROM I-10 EB OFF/ON-RAMPS TO APPROX. 300 FT SOUTH ALONG MT. VERNON; REALIGN MT. VERNON & E VALLEY BLVD INTERSECTION; RELOCATE WB ON-RAMP (REMAINS 1 LANE AT THE MAINLINE).	2023	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
127	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	4122003	20179901	STATE HIGHWAY	10	I-10 EB TRUCK CLIMBING LANE: CONTINUE THEEXISTING: EASTBOUND TRUCK CLIMBING LANE ON I-10 FROM THE 16TH ST BRIDGE IN THE CITY OF YUCAIPA FOR ABOUT 3 MILES TO JUST EAST OF THE COUNTY LINE ROAD UNDERCROSSING. THE PROJECT INCLUDES A TRANSITION LANE TO ALLOW TRUCKS TO MERGE WITH GENERAL TRAFFIC AND MAY INCLUDE MINOR STRUCTURAL IMPROVEMENTS TO ACCOMMODATE FOR LANE WIDENING (PPNO 3009Q)	2023	NEW PROJECT
128	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	44810	44812	STATE HIGHWAY	10	I-10 TIPPECANOE RECONFIGURE INTERCHANGE & LOCAL RD IMP/MOD (HP 1366)(WESTBOUND - PHASE II) (FORMERLY PART OF RTP ID 44810)	EXISTING: 2015 REVISSED: 2017	REVISED COMPLETION DATE
129	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	SBD031279	SBD031279	STATE HIGHWAY	15	IN HESPERIA AT I-15 AND RANCHERO ROAD - CONSTRUCT 6 LANE INTERCHANGE WITH LEFT AND RIGHT TURN LANES, INCLUDING 1300 FT. AUX LANE PRIOR TO N/B OFF RAMP AND 3200 FT. AUX LANE FROM TO S/B LOOP ON RAMP	2015	PROJECT COMPLETED
130	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	4M1007	20110110	STATE HIGHWAY	210	CONSTRUCT NEW FULL-SERVICE INTERCHANGE WITH DIAMOND CONFIGURATION AT SR-210 AND PEPPER AVENUE IN THE CITY OF RIALTO. ADD WB AND EB ACCEL AND DECEL LANES AND WIDEN PEPPER FROM 2-4 LANES FROM HIGHLAND AVE. TOEXISTING: 4 LANE SECTION S/O INTERCHANGE (TOLL CREDIT: FY15/16 STPL \$1,780)	EXISTING: 2017 REVISSED: 2018	REVISED COMPLETION DATE
131	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	200614	200614	STATE HIGHWAY	215	I-215 BI-COUNTY HOV LANE GAP CLOSURE PROJECT- ADD 1 HOV LANE IN EACH DIRECTION FROM SPRUCE ST. ON RIV 91 TO ORANGE SHOW RD;(ALSO INCLUDES RTP 4M0803 (STIP 2010 \$24881 RCTC AND \$45089 SANBAG)(M003)	EXISTING: 2015 REVISSED: 2017	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
132	SAN BERNARDINO	VARIOUS AGENCIES	4160003	20171104	STATE HIGHWAY	10	I-10 EUCLID INTERCHANGE IMPROVEMENT PROJECT.	EXISTING: 2024 REVISSED: 2022	REVISED COMPLETION DATE
133	SAN BERNARDINO	VARIOUS AGENCIES	2002160	20171102	STATE HIGHWAY	10	EXISTING: IN ONTARIO: RECONSTRUCT I-10 AT 4TH STREET UNDERCROSSING BRIDGE STRUCTURE; WIDEN 4TH ST. 2-4 LANES UNDER BRIDGE TO MATCH REST OF 4TH ST. INCLUDES TRAFFIC SIGNAL MODIFICATIONS, TURNING LANES AND STORM DRAIN MAIN PIPELINE IMPROVEMENTS. (CHILD PROJECT OF 2002160) REVISSED: I-10 AT 4TH STREET BRIDGE REPLACEMENT: WIDEN 4TH ST FROM 2-4 LANES UNDER THE BRIDGE. (CHILD PROJECT OF FTIP ID 2002160).	EXISTING: 2024 REVISSED: 2022	REVISED DESCRIPTION AND COMPLETION DATE
134	SAN BERNARDINO	VARIOUS AGENCIES	1830	1830	STATE HIGHWAY	10	EXISTING: I-10 AT CEDAR AVE. BETWEEN SLOVER AND VALLEY- RECONSTRUCT I/C- WIDEN FROM 4-6 LANES WITH LEFT AND RIGHT TURN LANES. ADD AUX LANE ON E/B ON AND OFF RAMPS. TOLL CREDITS TO MATCH STPL. REVISSED: I-10 AT CEDAR AVE. BETWEEN SLOVER AND BLOOMINGTON - FROM BLOOMINGTON TO ORANGE, RECONSTRUCT IC - WIDEN 4-6 LANES WITH LEFT AND RIGHT TURN LANES; ADD 1 LANE TO THE EB OFF RAMP WHICH GOES BEYOND THE GORE AREA; ADD 2 LANES ON THE WB OFF RAMP WITHIN THE GORE AREA; PAVEMENT REHAB FROM ORANGE TO SLOVER (REMAINS 4 LANES).	EXISTING: 2019 REVISSED: 2022	REVISED DESCRIPTION AND COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
135	SAN BERNARDINO	VARIOUS AGENCIES	SBD31850	SBD31850	STATE HIGHWAY	215	<p>EXISTING: IN GRAND TERRACE @ I-215 BARTON RD I/C RECONSTRUCT OC & RAMPS W/ PARTIAL CLOVERLEAF CONFIG. NW OF I-215 WORK INCL ADD OF NB AUX LN.LOCAL ST WORK TO INCL WIDENING OF BARTON RD, REMOVAL OF LA CROSSE AVE. B/W VIVENDA AVE & BARTON RD, RPLCMT W/ NEW LOCAL RD, IMPRVMTS TO BARTON RD & MICHIGAN WAY/VIVENDA AVE INTERSEC & REALIGNMT OF COMMERCE WY (TOLL CREDITS USED TO MATCH DEMO: ENG & ROW)</p> <hr/> <p>REVISED: IN GRAND TERRACE @ I-215 BARTON RD INTERCHANGE RECONSTRUCT OVERCROSSING & RAMPS W/ ROUNDABOUT WEST OF I-215. LOCAL ST WORK TO INCLUDE REMOVAL OF LA CROSSE AVE BETWEEN VIVENDA AVE & BARTON RD, REPLACE W/ NEW LOCAL RD; IMPROVEMENTS TO BARTON RD & MICHIGAN WAY ST/VIVENDA AVE INTERSEC & EXTENSION OF COMMERCE WY (TOLL CREDITS USED TO MATCH DEMO: ENG & ROW)</p>	<p>EXISTING: 2018</p> <hr/> <p>REVISED: 2019</p>	REVISED DESCRIPTION AND COMPLETION DATE
136	SAN BERNARDINO	VARIOUS AGENCIES	713	713	STATE HIGHWAY	215	I-215 CORRIDOR NORTH - IN SAN BERNARDINO, ON I-215 FROM RTE 10 TO RTE 210 - ADD 2 HOV & 2 MIXED FLOW LNS (1 IN EA. DIR.) AND OPERATIONAL IMP INCLUDING AUX LANES AND BRAIDED RAMP (M003)	2015	PROJECT COMPLETED

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
137	SAN BERNARDINO	VARIOUS AGENCIES	4A07004	200453	STATE HIGHWAY	395	US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM SR18 TO CHAMBERLAINE WAY -INTERIM WIDENING-WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS(EA OF631)(TOLL CREDITS: FY17/18 \$2,217 FOR STP, TC TO MATCH EARREPU)(PPNO 0260J)	2020	PROJECT BEING MOVED FROM FTIP TO RTP
138	SAN BERNARDINO	VICTOR VALLEY TRANSIT AUTHORITY	4TL104	20112006	TRANSIT		BUS PURCHASES: FY16 PURCHASE 2 EXP. REGIONAL BUSES & 2 EXP. COUNTY BUSES (ROUTES 24 & 49)	2018	PROJECT COMPLETED
139	SAN BERNARDINO	VICTOR VALLEY TRANSIT AUTHORITY	20190011	20190011	TRANSIT		VVTA REGIONAL EXPANSION BUSES: ROUTE 59 (1 BUS) & ROUTE 65 (2 BUSES)	2022	NEW PROJECT
140	SAN BERNARDINO	YUCCA VALLEY	40M0701	20150301	STATE HIGHWAY	62	SR-62 TRAFFIC CONTROL SYNCHRONIZATION: 10 TRAFFIC SIGNALS FROM SR-62/SAGE AVE THROUGH SR-62/YUCCA MESA-LA CONTENTA ROAD.	2017	PROJECT COMPLETED
141	VENTURA	CAMARILLO	VEN031226	VEN031226	STATE HIGHWAY	101	EXISTING: IN CAMARILLO ROUTE 101 AT PLEASANT VALLEY ROAD IMPROVE INTERSECTION WITH SOUTHBOUND RAMPS - WIDEN ONRAMP ENTRANCE FROM 1 TO 2 LANES AND ADD TURN LANES REVISED: IN CAMARILLO ROUTE 101 AT PLEASANT VALLEY ROAD IMPROVE INTERSECTION WITH SOUTHBOUND RAMPS - WIDEN ONRAMP ENTRANCE FROM 1 TO 2 LANES	EXISTING: 2020 REVISED: 2024	REVISED DESCRIPTION AND COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
142	VENTURA	CAMARILLO	VEN051210	VEN051210	STATE HIGHWAY	101	IN CAMARILLO RECONFIGURE CENTRAL AVENUE / ROUTE 101 INTERCHANGE (INCLUDES CENTRAL AVE BRIDGE WIDENING FROM 1 TO 2 LANES EACH DIRECTION)	EXISTING: 2020 REVISSED: 2024	REVISED COMPLETION DATE
143	VENTURA	MOORPARK	VEN051213	VEN051213	STATE HIGHWAY	23	IN MOORPARK RTE 23 MOORPARK AVE FROM THIRD ST TO CASEY RD WIDEN FROM 1 LANE IN EACH DIRECTION TO 1 LANE NB AND 2 LANES SB. REALIGN FIRST ST/ POINDEXTER INTERSECTION AND UPGRADE RAIL CROSSING.	EXISTING: 2019 REVISSED: 2021	REVISED COMPLETION DATE
144	VENTURA	MOORPARK	VEN34089	VEN34089	STATE HIGHWAY	118	IN MOORPARK L.A. AVE FROM ROUTE 23 (MOORPARK AVE) TO E/O SPRING (0.6 MI) RECONSTRUCT SIDEWALKS, REALIGN ROADWAY AND WIDEN FROM 4 TO 6 LANES	EXISTING: 2017 REVISSED: 2019	REVISED COMPLETION DATE
145	VENTURA	MOORPARK	12020	12020	STATE HIGHWAY	118	IN MOORPARK LOS ANGELES AVE WIDEN FROM 4 TO 6 LANES BETWEEN MAUREEN AND LETA YANCY	EXISTING: 2017 REVISSED: 2016	PROJECT COMPLETED
146	VENTURA	OXNARD	VEN040401	VEN040401	STATE HIGHWAY	34	IN OXNARD AT RICE AVE. RAILROAD GRADE SEPARATION - INCLUDES WIDENING OF RICE FROM STURGIS ROAD TO 1350' SOUTH OF FIFTH STREET	EXISTING: 2021 REVISSED: 2022	REVISED COMPLETION DATE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	REASON FOR AMENDMENT
147	VENTURA	SAN BUENAVENTURA	VEN010202	VEN010202	STATE HIGHWAY	101	RECONFIGURE N/B CALIFORNIA ST OFFRAMP (RECONFIGURE RAMP TO TERMINATE AT OAKS ST INSTEAD OF THE CURRENT CALIFORNIA ST LOCATION)	EXISTING: 2020 REVISSED: 2023	REVISED COMPLETION DATE
148	VENTURA	THOUSAND OAKS	5TL0703	VEN151102	TRANSIT		PURCHASE 4 CNG BUSES FOR EXPANSION	EXISTING: 2017 REVISSED: 2019	REVISED COMPLETION DATE

TABLE 2 Modifications to RTP Projects

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
1	IMPERIAL	EL CENTRO	1161L001	LOCAL HIGHWAY	IMPERIAL AVENUE	IMPERIAL AVENUE EXTENSION SOUTH - NEW ROADWAY FROM I-8 TO MCCABE ROAD. PHASE 1 INCLUDES 4 NEW LANES ON IMPERIAL AVENUE FROM I-8 TO WAKE AVENUE; AND 2 NEW LANES ON WAKE AVENUE FROM IMPERIAL AVENUE TO CYPRESS DRIVE	2025	\$13,216	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED MODELING DETAILS TO ASSUME 2 LANES VERSUS 4 LANES BETWEEN WAKE AVENUE AND MCCABE ROAD
2	IMPERIAL	VARIOUS AGENCIES	6160002	OTHER	SR-7	<p>EXISTING: EXPANSION OF THE CALEXICO EAST PORT OF ENTRY - WIDEN BRIDGE OVER THE ALL-AMERICAN CANAL (CANAL SERVES AS U.S./MEXICO BORDER) AND INCREASE THE NUMBER OF COMMERCIAL VEHICLE LANES FROM EXISTING 3 TO 6 LANES; ADD 6 NEW NORTHBOUND PRIVATELY OWNED VEHICLE (POV) LANES; PEDESTRIAN PATHWAY IMPROVEMENTS INCLUDING SHADDED SIDEWALKS AND TRANSIT LOT (PICK-UP AND DROP-OFF AREA). SUBMITTED TO STATE BY REGION FOR PNRs NOMINATION AND WILL BE AMENDED INTO UPCOMING RTP.</p> <hr/> <p>REVISED: EXPANSION OF THE CALEXICO EAST PORT OF ENTRY – PHASE 1: WIDEN BRIDGE OVER THE ALL AMERICAN CANAL. PHASE 2: INCREASE THE NUMBER OF COMMERCIAL VEHICLE LANES FROM EXISTING 3 TO 6 LANES; ADD 6 NEW NORTHBOUND PRIVATELY OWNED VEHICLE (POV) LANES; PEDESTRIAN PATHWAY IMPROVEMENTS INCLUDING SHADED SIDEWALKS AND TRANSIT LOT (PICK-UP AND DROP-OFF AREA).</p>	2025	\$90,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
3	LOS ANGELES	LONG BEACH	11630001	OTHER	PIER D STREET	REALIGN PIER D ST BETWEEN MIDDLE HARBOR OUT GATE AND PICO AVE AND BROADWAY BETWEEN OLD MAINTENANCE YARD AND PICO AVE.	2023	\$32,000	NEW RTP PROJECT COST.	NEW PROJECT
4	LOS ANGELES	LONG BEACH	11630002	OTHER	HARBOR SCENIC DRIVE	CREATING A NEW 9,000-FOOT DEPARTURE TRACK FOR TRAINS SERVING FOUR MARINE TERMINALS ALONG THE EAST BASIN: PIER J PCT, PIER G ITS, PIER G METRO, AND PIER E/F LBCT. REMOVES ONE TRACK FROM ITS SOUTH RAILYARD, TOTALING 1,800 FEET. ADDS 7 NEW TRACKS TOTALING 5.	2021	\$21,174	NEW RTP PROJECT COST.	NEW PROJECT
5	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	EXISTING: 1M1004	STATE HIGHWAY	I-605	I-605 CORRIDOR HOT SPOT INTERCHANGES IN GATEWAY CITIES	2025	\$3,200,000	RTP PROJ-ECT COST INCREASE.	REORGANIZA-TION OF I-605 CORRIDOR IMPROVEMENT PROJECTS INTO UPDATED ENTRIES. CHANGES INCLUDE REMOVAL AND REPLACEMENT OF EXISTING RTP 1M1004 AND 1162S015 WITH THE FOLLOW-ING NEW RTP PROJECTS: 1163S008, 1163S005, 1163S006, 1163S007, 1163S012, 1163S003, 1163S004, 1163S009, 1163S010, AND 1163S011.
	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	EXISTING: 1162S015	STATE HIGHWAY	VARIOUS	I-605 CORRIDOR HOT SPOT INTERCHANGE IMPROVE-MENTS (MEASURE M) (GATE-WAY CITIES)	2040	\$1,202,297		
	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	NEW: 1163S008	STATE HIGHWAY	SR-60	IMPROVE 7TH AVENUE OFF RAMP AT WB SR-60	2021	\$46,124		
	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	NEW: 1163S005	STATE HIGHWAY	SR-91	IMPROVEMENTS TO THE MAILINE BY ADDING ON MIXED FLOW LANE IN THE EB DIRE-CTION, WHICH WILL MERGE THE INSIDE LANE INTO THE OPEN-ING LANE AND THE OUTSIDE LANE INTO ATLANTIC AVE WB OFF-RAMP.	2024	\$84,800		
	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	NEW: 1163S006	STATE HIGHWAY	SR-91	PROPOSED IMPROVEMENTS WOULD RECONFIGURE CEN-TRAL AVE. INTERCHANGE TO A MODIFIED DDI (DIVERGING DIAMOND INTERCHANGE).	2022	\$49,000		

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	NEW: 1163S007	STATE HIGHWAY	SR-91	PROPOSED IMPROVEMENTS WOULD RECONFIGURE WILMINGTON AVE. INTERCHANGE TO A MODIFIED DDI (DIVERGING DIAMOND INTERCHANGE).	2022	\$42,000		REORGANIZATION OF I-605 CORRIDOR IMPROVEMENT PROJECTS INTO UPDATED ENTRIES. CHANGES INCLUDE REMOVAL AND REPLACEMENT OF EXISTING RTP 1M1004 AND 1162S015 WITH THE FOLLOWING NEW RTP PROJECTS: 1163S008, 1163S005, 1163S006, 1163S007, 1163S012, 1163S003, 1163S004, 1163S009, 1163S010, AND 1163S011.
	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	NEW: 1163S012	STATE HIGHWAY	SR-91	IMPROVEMENTS TO THE I-605/SR-91 INTERCHANGE CONSIST OF ADDING AN ADDITIONAL GENERAL PURPOSE LANE, ADDING AUXILIARY LANES, AND ON/OFF RAMP IMPROVEMENTS. PM SR-91 16.9/19.8; I-605 PM 5.0/5.8	2024	\$180,000		
	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	NEW: 1163S003	STATE HIGHWAY	I-605	THE SB I-605 LOOP ON AND OFF RAMP ARE TO BE REMOVED AND RECONFIGURED INTERCHANGE, AND THE SB I-605 COLLECTOR ROAD IS TO BE REMOVED FROM THE MAINLINE. INTERSECTION IMPROVEMENTS AT BEVERLY BLVD AND SB I-605 RAMP WILL ADD A LEFT TURN LANES ON WB BEVERLY BLVD. CLASS II BIKE LANES TO BE ADDED THROUGH THE INTERCHANGE MATCHING THE RAIL BRIDGE WHICH HAS BEEN RECENTLY WIDENED OVER UP TO THE NORTH.	2021	\$10,800		
	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	NEW: 1163S004	STATE HIGHWAY	I-605	PROPOSED IMPROVEMENTS ON THE I-605 CONNECTOR SOUTH ST. OFF RAMP BY ADDING RIGHT TURN LANE.	2021	\$36,000		

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	NEW: 1163S009	STATE HIGHWAY	I-605	THE PROJECT INVOLVES THE RECONFIGURATION OF SB I-605 RAMP BY REMOVING THE HORSESHOE ON-RAMP AND ADDING TWO LANES TO THE ON-RAMP. THE PROJECT WILL ALSO RECONSTRUCT THE SB I-605 LOOP OFF AND ON-RAMPS. LASTLY, THE PROJECT WILL ADD A WB THROUGH LANE ON VALLEY BLVD WEST OF TEMPLE AVE AND ADD A TWO LANE LEFT TURN POCKET FOR SB I-605 ON-RAMP ON WB VALLEY BLVD.	2022	\$17,050		REORGANIZATION OF I-605 CORRIDOR IMPROVEMENT PROJECTS INTO UPDATED ENTRIES. CHANGES INCLUDE REMOVAL AND REPLACEMENT OF EXISTING RTP 1M1004 AND 1162S015 WITH THE FOLLOWING NEW RTP PROJECTS: 1163S008, 1163S005, 1163S006, 1163S007, 1163S012, 1163S003, 1163S004, 1163S009, 1163S010, AND 1163S011.
	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	NEW: 1163S010	STATE HIGHWAY	I-605	IMPROVEMENTS TO I-605 FROM FAIRTON ST UC TO SLAUSON AVENUE, I-105 FROM BELLFLOWER BLVD OC TO STUDEBAKER ROAD, AND ON I-5 FROM 1 MILE SOUTH OF FLORENCE AVE TO RIO HONDO CHANNEL WHICH INCLUDE, ONE ADDITIONAL GENERAL PURPOSE, HOT, OR HOV LANE IN EACH DIRECTION ALONG I-605, ONE HOV LANE IN EACH DIRECTION ALONG I-5, HOT OR HOV DIRECT CONNECTOR FROM I-605 TO I-105, AUX LANES WHERE NECESSARY, AND RECONFIGURATION OF INTERCHANGES AND LOCAL ARTERIAL STREETS LA-605 PM R6.36/R11.4 LA-5 PM 5.8/9.5 LA-105 PM R16.6/R18.2]	2031	\$2,200,000		

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	NEW: 1163S011	STATE HIGHWAY	I-605	<p>IMPROVEMENTS TO I-605 FROM SLAUSON AVENUE TO 0.5 MILES NORTH OF I-10, ALONG SR-60 FROM SANTA ANITA AVENUE TO 0.5 MILES EAST OF THE TURNBULL CANYON ROAD UNDERCROSSING, AND ALONG I-10 FROM PECK ROAD TO THE AMAR ROAD OVERCROSSING WHICH INCLUDE ONE ADDITIONAL GENERAL PURPOSE, HOT, OR HOV LANE IN EACH DIRECTION ALONG I-605, NEW MIXED-FLOW LANES ON WESTBOUND SR-60 FROM HACIENDA BOULEVARD TO I-605 AND EASTBOUND SR-60 FROM I-605 TO 7TH AVENUE, HOT OR HOV DIRECT CONNECTOR FROM I-605 TO I-10, AUXILIARY LANES WHERE NECESSARY, AND RECONFIGURATION OF INTERCHANGES AND LOCAL ARTERIAL STREETS</p> <p>LA-605 PM 11.4/21.1 LA-60 PM 10.2/15.6 I-10 PM 28.9/31.6</p>	2031	\$2,200,000		REORGANIZATION OF I-605 CORRIDOR IMPROVEMENT PROJECTS INTO UPDATED ENTRIES. CHANGES INCLUDE REMOVAL AND REPLACEMENT OF EXISTING RTP 1M1004 AND 1162S015 WITH THE FOLLOWING NEW RTP PROJECTS: 1163S008, 1163S005, 1163S006, 1163S007, 1163S012, 1163S003, 1163S004, 1163S009, 1163S010, AND 1163S011.
6	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1C0401	STATE HIGHWAY	I-710	<p>EXISTING: I-710 SOUTH CORRIDOR PROJECT</p> <hr/> <p>REVISED: I-710 CORRIDOR CAPACITY ENHANCEMENT - ADD 1 MIXED FLOW LANE IN EACH DIRECTION BETWEEN SHORELINE DR AND SR-91 AND BETWEEN I-105 AND SR-60; ADD 2 TRUCK LANES IN EACH DIRECTION BETWEEN WILLOW ST AND DEL AMO BLVD; AND IMPROVE INTERCHANGES BETWEEN OCEAN BLVD IN LONG BEACH AND SR-60 IN EAST LOS ANGELES</p>	2040	<p>EXISTING: \$7,196,700</p> <hr/> <p>REVISED: \$6,000,000</p>	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
7	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1162T020	TRANSIT	ORANGE LINE BRT	ORANGE LINE BRT IMPROVEMENTS	2025	\$321,400	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED ADDITIONAL MODELING DETAILS AS FOLLOWS: OXNARD/SEPVILVEDA AND OXNARD/VAN NUYS STATIONS TO BE ABOVE GRADE AFTER IMPROVEMENTS; ALL OTHER REMAIN AT GRADE.
8	LOS ANGELES	PORT OF LOS ANGELES	1160002	LOCAL HIGHWAY	--	PROJECT ENTAILS REALIGNMENT OF TWO MAJOR ARTERIALS IN SAN PEDRO, RESULTING IN NEW/IMPROVED INTERSECTIONS OF EAST-WEST COLLECTOR STREETS SERVING DOWNTOWN SAN PEDRO, THE U.S.S IOWA, THE WORLD CRUISE CENTER, AND THE PORTS 'O CALL. THE PROJECT INCLUDES A RECONFIGURED INTERSECTION AT THE JUNCTION OF HARBOR BLVD, SAMPSON WAY, AND 7TH STREET. WORK INCLUDES RETAINING WALL, STREET WORK, GRADING, PAVING, LIGHTING, RESTRIPIING AND A NEW SIGNALIZED INTERSECTION.	2018	\$13,600	RTP PROJECT COST REMOVED.	PROJECT COMPLETED

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
9	LOS ANGELES	PORT OF LOS ANGELES	1160005	LOCAL HIGHWAY	SAMPSON WAY	<p>EXISTING: SAMPSON WAY TO 22ND STREET & MINER STREET - SAMPSON WAY WOULD BE REALIGNED AND EXPANDED TO TWO LANES IN EACH DIRECTION AND WOULD CURVE NEAR THE MUNICIPAL FISH MARKETS TO MEET WITH 22ND STREET IN ITS WESTWARD ALIGNMENT EAST OF MINER STREET. IN THE PROPOSED PROJECT, HARBOR BLVD. WOULD REMAIN IN PLACE AT ITS CURRENT CAPACITY WITH TWO LANES IN EACH DIRECTION. PROPOSED ENHANCEMENTS WOULD BE CONSISTENT WITH DESIGN STANDARDS FOR THE COMMUNITY REDEVELOPMENT AGENCY (CRA) PACIFIC CORRIDOR AND THE CITY OF LOS ANGELES PLANNING DEPARTMENT COMMUNITY DESIGN OVERLAY.</p> <hr/> <p>REVISED: SAMPSON WAY TO 22ND STREET & MINER STREET - SAMPSON WAY WOULD BE REALIGNED AND EXPANDED TO TWO LANES IN EACH DIRECTION AND WOULD CURVE NEAR THE MUNICIPAL FISH MARKETS TO MEET WITH 22ND STREET IN ITS WESTWARD ALIGNMENT EAST OF MINER STREET.</p>	2024	\$34,614	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
10	LOS ANGELES	PORT OF LOS ANGELES	1160006	LOCAL HIGHWAY	HARBOR BOULEVARD	HARBOR BLVD IMPROVEMENTS - AS PART OF THE SAN PEDRO WATERFRONT DEVELOPMENT PROJECT, HARBOR BLVD WILL BE RESTRIPEDED, AND THE MEDIAN IS REMOVED/ RECONSTRUCTED AS NEEDED TO PROVIDE THREE NBT AND SBT LANES BETWEEN THE RECONSTRUCTED SAMPSON WAY/HARBOR BLVD. INTERSECTION AND THE WB ON RAMP/FRONT STREET INTERSECTION. THIS WILL RESULT IN THE REMOVAL OF PARKING AND THE BIKE LANE ON THE NORTHBOUND SIDE. THE PARKING AND 5' BIKE LANE ON THE SOUTHBOUND SIDE, SOUTH OF O'FARRELL STREET WILL BE PRESERVED. NORTH OF O'FARRELL STREET, THE PARKING AND THE PARKING LANE ON THE SOUTHBOUND SIDE WOULD NEED TO BE REMOVED TO ACCOMMODATE THE NORTHBOUND DUAL LEFT-TURN LANE. THE INNERMOST NORTHBOUND THROUGH LANE AT THE EB OFF-RAMP INTERSECTION WOULD BECOME A FORCED LEFT-TURN LANE AT THE SR 47 WB ON-RAMP. THIS IMPROVEMENT IS PROJECTED TO BE NEEDED BY THE YEAR 2024.	2027	EXISTING: \$41,000 REVISED: \$5,000	RTP PROJECT COST DECREASE.	REVISED COST
11	LOS ANGELES	PORT OF LOS ANGELES	1160007	LOCAL HIGHWAY		ALAMEDA CORRIDOR SOUTH TERMINUS/HENRY FORD AVE. RAIL CROSSING ADVANCED WARNING SYSTEM.	2022	REVISED: \$5,000 REVISED: \$15,000	RTP PROJECT COST INCREASE.	REVISED COST

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
12	LOS ANGELES	PORT OF LOS ANGELES	1120007	LOCAL HIGHWAY	SR-47	SR 47-V. THOMAS BRIDGE/ FRONT ST INTERCHANGE: NEW WESTBOUND SR 47 ON- AND OFF-RAMPS AT FRONT STREET JUST WEST OF THE VINCENT THOMAS BRIDGE AND ELIMINATE THE EXIST- ING NON-STANDARD RAMP CONNECTION TO THE HARBOR BOULEVARD OFF-RAMP; FRONT STREET IS AN NHS CONN	2023 REVISSED: 2022	EXISTING: \$17,400 REVISSED: \$31,762	RTP PROJ- ECT COST INCREASE.	REVISED COST
13	LOS ANGELES	PORT OF LOS ANGELES	11630003	OTHER		PORT OF LOS ANGELES/LONG BEACH HARBOR PERFOR- MANCE ENHANCEMENT CENTER: ALAMEDA CORRIDOR TERMINUS/TERMINAL WAY GRADE SEPARATION	2022	\$25,000	NEW RTP PROJECT COST.	NEW PROJECT
14	LOS ANGELES	PORT OF LOS ANGELES	100707	OTHER		EXISTING: NEW CERRITOS CHANNEL RAIL BRIDGE REVISSED: ZERO EMISSION (ZE)/TRUCK TRIP REDUCTION/ FREIGHT EFFICIENCY PROGRAM: NEW CERRITOS CHANNEL RAIL BRIDGE	2030	REVISSED: \$170,000 REVISSED: \$190,000	RTP PROJ- ECT COST INCREASE.	REVISED DESCRIPTION AND COST
15	LOS ANGELES	PORT OF LOS ANGELES	100708	OTHER		EXISTING: TRIPLE TRACK S/O THENARD REVISSED: ZERO EMISSION (ZE)/TRUCK TRIP REDUCTION/ FREIGHT EFFICIENCY PROGRAM: TRIPLE TRACK S/O THENARD	2030	\$16,500	NO CHANGE TO RTP PROJ- ECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
16	LOS ANGELES	EXISTING: PORT OF LOS ANGELES	EXISTING: 100710	OTHER	EXISTING: PORTS OF LOS ANGELES/ LONG BEACH	EXISTING: OTHER IN-PORT MAINLINE	2033	EXISTING: \$1,026,750	RTP PROJ-ECT COST INCREASE.	PROJECT SPLIT. REVISED DESCRIPTION AND COST
		REVISED: PORT OF LOS ANGELES	REVISED: 100710A		REVISED: PORT OF LOS ANGELES	REVISED: OTHER IN-PORT MAINLINE. PORT OF LOS ANGELES PROJECTS - ZERO EMISSION (ZE)/TRUCK TRIP REDUCTION/FREIGHT EFFICIENCY PROGRAM: 1) PIER 400 SECOND LEAD TRACK; 2) PIER 400 RAIL EXPANSION; 3) PIER 300 RAIL EXPANSION: ADDITION OF TWO NEW LOADING TRACKS; 4) NEW TERMINAL ISLAND ON-DOCK RAILYARD (SEASIDE YARD); 5) TERMINAL ISLAND SUPPORT YARD; 6) BERTH 200 RAILYARD EXPANSION - ADDITIONAL STORAGE/WORKING TRACKS; 7) WBCT AND EVERPORT WHARF IMPROVEMENTS; 8) WEST BASIN CONTAINER TERMINAL RAILYARD; 9) BERTH 306 WHARF AND BACKLAND DEVELOPMENT.		REVISED: \$757,000		
		REVISED: PORT OF LONG BEACH	REVISED: 100710B		REVISED: PORT OF LONG BEACH	REVISED: OTHER IN-PORT MAINLINE. PORT OF LONG BEACH PROJECTS: 1) PIER G SOUTH WORKING YARD REHABILITATION; 2) MIDDLE HARBOR TERMINAL RAIL (3 PHASES); 3) PIER A ON-DOCK RAIL YARD EXPANSION TO CARRACK; 4) PIER A ON-DOCK RAIL YARD EAST OF CARRACK; 5) PIER G METRO TRACK IMPROVEMENTS.		REVISED: \$328,623		
17	LOS ANGELES	PORT OF LOS ANGELES	100706LA01	OTHER	VARIOUS	EXISTING: POLA RAIL EFFICIENCY PROGRAM: WEST BASIN	EXISTING: 2018	EXISTING: \$9,342	RTP PROJ-ECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST
					REVISED: ALAMEDA CORRIDOR SOUTHERN GAP CLOSURE	REVISED: 2020	REVISED: \$9,529			

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
18	LOS ANGELES	PORT OF LOS ANGELES	100706LA02	OTHER	VARIOUS	ZERO EMISSION (ZE)/TRUCK TRIP REDUCTION/FREIGHT EFFICIENCY PROGRAM: TERMINAL ISLAND ON-DOCK RAILYARD EXPANSION (ADDITIONAL LOADING TRACK FOR EVERPORT)	EXISTING: 2022 <hr/> REVISED: 2025	\$4,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
19	LOS ANGELES	PORT OF LOS ANGELES	100706LA03	OTHER	VARIOUS	TERMINAL ISLAND RAILYARD ENHANCEMENT PROJECT	2021	EXISTING: \$34,300 <hr/> REVISED: \$34,015	RTP PROJECT COST DECREASE.	REVISED COST
20	LOS ANGELES	PORT OF LOS ANGELES	1161L007	EXISTING: LOCAL HIGHWAY <hr/> REVISED: OTHER		EXISTING: ALAMEDA CORRIDOR TERMINUS/ CALIFORNIA COASTAL TRAIL EXTENSION GRADE SEPARATION (PEDESTRIAN/CLASS I BICYCLE PATH BRIDGE) <hr/> REVISED: ALAMEDA CORRIDOR TERMINUS/CALIFORNIA COASTAL TRAIL EXTENSION GRADE SEPARATION (PEDESTRIAN/CLASS I BICYCLE PATH BRIDGE OVER FREIGHT MAINLINE)	EXISTING: 2021 <hr/> REVISED: 2022	EXISTING: \$15,000 <hr/> REVISED: \$23,800	RTP PROJECT COST INCREASE.	REVISED SYSTEM, DESCRIPTION, SCHEDULE, AND COST
21	LOS ANGELES	PORT OF LOS ANGELES	1161L008	EXISTING: LOCAL HIGHWAY <hr/> REVISED: OTHER		CALIFORNIA COASTAL TRAIL - PORTS O' CALL PROMENADE (30-FOOT WIDE PUBLIC PROMENADE/CLASS I BIKE PATH	EXISTING: 2019 <hr/> REVISED: 2022	\$29,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SYSTEM AND SCHEDULE
22	LOS ANGELES	PORT OF LOS ANGELES	11630004	OTHER		ZERO EMISSION (ZE)/TRUCK TRIP REDUCTION/FREIGHT EFFICIENCY PROGRAM: WEST BASIN CONTAINER TERMINAL RAILYARD	2025	\$60,000	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
23	ORANGE	ANAHEIM	2TR0701	TRANSIT	ANAHEIM RAPID CONNECTION	ANAHEIM RAPID CONNECTION: FIXED-GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER, THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT	2021	\$319,000	RTP PROJECT COST REMOVED.	PROJECT CANCELED
24	ORANGE	CALTRANS	2M0731	STATE HIGHWAY	I-5	ADD 1 MF LANE NB FROM TRUCK BYPASS ON RAMP TO SR-55; ADD 1 MF LANE SB FROM SR-55 TO ALTON; IMPROVE MERGING. (PROJECT B)	2030	EXISTING: \$720,870 <hr/> REVISED: \$715,600	RTP PROJECT COST DECREASE.	REVISED COST
25	ORANGE	CALTRANS	2M0735A	STATE HIGHWAY	SR-57	ADD 1 MF LANE NB BETWEEN ORANGEWOOD AND KATELLA	EXISTING: 2030 <hr/> REVISED: 2036	\$47,690	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
26	ORANGE	ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)	2M0736	STATE HIGHWAY	SR-91	EXISTING: ADD 1 MF LANE EB FROM 55 TO 57; ADD 1 MF LANE WB FROM GLASSELL TO STATE COLLEGE; IMPROVE INTERCHANGES AND MERGING FROM LAKEVIEW TO RAYMOND <hr/> REVISED: ADD 1 MF LANE EB FROM 57 TO 55; ADD 1 MF LANE WB FROM NB SR57 CONNECTOR TO STATE COLLEGE; IMPROVE INTERCHANGES AND MERGING FROM LAKEVIEW TO RAYMOND	2030	\$456,190	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION
27	ORANGE	ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)	2M0728	STATE HIGHWAY	I-405	ADD 1 MF LANE EACH DIRECTION FROM I-5 TO SR-55 AND ADD SB AUX LANES FROM 133 TO IRV CTR DR	EXISTING: 2030 <hr/> REVISED: 2034	\$323,600	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
28	ORANGE	ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)	2M0719	STATE HIGHWAY	I-605	IMPROVE INTERCHANGE (KATELLA ON-RAMP)	EXISTING: 2035 <hr/> REVISED: 2039	\$29,600	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
29	ORANGE	ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)	2TR1001	TRANSIT	OC STREETCAR	OC STREETCAR BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE	2021	EXISTING: \$304,434 REVISED: \$305,865	RTP PROJECT COST INCREASE.	REVISED COST
30	ORANGE	OCTA/SCRRRA	2CR0704	PASSENGER RAIL	METROLINK COMMUTER RAIL	EXISTING: METROLINK SERVICE EXPANSION PROGRAM - CAPITAL (BASELINE 54 WEEKDAY TRAINS) REVISED: METROLINK SERVICE EXPANSION PROGRAM - CAPITAL (BASELINE 54 WEEKDAY TRAINS), SAFETY, OPERATIONS, AND STATION IMPROVEMENTS	2040	\$695,642	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION
31	ORANGE	TCA	2T01135	STATE HIGHWAY	SR-241	EXISTING: 241/91 EXPRESS LANES (HOT) CONNECTOR: NB SR-241 TO EB SR-91, WB SR-91 TO SB SR-241, PER SCAG/TCA MOU 4/05/01. PARENT PROJECT ORA050 REVISED: 241/91 EXPRESS LANES (HOT) CONNECTOR: NB SR-241 TO EB SR-91, WB SR-91 TO SB SR-241	EXISTING: 2020 REVISED: 2035	EXISTING: \$183,557 REVISED: \$182,248	RTP PROJECT COST DECREASE.	PROJECT IS BEING MOVED FROM FTIP TO RTP. REVISED DESCRIPTION, SCHEDULE, AND COST

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
32	ORANGE	TCA	ORA052	STATE HIGHWAY	SR-241	EXISTING: FOOTHILL TRANSPORTATION CORRIDOR-SOUTH (FTC-S - SR 241). 10.3 MI TOLL ROAD BETWEEN SAN DIEGO COUNTY LINE AND OSO PKWY, CONSISTENT WITH SCAG/TCA MOU 4/05/01. 2 M/F EA DIR FROM OSO PKWY TO COW CAMP RD BY 2017. 2 M/F EA DIR FROM COW CAMP RD TO SAN DIEGO CO LINE BY 2021. 1 ADDITIONAL M/F EA DIR PLS CLIMBING & AUX LANES BY 2030. REVISED: FOOTHILL TRANSPORTATION CORRIDOR-SOUTH (FTC-S - SR 241). 10.3 MI TOLL ROAD BETWEEN SAN DIEGO COUNTY LINE AND OSO PKWY. 2 M/F EA DIR FROM OSO PKWY TO SAN DIEGO CO LINE BY 2026.	2030	\$1,331,269	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP. REVISED DESCRIPTION
33	RIVERSIDE	BANNING	RIV180103	LOCAL HIGHWAY	SUNLAKES BLVD	CONSTRUCT SUN LAKES BLVD EASTERLY EXTENSION (APPROX 1.1 MILES) FROM HIGHLAND HOME RD TO LINCOLN ST AND SUNSET AVE, INCLUDING 4 LANES (2 LANES EACH DIRECTION), RAISED MEDIAN, AND CONSTRUCTION OF TWO BRIDGES.	2030	\$1,250	NEW RTP PROJECT COST.	NEW PROJECT
34	RIVERSIDE	BANNING	RIV180104	STATE HIGHWAY	I-10/HIGHLAND SPRINGS	I-10/HIGHLAND SPRINGS IC IMPROVEMENTS - WIDEN FROM 5 TO 7 THRU LANES FROM 275 FT N/O THE W/B OFF/ON RAMPS TO 250 FT S/O THE E/B OFF/ON RAMPS, WIDEN EXISTING 2 LN W/B OFF RAMP TO 4 LNS & 2 LN E/B OFF RAMPS TO 4 LNS, ENTRY RAMPS TO INCLUDE HOV PREFERENCIAL LANE AND EXTENDED ACCELERATION/ DECELERATION LANE. (PA&ED ONLY)	2027	\$1,250	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
35	RIVERSIDE	BEAUMONT	RIV180129	LOCAL HIGHWAY	PENNSYLVANIA AVE / UPRR GS	GRADE SEPERATION UNDER CROSSING AT PENNSYLVANIA AVE AND UPRR, INCLUDING WIDENING OF PENNSYLVANIA AVE FROM 1ST ST TO 6TH ST FROM 2 TO 4 LANES TO INCLUDE SIDEWALK IMPROVEMENTS AND TRAFFIC SIGNALIZATION.	2022	\$36,000	NEW RTP PROJECT COST.	NEW PROJECT
36	RIVERSIDE	CATHEDRAL CITY	3A01CV090	LOCAL HIGHWAY	VARNER RD	WIDEN FROM 2 TO 4 LANES	2024	\$16,423	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT HAS BEEN COMBINED WITH RTP 3A01CV089
37	RIVERSIDE	CATHEDRAL CITY	3A01CV089	LOCAL HIGHWAY	VARNER RD	EXISTING: WIDEN FROM 2 TO 4 LANES <hr/> REVISED: WIDEN FROM 2 TO 6 LANES	EXISTING: 2024 <hr/> REVISED: 2025	EXISTING: \$8,103 <hr/> REVISED: \$21,135	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST
38	RIVERSIDE	COACHELLA	RIV180143	STATE HIGHWAY	I-10/DILLON RD	IN THE CITY OF COACHELLA: AT I-10 DILLON RD BETWEEN 800 FT SOUTH OF VISTA DEL SUR TO 600 NORTH OF VISTA DEL NORTE - RECONSTRUCT IC ADD ACCELERATION LANE ON W/B - WIDEN FROM 4-6 LANES, INCLUDES TRAFFIC SIGNAL MODIFICATIONS, TURNING LANES. (EA OK950K)	2027	\$25,500	NEW RTP PROJECT COST.	NEW PROJECT
39	RIVERSIDE	COACHELLA	RIV180142	STATE HIGHWAY	SR-86/DILLON RD	THE CITY OF COACHELLA: AT SR-86/DILLON RD BETWEEN COACHELLA VALLEY STORM-WATER CHANNEL BRIDGE TO HARRISON PL. RECONSTRUCT IC ADD ACCELERATION LANES - WIDEN FROM 4-6 LANES, INCLUDES TRAFFIC MODIFICATIONS, TURNING LANES. (EA OK960K)	2027	\$26,500	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
40	RIVERSIDE	CORONA	RIV180102	STATE HIGHWAY	ONTARIO AVE	IN THE CITY OF CORONA ON EXISTING ONTARIO AVE – WIDEN AND REALIGN EXISTING 5 TO 7 LANES BY ADDING 1 WB THRU LANE AND 1 EB THRU LANE, CONSTRUCT TIE BACK WALL AND 815' SIDEWALK W/ADA RAMP ON THE SOUTH SIDE OF ONTARIO AVE BETWEEN COMPTON AVE AND E/O STATE ST.	2021	\$6,078	NEW RTP PROJECT COST.	NEW PROJECT
41	RIVERSIDE	LAKE ELSINORE	RIV180144	STATE HIGHWAY	MAIN ST/I-15	MAIN ST/I-15 IC IMPROVEMENTS: WIDENING OF NB MAIN ST UNDER THE FREEWAY FROM 1 TO 2 LNS, ADD AN ADDITIONAL LN TO THE NB ENTRANCE AND EXIT RAMP. WIDEN SB OFF RAMP TO ACCOMMODATE 1 RT LN, 1 LT LN, AND 1 THRU LT LN AT MAIN ST INTERSECTION. INSTALL RAMP METERS & TRAFFIC SIGNALS AT THE ON & OFF RAMP INTERSECTIONS, AND CAMINO DEL NORTE/MAIN ST INTERSECTION.	2023	\$4,200	NEW RTP PROJECT COST.	NEW PROJECT
42	RIVERSIDE	MENIFEE	RIV180133	LOCAL HIGHWAY	BRADLEY BRIDGE RD	BRADLEY RD BRIDGE REPLACEMENT OF 400-FT, 4-LANES OVER EXISTING SALT CREEK CHANNEL FROM RIO VISTA DR TO POTMAC DR.	2026	\$10,930	NEW RTP PROJECT COST.	NEW PROJECT
43	RIVERSIDE	MENIFEE	RIV180136	LOCAL HIGHWAY	MURRIETA RD BRIDGE	MURRIETA RD WIDENING FROM 2 TO 4-LANES FROM PARK CITY AVE TO CAMINO DEL SOL SUR OVER (400-FT), OVER SALT CREEK CHANNEL, INCLUDING A TRAFFIC SIGNAL AT MURRIETA RD & VALLEY BLVD.	2027	\$12,500	NEW RTP PROJECT COST.	NEW PROJECT
44	RIVERSIDE	MENIFEE	RIV180137	LOCAL HIGHWAY	MURRIETA RD	MURRIETA RD WIDENING FROM 2 TO 4-LANES FROM HOLLAND RD TO SCOTT RD (2-MILES).	2025	\$8,100	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
45	RIVERSIDE	MENIFEE	RIV180138	LOCAL HIGHWAY	MURRIETA RD & HOLLAND RD INTERSECTION	MURRIETA RD AND HOLLAND RD INTERSECTION REALIGNMENT TO REPLACE A TWO-WAY INTERSECTION WITH STOP STOPS AND OFFSET AND SIGNALIZE THE INTERSECTION, INSTALL STREET LIGHTS, ADA RAMPS AND SIDEWALKS. PROJECT TO INCLUDE WIDENING FROM SURREY RD TO 600-FT S/O HOLLAND RD FROM 2 TO 4-LANES.	2025	\$6,253	NEW RTP PROJECT COST.	NEW PROJECT
46	RIVERSIDE	MENIFEE	RIV180141	LOCAL HIGHWAY	VALLEY BLVD	VALLEY BLVD (MISSING LINK) WIDENING FROM 2 TO 4-LANES FROM MCCALL BLVD TO MURRIETA RD, INCLUDING GAP CLOSURE B/W MURRIETA RD AND HUNEY RUN RD (APPROX 650-FT), AND INSTALL OF TRAFFIC SIGNALS, NEW LANE STRIPING, CURB AND GUTTER, SIDEWALKS, AND ADA RAMPS	2026	\$5,541	NEW RTP PROJECT COST.	NEW PROJECT
47	RIVERSIDE	TBD	RIV180119	LOCAL HIGHWAY	BARTON DRIVE	CONSTRUCT EXTENSION OF 2-LANE LOCAL CONNECTOR ON BARTON DR FROM CAMINO DEL SOL TO GROVE COMMUNITY DR.	2024	\$4,000	NEW RTP PROJECT COST.	NEW PROJECT
48	RIVERSIDE	TBD	RIV180120	LOCAL HIGHWAY	CACTUS AVE	CONSTRUCT EXTENSION OF CACTUS AVE FROM MERIDIAN PKWY TO BARTON DR WITH 4-LANE ARTERIAL WITH CENTER MEDIAN.	2024	\$6,800	NEW RTP PROJECT COST.	NEW PROJECT
49	RIVERSIDE	TBD	RIV180121	LOCAL HIGHWAY	SAN GORGONIA AVE	CONSTRUCT EXTENSION OF SAN GORGONIO DR FROM ALESSANDRO BLVD TO CACTUS AVE WITH 4-LANE ARTERIAL WITH CENTER MEDIAN.	2024	\$4,000	NEW RTP PROJECT COST.	NEW PROJECT
50	RIVERSIDE	WILDOMAR	RIV180128	LOCAL HIGHWAY	LA ESTRELLA ST	EXTENSION OF 2-LANE LA ESTRELLA RD FROM GEORGE AVE TO SUSAN DR (0.10 MILES)	2022	\$1,153	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
51	SAN BERNARDINO	APPLE VALLEY	SBD55011A	LOCAL HIGHWAY	YUCCA LOMA ROAD	YUCCA LOMA RD FROM RINCON ROAD TO NAVAJO RD (EASTERLY SEGMENT). \$6.2M	2024	\$6,200	NEW RTP PROJECT COST.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
52	SAN BERNARDINO	EXISTING: SAN BERNARDINO, COUNTY OF REVISD: CALTRANS	4160013	EXISTING: LOCAL HIGHWAY REVISD: STATE HIGHWAY	SR-62	OPERATIONAL IMPROVEMENTS INCLUDING SIGNAL AND INTERSECTION MODIFICATION ON SR-62 FROM EAST YUCCA VALLEY TOWN LIMITS TO WEST TWENTYNINE PALMS CITY LIMITS	2035	\$768	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED LEAD AGENCY AND SYSTEM
53	SAN BERNARDINO	EXISTING: SAN BERNARDINO, COUNTY OF REVISD: CALTRANS	4160015	STATE HIGHWAY	SR-62	WIDEN SR-62 FROM RIVERSIDE COUNTY LINE TO YUCCA VALLEY TOWN LIMITS FROM 4 TO 6 LANES	2030	\$36,446	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED LEAD AGENCY
54	SAN BERNARDINO	EXISTING: SAN BERNARDINO, COUNTY OF REVISD: CALTRANS	4160018	EXISTING: LOCAL HIGHWAY REVISD: STATE HIGHWAY	SR-247	WIDEN SR-247 FROM NORTH YUCCA VALLEY TOWN LIMITS TO RECHE RD FROM 2 TO 4 LANES	2040	\$26,492	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED LEAD AGENCY AND SYSTEM
55	SAN BERNARDINO	CALTRANS	200452	STATE HIGHWAY	U.S. 395	US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM CHAMBERLAINE WAY TO 1.8 MI S/O DESERT FLOWER ROAD -INTERIM WIDENING-WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS (EA OF632 PHASE II SEG 9)	2022	EXISTING: \$28,838 REVISD: \$3,714	RTP PROJECT COST DECREASE.	PROJECT IS BEING MOVED FROM FTIP TO RTP AND REVISED PROJECT COST.

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
56	SAN BERNARDINO	CALTRANS	200453	STATE HIGHWAY	U.S. 395	US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM 0.16 MI N/O INTERSTATE ROUTE 15 JUNCTION TO SR18 - INTERIM WIDENING - WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS (EA OF633 PHASE III SEG 1-4)(PA&ED ONLY)	2022	\$7,223	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
57	SAN BERNARDINO	FONTANA	SBD031218	LOCAL HIGHWAY	ALDER AVENUE	ALDER AVENUE BASELINE TO FOOTHILL BOULEVARD WIDEN 2 LANES TO 4 LANES W/TURN LANES	2021	\$2,624	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
58	SAN BERNARDINO	FONTANA	SBD031233	LOCAL HIGHWAY	ARROW BOULEVARD	ARROW BOULEVARD ALDER TO MAPLE AVENUE WIDEN 2 LANES TO 4 LANES	2020	\$5,830	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
59	SAN BERNARDINO	FONTANA	4A07024	LOCAL HIGHWAY	ARROW BOULEVARD	WIDEN ARROW BLVD FROM HICKORY AVE TO ALMERIA AVE FROM 2 TO 4 LANES	EXISTING: 2020 <hr/> REVISED: 2025	EXISTING: \$5,969 <hr/> REVISED: \$6,327	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
60	SAN BERNARDINO	FONTANA	SBD031235	LOCAL HIGHWAY	ARROW HIGHWAY	ARROW HIGHWAY ALMERIA TO CITRUS AVENUE WIDEN 2 LANES TO 4 LANES	2023	\$1,265	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
61	SAN BERNARDINO	FONTANA	4A07145	LOCAL HIGHWAY	BANANA AVE	WIDEN BANANA AVE FROM JURUPA AVE TO SLOVER AVE FROM 2 TO 4 LANES	EXISTING: 2025 <hr/> REVISED: 2030	EXISTING: \$1,686 <hr/> REVISED: \$1,787	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
62	SAN BERNARDINO	FONTANA	4A07083	LOCAL HIGHWAY	BASELINE AVE	WIDEN BASELINE AVE FROM MANGO AVE TO MAPLE AVE FROM 2 TO 6 LANES	EXISTING: 2025 <hr/> REVISED: 2030	EXISTING: \$4,474 <hr/> REVISED: \$4,742	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
63	SAN BERNARDINO	FONTANA	4A07185	LOCAL HIGHWAY	BEECH AVE	WIDEN BEECH AVE FROM ARROW ROUTE TO FOOTHILL BLVD FROM 2 TO 4 LANES	EXISTING: 2020	EXISTING: \$1,721	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
							REVISED: 2025	REVISED: \$1,824		
64	SAN BERNARDINO	FONTANA	4A07157	LOCAL HIGHWAY	BEECH AVE	WIDEN BEECH AVE FROM VALLEY BLVD TO RANDALL AVE FROM 2 TO 4 LANES	EXISTING: 2020	EXISTING: \$2,531	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
							REVISED: 2025	REVISED: \$2,683		
65	SAN BERNARDINO	FONTANA	4A04084	LOCAL HIGHWAY	CASA GRANDE	CASA GRANDE AVENUE FROM LYTLE CREEK ROAD TO MANGO AVENUE CONSTRUCT 4 LANES	2021	EXISTING: \$10,500 REVISED: \$11,464	RTP PROJECT COST INCREASE.	PROJECT IS BEING MOVED FROM FTIP TO RTP AND REVISED PROJECT COST.
66	SAN BERNARDINO	FONTANA	4A07048	LOCAL HIGHWAY	CERES AVE	WIDEN CERES AVE FROM MANGO AVE TO CATAWBA AVE FROM 2 TO 4 LANES	EXISTING: 2020	EXISTING: \$6,143	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
							REVISED: 2025	REVISED: \$6,512		
67	SAN BERNARDINO	FONTANA	4A04087	LOCAL HIGHWAY	CHERRY AVENUE	CHERRY AVENUE FROM SOUTH HIGHLAND TO I-15 WIDEN (2-6 LANES)	2022	\$3,375	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
68	SAN BERNARDINO	FONTANA	4160028	LOCAL HIGHWAY	CHERRY AVENUE	EXISTING: WIDEN CHERRY FROM S/O I-15 TO SOUTH HIGHLAND AVE FROM 2 TO 6 LANES	2025	\$4,061	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION
						REVISED: WIDEN CHERRY FROM I-15 TO SOUTH HIGHLAND AVE FROM 2 TO 6 LANES				

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
69	SAN BERNARDINO	FONTANA	4A07040	LOCAL HIGHWAY	CHERRY AVENUE	WIDEN CHERRY AVE FROM VALLEY BLVD TO FOOTHILL BLVD FROM 4 TO 6 LANES	EXISTING: 2020 REVISED: 2025	EXISTING: \$7,796 REVISED: \$8,264	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
70	SAN BERNARDINO	FONTANA	4A01093	LOCAL HIGHWAY	CITRUS AVENUE	CITRUS AVENUE FROM SUMMIT AVENUE TO I-15 WIDEN FROM 2 TO 4 LANES	2021	EXISTING: \$2,625 REVISED: \$2,866	RTP PROJECT COST INCREASE.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
71	SAN BERNARDINO	FONTANA	4A1005	LOCAL HIGHWAY	CYPRESS AVENUE	CYPRESS AVENUE FROM DUNCAN CANYON ROAD TO FRONTAGE ROAD (I-15)-CONSTRUCT NEW 2 LANE ROAD	2021	\$3,200	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
72	SAN BERNARDINO	FONTANA	201141	LOCAL HIGHWAY	CYPRESS AVENUE	CYPRESS AVENUE FROM SLOVER TO JURUPA AVENUE WIDEN FROM 2-4 LANES	2023	\$2,727	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
73	SAN BERNARDINO	FONTANA	4A04098	LOCAL HIGHWAY	CYPRESS AVENUE	WIDEN CYPRESS AVE FROM SOUTH HIGHLAND AVE TO SIERRA LAKES PKWY FROM 0 TO 4 LANES	EXISTING: 2025 REVISED: 2030	EXISTING: \$10,152 REVISED: \$10,761	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
74	SAN BERNARDINO	FONTANA	4A1006	LOCAL HIGHWAY	DUNCAN CANYON	DUNCAN CANYON ROAD FROM I-15 TO CITRUS AVENUE-WIDEN FROM 2-4 LANES	2019	\$1,312	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
75	SAN BERNARDINO	FONTANA	4A01099	LOCAL HIGHWAY	DUNCAN CANYON	DUNCAN CANYON ROAD FROM CITRUS AVENUE TO SIERRA AVENUE CONSTRUCT 4 LANES.	2020	\$5,251	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
76	SAN BERNARDINO	FONTANA	SBD031228	LOCAL HIGHWAY	ETIWANDA AVENUE	ETIWANDA AVENUE RIVERSIDE COUNTY LINE TO INTERSTATE 10 WIDEN FROM 4 TO 6 LANES	2020	\$2,635	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
77	SAN BERNARDINO	FONTANA	4120236	LOCAL HIGHWAY	FONTANA AVE	WIDEN FONTANA AVE FROM VALLEY BLVD TO MERRILL AVE FROM 2 TO 4 LANES	EXISTING: 2025 REVISED: 2030	EXISTING: \$5,331 REVISED: \$5,651	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
78	SAN BERNARDINO	FONTANA	4A04102	LOCAL HIGHWAY	FOOTHILL BOULEVARD	WIDEN FOOTHILL BLVD FROM HEMLOCK AVE TO ALMERIA AVE FROM 4 TO 6 LANES	EXISTING: 2020 REVISED: 2023	EXISTING: \$7,560 REVISED: \$8,014	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
79	SAN BERNARDINO	FONTANA	SBD031246A	LOCAL HIGHWAY	FOOTHILL BOULEVARD	FOOTHILL BLVD: CYPRESS TO SIERRA; WIDEN 4-6 LANES	2025	\$3,000	NEW RTP PROJECT COST.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
80	SAN BERNARDINO	FONTANA	SBD031246B	LOCAL HIGHWAY	FOOTHILL BOULEVARD	FOOTHILL BLVD: SIERRA TO MANGO; WIDEN 4-6 LANES	2025	\$500	NEW RTP PROJECT COST.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
81	SAN BERNARDINO	FONTANA	4A01104	LOCAL HIGHWAY	FRONTAGE RD (I-15)	CONSTRUCT NEW 4-LANE I-15 FRONTAGE RD FROM DUNCAN CANYON RD TO RIVERSIDE AVE	EXISTING: 2020 REVISED: 2025	EXISTING: \$4,900 REVISED: \$5,194	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
82	SAN BERNARDINO	FONTANA	4A07056	LOCAL HIGHWAY	HIGHLAND AVENUE	SOUTH HIGHLAND AVENUE FROM CHERRY AVENUE TO CITRUS AVENUE WIDEN FROM 2 TO 4 LANES	2020	\$5,250	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
83	SAN BERNARDINO	FONTANA	SBD031227A	LOCAL HIGHWAY	JURUPA AVENUE	JURUPA AVE: MULBERRY TO CHERRY; CONSTRUCT 6 LANE ROAD.	2023	\$5,000	NEW RTP PROJECT COST.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
84	SAN BERNARDINO	FONTANA	SBD031227B	LOCAL HIGHWAY	JURUPA AVENUE	JURUPA AVE: CHERRY TO HEMLOCK; CONSTRUCT 6 LANE ROAD.	2023	\$4,500	NEW RTP PROJECT COST.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
85	SAN BERNARDINO	FONTANA	4A04108	LOCAL HIGHWAY	JURUPA AVENUE	JURUPA AVENUE FROM TAMARIND AVENUE TO ALDER AVENUE WIDEN FROM 2 TO 4 LANES	2020	\$958	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
86	SAN BERNARDINO	FONTANA	4A07187	LOCAL HIGHWAY	LIVE OAK AVE	WIDEN LIVE OAK AVE FROM ARROW ROUTE TO FOOTHILL BLVD FROM 2 TO 4 LANES	EXISTING: 2025 <hr/> REVISED: 2030	EXISTING: \$1,688 <hr/> REVISED: \$1,789	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
87	SAN BERNARDINO	FONTANA	4120133	LOCAL HIGHWAY	LIVE OAK AVE	WIDEN LIVE OAK AVE FROM JURUPA AVE TO SLOVER AVE FROM 2 TO 4 LANES	EXISTING: 2025 <hr/> REVISED: 2030	EXISTING: \$2,665 <hr/> REVISED: \$2,825	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
88	SAN BERNARDINO	FONTANA	4A04110	LOCAL HIGHWAY	LIVE OAK AVE	WIDEN LIVE OAK RD FROM VALLEY BLVD TO MERRILL AVE FROM 2 TO 4 LANES	EXISTING: 2025 <hr/> REVISED: 2030	EXISTING: \$5,365 <hr/> REVISED: \$5,687	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
89	SAN BERNARDINO	FONTANA	4A07045	LOCAL HIGHWAY	LYTLE CREEK RD	WIDEN LYTLE CREEK RD FROM SUMMIT AVE TO DUNCAN AVE FROM 0 TO 4 LANES	EXISTING: 2025 <hr/> REVISED: 2030	EXISTING: \$7,614 <hr/> REVISED: \$8,071	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
90	SAN BERNARDINO	FONTANA	4A04114	LOCAL HIGHWAY	MERRILL	WIDEN MERRILL AVE FROM CATAWBA AVE TO FONTANA AVE FROM 2 TO 4 LANES	EXISTING: 2020	EXISTING: \$1,400	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
							REVISED: 2025	REVISED: \$1,484		
91	SAN BERNARDINO	FONTANA	4A07055	LOCAL HIGHWAY	MERRILL	WIDEN MERRILL AVE FROM CHERRY AVE AV TO CATAWBA AVE FROM 2 TO 4 LANES	EXISTING: 2020	EXISTING: \$5,771	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
							REVISED: 2025	REVISED: \$6,117		
92	SAN BERNARDINO	FONTANA	SBD031254	LOCAL HIGHWAY	MERRILL	MERRILL AVENUE ALDER TO MAPLE AVENUE WIDEN FROM 2 TO 4 LANES	2022	\$2,065	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
93	SAN BERNARDINO	FONTANA	4120134	LOCAL HIGHWAY	POPLAR AVE	WIDEN POPLAR AVE FROM SLOVER AVE TO VALLEY BLVD FROM 0 TO 4 LANES (I-10 OVERCROSSING)	EXISTING: 2030	EXISTING: \$20,100	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
							REVISED: 2035	REVISED: \$21,306		
94	SAN BERNARDINO	FONTANA	4A07222	LOCAL HIGHWAY	RANDALL AVE	WIDEN RANDALL AVE FROM ALDER AVE TO CEDAR AVE FROM 2 TO 4 LANES	EXISTING: 2020	EXISTING: \$1,266	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
							REVISED: 2025	REVISED: \$1,342		
95	SAN BERNARDINO	FONTANA	4A07109	LOCAL HIGHWAY	SAN BERNARDINO AVE	WIDEN SAN BERNARDINO AVE FROM ETIWANDA AVE TO CHERRY AVE FROM 4 TO 6 LANES	EXISTING: 2020	EXISTING: \$3,375	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
							REVISED: 2025	REVISED: \$3,578		
96	SAN BERNARDINO	FONTANA	4A07084	LOCAL HIGHWAY	SAN SEVAINE RD	SAN SEVAINE RD FROM BASELINE AVE TO SUMMIT AVE WIDEN FROM 2 TO 4 LANES	EXISTING: 2025	EXISTING: \$4,474	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
							REVISED: 2030	REVISED: \$4,742		

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
97	SAN BERNARDINO	FONTANA	4A07158	LOCAL HIGHWAY	SANTA ANA AVE	WIDEN SANTA ANA AVE FROM ALMOND AVE TO REDWOOD AVE FROM 2 TO 4 LANES	EXISTING: 2030 REVISED: 2035	EXISTING: \$3,006 REVISED: \$3,186	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
98	SAN BERNARDINO	FONTANA	4A04122	LOCAL HIGHWAY	SIERRA AVE	WIDEN SIERRA AVE FROM SAN BERNARDINO AVE TO FOOTHILL BLVD FROM 4 TO 6 LANES	EXISTING: 2025 REVISED: 2030	EXISTING: \$19,897 REVISED: \$21,091	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
99	SAN BERNARDINO	FONTANA	4A04123	LOCAL HIGHWAY	SIERRA AVE	WIDEN SIERRA AVE FROM SLOVER AVE TO VALLEY BLVD FROM 6 TO 8 LANES	EXISTING: 2020 REVISED: 2025	EXISTING: \$1,120 REVISED: \$1,187	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
100	SAN BERNARDINO	FONTANA	4A07034	LOCAL HIGHWAY	SIERRA LAKES PARKWAY	WIDEN SIERRA LAKES PKWY FROM CHERRY AVE TO CATAWBA AVE WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISED: 2030	EXISTING: \$9,545 REVISED: \$10,118	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
101	SAN BERNARDINO	FONTANA	4A04127	LOCAL HIGHWAY	SIERRA LAKES PARKWAY	SIERRA LAKES PARKWAY FROM BEECH AVENUE TO CITRUS AVENUE WIDEN FROM 2 TO 4 LANES.	2021	\$4,290	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
102	SAN BERNARDINO	FONTANA	4A07259	LOCAL HIGHWAY	SLOVER AVE	WIDEN SLOVER AVE FROM TAMARIND AVE AV TO EAST FONTANA CITY LIMITS WIDEN FROM 4 TO 6 LANES	EXISTING: 2025 REVISED: 2030	EXISTING: \$895 REVISED: \$949	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
103	SAN BERNARDINO	FONTANA	4A07167	LOCAL HIGHWAY	SUMMIT AVE	WIDEN SUMMIT AVE FROM CHERRY AVE TO SAN SEVAINE RD WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISED: 2030	EXISTING: \$2,237 REVISED: \$2,371	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
104	SAN BERNARDINO	FONTANA	4A1007	LOCAL HIGHWAY	VALLEY BOULEVARD	VALLEY BOULEVARD FROM CITRUS AVENUE TO SIERRA AVENUE WIDEN FROM 4-6 LANES	2021	\$2,418	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
105	SAN BERNARDINO	FONTANA	4A07140	LOCAL HIGHWAY	VALLEY BOULEVARD	VALLEY BOULEVARD FROM SIERRA AVENUE TO ALDER AVENUE WIDEN FROM 4-6 LANES	2021	EXISTING: \$724 <hr/> REVISED: \$2,416	RTP PROJECT COST INCREASE.	PROJECT IS BEING MOVED FROM FTIP TO RTP AND REVISED PROJECT COST.
106	SAN BERNARDINO	FONTANA	4A07273	LOCAL HIGHWAY	VALLEY BOULEVARD	VALLEY BOULEVARD FROM CHERRY AVENUE TO BEECH AVENUE WIDEN FROM 4-6 LANES	2021	\$2,418	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
107	SAN BERNARDINO	FONTANA	4A07274	LOCAL HIGHWAY	VALLEY BOULEVARD	VALLEY BOULEVARD FROM BEECH AVENUE TO CITRUS AVENUE WIDEN FROM 4-6 LANES	2021	\$2,418	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
108	SAN BERNARDINO	FONTANA	4A07077	LOCAL HIGHWAY	WALNUT AVE	WIDEN WALNUT AVE FROM I-15 TO SAN SEVAINE RD FROM 2 TO 4 LANES	EXISTING: 2025 <hr/> REVISED: 2030	EXISTING: \$4,772 <hr/> REVISED: \$5,058	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
109	SAN BERNARDINO	FONTANA	SBD031269	STATE HIGHWAY	I-10	IN FONTANA: I-10 @ BEECH AVE; CONSTRUCT NEW 4 LANE INTERCHANGE (2 LNS EACH DIRECTION)(PA&ED ONLY)	2025	\$3,000	NEW RTP PROJECT COST.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
110	SAN BERNARDINO	FONTANA	34090	STATE HIGHWAY	ALDER AVENUE	IN FONTANA AT ALDER AVENUE CONSTRUCT 4 LANE INTERCHANGE (2 LANES IN EACH DIRECTION.)	2028	\$99,105	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
111	SAN BERNARDINO	HESPERIA	4A01147	LOCAL HIGHWAY	7TH AVE	WIDEN 7TH AVE FROM RAN- CHERO RD TO BEAR VALLEY RD FROM 2 TO 4 LANES	EXISTING: 2023 REVISSED: 2026	EXISTING: \$11,370 REVISSED: \$20,182	RTP PROJ- ECT COST INCREASE.	REVISED SCHEDULE AND COST
112	SAN BERNARDINO	HESPERIA	4160032	LOCAL HIGHWAY	EUCALYPTUS ST	EXISTING: CONSTRUCT GRADE SEPARATION FOR EUCALYP- TUS ST @ SFRR REVISSED: CONSTRUCT GRADE SEPARATION FOR EUCALYPTUS ST @ BNSF RR	EXISTING: 2035 REVISSED: 2040	EXISTING: \$13,244 REVISSED: \$29,000	RTP PROJ- ECT COST INCREASE.	REVISED SCHEDULE AND COST
113	SAN BERNARDINO	HESPERIA	4A01152	LOCAL HIGHWAY	HESPERIA RD	WIDEN HESPERIA RD FROM BEAR VALLEY RD TO SULTANA ST FROM 2 TO 4 LANES	2030	EXISTING: \$10,926 REVISSED: \$12,967	RTP PROJ- ECT COST INCREASE.	REVISED COST
114	SAN BERNARDINO	HESPERIA	4160038	LOCAL HIGHWAY	I AVE	WIDEN I AVE FROM RANCHERO RD TO MAIN ST FROM 2 TO 4 LANES	EXISTING: 2020 REVISSED: 2022	EXISTING: \$7,610 REVISSED: \$8,710	RTP PROJ- ECT COST INCREASE.	REVISED SCHEDULE AND COST
115	SAN BERNARDINO	HESPERIA	4163L003	LOCAL HIGHWAY	LIME ST	WIDEN FROM 2 TO 4 LANES FROM COTTONWOOD AVE TO I AVE	2040	\$25,890	NEW RTP PROJECT COST.	NEW PROJECT
116	SAN BERNARDINO	HESPERIA	4163L004	LOCAL HIGHWAY	LIME ST	CONSTRUCT GRADE SEPARA- TION FOR LIME ST @BNSF RR	2037	\$39,000	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
117	SAN BERNARDINO	HESPERIA	4A01159	LOCAL HIGHWAY	MAPLE AVE	EXISTING: WIDEN MAPLE AVE FROM EUCALYPTUS AVE TO MAIN ST FROM 2 TO 5 LANES REVISED: WIDEN MAPLE AVE FROM MARIPOSA RD TO MAIN ST FROM 2 TO 5 LANES	EXISTING: 2038 REVISED: 2040	EXISTING: \$8,323 REVISED: \$19,400	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST
118	SAN BERNARDINO	HESPERIA	4163L001	LOCAL HIGHWAY	MAPLE AVE	WIDEN MAPLE AVE FROM MAIN ST TO RANCHERO RD FROM 2 TO 5 LANES	2040	\$34,690	NEW RTP PROJECT COST.	NEW PROJECT
119	SAN BERNARDINO	HESPERIA	4163L002	LOCAL HIGHWAY	MUSCATEL ST	WIDEN FROM 2 TO 4 LANES FROM MARIPOSA RD TO COTTONWOOD AVE	2034	\$25,120	NEW RTP PROJECT COST.	NEW PROJECT
120	SAN BERNARDINO	HESPERIA	4160006	STATE HIGHWAY	I-15	CONSTRUCT NEW INTERCHANGE AT I-15 @ EUCALYPTUS	EXISTING: 2024 REVISED: 2040	EXISTING: \$61,100 REVISED: \$65,900	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
121	SAN BERNARDINO	HESPERIA	4160007	STATE HIGHWAY	I-15	CONSTRUCT 6 LANE INTERCHANGE FOR I-15 @ MUSCATEL ST	EXISTING: 2023 REVISED: 2030	EXISTING: \$21,100 REVISED: \$65,900	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
122	SAN BERNARDINO	EXISTING: VICTORVILLE REVISED: HESPERIA	4M07014	STATE HIGHWAY	I-15	I-15 @ MOJAVE ST NEW INTERCHANGE	2035	\$69,465	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED LEAD AGENCY
123	SAN BERNARDINO	RANCHO CUCAMONGA	4120153	LOCAL HIGHWAY	6TH ST	WIDEN 6TH ST AT CUCAMONGA CREEK CHANNEL FROM 2 TO 4 LANES (50% RANCHO CUCAMONGA/50% ONTARIO)	2025	EXISTING: \$447 REVISED: \$2,128	RTP PROJECT COST INCREASE.	REVISED COST

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
124	SAN BERNARDINO	RANCHO CUCAMONGA	4120157	LOCAL HIGHWAY	ARROW RTE	WIDEN ARROW RTE AT ETIWANDA DITCH FROM 2 TO 4 LANES	2025	EXISTING: \$897 <hr/> REVISED: \$990	RTP PROJECT COST INCREASE.	REVISED COST
125	SAN BERNARDINO	RANCHO CUCAMONGA	4120155	LOCAL HIGHWAY	BASELINE RD	WIDEN BASELINE RD FROM ETIWANDA AV TO I-15 FROM 4 TO 6 LANES	2025	EXISTING: \$594 <hr/> REVISED: \$1020	RTP PROJECT COST INCREASE.	REVISED COST
126	SAN BERNARDINO	RANCHO CUCAMONGA	4160029	LOCAL HIGHWAY	CHERRY AVE	WIDEN CHERRY AVE FROM SOUTH RANCHO CUCAMONGA CITY LIMITS TO WILSON AVE FROM 2 TO 4 LANES	2021	EXISTING: \$830 <hr/> REVISED: \$1236	RTP PROJECT COST INCREASE.	REVISED COST
127	SAN BERNARDINO	RANCHO CUCAMONGA	4120148	LOCAL HIGHWAY	EAST ST	WIDEN EAST ST FROM WILSON AVE TO NORTH RIM WAY (NEW) FROM 2 TO 4 LANES	2025	EXISTING: \$250 <hr/> REVISED: \$847	RTP PROJECT COST INCREASE.	REVISED COST
128	SAN BERNARDINO	RANCHO CUCAMONGA	201134	LOCAL HIGHWAY	ETIWANDA AVE	CONSTRUCT GRADE SEPARATION FOR ETIWANDA AVE @ SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY TRACKS WITH OVERHEAD ROADWAY	2025	EXISTING: \$58,500 <hr/> REVISED: \$60,000	RTP PROJECT COST INCREASE.	REVISED COST
129	SAN BERNARDINO	RANCHO CUCAMONGA	4120149	LOCAL HIGHWAY	ETIWANDA AVE	WIDEN ETIWANDA AVE FROM EXISTING TERMINUS TO NORTH RIM WAY (NEW) FROM 0 TO 2 LANES	2025	EXISTING: \$338 <hr/> REVISED: \$545	RTP PROJECT COST INCREASE.	REVISED COST
130	SAN BERNARDINO	RANCHO CUCAMONGA	201137	LOCAL HIGHWAY	FOOTHILL BOULEVARD	INTERSECTION IMPROVEMENTS AT FOOTHILL BLVD/ ARCHIBALD AVE	2020	EXISTING: \$640 <hr/> REVISED: \$7,520	RTP PROJECT COST INCREASE.	REVISED COST

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
131	SAN BERNARDINO	RANCHO CUCAMONGA	4120158	LOCAL HIGHWAY	HELLMAN AVE	WIDEN HELLMAN AVE AT CUCAMONGA CREEK CHANNEL (50%RC, 50% ONTARIO) FROM 2 TO 4 LANES	2025	EXISTING: \$897 <hr/> REVISED: \$6,439	RTP PROJECT COST INCREASE.	REVISED COST
132	SAN BERNARDINO	RANCHO CUCAMONGA	4120167	LOCAL HIGHWAY	MILLER RD	WIDEN MILLER RD FROM ETI-WANDA AVE TO EAST ST FROM 2 TO 4 LANES	2025	EXISTING: \$1,986 <hr/> REVISED: \$2,518	RTP PROJECT COST INCREASE.	REVISED COST
133	SAN BERNARDINO	EXISTING: SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG) <hr/> REVISED: SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	VARIOUS	VARIOUS	VARIOUS	VARIOUS	VARIOUS	VARIOUS	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	CHANGE IN LEAD AGENCY FOR ALL RTP PROJECTS IN WHICH SAN BERNARDINO ASSOCIATED GOVERNMENTS IS LISTED AS THE LEAD AGENCY. THE CHANGE ENTAILS REVISING THE LEAD AGENCY FROM SAN BERNARDINO ASSOCIATED GOVERNMENTS TO SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
134	SAN BERNARDINO	SAN BERNARDINO, CITY OF	SBD59023	LOCAL HIGHWAY	CAMPUS PARKWAY	CAMPUS PKWY-PEPPER/ LINDEN DRIVE EXTENSION FROM KENDALL TO I-215 FWY - CONSTRUCT (4) LANE ROADWAY - BETWEEN KENDALL DRIVE AND I-215, PARTIAL DIAMOND INTERCHANGE FOR N/B (2,000 FT)	2025	\$22,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
135	SAN BERNARDINO	SAN BERNARDINO, COUNTY OF	200408	LOCAL HIGHWAY	CUMBERLAND DRIVE	CUMBERLAND DRIVE EXTENSION - SH 18 NORTH TO CUMBERLAND DRIVE - PAVE NEW ROAD - 1 LANE IN EACH DIRECTION	2025	\$3,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
136	SAN BERNARDINO	SAN BERNARDINO, COUNTY OF	200409	LOCAL HIGHWAY	CHERRY AVE	CHERRY AVE. AT SCRRA RR CROSSING - WIDEN BRIDGE FROM 4-6 LANES ON CHERRY OVER RR CROSSING (FROM MERRILL TO WHITTRAM)	2025	\$8,829	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
137	SAN BERNARDINO	SAN BERNARDINO, COUNTY OF	200837	LOCAL HIGHWAY	VISTA ROAD	VISTA ROAD GRADE SEPARATION-WIDEN 2-4 LANES AND CONSTRUCT GRADE SEPARATION (PA&ED ONLY)	2025	\$50,000	NEW RTP PROJECT COST.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
138	SAN BERNARDINO	SAN BERNARDINO, COUNTY OF	200414	LOCAL HIGHWAY	DUNCAN ROAD	ON DUNCAN ROAD FROM WILSON RANCH ROAD TO BALDY MESA PAVE DIRT ROAD IN 4 ONE MILE SEGMENTS 1 LANE IN EACH DIRECTION	2025	\$6,600	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.
139	SAN BERNARDINO	SAN BERNARDINO, COUNTY OF	4A07238	LOCAL HIGHWAY	CRAFTON HILLS PKWY	WIDEN CRAFTON HILLS PKWY FROM SOUTH REDLANDS CITY LIMITS TO CRAFTON HILLS FROM 0 TO 2 LANES	2035	\$8,793	RTP PROJECT COST REMOVED.	PROJECT CANCELED
140	SAN BERNARDINO	SAN BERNARDINO, COUNTY OF	4A07099	LOCAL HIGHWAY	EL EVADO RD	WIDEN EL EVADO RD FROM AIR EXPRESSWAY TO HOPLAND DR FROM 0 TO 4 LANES	2035	\$10,497	RTP PROJECT COST REMOVED.	PROJECT CANCELED
141	SAN BERNARDINO	SAN BERNARDINO, COUNTY OF	4A07036	LOCAL HIGHWAY	GLEN HELEN PKWY	WIDEN GLEN HELEN PKWY FROM LYTLE CREEK RD TO I-15 FROM 2 TO 4 LANES	2023	\$2,283	RTP PROJECT COST REMOVED.	PROJECT CANCELED
142	SAN BERNARDINO	SAN BERNARDINO, COUNTY OF	4A01284A	LOCAL HIGHWAY	SIERRA AVE	WIDEN SIERRA AVE FROM I-15 TO LYTLE CREEK RD FROM 2 TO 4 LANES (CURRENTLY IS 2 NB/1 SB; WIDEN TO 2 LANES EACH DIRECTION)	2020	\$679	RTP PROJECT COST REMOVED.	PROJECT CANCELED
143	SAN BERNARDINO	VICTORVILLE	201179	LOCAL HIGHWAY	NATIONAL TRAILS HIGHWAY	NATIONAL TRIALS HIGHWAY BETWEEN INTERSTATE 15 & AIR EXPRESSWAY WIDEN FROM 2-4 LANES (1.9 MILES)	2025	\$4,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP ONLY.

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
144	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	4H01003	STATE HIGHWAY	I-10	I-10 FROM FORD ST TO RIVERSIDE COUNTY LINE - ADD 1 HOV LANE EACH DIRECTION	2030	\$126,836	RTP PROJECT COST REMOVED.	PROJECT CANCELED
145	SAN BERNARDINO	VICTORVILLE	4M1006	STATE HIGHWAY	I-15	I-15 @ BOULDER RD/DALE EVANS PKWY INTERCHANGE RECONSTRUCTION	2040	EXISTING: \$906 <hr/> REVISED: \$45,000	RTP PROJECT COST INCREASE.	REVISED COST
146	SAN BERNARDINO	VICTORVILLE	200416	TRANSIT		SCLA RAIL SERVICE FROM AIR EXPRESSWAY APPROX. 5 MILES NO TO COLUSA RD. BETWEEN PHANTOM EAST & MOJAVE RIVER-PUT IN NEW RAIL LINE FROM BNSF TO SCLA.(FOR FREIGHT)PROJECT IN CONNECTION WITH NEW INTERMODAL/MULTIMODAL FACILITY ON SCLA PROPERTY	EXISTING: 2019 <hr/> REVISED: 2025	\$250,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT IS BEING MOVED FROM FTIP TO RTP AND REVISED PROJECT COMPLETION YEAR.
147	VENTURA	CALTRANS	5A0704	STATE HIGHWAY	SR33/SR150	VARIOUS MINOR SPOT IMPROVEMENTS TO REDUCE CONGESTION ON SR 33 AND 150 IN OJAI VALLEY AND NEAR OJAI	EXISTING: 2025 <hr/> REVISED: 2027	\$19,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
148	VENTURA	CALTRANS	5120001	STATE HIGHWAY	SR-118	ADD ONE LANE EA DIR FROM RT 23 (NEW LA AVE) TO 0.4 MI W OF TAPO CYN RD PLUS A SECOND LANE IN EACH DIRECTION FROM COLLINS TO MADERA PLUS ADD ONE LANE EACH DIRECTION RT 23 FROM 0.8 MI NO OF TIERRA REJADA TO LA AVENUE (PENDING ENVIRONMENTAL CLEARANCE) (EA 22550, PPNO 3002)	EXISTING: 2025 <hr/> REVISED: 2027	\$216,463	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE AND ADDITIONAL MODELING DETAILS
149	VENTURA	CALTRANS	50M0701	STATE HIGHWAY	SR-118	CONSTRUCT NEW WEIGH STATION	EXISTING: 2025 <hr/> REVISED: 2027	\$21,769	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
150	VENTURA	MOORPARK	5A0742	LOCAL HIGHWAY	NORTHHILLS PARKWAY	CONSTRUCT 4-LANE FREEWAY (TOTAL OF BOTH DIRECTIONS) CONNECTION ON NEW ALIGNMENT	EXISTING: 2023 <hr/> REVISED: 2030	\$10,664	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
151	VENTURA	MOORPARK	5A0743	LOCAL HIGHWAY	PRINCETON AVENUE	WIDEN, REALIGN AND RECONSTRUCT FROM 2 LANES TO 2 LANES PLUS CENTER TURN LANE AND BIKE LANES	EXISTING: 2016 <hr/> REVISED: 2020	\$8,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
152	VENTURA	MOORPARK	5A0703	STATE HIGHWAY	SR-118	INTERCHANGE AND SIGNAL IMPROVEMENT. WIDEN W/B OFF-RAMP TO ADD A FREE RIGHT-TURN LANE AND SIGNAL MODIFICATION.	EXISTING: 2020 <hr/> REVISED: 2022	\$1,800	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
153	VENTURA	MOORPARK	5163S001	STATE HIGHWAY	SR-118	IN MOORPARK L.A. AVE FROM ROUTE 23 (MOORPARK AVE) TO E/O SPRING (0.6 MI) RECONSTRUCT SIDEWALKS, REALIGN ROADWAY AND WIDEN FROM 4 TO 6 LANES	2019	\$1,158	NEW RTP PROJECT COST.	NEW PROJECT
154	VENTURA	OJAI	5A0746	LOCAL HIGHWAY	PEARL ST	GAP CLOSURE EXTENSION	EXISTING: 2020 <hr/> REVISED: 2022	\$1,515	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
155	VENTURA	OJAI	5A0713	LOCAL HIGHWAY	TOPA TOPA ST	GAP CLOSURE EXTENSION	EXISTING: 2021 <hr/> REVISED: 2023	\$780	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
156	VENTURA	OJAI	5A0706	STATE HIGHWAY	SR-33	ROUNDAABOUT (FROM SR-33 TO CUYAMA RD)	EXISTING: 2020 <hr/> REVISED: 2022	\$460	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
157	VENTURA	OJAI	5A0705	STATE HIGHWAY	SR-33	ROUNDAABOUT (FROM SR-33 TO SR-150 AT Y)	EXISTING: 2020 <hr/> REVISED: 2023	\$852	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
158	VENTURA	OXNARD	5G0403	LOCAL HIGHWAY	VINEYARD AVE	CONSTRUCT 6 LANE (TOTAL OF BOTH DIRECTIONS) GRADE SEPARATION OVER UPRR TRACKS	EXISTING: 2020 <hr/> REVISED: 2028	\$20,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
159	VENTURA	OXNARD	5G0405	LOCAL HIGHWAY	GONZALES RD	CONSTRUCT 6 LANE IN BOTH DIRECTIONS GRADE SEPARATION AT SR-1 (OXNARD BLVD) AND UPRR TRACKS WITH LEFT TURN POCKETS	EXISTING: 2022 <hr/> REVISED: 2028	\$21,001	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
160	VENTURA	OXNARD	5A0402	LOCAL HIGHWAY	ROSE AVE	CONSTRUCT 4 LANE FLYOVER WITH LEFT TURN POCKETS	EXISTING: 2019 <hr/> REVISED: 2028	\$20,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
161	VENTURA	OXNARD	5G0404	LOCAL HIGHWAY	ROSE AVE	CONSTRUCT 4 LANE GRADE SEPARATION WITH LEFT TURN POCKETS	EXISTING: 2020 <hr/> REVISED: 2028	\$27,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
162	VENTURA	OXNARD	5A0401	LOCAL HIGHWAY	VICTORIA AVE	CONSTRUCT 4 LANE FLYOVER WITH LEFT TURN POCKETS	EXISTING: 2018 <hr/> REVISED: 2022	\$20,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
163	VENTURA	PORT OF HUENEME	51630002	OTHER		STACKED PROJECT (STRUCTURE FOR TRANSFER OF AUTOMOBILES CREATING KEY ECONOMIC DEVELOPMENT) WILL ENTAIL A 3 STORY TALL PARKING LIKE STRUCTURE FOR A LAST/FIRST POINT OF REST FOR AUTOMOBILE EXPORTS/IMPORTS. IT WILL INCREASE PORT CAPACITY BY 33%, INCREASE EFFICIENCY WITH ITS TECHNOLOGY AND ELECTRICAL UPGRADES WITH SOLAR POWER. IT WILL CREATE 724 NEW LONG-TERM JOBS, \$36.5 MILLION IN LOCAL BUSINESS REVENUE, AND \$6 MILLION IN STATE/LOCAL TAX REVENUE.	2020	\$40,000	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
164	VENTURA	PORT OF HUENEME	51630003	OTHER		INTERMODAL IMPROVEMENT PROJECT: WHARF & BERTH IMPROVEMENTS INCLUDES REPAVING OF THE TERMINAL SURFACES AT EACH OF THE BERTHS.	2019	\$3,266	NEW RTP PROJECT COST.	NEW PROJECT
165	VENTURA	PORT OF HUENEME	51630004	OTHER		THE PORT OF HUENEME INTERMODAL INFRASTRUCTURE PROJECT WILL INCLUDE DREDGING OF THE HARBOR CHANNEL FROM 35 FT. TO 40 FT. DEEP TO ACCOMMODATE HEAVIER SHIPS WITH MORE CARGO ON THEM, MODERNIZATION OF CARGO FACILITIES AND ON-DOCK RAIL SPUR UPDATING.	2019	\$19,000	NEW RTP PROJECT COST.	NEW PROJECT
166	VENTURA	PORT OF HUENEME	51630005	OTHER		LEAP: LEADING ELECTRIC ADVANCEMENTS FOR PORTS PROJECT WILL INCLUDE SOLAR PANEL INSTALLATION, CLEAN ENERGY STORAGE, 3 UTRS, AND THE INFRASTRUCTURE FOR NEW CLEAN ENERGY CHARGING STATIONS FOR PORT ZEVS.	2021	\$2,300	NEW RTP PROJECT COST.	NEW PROJECT
167	VENTURA	PORT OF HUENEME	51630006	OTHER		PORT CORRIDOR OPTIMIZATION & EFFICIENCY PROJECT INCLUDES RECONFIGURATION OF TERMINAL TRAFIC CIRCULATION, INTELLIGENT TRANSPORTATION SYSTEMS (ITS), ELECTRICAL SYSTEM UPGRADES FOR REEFERS, AND A SOLAR POWER COMPONET TO PROGRESS ZERO EMISSION INITIATIVES.	2021	\$12,000	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
168	VENTURA	SIMI VALLEY	5G0701	LOCAL HIGHWAY	LOS ANGELES AVENUE	LA STREET GRADE SEPARATION. GRADE-SEPARATE LA AVENUE (MP 437.0) IN SIMI VALLEY. REALIGN 0.30-MILE-LONG CURVE SOUTH OF LOS ANGELES STREET, CONSTRUCT LOS ANGELES AVENUE OVERPASS, CONSTRUCT 0.48 MILE OF NEW TRACK TO FRA CLASS 5 STANDARDS.	EXISTING: 2021 <hr/> REVISED: 2028	\$93,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
169	VENTURA	SIMI VALLEY	5A0734	LOCAL HIGHWAY	STEARNS STREET	WIDENING OF STEARNS STREET TO ADD A LANE IN EACH DIRECTION (FROM 2 TO 4 LANES)	EXISTING: 2018 <hr/> REVISED: 2022	\$1,500	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
170	VENTURA	SIMI VALLEY	5A0728	LOCAL HIGHWAY	TAPO CANYON RD	WIDEN TAPO CANYON ROAD TO ADD AN ADDITIONAL LANE IN EACH DIRECTION (FROM 2 TO 4 LANES) AND A DIVIDED CENTER MEDIAN.	EXISTING: 2018 <hr/> REVISED: 2022	\$4,500	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
171	VENTURA	SIMI VALLEY	5A0738	LOCAL HIGHWAY	TAPO STREET	WIDENING OF TAPO STREET TO ADD A LANE IN EACH DIRECTION (FROM 2 TO 4 LANES)	EXISTING: 2018 <hr/> REVISED: 2022	\$650	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
172	VENTURA	SIMI VALLEY	5A0736	LOCAL HIGHWAY	TBD	PROVIDES THE MISSING LINK (A 60' ROAD WITH TWO LANES) BETWEEN TWO STREETS (FLANAGAN DR. & EVENING SKY DR.). FROM 0 TO 2 LANES.	EXISTING: 2018 <hr/> REVISED: 2022	\$800	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
173	VENTURA	SAN BUE-NAVENTURA	5A0723	LOCAL HIGHWAY	OLIVAS PARK DRIVE	CONSTRUCT 4-LANE (TOTAL OF BOTH DIRECTIONS) EXTENSION	EXISTING: 2020 <hr/> REVISED: 2022	\$22,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
174	VENTURA	SAN BUE-NAVENTURA	5TC0701	TRANSIT	MULTIMODAL TRANSPORTATION CENTER	SERVICE CENTER, PARKING, LAYOVER, AND RETAIL SPACE FOR RAIL, BUS, AND BICYCLE COMMUTERS.	EXISTING: 2020 <hr/> REVISED: 2022	\$50,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
175	VENTURA	VENTURA COUNTY	5A0711	LOCAL HIGHWAY	RICE AVENUE	ADD 3RD NORTHBOUND THROUGH LANE AND 3RD SOUTHBOUND THROUGH LANE AND SOUTHBOUND RIGHT-TURN LANE	EXISTING: 2016 <hr/> REVISED: 2020	\$1,300	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
176	VENTURA	VENTURA COUNTY	5A0722	LOCAL HIGHWAY	VICTORIA AVENUE WIDENING IMPROVEMENT - A	WIDEN FROM FOUR LANES TO SIX LANES (TOTAL OF BOTH DIRECTIONS -INCLUDING BRIDGE)	EXISTING: 2025 <hr/> REVISED: 2027	\$16,500	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
177	VENTURA	VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)	5N011	LOCAL HIGHWAY	ALONG SP BRANCH RAIL LINE	SANTA PAULA BRANCH RECREATIONAL TRAIL	EXISTING: 2024 <hr/> REVISED: 2026	\$48,618	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
178	VENTURA	VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)	5AL07	LOCAL HIGHWAY	ARTERIAL IMPROVEMENTS	ARTERIAL IMPROVEMENTS LUMP SUM	EXISTING: 2037 <hr/> REVISED: 2039	\$467,179	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
179	VENTURA	VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)	5GL04	LOCAL HIGHWAY	GRADE SEPARATION	GRADE SEPARATION IMPROVEMENTS	EXISTING: 2025 <hr/> REVISED: 2027	\$147,271	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 3 Modifications to Strategic Projects

#	COUNTY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	LEAD AGENCY	REASON FOR AMENDMENT
1	LOS ANGELES	S1160112	LOCAL HIGHWAY		PORT OF LOS ANGELES IMPROVEMENTS: 1) WBCT ON-DOCK RAIL: ADDITION OF 2 NEW LOADING TRACKS; 2) YTI ON-DOCK RAIL: ADDITION OF 1 NEW LOADING TRACK; 3) PIER 400 RAIL EXPANSION-PHASE 1; 4) PIER 300 RAIL EXPANSION: ADDITION OF 2 NEW LOADING TRACKS; 5) SEASIDE YARD: DEDICATED ONDOCK RAIL YARD FOR BERTH 226-236 TERMINAL (EVERGREEN); 6) TERMINAL ISLAND SUPPORT YARD; 7) BERTH 200 RAILYARD EXPANSION: ADDITIONAL STORAGE/WORKING TRACKS; 8) PORT OF LA CONTAINER MOVEMENT ENHANCEMENT PROGRAM: WBCT WHARF IMPROVEMENTS, YTI WHARF IMPROVEMENTS AND PIER 300 WHARF IMPROVEMENTS	PORT OF LOS ANGELES	PROJECT HAS MOVED FROM STRATEGIC TO CONSTRAINED PORTION OF THE RTP/SCS.
2	LOS ANGELES	1163S001	STATE HIGHWAY	US-101/ SR-134 / SR-170	US-101 / SR-134 / SR-170 INTERCHANGE PROJECT - MOBILITY TRIANGLE PARTNERSHIP: IMPROVEMENTS TO THE US-101 / SR-134 / SR-170 INTERCHANGES, PROVIDING THREE TRANSITION LANES IN EACH DIRECTION ON THE US-101 AND SR-134. SR-170 MODIFIED TO ACCOMMODATE TRANSITION LANES THROUGH INTERCHANGE AREA.	CITY OF LA	NEW FINANCIALLY UNCONSTRAINED PROJECT
3	LOS ANGELES	1163S002	STATE HIGHWAY	US-101	US-101 CAHUENGA PASS CORRIDOR IMPROVEMENT PROJECT - MOBILITY TRIANGLE PARTNERSHIP: CORRECTING AND MODIFYING ON- AND OFF-RAMP ALIGNMENTS, AND RELIEVING EXISTING CHOKEPOINTS BY ADDING AUXILIARY LANES ON THE US-101 BETWEEN HIGHLAND AVENUE AND LANKERSHIM BOULEVARD. IN ADDITION, THREE BRIDGES WILL BE REPLACED WITH WIDER OVERCROSSINGS WITHIN THE PROJECT EXTENTS.	CITY OF LA	NEW FINANCIALLY UNCONSTRAINED PROJECT

TABLE 3 Continued

#	COUNTY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	LEAD AGENCY	REASON FOR AMENDMENT
4	LOS ANGELES	1163S003	STATE HIGHWAY	SR-110	SR-110 OPERATION IMPROVEMENTS - ADD AUXILIARY LANES ON SOUTHBOUND SR-110 FROM THE STADIUM WAY OFF-RAMP TO THE NORTHBOUND US-101 CONNECTOR; ADD AUXILIARY LANES ON NORTHBOUND SR-110 FROM THE FIGUEROA STREET ON-RAMP TO THE HILL STREET ONRAMP. RELOCATE AND REPLACE SUNSET BOULEVARD SOUTHBOUND OFF-RAMP; UPGRADE EXISTING AND INSTALL NEW TRAFFIC SIGNALS.	CITY OF LA	NEW FINANCIALLY UNCONSTRAINED PROJECT
5	LOS ANGELES	1163S004	STATE HIGHWAY	SR-134	SR-134 CORRIDOR OPERATIONAL IMPROVEMENT PROJECT - MOBILITY TRIANGLE PARTNERSHIP: ON WESTBOUND SR-134, ADD WESTBOUND TRANSITION LANE FROM RIVERSIDE DRIVE ON-RAMP TO THE FOREST LAWN DRIVE OFF RAMP; ADD WESTBOUND TRANSITION LANE FROM THE FOREST LAWN DRIVE ON-RAMP TO THE BUENA VISTA STREET OFF-RAMP; WIDEN WESTBOUND FOREST LAWN DRIVE OFF-RAMP.	CITY OF LA	NEW FINANCIALLY UNCONSTRAINED PROJECT
6	LOS ANGELES	1163P005	PASSENGER RAIL	METROLINK'S VENTURA LINE BETWEEN BURBANK AND THE VENTURA COUNTY LINE	METROLINK VENTURA LINE CAPACITY IMPROVEMENT PROJECTS - ADD CAPACITY TO THE VENTURA COUNTY LINE BETWEEN BURBANK JUNCTION TO THE VENTURA COUNTY BORDER TO ALLOW FREQUENCIES OF UP TO 4 REGIONAL RAIL TRAINS PER HOUR AND 1 INTERCITY RAIL (PACIFIC SURFLINER) TRAIN PER HOUR IN EACH DIRECTION. THIS INCLUDES THE NECESSARY DOUBLE TRACK SECTIONS, TRACK, SIGNAL, STATION, AND STRUCTURE UPGRADES AND REHABILITATION, ACCESSIBILITY IMPROVEMENTS, AND MAINTENANCE FACILITY CAPACITY OUTSIDE OF A REGIONAL RAIL CAPITAL PROJECT.	METROLINK	NEW FINANCIALLY UNCONSTRAINED PROJECT

TABLE 3 Continued

#	COUNTY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	LEAD AGENCY	REASON FOR AMENDMENT
7	LOS ANGELES	1163P006	PASSENGER RAIL	METROLINK'S ANTELOPE VALLEY LINE BETWEEN UNION STATION AND LANCASTER	METROLINK ANTELOPE VALLEY LINE CAPACITY IMPROVEMENT PROJECTS - ADD CAPACITY TO THE ANTELOPE VALLEY LINE BETWEEN LOS ANGELES UNION STATION AND LANCASTER. THIS PROJECT ENABLES 4 TRAINS PER HOUR BETWEEN SANTA CLARITA AND UNION STATION AND 2 TRAINS PER HOUR BETWEEN LANCASTER AND UNION STATION IN EACH DIRECTION. PHASE I INCLUDES DOUBLE TRACK SECTIONS (ACTON, VISTA CANYON STATION AND SIDING, CP LANG TO CP CANYON, BALBOA SIDING), BURBANK JUNCTION SPEED IMPROVEMENTS, AND SIGNAL RESPACING, MAINTENANCE FACILITY CAPACITY AND A NORTH EXIT FROM THE CMF. ACCOMMODATING GREATER FREQUENCIES REQUIRES ADDITIONAL DOUBLE TRACK SEGMENTS (E.G., PALMDALE TO LANCASTER, CP RAVENNA TO RUSS, CP SAUGUS TO CP HOOD).	METROLINK	NEW FINANCIALLY UNCONSTRAINED PROJECT
8	LOS ANGELES	1163P007	PASSENGER RAIL	METROLINK'S SAN BERNARDINO LINE BETWEEN UNION STATION AND THE SAN BERNARDINO COUNTY LINE	METROLINK SAN BERNARDINO LINE CAPACITY IMPROVEMENT PROJECTS - ADD CAPACITY TO THE SAN BERNARDINO LINE FROM UNION STATION TO THE SAN BERNARDINO COUNTY BORDER TO ALLOW FREQUENCIES OF UP TO 2 REGIONAL RAIL TRAINS PER HOUR AND 1 EXPRESS TRAIN PER HOUR IN EACH DIRECTION. THIS INCLUDES THE NECESSARY DOUBLE TRACK SECTIONS, TRACK AND STRUCTURE UPGRADES AND REHABILITATION, ACCESSIBILITY IMPROVEMENTS, SIGNAL IMPROVEMENTS, AND MAINTENANCE FACILITY CAPACITY. BASE 30 MINUTE SERVICE INVOLVES SEVERAL DOUBLE TRACK SEGMENTS (INCLUDING MARENGO SIDING) AND MODIFICATIONS TO THE EL MONTE STATION PEDESTRIAN CIRCULATION.	METROLINK	NEW FINANCIALLY UNCONSTRAINED PROJECT

TABLE 3 Continued

#	COUNTY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	LEAD AGENCY	REASON FOR AMENDMENT
9	LOS ANGELES	1163P008	PASSENGER RAIL	METROLINK SAN BERNARDINO SUBDIVISION	METROLINK SAN BERNARDINO SUBDIVISION CAPACITY IMPROVEMENTS - BNSF SAN BERNARDINO SUB IMPROVEMENTS TO EXPAND CAPACITY, INCLUDING HOBART YARD RECONFIGURATION, RELOCATION OF COMMERCE STATION, DESIGN AND CONSTRUCTION OF 4TH MAIN TRACK LA TO FULLERTON, AND RECONFIGURATION OF FULLERTON JUNCTION TO INCREASE CAPACITY LA TO FULLERTON ON THE 91-LA LINE.	METROLINK	NEW FINANCIALLY UNCONSTRAINED PROJECT
10	LOS ANGELES	1163P009	PASSENGER RAIL	METROLINK GRADE SEPARATIONS	METROLINK GRADE SEPARATION PROJECTS: PIONEER BLVD, NORWALK/ LOS NIETOS RD. - GRADE SEPARATION PROJECTS AT PIONEER BLVD., AND NORWALK BLVD/LOS NIETOS ROAD TO IMPROVE SAFETY AND OPERATIONAL RELIABILITY.	METROLINK	NEW FINANCIALLY UNCONSTRAINED PROJECT
11	LOS ANGELES	1163T010	TRANSIT	ARTS DISTRICT / 6TH STREET	EXTEND HEAVY RAIL TO ARTS DISTRICT - HEAVY RAIL NETWORK EXTENDED TO NEW STATION AT ARTS DISTRICT / 6TH STREET	CITY OF LA	NEW FINANCIALLY UNCONSTRAINED PROJECT
12	LOS ANGELES	1163T011	TRANSIT	LA UNION STATION	LINK UNION STATION - ACCOMODATION OF HIGH SPEED RAIL UP TO 2 PLATFORMS AND 4 TRACKS AND THE WEST SANTA ANA BRANCH LIGHT RAIL. MAJOR RAIL AND PASSENGER IMPROVEMENTS INCLUDING UP TO 10 RUN-THROUGH TRACKS, NEW PLATFORMS AND CANOPIES, NEW PASSENGER CONCOURSE AND VERTICAL CIRCULATION SYSTEMS AND THE ACCOMODATION OF HIGH SPEED RAIL UP TO 2 PLATFORMS AND 4 TRACKS AND THE WEST SANTA ANA BRANCH LIGHT RAIL.	LOS ANGELES COUNTY MTA (METRO)	NEW FINANCIALLY UNCONSTRAINED PROJECT

TABLE 3 Continued

#	COUNTY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	LEAD AGENCY	REASON FOR AMENDMENT
13	LOS ANGELES	1163T012	TRANSIT	UNIVERSAL CITY / STUDIO CITY METRO RED LINE STATION	MOBILITY HUB - MOBILITY TRIANGLE PARTNERSHIP: CONSTRUCT MOBILITY HUB AT THE UNIVERSAL CITY / STUDIO CITY METRO RED LINE STATION. INSTALL A FULL-SERVICE MOBILITY HUB THAT INCLUDES SECURE BIKE PARKING, SAFE AND RELIABLE ACCESS TO CAR SHARE, BIKE SHARE, AND RIDE SHARE SERVICES, AND SAFE ACCESS TO TRANSIT.	CITY OF LA	NEW FINANCIALLY UNCONSTRAINED PROJECT
14	RIVERSIDE	3163SP001	STATE HIGHWAY	I-15	CONSTRUCT 2 MIXED FLOW LNS (1 LN EA DIR) AND 2 HOV LNS (1 LN EA DIR) FROM JCT. I-15/I-215 TO RIVERSIDE COUNTY/SAN DIEGO COUNTY LINE	TEMECULA	NEW FINANCIALLY UNCONSTRAINED PROJECT

FISCAL IMPACT

This amendment includes changes to existing projects, deletion of existing projects, and addition of new projects. Individual project changes are addressed in the Project Modifications section of this document.

In terms of the overall impact on the 2016 RTP/SCS Financial Plan, cost increases from changes to existing projects and the addition of new projects total \$8.480 billion, which are offset by \$9.901 billion in cost decreases as a result of changes to existing projects and deletions. The modifications result in an overall net cost decrease of \$1.420 billion to the 2016 RTP/SCS Financial Plan.

New projects added as part of Amendment #3 are being funded in part by the addition of \$76 million in Other Local Funds to the RTP/SCS Financial Plan, which are in addition to 2016 RTP/SCS forecasted revenues.

Based on a review of the funding considerations for each project documented herein, SCAG finds that this amendment does not adversely impact the financial constraint of the 2016 RTP/SCS. The 2016 RTP/SCS remains financially constrained.

TABLE 4 Fiscal Impact Summary

(Amounts in \$1,000's)	Total
Cost Increases: Changes to Existing and New Projects	\$8,482,053
Cost Decreases: Changes to Existing Projects and Deleted Projects	\$(9,900,569)
Net Cost Increase (Decrease)	\$(1,418,516)
Additional Funding Sources:	
Other Local Funds	\$76,300
Total Sources	\$76,300

SENATE BILL 375 AND THE SUSTAINABLE COMMUNITIES STRATEGY

Upon the adoption of the 2016 RTP/SCS in April 2016, SCAG determined that the Plan met or exceeded all of the requirements for a Sustainable Communities Strategy (SCS) as set forth in Senate Bill 375 (SB 75). A description of the SCS and how the requirements are addressed is included in the adopted Plan in [Chapters 5 and 8](#), as well as in the [SCS Background Documentation Appendix](#). At the time of adoption SCAG concluded that State established per-capita greenhouse gas emission reduction targets of 8 percent by 2020 and 13 percent by 2035 as compared to 2005 levels had been met and/or exceeded. The California Air Resources Board (ARB) reviewed and approved this conclusion in June 2016 by their Executive Order G-16-066, specifying that SCAG's adopted SCS would, if implemented, achieve 2020 and 2035 greenhouse gas emission reduction targets established by the State. This amendment to the 2016 RTP/SCS makes certain changes to transportation projects and other Plan assumptions as described in this document. Staff has reviewed the amendment relative to the adopted Plan and to the requirements of SB 375, and has determined that the 2016 RTP/SCS remains valid under SB 375 and continues to meet and/or exceed the greenhouse gas emission reduction targets.

The adoption of Senate Bill 32 requires ARB to ensure that statewide greenhouse gas emissions are reduced to 40 percent below 1990 levels by 2030. SCAG had previously anticipated that the State would establish higher per-capita greenhouse gas reduction targets for the region to facilitate achieving this statewide goal, especially given SB 375 requirements that reduction targets be updated every eight years. Accordingly, on March 22, 2018, ARB formally updated per-capita greenhouse gas reduction targets for all metropolitan planning organizations in the State for the first time since 2010. A per-capita greenhouse gas emission reduction target of 19 percent by 2035 was established for the SCAG region. The 2020 per-capita greenhouse gas reduction target was not updated and remains at 8 percent. While the updated 2035 per-capita greenhouse gas reduction target will not apply retroactively to the adopted 2016 RTP/SCS or to any subsequent amendments, they will apply to the forthcoming 2020 RTP/SCS and associated planning process.

PERFORMANCE MEASURES

In 2012 and 2015 Transportation funding legislation was approved deemed as the Moving Ahead for Progress in the 21st Century Act (MAP-21) and 2015 Fixing America's Surface Transportation Act (FAST Act) respectively which calls for establishing performance based measures and standards. To this end, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are now requiring State Departments of Transportation (DOTs) to work with metropolitan planning organizations (MPOs) to develop performance targets for safety, system preservation, and system performance, amongst other measures. At this time and under federal requirements MPOs must incorporate safety and transit asset management performance measures as part of their short and long range transportation plans.

SAFETY

FHWA issued the National Performance Management Measures: Safety Performance Management Measures Final Rule, effective April 14, 2016, to establish performance measures for State DOTs to carry out the Highway Safety Improvement Program (HSIP). The Final Rule calls for State DOTs, working with MPOs, to assess fatalities and injuries on all public roads, regardless of ownership or functional classification. Specifically, the Final Rule establishes the following five performance measures for five-year rolling averages for:

- Number of Fatalities;
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT);
- Number of Serious Injuries;
- Rate of Serious Injuries per 100 million VMT; and
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

In February 2018, SCAG's Regional Council adopted Calendar Year 2018 targets, which are consistent with and supportive of the State's targets. The region's Calendar Year 2018 targets are as follows:

- Number of Fatalities: 1,601
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT): 0.97
- Number of Serious Injuries: 5,752
- Rate of Serious Injuries per 100 million VMT: 3.5
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries: 2,068

Because the Calendar Year 2018 targets were recently set, it is challenging to evaluate the region's progress towards achieving these targets. Still, to establish a process for completing a periodic qualitative review, SCAG asked that County Transportation Commissions (CTCs) respond to questions regarding 2016 RTP/SCS project goals and the magnitude of project impacts. More specifically, SCAG asked whether safety was the primary goal of a project, and what impact the project was anticipated to have on traffic-related fatalities and serious injuries for all roadway users and then separately for bicyclists and pedestrians. Based on CTC responses (Table 5), the majority of projects (1,452 or 58%) included in the 2016 RTP/SCS are safety-related projects, with project costs totaling more than \$56 million. SCAG anticipates that with continued work with its Transportation Safety Group to develop a Regional Safety Strategy and High Injury Network, the region will make progress towards achieving its annual safety targets.

TRANSIT ASSET MANAGEMENT

MAP-21 established two transit performance measures, for transit asset management (TAM) and transit safety. The FTA issued the TAM Final Rule (49 CFR 625), effective October 1, 2016, but has not yet issued the Final Rule for public transportation agency safety plans. The Final Rule requirements for TAM apply to all recipients and subrecipients of Federal financial assistance under 49 USC Chapter 53 that own, operate, or manage capital assets used for providing public transportation. Although SCAG is the designated recipient of certain FTA funds, it does not own, operate, or manage capital assets used for providing public transportation. However, SCAG does have responsibilities for TAM as part of the RTP development, under the Metropolitan Planning Final Rule (23 CFR 450). Regional TAM targets must be established every four years as part of the RTP. Additionally, MPOs must integrate into their RTP, either directly or by reference, the goals, objectives, performance measures, and targets from the transit providers' TAM plans.

The Final Rule requires transit providers to develop TAM plans every four years and to establish annual TAM targets for the following measures:

- Rolling stock: % of revenue vehicles exceeding useful life benchmark (ULB),
- Equipment: % of nonrevenue service vehicles exceeding ULB,
- Facilities: % of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale, and
- Infrastructure: % of track segments under performance restriction.

TABLE 5 2016 RTP/SCS Safety Projects by County

County	Fatalities - Level of Anticipated Impact			Serious Injuries - Level of Anticipated Impact			Serious Injuries and Fatalities - Bike/Pedestrian Anticipated Level of Impact"			Total Safety Projects	Monetary Value of Safety Projects**	Total Projects	% of Total
	Minimal	Moderate	Significant	Minimal	Moderate	Significant	Minimal	Moderate	Significant				
Imperial	2	7	2	1	8	2	2	5	4	11	\$4,432	18	61%
Los Angeles	7	33	33	6	34	33	18	24	31	73	\$39,275,104	140	52%
Orange*	13	4	0	12	5	0	6	5	0	1124	\$16,054,640	1138	99%
Riverside	153	34	0	149	38	0	139	48	0	187	\$231,020	605	31%
San Bernardino	19	12	0	19	12	0	19	12	0	31	\$6,006	519	6%
Ventura	0	16	10	1	15	10	14	9	3	26	\$1,103,610	72	36%
Region Totals	194	106	45	188	112	45	198	103	38	1452	\$56,674,812	2492	58%

* OCTA was unable to evaluate all projects for anticipated impact. They anticipate safety impacts will be considered at the project level

** In \$1,000s.

TABLE 6 Initial Regional TAM Targets

County/Agency	Rolling Stock	Equipment	Facilities	Infrastructure
Imperial County	Bus 0.0% Demand Resp. 0.0%	0.00%	N/A	N/A
Los Angeles County	Bus 22.9% Demand Resp. 9.5% Rail 0.0%	24.70%	6.30%	0.00%
Orange County	Bus 10.0% Demand Resp. 10.0%	20.80%	0.00%	N/A
Riverside County	Bus 2.2% Demand Resp. 13.9%	22.50%	0.00%	N/A
San Bernardino County	Bus 4.2% Demand Resp. 4.2%	4.90%	2.00%	N/A
Ventura County	Bus 0.0% Demand Resp. 12.1%	16.10%	0.00%	N/A
SCRRA	5.00%	5.00%	5.00%	5.00%

Transit operators in the SCAG region must complete their first TAM plans by October 1, 2018 and submit their TAM targets to the National Transit Database (NTD) by the same date. The Final Rule also requires transit providers to establish initial targets within 3 months of the effective date of the rule (but before TAM plans are due to be completed). MPOs are required to establish initial regional targets within 180 days after the transit provider establishes its performance targets. FTA does not require transit providers to submit their initial targets to NTD.

In accordance with the requirement for initial target setting, SCAG worked with its regional transit operators through the Regional Transit Technical Advisory Committee (RTTAC) to collectively establish initial regional targets by county and separately for the Southern California Regional Rail Authority (SCRRA), the multi-county commuter rail operator. However, it should be noted that these initial targets are based on the available data at the time, provided by the transit operators, and without the benefit of completed TAM plans. The initial regional targets were approved by SCAG's Regional Council in July 2017.

The development of Amendment #3 precedes both the completion of the first TAM plans by the transit operators and the development of the 2020 RTP/SCS and associated regional TAM targets. As the transit providers complete their first TAM plans by the October 2018 deadline, SCAG will work with the RTTAC to refine the methodology for developing regional targets that will be included in the forthcoming 2020 RTP/SCS. SCAG expects that this work effort will occur primarily from fall 2018 through spring/summer 2019, will be significantly more robust and comprehensive, and will provide the basis for reporting on progress in subsequent RTPs and FTIPs. Once TAM targets are established in the 2020 RTP/SCS, future RTPs must report on progress achieved in meeting the targets, in comparison with system performance recorded in previous reports (23 CFR 450.324(f)(4)(i)). Additionally, future FTIPs must describe the anticipated effect toward achieving the TAM targets set in the RTP, linking investment priorities to those targets (23 CFR 450.326(d)). It is expected that SCAG will require additional information from lead agencies as part of future RTP and FTIP development and project submittal processes, to support these new reporting requirements.

TRANSPORTATION CONFORMITY

Transportation conformity is required under the Federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP). Conformity for the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards (NAAQS). Conformity applies to nonattainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

Under the U.S. DOT metropolitan planning regulations and EPA's transportation conformity regulations, Amendment #3 needs to pass five tests: consistency with the adopted 2016 RTP/SCS, regional emissions analysis, timely implementation of transportation control measures (TCMs), financial constraint, and interagency consultation and public involvement.

The findings of the conformity determination for Amendment #3 are presented below. Details of the regional emissions analysis follow the findings.

CONFORMITY FINDINGS

SCAG's findings for the approval of the 2016 RTP/SCS Amendment #3 are as follows:

- Consistency with 2016 RTP/SCS Test
Inclusion of the amended projects in the 2016 RTP/SCS would not change any other policies, programs or projects in the federally approved 2016 RTP/SCS.
 - Finding: Amendment #3 to the 2016 RTP/SCS is consistent with the federally approved 2016 RTP/SCS and meets all federal and state requirements and regulations.
- Regional Emissions Tests
 - Finding: The regional emissions analyses for Amendment #3 to the 2016 RTP/SCS updates the regional emissions analyses for the federally approved 2016 RTP/SCS and are identical to the regional emissions analyses for the Draft 2019 FTIP.
 - Finding: Amendment #3 to the 2016 RTP/SCS regional emissions analysis for PM_{2.5} and its precursors (1997, 2006, and 2012 NAAQS) meets all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).

- Finding: Amendment #3 to the 2016 RTP/SCS regional emissions for ozone precursors (1997 and/or 2008 NAAQS) meets all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).
- Finding: Amendment #3 to the 2016 RTP/SCS regional emissions for NO₂ meets all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.
- Finding: Amendment #3 to the 2016 RTP/SCS regional emissions for CO meets all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.
- Finding: Amendment #3 to the 2016 RTP/SCS regional emissions for PM₁₀ and its precursors meets all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).
- Finding: Amendment #3 to the 2016 RTP/SCS regional emissions for PM₁₀ meets the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County and for the SSAB (Imperial County portion).
- Finding: Amendment #3 to the 2016 RTP/SCS regional emissions analysis for PM_{2.5} and its precursors (2006 and 2012 NAAQS) meets the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the SSAB (urbanized area of Imperial County portion).
- Timely Implementation of TCMs Test
 - Finding: The TCM project categories listed in the 1994/1997/2003/2007/2012/2016 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.
 - Finding: The TCM strategies listed in the 1994 (as amended in 1995) Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.

- Financial Constraint Test
 - Finding: All projects listed in Amendment #3 to the 2016 RTP/SCS are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact chapter of this report.
- Interagency Consultation and Public Involvement Test
 - Finding: Amendment #3 to the 2016 RTP/SCS complies with all federal requirements for interagency consultation and public involvement. Amendment #3 was discussed at the Transportation Conformity Working Group (TCWG) which includes representatives from the federal, state, and local air quality and transportation agencies, on three occasions (February 6, March 27, April 24, and May 22, 2018). In addition, Amendment #3 was also presented to SCAG's Technical Working Group (TWG). The draft conformity analysis will be released for a 30-day public review commencing July 10, 2018 and concluding August 8, 2018. In addition, public hearings are scheduled to be held on July 17, 2018 and July 26, 2018. All public comments received will be documented and responded to.

REGIONAL EMISSIONS ANALYSIS

The following tables summarize the required regional emission analyses for each of the nonattainment and maintenance areas within SCAG's jurisdiction based on EMFAC2014 which is the latest emission model approved by U.S. EPA on December 14, 2016. For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by California Air Resources Board to set the budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas. For paved road dust (PM_{2.5} and PM₁₀), SCAG uses the approved South Coast AQMD methodology, which uses EPA's AP-42 for the updated Base Year and a combination of additional growth in center-line miles and VMT for future years.

South Central Coast Air Basin – Ventura County Portion

TABLE 7 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2020	2030	2040
ROG	Budget	13	13	13
	Plan	5	3	2
Budget – Plan		8	10	11
NO _x	Budget	19	19	19
	Plan	6	3	3
Budget – Plan		13	16	16

South Coast Air Basin

TABLE 8 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		Nonattainment Area	2017	2020	2023	2031	2040
ROG	Budget	SCAB	108	99	99	99	99
		Morongo	0.4	0.3	0.2	0.2	0.2
	Plan	Pechanga	0.1	0.1	0	0	0.0
		SCAB excluding Morongo and Pechanga	79.3	67.3	49.1	37.1	37.1
		Sum	79.7	67.7	49.4	37.3	37.3
		SCAB	80	68	50	38	38
	Budget – Plan			28	31	49	61
NO _x	Budget	SCAB	185	140	140	140	140
		Morongo	1.8	1.1	0.7	0.6	0.6
	Plan	Pechanga	0.7	0.5	0.3	0.2	0.2
		SCAB excluding Morongo and Pechanga	137.7	86.6	64	59.1	59.1
		Sum	140.2	88.2	65	59.9	59.9
		SCAB	141	89	66	60	60
	Budget – Plan			44	51	74	80

TABLE 9 1997, 2006 and 2012 PM_{2.5} Standards (Annual Emissions [Tons/Day])

Pollutant		2019	2021	2030	2040
ROG	Budget	83	83	83	83
	Plan	76	72	48	35
Budget – Plan		7	11	35	48
NO _x	Budget	169	169	169	169
	Plan	165	136	71	63
Budget – Plan		4	33	98	106
PM _{2.5}	Budget	20	20	20	20
	Plan	19	19	19	19
Budget – Plan		1	1	1	1

TABLE 10 PM₁₀ (Annual Planning Emissions [Tons/Day])

Pollutant		2020	2030	2040
ROG	Budget	110	81	81
	Plan	73	47	33
Budget – Plan		37	34	48
NO _x	Budget	180	116	116
	Plan	149	71	63
Budget – Plan		31	45	53
PM ₁₀	Budget	164	175	175
	Plan	80	86	86
Budget – Plan		84	89	85

TABLE 11 CO (Winter Planning Emissions [Tons/Day])

Pollutant		2020	2030	2040
CO	Budget	2,137	2,137	2,137
	Plan	573	317	237
Budget – Plan		1,564	1,820	1,900

TABLE 12 NO₂ (Winter Planning Emissions [Tons/Day])

Pollutant		2020	2030	2040
NO ₂	Budget	680	680	680
	Plan	148	70	62
Budget – Plan		532	610	618

Western Mojave Desert Air Basin – Los Angeles County (Antelope Valley Portion) and San Bernardino County (Western Portion of MDAB)

TABLE 13 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2020	2026	2031	2040
ROG	Budget	22	22	22	22
	Plan	8	6	6	5
Budget – Plan		14	16	16	17
NO _x	Budget	77	77	77	77
	Plan	18	10	9	11
Budget –Plan		59	67	68	66

Mojave Desert Air Basin – San Bernardino County Portion Excluding Searles Valley

TABLE 14 PM₁₀ (Annual Planning Emissions [Tons/Day])

Pollutant		2021	2031	2040
PM ₁₀	No Build	9.8	12.1	14.2
	Build	8.9	10.9	12.6
No Build – Build		1.0	1.2	1.6

Mojave Desert Air Basin – Searles Valley Portion

TABLE 15 PM₁₀ (Annual Planning Emissions [Tons/Day])

Pollutant		2021	2031	2040
PM ₁₀	No Build	0.0	0.0	0.0
	Build	0.0	0.0	0.0
No Build – Build		0.0	0.0	0.0

Salton Sea Air Basin – Riverside County Coachella Valley Portion

TABLE 16 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2020	2026	2031	2040
ROG	Budget	7	7	7	7
	Plan	4	3	3	3
Budget – Plan		3	4	4	4
NO _x	Budget	26	26	26	26
	Plan	8	5	4	5
Budget – Plan		18	21	22	21

TABLE 17 PM₁₀ (Annual Planning Emissions [Tons/Day])

Pollutant		2021	2031	2040
PM ₁₀	Budget	10.9	10.9	10.9
	Plan	5.0	5.6	5.9
Budget – Plan		5.9	5.3	5.0

Salton Sea Air Basin – Imperial County Portion

TABLE 18 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2017	2021	2031	2040
ROG	Budget	7	7	7	7
	Plan	3	3	2	2
Budget – Plan		4	4	5	5
NO _x	Budget	17	17	17	17
	Plan	5	4	4	4
Budget – Plan		12	13	13	13

TABLE 19 2006 and 2012 PM_{2.5} Standards (Annual Planning Emissions [Tons/Day])

Pollutant		2021	2031	2040
NO _x	No Build	2.4	1.6	1.6
	Build	2.4	1.5	1.6
No Build – Build		0.0	0.1	0.0
PM _{2.5}	No Build	0.2	0.2	0.3
	Build	0.2	0.2	0.2
No Build – Build		0.0	0.0	0.1

TABLE 20 PM₁₀ (Annual Planning Emissions [Tons/Day])

Pollutant		2021	2031	2040
PM ₁₀	No Build	1.4	1.6	1.8
	Build	1.0	1.2	1.4
No Build – Build		0.4	0.4	0.4

PUBLIC REVIEW AND COMMENT

SCAG is required to provide a 30-day public review and comment period for the Draft Amendment #3. A Notice of Availability and Public Hearing, and the Draft Amendment #3 is posted on SCAG's RTP/SCS website at www.scagrtpscs.net. Comments will be accepted until 5:00 p.m. on Wednesday, August 8, 2018, and can be sent via US mail to the following address:

Southern California Association of Governments
Attention: Daniel Tran
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

Comments may also be submitted electronically via email to: tran@scag.ca.gov

SCAG will be holding two (2) public hearings regarding Draft Amendment #3 to the 2016 RTP/SCS and the Draft 2019 FTIP on the following dates, times, and locations:

(1) Tuesday, July 17, 2018 @ 10:00 AM

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

(2) Thursday, July 26, 2018 @ 3:00 PM

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

Individuals may also participate in the public hearings via video conference from SCAG's regional offices located in the counties of Imperial, Orange, Riverside, San Bernardino, and Ventura. Please visit the following website for locations of our regional offices:

<http://www.scag.ca.gov/about/Pages/SCAGOffices.aspx>.

Prior to the release of the Draft Amendment #3 SCAG has fully coordinated this Amendment with our regional stakeholders through SCAG's committee structure. Specifically, staff provided periodic reports regarding Amendment #3 to the Transportation Committee (TC), Technical Working Group, and Transportation Conformity Working Group (TCWG).

CONCLUSION

Amendment #3 maintains the integrity of the transportation conformity findings of the approved 2016 RTP/SCS. Amendment #3 also remains valid under SB 375 and continues to meet and/or exceed the greenhouse gas emission reduction targets. Appropriate and adequate procedures have been followed in ensuring coordination of Amendment #3, allowing all concerned parties, stakeholders, and the public ample opportunities to voice concern and provide input. In conclusion, Amendment #3 to the 2016 RTP/SCS complies with all applicable federal and state requirements, including the Transportation Conformity Rule.



MAIN OFFICE

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
(213) 236-1800

www.scag.ca.gov

REGIONAL OFFICES

Imperial County
1503 North Imperial Avenue, Suite 104
El Centro, CA 92243
Phone: (760) 353-7800

Orange County
OCTA Building
600 South Main Street, Suite 1233
Orange, CA 92868
Phone: (714) 542-3687

Riverside County
3403 10th Street, Suite 805
Riverside, CA 92501
Phone: (951) 784-1513

San Bernardino County
Santa Fe Depot
1170 West 3rd Street, Suite 140
San Bernardino, CA 92410
Phone: (909) 806-3556

Ventura County
950 County Square Drive, Suite 101
Ventura, CA 93003
Phone: (805) 642-2800



DRAFT AMENDMENT #3

INCLUDING THE
2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
CONSISTENCY AMENDMENT #19-00

JULY 9, 2018

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Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 2
July 9, 2018

To: Executive Administration Committee (EAC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Stephen Patchan, Program Manager I, 213-236-1923,
patchan@scag.ca.gov



Subject: Resolution No. 18-602-1 Regarding the 2019 Active
Transportation Program (ATP) Regional Guidelines

RECOMMENDED ACTION FOR EAC:

Adopt Resolution No. 18-602-1 approving the 2019 Active Transportation Program Regional Guidelines on behalf of the Regional Council.

EXECUTIVE SUMMARY:

On May 16, 2018, the California Transportation Commission (CTC) adopted the 2019 Active Transportation Program Guidelines (Statewide Guidelines). Per the Statewide Guidelines, SCAG is responsible for adopting the 2019 ATP Regional Guidelines (Regional Guidelines) to direct the selection of projects receiving awards through the regional portion of the Active Transportation Program. Approximately \$87 million is anticipated to be available in the SCAG region for programming through the ATP Regional Program.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective 1: Identify new infrastructure funding opportunities with State, Federal and private partners

BACKGROUND:

On May 16, 2018, the California Transportation Commission (CTC) adopted the 2019 Active Transportation Program (ATP) Statewide Guidelines and announced the 2019 ATP call for projects. Project applications are due on July 31, 2018. The 2019 ATP budget is estimated to be approximately \$437 million and will cover fiscal years 2019/2020 through 2022/23. Approximately sixty percent (60%) of the total funding awards will be recommended by CTC through the Statewide Program and Small Urban/Rural Program components. Forty percent (40%) of the total funding awards will be recommended by Metropolitan Planning Organizations (MPOs) and included in Regional Programs. SCAG's share of the MPO component (SCAG's Regional Program) is approximately \$87 million, fifty percent (50%) of the MPO component.

The proposed 2019 ATP Regional Guidelines outline the process by which SCAG in collaboration with the CTC and the county transportation commissions within the SCAG region will recommend funding awards for the 2019 ATP Regional Program. The Regional Guidelines retain many of the same funding

policies as in previous cycles, including preserving population-based funding targets (see table below) and dedicating up to 5% (\$4.3 million) of the ATP Regional Program resources for planning and capacity building projects (see below).

Continued from previous cycles, the ATP Regional Program awards funding to two categories of projects: (1) Implementation Projects and (2) Planning & Capacity Building Projects.

- Implementation Projects:** No less than 95% of the funding will be recommended to proposals in this category. The selection process for Implementation Projects is the same as in previous cycles and is predominately managed by the county transportation commissions. Eligible applicants must apply for these funds by submitting an application through the statewide ATP call for projects. Base scores are established through the statewide ATP review process. The Regional Guidelines allow county transportation commissions to prioritize projects by adding up to twenty (20) points, on a 120 point scale, to supplement the state-provided base scores. As in previous cycles, the Board of each county transportation commission shall approve the methodology for assigning the additional points, as well as, approve the final project scores. Total funding available in each county is based on population-based funding targets.

Implementation Projects Category: Funding Targets

County	Pop %	Funding Amount (in 1,000s)
Imperial	1%	795
Los Angeles	54%	44,906
Orange	17%	13,962
Riverside	12%	10,339
San Bernardino	11%	9,378
Ventura	5%	3,756
Total	100%	83,136

- Planning & Capacity Building Projects:** No more than five percent (5%) of the funding will be recommended to proposals in this category. As in previous cycles, the project selection process will rely on the statewide ATP application, scoring and ranking process as well as SCAG’s supplemental call for projects executed through its Sustainability Planning Grant Program (SPG). Each county transportation commission will take an active role in scoring and ranking the projects submitted in their respective county through the SPG supplemental call for projects. SPG project awards will be integrated into the ATP Regional Program.

A staff recommended ATP Regional Program of Projects, assembled by combining recommendations from the Implementation and Planning & Capability Building categories, will be reviewed by the CEOs of the county transportation commissions to address any outstanding issues and achieve consensus prior to finalization. The ATP Regional Program recommendations will be approved by the Boards or

Chief Executive Officers of the county transportation commissions prior to consideration by SCAG's Regional Council and submission to the CTC.

Next Steps

SCAG staff will continue to work with the county transportation commissions in the SCAG region, the CTC, Caltrans and other partners to provide outreach to ensure eligible applicants are aware of the ATP funding opportunity and provide technical assistance, resources and support as requested to facilitate regional competitiveness through the application submission period ending on July 31, 2018. Upon EAC approval, the 2019 ATP Regional Guidelines will be submitted to the CTC for consideration of approval at the August Commission meeting. Finally, SCAG will be releasing a call for projects for Planning and Capacity Building projects in September 2018. These projects will be integrated into the 2019 ATP Regional Program, which will be submitted to the Regional Council for approval in April 2019.

FISCAL IMPACT:

Funding is included in SCAG's FY 2018-19 Overall Work Program (OWP) Budget. Staff's work budget is included in task 050-0169.06: Active Transportation

ATTACHMENT/S:

Resolution No. 18-602-1 approving SCAG's 2019 Active Transportation Program (ATP) Regional Guidelines (with Regional Guidelines attached as Exhibit A to the resolution)

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SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

RESOLUTION NO. 18-602-1

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG)
APPROVING THE 2019 REGIONAL ACTIVE TRANSPORTATION
PROGRAM (ATP) REGIONAL GUIDELINES**

REGIONAL COUNCIL OFFICERS

President
Alan D. Wapner, San Bernardino
County Transportation Authority

First Vice President
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Transportation
Curt Hagman, San Bernardino
County

WHEREAS, the Southern California Association of Governments (“SCAG”) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. §5303 et seq.;

WHEREAS, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking;

WHEREAS, Streets and Highways Code Section 2382(d) allows the California Transportation Commission (Commission) to adopt separate guidelines for the metropolitan planning organizations charged with allocating funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection;

WHEREAS, the Active Transportation Program Guidelines (Resolution G-18-19) requires the Commission to adopt a metropolitan planning organization’s use of project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged communities when differing from the statewide guidelines adopted by the Commission of May 16, 2018;

WHEREAS, the Active Transportation Program Guidelines require metropolitan planning organizations to submit their guidelines to the Commission by July 16, 2018; and

WHEREAS, attached with this Resolution as Exhibit A is SCAG’s 2019 Active Transportation Program Regional Guidelines.

NOW THEREFORE, BE IT RESOLVED by the Executive Administration Committee, acting on behalf of the Regional Council of the Southern California Association of Governments, that it approves SCAG's 2019 Active Transportation Program Regional Guidelines.

BE IT FURTHER RESOLVED THAT:

1. The Executive Administration Committee, acting on behalf of the Regional Council, authorizes SCAG staff to submit the 2019 Active Transportation Regional Guidelines to the California Transportation Commission for approval.

PASSED, APPROVED AND ADOPTED by the Executive Administration Committee, acting on behalf of the Regional Council of the Southern California Association of Governments at a special meeting of the Executive/Administration Committee held this 9th day of July, 2018.

Alan D. Wapner
President, SCAG
Councilmember, City of Ontario

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

2019 Active Transportation Program Regional Guidelines

Final Draft

July 2018

Southern California Association of Governments
Imperial County Transportation Commission
Los Angeles County Metropolitan Authority
Orange County Transportation Authority
Riverside County Transportation Commission
San Bernardino County Transportation Authority
Ventura County Transportation Commission

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
209 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES**

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Introduction

Purpose

The intent of this document is to successfully implement the Metropolitan Planning Organization (MPO) component of the California Active Transportation Program (ATP). The following 2019 ATP Regional Guidelines (Regional Guidelines) outline the roles, responsibilities and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2019 ATP. The Regional Guidelines also outline the requirements for programming, allocation, project delivery, project reporting, project administration and program evaluation related to the 2019 Regional Active Transportation Program (Regional Program). The Regional Guidelines may be revisited and modified for future rounds of funding in order to remain consistent with the 2019 ATP Statewide Guidelines (Statewide Guidelines), and to consider innovative concepts and best practices to improve the Regional Program's efficiency and effectiveness.

Background

- The goals of the ATP are to:
 - Increase the proportion of trips accomplished by biking and walking;
 - Increase the safety and mobility of non-motorized users;
 - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375;
 - Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
 - Ensure that disadvantaged communities (DAC) fully share in the benefits of the program; and
 - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The DRAFT 2019 Statewide Guidelines, to be adopted by the California Transportation Commission (CTC) on May 16, 2018, describe the policy, standards, criteria and procedures for the development, adoption and management of the ATP Statewide Program.
- Per the DRAFT 2019 Statewide Guidelines, 40% of the funds for the ATP must be distributed by MPOs in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the ATP Statewide Guidelines.
- A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of DAC as used by the CTC for the statewide competition may defer its project selection to the CTC.
- MPOs may also issue a separate, supplemental call for projects. If a call for projects is initiated, it will require development and approval of guidelines and applications. In administering a competitive selection process, a MPO must use a multidisciplinary advisory group to assist in evaluating project applications.
- 25% of the regional funds must benefit DAC.

- The Statewide Guidelines allow for a large MPO to make up to 2% of its 2019 ATP funding available for active transportation plans in DACs.
- The Statewide Guidelines establish four eligible project types:
 - Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. Though the PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estimate of costs for all components. PSR guidelines are posted on the CTC website: <http://www.catc.ca.gov/programs/ATP.htm>. *A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Active Transportation Program.*
 - Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a DAC.
 - Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. The CTC intends to focus funding for non-infrastructure on start-up projects. A project is considered to be a start-up when no program currently exists. Start-up projects must demonstrate how the program is sustainable after ATP funding is exhausted. ATP funds cannot fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students. Program expansions or new components of existing programs are eligible for ATP funds as long as the applicant can demonstrate that the existing program will be continued with non-ATP funds.
 - Infrastructure projects with non-infrastructure components.
- Per Statewide Guidelines, and based on SB 99, the following requirements apply specifically to SCAG:
 - SCAG must consult with the county transportation commissions, the CTC, and Caltrans in the development of the competitive project selection criteria. The criteria should include consideration of geographic equity consistent with program objectives;
 - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located; and
 - SCAG must obtain concurrence from the county transportation commissions.
- The SCAG Regional Program will be developed through coordination of the ATP Subcommittee. The ATP Subcommittee is a subcommittee of the SCAG Sustainability Committee. The ATP Subcommittee is comprised of SCAG staff and representatives from each of the six (6) county transportation commissions. The Subcommittee drafts the Regional Program Guidelines, the Regional Program and administers tasks associated with project delivery. The County Transportation Commissions approve the Regional Program as it pertains to each respective county. SCAG's Regional Council approves the Regional Program Guidelines and Regional Program. The California Transportation Commission approves the Regional Program Guidelines and Regional Program.

Fund Estimates for 2019 Regional ATP

The 2019 ATP total funding estimate is \$437.5m. Per the 2019 ATP Statewide Guidelines, the MPO share is 40% of the total budget and the SCAG share is 50% of the MPO amount.

The SCAG region's share of the 2019 ATP is approximately \$87.5M, which includes funding in Fiscal Years 2019/20, 2020/21, 2021/22, and 2022/23 to be programmed as follows:

Year (Fiscal)	Funds (\$MM)
FY 19/20	19.2
FY 20/21	19.2
FY 21/22	24.5
FY 22/23	24.5
Total	87.5

Eligibility

SCAG intends to apply the eligibility requirements as adopted in the 2019 Statewide Guidelines to the Regional Program. These requirements include an option for SCAG to provide a Regional Definition of Disadvantaged Communities. As part the 2016 Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), SCAG established "environmental justice areas" and "communities of concern" as disadvantaged communities through a robust public outreach process that included the input of community stakeholders. SCAG has submitted these regional definitions of disadvantaged communities to the Commission for approval to complement existing definitions established through SB 535 and the ATP.

Regional Disadvantaged Communities Definitions

Per the Statewide Guidelines, MPOs have the option to use different criteria for determining which projects benefit disadvantaged communities. This additional criteria includes Environmental Justice Areas and Communities of Concern. This criteria can be used in addition to the existing SB 535 criteria.

- **Environmental Justice Areas:** Environmental Justice Areas are reflected in Transportation Analysis Zones that show a higher share of minority population or households in poverty than is seen in the great region as a whole.
- **Communities of Concern:** Communities of Concern are Census Designated Places or city of Los Angeles Community Planning Ares that fall in the upper third for their concentration of minority population households in poverty. This designation is significant in severity due to the degree of poverty.

Project Selection Process

SCAG intends to award funding to projects in two program categories. These categories include: Implementation projects, and Planning & Capacity Building projects.

Implementation Projects Category

Implementation projects include infrastructure, non-Infrastructure, and infrastructure projects with non-infrastructure components, as defined by the Statewide Guidelines and included in the Background (above). No less than 95% of the total regional funds shall be dedicated to funding Implementation projects in the 2019 Regional ATP. Implementation funds shall be allocated to projects in each county using population-based funding targets.

Implementation Projects Category: Funding Targets

County	Pop %	Funding Amount
Imperial	1%	795
Los Angeles	54%	44,906
Orange	17%	13,962
Riverside	12%	10,339
San Bernardino	11%	9,378
Ventura	5%	3,756
Total	100%	83,136

In this category, and consistent with previous ATP cycles, SCAG will select Implementation projects utilizing the CTC statewide applications, scoring and ranking process and decline its option to issue a supplemental call for proposals for infrastructure projects. Therefore, an evaluation committee will not be required at the county or regional level within the SCAG region to separately score Implementation projects. SCAG will only fund implementation projects submitted through the statewide application process.

The selection process shall occur as follows:

- Prior to scoring by the CTC, SCAG shall coordinate with each county to ensure that all Implementation project applications submitted through the statewide call for proposals have been submitted to the county and SCAG.
- The county transportation commissions shall review the Implementation project applications and determine which projects are “consistent with plans adopted by local and regional governments within the county” per the requirements of SB 99. When projects are determined to be consistent, the county shall authorize up to twenty (20) points to consistent projects.

- If a county transportation commission assigns additional points (up to 20, as noted above) to a project for which they are the lead applicant, an explanation shall be provided to SCAG of how the scoring process resulted in an unbiased evaluation of the project.
- The Board of each respective county transportation commission shall approve the scoring methodology/guidelines and point assignments, and submit the scores to SCAG for inclusion in the preliminary ranking of regional projects by December 31, 2018.
- SCAG shall establish a preliminary regional Implementation projects list based on the county's submissions that programs no less than 95% of the total regional funds and rely on population-based funding targets to achieve geographic equity.
- The county may also recommend funding for projects to be included on the Regional Program contingency list. Projects included on the contingency list shall be included in the program reflecting the project score provided by the CTC.

Planning & Capacity Building Projects Category

Planning & Capacity Building projects may include the development of non-infrastructure projects and plans, as defined by the Statewide Guidelines and included in the Background section of the Regional Guidelines (above). The Regional Guidelines call for no more than 5% (\$4.4M) of the total regional funds be allocated in this category with a maximum of 2% (\$1.7 M) being dedicated to Planning projects.

As in previous cycles, the pool of projects considered for funding in this category shall include projects that are submitted through the CTC's Statewide ATP Call for Projects using the state's planning application, as well as, planning and non-infrastructure projects submitted through the supplemental call for Planning & Capacity Building projects issued by SCAG. The supplemental call for projects is integrated with SCAG's Sustainability Planning Grant (SPG) program and aims to better align planning and capacity building resources with regional planning priorities and opportunities. The SPG call for projects provides a more seamless, consolidated process for local jurisdictions and eligible applicants to secure resources from the ATP, as well as other regional funds programmed by SCAG.

Planning Applications Submitted Through the Statewide Call for Projects

- SCAG is required to consider funding proposals that are submitted, but unsuccessful in securing funds, through the statewide call for proposals.
- Within the Planning & Capacity Building projects category, SCAG will consider funding all unsuccessful planning and non-infrastructure applications submitted at the statewide level.
- The planning and non-infrastructure applications will not be re-scored by SCAG. The initial score provided by the CTC shall be used in ranking the project against projects submitted through the supplemental call for projects.
- Planning project awards will be capped at \$250,000. If the funding request exceeds \$250,000, the project applicant will be required to provide matching funds to fully fund the project.
- Non-infrastructure projects awards will be capped at \$500k. If the funding request exceeds the \$500k cap, the project applicant will be required to provide matching funds to fully fund the project or the project balance could be awarded through the Implementation Projects Category.

Alternatively, the county transportation commission may fully fund the project as part of the Implementation Projects Category, if the project merits award through the process outlined above.

Supplemental (Sustainability Planning Grants) Call for Projects

- SCAG will develop SPG Guidelines, consistent with the parameters established by the Regional Guidelines, as described below.
- The SPG Guidelines will include the same match requirement and definition of DAC as used by the CTC in the statewide planning selection process.
- All Planning projects funded by ATP shall satisfy the CTC's requirements for the use of planning funds, including DAC requirements.
- To increase the reach and impact of the Regional Program, SCAG will cap funding requests to \$500,000 for all non-infrastructure applications and \$250,000 for planning funds.
- The Scoring Criteria and associated points available for all project and application types will be as follows:
 - Mobility Benefit—Potential to increase walking/biking (0-35 points)
 - Safety Benefit—Potential to reduce the number and risk of pedestrian and bicycle fatalities and injury (0-25 points)
 - Public Health (0-10 points)
 - Disadvantaged Communities (0-10 points)
 - Public Participation (0-10 points)
 - Cost Effectiveness (0-5 points)
 - Leverage (0-5 points)
- In consultation with the counties and a multi-disciplinary working group, SCAG will develop applications for planning and non-infrastructure project types. Each application will be closely aligned with and aim to focus resources on the implementation of regional active transportation programs and strategies.

To establish a preliminary Planning & Capacity Building project list, applications from the supplemental call for projects and statewide call for projects will be ranked by county and prioritized by score. Funds will then be recommended to projects in consideration of the following principles:

- The total funding recommended in this category will not exceed 5% of the total Regional Program. Planning projects funding shall not exceed 2% of the total Regional Program.
- Geographic equity, informed by population-based funding targets, shall be pursued and assessed programmatically across all funding sources programmed through the Active Transportation component of the SPG.

Recommended Regional Program

SCAG shall create a draft Regional Program that incorporates the preliminary project lists from the Implementation and Planning & Capacity Building project categories.

SCAG will analyze the draft Regional Program to ensure it meets the DAC requirements by allocating at least 25% to projects benefiting DAC (as defined by the Statewide Guidelines).

If the total is less than 25%, SCAG will modify the preliminary regional project list to ensure the 25% mark is achieved, as follows:

- The lowest scoring project in the region may be replaced with the highest scoring DAC within the same County. If the county has no other eligible DAC projects, the lowest scoring project shall be replaced with the highest scoring DAC project(s) from the region.
- This process will be repeated until the 25% target is met.
- This process may lead to an outcome where a county receives less than its population-based share of the funding, but is necessary to ensure the DAC requirements for the Regional Program are met.

For ease of administration, SCAG may, with the project sponsor's permission, consolidate one or more of the projects on the Planning & Capacity project list into a Regional Planning & Capacity Building project to be administered by SCAG on behalf of the sponsoring agencies. If sponsoring agencies choose to be part of the consolidated project, a five percent (5%) fee for service will be included as a task in the project. In order to provide the data contained in the Caltrans applications, SCAG will transfer the relative data fields to Caltrans for incorporation into ATP data set.

The final recommended Regional Program will be reviewed by the county transportation commission staff, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional Program recommendations to the Chief Executive Officers (CEO) of the county transportation commissions and Boards, SCAG's Regional Council and CTC for approval.

With consensus from the County Transportation Commission CEOs or their designees, SCAG's Executive Director may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

Programming

Fund Assignments

SCAG is required to recommend the funding assignments for all projects proposed for funding in the Regional Program. The programming years for the 2019 ATP are State Fiscal Years 2019/20 to 2022/23. Per the Statewide Guidelines, the ATP must be developed consistent with the fund estimate and the amount programmed by fiscal year must not exceed the amount identified in the fund estimate. SCAG will aim to program in a constrained manner. SCAG is also required to recommend the funding source for each project, such that the program as a whole aligns with the fund estimate for each programming year. In meeting these requirements, SCAG will adhere to the following process and guiding principles:

- Funding assignments will be made by SCAG and the county transportation commissions through a collaborative decision-making process.
- Funding in fiscal years 2019/20 and 2020/21 will be state funding only. Funding in fiscal years 2021/22 and 2022/23 will include both state and federal funding.

- Funding assignments will be made to best align the funding source with the project type, size, and sponsors' capacity for obligating federal funds; therefore, federal and state funds will not be equally distributed in each county.
- State funds will be programmed to address the following regional objectives, listed in order of priority:
 - Satisfy match requirements for federally funded projects. Projects that provide some but not all of the 11.47% match may need assistance in satisfying the match. State funding is eligible to bridge the gap in any match funding deficit. State funding shall not exceed 11.47% of total project funding;
 - Reduce administrative burden for Planning and Non-infrastructure projects and projects requesting less than \$1M; and
 - Expedite delivery of pre-construction phases of projects to ensure timely delivery of projects funded for multiple phases.

Partial Awards

- County transportation commissions will be responsible for recommending partial awards for Implementation projects.
- SCAG and the county transportation commissions will only consider partial awards if the project sponsor meets one of the following requirements:
 - The applicant provides funds through additional sources to fully fund the project;
 - The applicant demonstrates the means by which it intends to fund the construction of a useable segment, consistent with the Regional Transportation Plan (RTP).
 - The applicant downsizes the project scope in a manner such that the "new" project would receive the same scores or ranking as the originally proposed project. The ATP Subcommittee will determine the eligibility of a downsized project scope based on the representative county transportation commission's request. The request shall include:
 - An explanation of the proposed scope change;
 - The reason for the proposed scope change;
 - The impact which the proposed scope change would have on the overall cost of the project;
 - An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);
 - An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit); and
 - An explanation of the methodology used to develop the aforementioned estimates.

- For projects that fall into the Large Infrastructure category as defined in Statewide Guidelines, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the RTP.
 - Uncommitted funds may only be from ATP or the Local Partnership Program (formulaic or competitive). The applicant must indicate its plan for securing a funding commitment; explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments for that phase must be secured prior to July 1 of the fiscal year in which the project is programmed or the project will be removed from the program.
- If funding is made available (i.e. due to an ineligible project determination), the available funding will be prioritized for a threshold project receiving a partial award within the county where the funding was awarded initially. If the available funding exceeds the amount needed for fully funding the partial award, the surplus shall be made to the highest scoring project on the contingency list within the county where the funding was initially awarded. The surplus may also be made available for a partial award in another county, pending approval of the ATP Subcommittee.

Fund Balance & Contingency List

Any funds that are not assigned by SCAG to projects in the Regional Program will be returned to the state and incorporated into the fund estimate for subsequent ATP cycles. To maximize funds available in the region, the following steps will be pursued:

- The initial recommended Regional Program to the CTC will identify projects that program 100% of the region's share of ATP funds. If a balance exists after each county has exhausted to the greatest extent possible its funding target and SCAG has exhausted to the greatest extent possible the Planning & Capacity Building funds, SCAG in consultation with the counties, will recommend the fund balance be awarded to fully or partially fund the highest scoring and/or shovel ready "contingency" project(s) (see below) across all counties.
- If the final project on a county's list exceeds the county's ATP funding target, the county may work with the project sponsor to explore the feasibility of a partial award, as noted above. If a partial award is determined to be insufficient and infeasible, the county may recommend fully or partially funding to the subsequent highest scoring projects on the county's list.
- The recommended Regional Program will include a contingency list of Implementation projects, ranked in priority order by county based on the project's evaluation score, and Planning & Capacity Building projects, ranked in priority order based on the project's statewide evaluation score. SCAG intends to fund projects on the contingency list should there be any project failures or savings in the Regional Program. When a contingency project is advanced for funding due to project failure, SCAG – in consultation with the counties – will strive to replace the failed project with a project from the same county. In recommending

replacement projects, SCAG and the county transportation commission may consider both project ranking and project readiness. If contingency projects are not amended into the program, they will remain unfunded and project sponsors may resubmit them for future ATP cycles.

- SCAG and/or the county transportation commissions are encouraged to pursue one or more of the following project management strategies:
 - Review the initial work schedule to determine timeline feasibility and propose revisions where necessary.

Program Amendments

The Regional Guidelines allow SCAG to amend the Regional Program to remove and advance projects. An annual report will be provided to the Regional Council on program amendments. Amendments to the Regional Program may occur under the following conditions and in the following manner:

- If project design, right-of-way or construction are programmed before the implementing agency completes the environmental process, and following completion of the environmental process updated information indicates that a project is expected to accomplish fewer benefits or is less cost effective as compared with the initial project application, then future funding for the project may be deleted from the program. It is the responsibility of the county transportation commission to recommend to SCAG that the project be deleted from the program if warranted. The county transportation commission that recommends project deletion may, in a reasonable timeframe, recommend replacing the deleted project with a project on the Contingency List.
- If the project is a Planning & Capacity Building Project and funds have not been allocated by May 1st of the year the funds are programmed, or the project sponsor has requested that the project be removed from the Regional Program, then SCAG may recommend deletion of the project and fund a project on the contingency list, considering project ranking, readiness and the county from which the deleted project originated.
- If a county transportation commission recommends deletion of a project and has not identified a replacement project for the contingency list in a reasonable timeframe, then SCAG will collaborate with the counties to identify a suitable replacement project from the region-wide contingency list and amend the project into the Regional Program.
- In order to ensure the timely use of all program funds, the CTC will, in the last quarter of the fiscal year, allocate funds to projects programmed in a future fiscal year on a first-come, first-served basis. SCAG will recommend approval of an advancement request if the project is:
 - A Planning project and SCAG deems the project ready for allocation (see Allocation, below); or
 - An Implementation project, and the county transportation commission recommends advancement of the project.

FTIP Amendments

All projects funded by the 2019 Regional Program must be amended into the Federal Transportation Improvement Program (FTIP).

- The county transportation commissions will be responsible for programming all Implementation projects into the FTIP.
 - Projects that are regionally significant and Transportation Control Measures (TCM) must be individually listed in the FTIP by the county transportation commission.
 - Projects that are not regionally significant or TCMs may be entered as a group listing by project function, using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93 (See www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/grouped_pjt_listings.pdf)
- SCAG shall be responsible for programming Planning and Non-Infrastructure projects into the FTIP.
- The county transportation commissions and SCAG shall aim to program all 2019 ATP projects, regardless of programming year, in the 2019 FTIP amendment cycle.

Allocation

The Regional Guidelines require allocation requests for a project in the Regional Program to include a recommendation from SCAG. SCAG shall defer this responsibility to the county transportation commissions for all Implementation projects and provide a concurrence letter to the county which notes that the project allocation request is consistent with the project as programmed in the FTIP or is being processed into the FTIP through an amendment or modification that is underway.

The CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines were adopted in October 2017 and are on the CTC's website, <http://www.catc.ca.gov/programs/atp/>.

Project Delivery

Per the Statewide Guidelines, ATP allocations must be requested in the fiscal year of project programming and are valid for award for six (6) months from the date of allocation, unless the CTC approves an extension. The Commission may extend the deadline only once for each allocation phase and only if it finds that unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The CTC and Caltrans require that the extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months. If extraordinary issues exist that require a longer extension, the implementer may request up to 20 months for allocation only. Refer to the ATP Statewide Guidelines for complete project delivery requirements.

Extension requests for a project in the SCAG Regional Program must include a recommendation by SCAG. Extension requests will be approved by SCAG under the following conditions:

- If the project is an Implementation project, the county transportation commission has recommended that the project be extended.
- If the project is a Planning project, SCAG staff has reviewed the project status and determined that:
 - The project sponsor has made a good faith effort to meet programming deadlines and that there is a high likelihood that a project extension will result in project allocation; and/or
 - The justification for the extension indicates a reason that was unforeseen by the project sponsor and beyond the control of the project sponsor.

Caltrans will track the delivery of ATP projects and submit to the CTC a semiannual report showing the delivery of each project phase. SCAG will analyze these reports to identify project delivery issues in the SCAG region and work with the county transportation commissions and the project sponsor to resolve any issues.

Project Scope Change

In the event that a project requires a scope change, the project sponsor shall submit a request for scope change to SCAG and the responsible County Transportation Commission for review and approval. The request for scope change shall include:

- An explanation of the proposed scope change;
- The reason for the proposed scope change. If the request incorporates a change that alters original designs, the project sponsor shall provide the steps taken to retain the initial design and the extenuating circumstances that necessitate the design change. Extenuating circumstances are defined as those which make the project undeliverable due to costs and/or safety issues;
- The impact the proposed scope change would have on the overall cost of the project;
- An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);
- An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit); and
- An explanation of the methodology used to develop the aforementioned estimates.

Project Reporting

As a condition of the project allocation, the CTC will require the implementing agency to submit semi-annual reports (unless the agency is subject to the Baseline Agreement requirement outlined in the 2019

ATP Statewide Guidelines) on the activities and progress made toward implementation of the project and a final delivery report. An agency implementing a project selected in the SCAG Regional Program must also submit copies of its semi-annual reports and a final delivery report to the county and SCAG. The purpose of the reports is to ensure that the project is executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project. Project reporting forms can be found at <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapgforms.htm>.

Schedule

Action	Date
CTC adopts ATP Guidelines	May 16, 2018
Call for projects	May 16, 2018
RC Approves ATP Regional Program Guidelines	July 5, 2018
Project applications to Caltrans (postmark date)	July 31, 2018
Commission approves or rejects MPO Guidelines	August 15, 2018
County 20 point score submitted to SCAG	December 31, 2018
Staff recommendation for statewide and small urban and rural portions of the program	December 31, 2018
Commission adopts statewide and small urban and rural portions of the program	January 2019
Counties submit recommended project lists to SCAG	February 1, 2019
Project PPRs Due to SCAG	February 1, 2019
SCAG Draft Regional Program	February 15, 2018
Deadline for MPO DRAFT project programming recommendations to the Commission	February 15, 2019
CEOs Approval	March 15, 2019
RC Adopts SCAG Regional Program Approval	April 4, 2019
Deadline for MPO FINAL project programming recommendations to the Commission	April 30, 2019
Commission adopts MPO selected projects	June 2019

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Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 3
July 9, 2018

MINUTES OF THE MEETING
EXECUTIVE/ADMINISTRATION COMMITTEE (EAC)
THURSDAY, JUNE 7, 2018

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE EXECUTIVE/ ADMINISTRATION COMMITTEE (EAC).

The Executive/Administration Committee (EAC) of the Southern California Association of Governments (SCAG) held its meeting at 900 Wilshire Boulevard, Suite 1700, Los Angeles, CA 90017. A quorum was present.

Members Present

Table with 3 columns: Name and Title, Location, and District/Representation. Includes members like Alan Wapner, Bill Jahn, Randon Lane, Margaret E. Finlay, etc.

Members Not Present

Table with 3 columns: Name and Title, Location, and District/Representation. Includes Sabrina LeRoy.

Staff Present

Hasan Ikhata, Executive Director
Debbie Dillon, Deputy Executive Director
Basil Panas, Chief Financial Officer
Kome Ajise, Planning Director
Art Yoon, Director of Policy and Public Affairs
Julie Loats, Chief Information Officer
Joe Silvey, General Counsel
Joann Africa, Chief Counsel/Director of Legal Services
Tess Rey-Chaput, Office of Regional Council Support

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Honorable Alan D. Wapner, called the meeting to order at 9:00 a.m. and asked Councilmember Frank Navarro, Colton, District 6, to lead the Pledge of Allegiance.

President Wapner welcomed the new members of the Executive/Administration Committee.

PUBLIC COMMENT PERIOD

There was no public comment speaker.

CLOSED SESSION

President Wapner announced the EAC would move into Closed Session. At this time, SCAG staff, including Executive Director Hasan Ikhata, and members of the public left the meeting room. Joe Silvey, General Council, announced that the EAC would meet in Closed Session to discuss the following item:

- Public Employee Performance Evaluation
Pursuant to California Government Code Section 54957 (b) (1)
Title: Executive Director
- Conference with Labor Negotiators
Pursuant to California Government Code Section 54957.6
Agency Designated Representatives: SCAG President Alan D. Wapner; SCAG Immediate Past President Margaret E. Finlay; and SCAG General Counsel Joseph Silvey

Upon the conclusion of the Closed Session, the EAC reconvened the Open Session. SCAG staff including Executive Director Hasan Ikhata and members of the public returned to the meeting room. At the time, Joe Silvey, General Counsel, reported that during the Closed Session, the EAC members completed the annual evaluation of the Executive Director and conferred with the designated negotiators regarding the contract negotiations with the Executive Director.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

ACTION/DISCUSSION ITEMS

1. Proposed Changes to the Executive Director's Employment Agreement and Approval/Ratification of FY 2018-19 Work Plan

A MOTION was made (Martinez) to: 1) Approve Fiscal Year 2018-19 Work Plan for the Executive Director; and 2) Recommend changes to the Executive Director's Employment Agreement for the RC to approve after considering the following proposed changes: (a) inclusion of the 2018-2019 Work Plan; (b) an increase to the term of the Employment Agreement by one year based upon the results of the Executive Director's annual Performance Evaluation; (c) an update to the Employment Agreement to reflect the Executive Director's current base salary; (d) a statement indicating that the Executive Director will comply with the Code of Conduct contained in the Regional Council Policy Manual; (e) the removal of the SCAG provided annual executive level physical examination; and (f) an increase to the allowance for the Executives Director's use of his personal automobile and a clarification that the allowance covers mileage costs and other expenses. Motion was SECONDED (Jahn) and passed by the following votes;

FOR: Finlay, Hagman, Jahn, Lane, Lorimore, Martinez, Mitchell, Navarro Parks, Pettis, Plancarte, Ramirez, Viegas-Walker and Wapner (14).

AGAINST: None (0).

ABSTAIN: None (0).

CONSENT CALENDAR

Approval Items

2. Minutes of the April 5, 2018 Meeting
4. Contract \$200,000 or Greater: Contract No. 18-022-C01 through 18-022-C08, Temporary Worker Services
5. Contracts \$200,000 or Greater: Contract No. 16-040B-C1 through 16-040B-C9, Information Technology (IT) Technical Project Resources
6. Contracts \$200,000 or Greater: Contract No. 18-020-C01, Go Human Inland Empire Four (4) Open-Streets and Demonstration Projects
7. Contracts \$200,000 or Greater: Contract No. 18-015-C01, Transportation Demand Management (TDM) Strategic Plan
8. Contracts \$200,000 or Greater: Contract No. 18-046-C01, Project Portfolio Management – Implementation

Receive and File

10. Purchase Orders more than \$5,000 but less than \$200,000; Contracts more than \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000

11. State and Federal Legislative Monthly Update

A MOTION was made (Hagman) to approve the Consent Calendar, except for Agenda Items 3 and 9 which were pulled for a separate discussion. Motion was SECONDED (Navarro) and passed by the following votes:

FOR: Finlay, Hagman, Huang, Jahn, Lane, Lorimore, Martinez, Mitchell, Navarro, Parks, Pettis, Plancarte, Ramirez, Viegas-Walker and Wapner (15).

AGAINST: None (0).

ABSTAIN: None (0).

PULLED AGENDA ITEM NOS. 3 AND 9

3. Resolution No. 18-601-1 Regarding Banking and Borrowing Activities with Bank of the West

Councilmember Judy Mitchell, Rolling Hills Estates, District 40, pulled the item and expressed concerns that the Executive Director and the Chief Financial Officer are the only two SCAG employees who are authorized to transact banking and borrowing activities and recommended assigning another individual, such as the President or one of the EAC members, to have the same authority.

Councilmember Clint Lorimore, Eastvale, District 4, asked a question as to the process with adding another authorized individual, such as the President, as suggested by Councilmember Mitchell.

Supervisor Curt Hagman, San Bernardino County, cautioned the members when assigning another individual, such as the President, whereby authority comes with responsibility and stated the Audit Committee provides the review for these types of transactions and trust the Executive Director and his team with respect to the financials of the agency.

Hasan Ikhata, Executive Director, responded and offered clarification regarding this particular responsibility is one of the administrative functions of the Executive Director. With respect to assigning and providing authority to the SCAG President, Mr. Ikhata cautioned the members that an approval from the EAC will be required each year for each incoming President.

Councilmember Cheryl Viegas-Walker, El Centro, District 1, recommended requiring both signatures of the Executive Director and the Chief Financial Officer, versus an independent signature, for all borrowing activities from Bank of the West in order to minimize indebtedness risks and address borrowing concerns as expressed by the EAC members.

A MOTION was made (Viegas-Walker) to approve Resolution No. 18-601-01, as amended, authorizing SCAG's Executive Director and the Chief Financial Officer to borrow money from Bank of the West and perform duties related thereto with the condition that the signatures of both the Executive Director and the Chief Financial Officer are required for all borrowing activities of SCAG from the Bank of the West. Motion was SECONDED (Jahn).

FOR: Finlay, Hagman, Huang, Jahn, Lane, Lorimore, Martinez, Mitchell, Navarro, Parks, Pettis, Plancarte, Ramirez, Viegas-Walker and Wapner (15).

AGAINST: None (0).

ABSTAIN: None (0).

9. Contracts \$200,000 or Greater: Contract No. 18-016-C01, Future Communities Study: The Future of the Workplace

Councilmember Peggy Huang, TCA, pulled the item and asked whether the data to be collected by the consultant is not reflected on the data already gathered by the Southern California Air Quality Management District (SCAQMD) annually regarding telecommuters, remote workers, etc. In response to Councilmember Huang, Kevin Kane, SCAG staff, clarified that the SQAQMD's employer-based commuter survey applies to employers with 250 employees or greater while the consultant's study will not be subject to such limitations and will comprise a number of other elements such as forecasting data from all employers within the SCAG region.

A MOTION was made (Huang) to approve Agenda Item No. 9. Motion was SECONDED (Parks) and passed by the following votes:

FOR: Finlay, Hagman, Huang, Jahn, Lane, Lorimore, Martinez, Mitchell, Navarro, Parks, Pettis, Plancarte, Ramirez, Viegas-Walker and Wapner (15).

AGAINST: None (0).

ABSTAIN: None (0).

CFO MONTHLY REPORT

Basil Panas, Chief Financial Officer, will provide a report at the Regional Council.

FUTURE AGENDA ITEMS

None.

ADJOURNMENT

There being no further business, Chair Wapner adjourned the meeting at 10:22 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EAC]

Executive/Administration Committee (EAC) Attendance Report

2018

MEMBERS	CITY	Representing	Jan (SpM)	Feb	Mar	Apr	May	Jun	Jun (SpM)	Jul	Aug	Sept	Oct	Nov	Dec	Total Mtgs Attended To Date
Alan D. Wapner (CHAIR)	Ontario	SBCTA	1	1	1	1		1	1							6
Bill Jahn (1st VICE CHAIR)	Big Bear Lake	District 11	1	1	1	1		1	1							6
Randon Lane (2nd VICE CHAIR)	Murrieta	District 5	0	1	1	1		1	1							5
Margaret E. Finlay (IMM. PAST CHAIR)	Duarte	District 35	1	1	1	1		1	1							6
Peggy Huang (CEHD Chair)	Yorba Linda	TCA						1	1							2
VACANT (CEHD Vice Chair)								0	0							0
Linda Parks (EEC Chair)		Ventura County	1	1	1	1		1	1							6
Luis Plancarte (EEC Vice Chair)		Imperial County						1	1							2
Curt Hagman (TC Chair)		San Bernardino County	1	1	1	1		1	1							6
Cheryl Viegas-Walker (TC Vice Chair)	El Centro	District 1	1	1	1	1		1	1							6
Clint Lorimore (LCMC Chair)	Eastvale	District 4	1	1	1	1		1	1							6
Greg Pettis (LCMC Vice Chair)	Cathedral City	District 2	1	1	1	1		1	0							5
Frank Navarro (Pres. Appointment)	Colton	District 6						1	1							2
Michele Martinez (Pres. Appointment)	Santa Ana	District 16	1	1	1	1		1	1							6
Judy Mitchell (Pres. Appointment)	Rolling Hills Estates	District 40						1	1							2
Carmen Ramirez (Pres. Appointment)	Oxnard	District 45	1	1	1	1		1	1							6
Randall Lewis (Ex-Officio Member)		Business Representative	1	1	1	1		1	0							5
Sabrina LeRoy (Tribal Govt Plng Board)		San Manuel Band of MI	0	1	1	0		0	0							2

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, California 90017

Agenda Item No. 4
July 9, 2018

To: Executive/Administration Committee (EAC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Darin Chidsey, Chief Operating Officer; chidsey@scga.ca.gov

Subject: Approval for Additional Stipend Payments



RECOMMENDED ACTION:

Acting on behalf of the Regional Council in accordance with Article V, Section C, (3)(a) of the SCAG Bylaws, approve additional stipend payments for Immediate Past President Margaret Finlay, Duarte, District 35, who, over the past months, attended and represented SCAG at several meetings and agency-sponsored events and is eligible to receive stipends pursuant to the Regional Council Stipend Policy.

EXECUTIVE SUMMARY:

Pursuant to the Regional Council Stipend Policy [Adopted 1996], staff is seeking Regional Council approval for Immediate Past President Margaret Finlay, Duarte, District 35, for additional stipend payments, as requested, for attending and representing SCAG at several meetings and agency-sponsored events.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

BACKGROUND:

In accordance with the Regional Council Policy Manual, Article VI, Sections 1.4 – 1.6, [adopted 1996] *“Regional Council members are eligible to receive up to six (6) per diem stipends per month. The President may authorize up to two (2) additional per diem stipends per month for Regional Council members. Nine (9) or more per diem stipends per month for Regional Council officers and members require Regional Council approval.”*

For the month of April 2018, Past President Finlay attended the following which will count towards her 13th through 15th stipend requests:

- April 18 – CCCA Board Dinner, Rose Bowl
- April 21 – Go Human Event OCC, Orange County
- April 24 – Green Awards, Los Angeles County

FISCAL IMPACT:

Funds for stipends are included in the General Fund Budget (800-0160.01: Regional Council).

ATTACHMENT/S:

None

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Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 5
July 9, 2018

To: Executive/Administration Committee (EAC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Basil Panas, Chief Financial Officer, panas@scag.ca.gov
(213) 236-1817



Subject: Resolution No. 18-602-2 Regarding Amendment 1 to the
Fiscal Year 2018-19 Overall Work Program

RECOMMENDED ACTION:

Adopt Resolution No. 18-602-2 approving Amendment 1 to the Fiscal Year 2018-19 (FY19) Overall Work Program (OWP) and authorize the Executive Director, or his designee, to submit the necessary documentation to the California Department of Transportation (Caltrans).

EXECUTIVE SUMMARY:

Staff recommends that the Regional Council adopt Resolution No. 18-602-2 approving Amendment 1 to the FY19 OWP. Amendment 1 will increase the OWP budget by \$50,000, from \$65,922,341 to \$65,972,341. The budget increase results from adding \$50,000 of local funds from the Los Angeles County Metropolitan Authority (Metro) to support the Comparative Analysis of Existing Bike Share Program in the Los Angeles County project. Amendment 1 also includes reprogramming federal Consolidated Planning Grant (CPG) funds, Transportation Development Act (TDA) funds, and special grant funds for various regional transportation planning projects with a net zero impact. This is an administrative amendment and does not require revising the funding amounts in the Overall Work Program Agreement (OWPA) between Caltrans and SCAG.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 7, Objective B: Maximize Efficiency and Effectiveness in Resource Allocation to Maintain Adequate Working Capital, Appropriate Reserves, and Investments, and Utilize Resources in a Timely and Responsible Fashion.

DISCUSSION:

In May 2018, the Regional Council adopted SCAG's FY19 Comprehensive Budget that included the FY19 OWP budget of \$65.9 million. Amendment 1 includes the following changes for a total of \$50,000:

1. Adding \$50,000 of local funds from Metro for Task 225.4821.01 Comparative Analysis of Existing Bike Share Program in Los Angeles County. The consultant proposals came in higher than anticipated and Metro committed additional funds to support the scope of work.

2. Reprogramming CPG funds, TDA funds, and special grant funds from the Office of Traffic Safety (OTS) for consultant work in various regional transportation planning projects with a net zero impact.
 - a. Task 140.0121.06 LA - San Bernardino Inter-County Connectivity Study was to be completed by June 30, 2018, but due to minor delays in the project schedule it is now scheduled for completion by September 30, 2018. The task will be added to the FY19 OWP and additional consultant budget of \$25,000 is needed due to greater than anticipated effort to respond to advisory group comments on the final alternative evaluation. Funding is offset by task 140.0121.07.
 - b. Tasks 150.4093.01 through 280.4840.01 are reprogramming budget for partnering with non-profits on community outreach rather than a consultant. This is more cost effective and allows SCAG to leverage local expertise and relationships to increase reach and impact.

Table 1 below shows the specific budget changes by OWP task.

OWP Task No.	Project Task Name	Category	Budget Change	FTA 5303	FHWA PL	TDA	Special Grants	In-kind/Local
140.0121.07	LA-Orange Inter-County Connectivity Study (Green Line Extensio	Consultant	(25,000)			(25,000)		
140.0121.06	LA - San Bernardino Inter-County Connectivity Study	Consultant	25,000			25,000		
150.4093.01	Integrated Co-Benefits/Special Programs	Consultant	(100,000)	(88,530)		(11,470)		
150.4093.01	Integrated Co-Benefits/Special Programs	Miscellaneous	100,000	88,530		11,470		
150.4590.01	Integrated Sustainability Program (2016 Phase 1)	Consultant	(147,600)	(130,670)		(16,930)		
150.4590.01	Integrated Sustainability Program (2016 Phase 1)	Miscellaneous	147,600	130,670		16,930		
225.2661.01	Public Health	Intern, Temp	(50,000)		(50,000)	-		
225.2661.01	Public Health	Miscellaneous	50,000		50,000	-		
225.3564.12	Pedestrian and Bicycle Safety Program - Office of Traffic Safety	Consultant	(102,205)			-	(102,205)	
225.3564.12	Pedestrian and Bicycle Safety Program - Office of Traffic Safety	Miscellaneous	54,343			-	54,343	
225.3564.12	Pedestrian and Bicycle Safety Program - Office of Traffic Safety	Printing	47,862			-	47,862	
225.4821.01	Comparative Analysis of Existing Bike Share Program in LA Count	Consultant	50,000			-		50,000
280.4840.01	Future Communities Framework	Intern, Temp	(50,000)		(34,696)	(1,755)		
280.4840.01	Future Communities Framework	Miscellaneous	50,000		34,696	1,755		
TOTAL			50,000	-	-	-	-	50,000

FISCAL IMPACT:

The proposed Amendment 1 to the FY19 OWP will result in a budget increase of \$50,000, from \$65,922,341 to \$65,972,341.

ATTACHMENT:

Resolution No. 18-602-2



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

RESOLUTION NO. 18-602-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING AMENDMENT 1 TO THE FISCAL YEAR 2018-19 OVERALL WORK PROGRAM

REGIONAL COUNCIL OFFICERS

President
Alan D. Wapner, Ontario

First Vice President
Bill Jahn, Big Bear Lake

Second Vice President
Randon Lane, Murrieta

Immediate Past President
Margaret E. Finlay, Duarte

COMMITTEE CHAIRS

Executive/Administration
Alan D. Wapner, Ontario

Community, Economic &
Human Development
Vacant

Energy & Environment
Linda Parks, Ventura County

Transportation
Curt Hagman, San Bernardino County

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

WHEREAS, SCAG has developed the Fiscal Year (FY) 2018-19 Comprehensive Budget that includes the following budget components: the General Fund Budget; the Overall Work Program (OWP); the Indirect Cost Budget (ICAP); and the Fringe Benefits Budget; and

WHEREAS, the OWP is the basis for SCAG's annual regional planning activities and budget; and

WHEREAS, in conjunction with the OWP Agreement and Master Fund Transfer Agreement, the OWP constitutes the annual funding contract between the State of California Department of Transportation (Caltrans) and SCAG for Consolidated Planning Grant (CPG) funding; and

WHEREAS, SCAG is also eligible to receive other Federal and/or State grant funds for certain regional transportation planning related activities. For such funding upon award, the funds are implemented through the OWP and SCAG and the applicable Federal or State agency shall execute the applicable grant agreement(s); and

WHEREAS, SCAG's Regional Council approved the OWP for FY 2018-19 in May 2018, which was subsequently approved by Caltrans in June 2018; and

WHEREAS, this Amendment 1 to the FY 2018-19 OWP will result in a budget increase of \$50,000, from \$65,922,341 to \$65,972,341; and

WHEREAS, Amendment 1 to the FY 2018-19 OWP, along with its corresponding staff report and this resolution, has been reviewed and discussed by SCAG's Executive Administration Committee, acting on behalf of the SCAG Regional Council, in a special meeting held on July 9, 2018.

NOW THEREFORE, BE IT RESOLVED by the Executive Administration Committee, acting on behalf of the Regional Council of the Southern California Association of Governments, that Amendment 1 to the FY 2018-19 OWP is approved and adopted.

BE IT FURTHER RESOLVED THAT:

1. The Executive Administration Committee, acting on behalf of the Regional Council, hereby authorizes submittal of Amendment 1 to the FY 2018-19 OWP to the participating State and Federal agencies.
2. SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance.
3. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby designated and authorized to execute all related agreements and other documents on behalf of the Regional Council.

PASSED, APPROVED AND ADOPTED by the Executive Administration Committee, acting on behalf of the Regional Council of the Southern California Association of Governments, at a special meeting this 9th day of July, 2018.

Alan D. Wapner
President, SCAG
Mayor pro Tem, City of Ontario

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

Agenda Item No. 6
July 9, 2018

To: Executive/Administration Committee (EAC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Art Yoon; Director of Policy & Public Affairs; (213) 236-1840;
artyoon@scag.ca.gov



Subject: SCAG Memberships & Sponsorships

RECOMMENDED ACTION:

Approve

EXECUTIVE SUMMARY:

At its meeting on November 17, 2017, the Legislative/Communications & Membership Committee (LCMC) recommended approval of up to \$30,000 in memberships for the National Association of Regional Councils. Due to the agency's move to the new office location and the departure of the division's administrative support staff, this particular membership was mistakenly not included on the February 2018 Regional Council (RC) agenda, which was the first meeting of the RC held after the November 2017 LCMC meeting. It is, therefore, included in this month's report on memberships and sponsorships with the LCMC's recommendation that it be approved.

In addition, the LCMC at its meeting on June 19, 2018 recommended approval of up to \$50,272 in memberships and sponsorships for the: 1) METRANS Transportation Center Associates Program (\$25,000); 2) American Public Transportation Association (\$5,772); 3) Los Angeles County Business Federation (\$5,000); and 4) Southern California Leadership Network (\$14,500).

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

BACKGROUND:

Item 1: National Association of Regional Councils

Type: Membership **Amount:** \$30,000

The National Association of Regional Councils (NARC) is the leading advocate for Metropolitan Planning Organizations (MPO) based out of Washington, DC. NARC serves as the national voice for regionalism by advocating for regional cooperation as the most effective way to address a variety of community planning and development opportunities and issues. NARC's member organizations are composed of multiple local governments that work together to serve American communities – large and small, urban and rural. They regularly provide solutions that positively impact American communities through effective inter-jurisdictional cooperation.

As a national public interest organization, NARC works with and through its members to:

- Shape federal policy that recognizes the increased value of local intergovernmental cooperation;
- Advocate effectively for the role of regional councils in the coordination, planning, and delivery of current and future federal programs;
- Provide research and analysis of key national issues and developments that impact members; and
- Offer high quality learning and networking opportunities for regional organization through events, training, and technical assistance.

SCAG has been an active member of NARC throughout the years as this organization is consistent with SCAG's core responsibilities and mission. SCAG staff is recommending that the agency maintain its membership in NARC. The annual dues are \$30,000.

Item 2: METRANS Transportation Center Associates Program

Type: Membership **Amount:** \$25,000

The METRANS Transportation Center is one of the key transportation research, education, and outreach centers in the United States. With its focus on solving transportation problems of large metropolitan areas, it has used Southern California as a laboratory and developed methods to increase the efficiency and sustainability of the region's transportation systems. As a partnership of two of the largest universities in the region—University of Southern California (USC) and California State University, Long Beach (CSULB)—the Center trains the region's transportation professionals in engineering, urban planning, logistics, economics and public policy. Through conferences, workshops, and comprehensive media programs, METRANS serves as the regional focus for research dissemination and policy outreach. METRANS is a United States Department of Transportation-designated University Transportation Center.

The METRANS Associates Program provides the core support for METRANS. It serves as a model of collaboration between the University community, corporations, and government agencies who come together to study emerging trends and forecasts in goods movement and international trade, discuss relevant and timely developments in transportation policy, and share best practices in the field. METRANS Associates enjoy unparalleled access to USC and CSULB faculty and other policy experts and leaders in transportation. Additionally, METRANS Associates receive access to exclusive educational opportunities and outreach programming that explore timely and relevant topics in transportation, and provide access to an elite network of professionals working in the field. METRANS Associates also have access to the intellectual capital provided by graduate students and faculty at USC and CSULB, who are available to assist with a variety of planning and analysis projects within transportation.

SCAG staff is recommending that the agency maintain membership at the "Silver Partner" level in the amount of \$25,000, which will provide SCAG with the following:

- Membership on the METRANS Advisory Board;
- Invitation to the Annual Transportation Policy Retreat;
- Invitation to quarterly transportation policy Fireside Chats with USC and CSULB faculty and other leading transportation experts;
- Half page feature in METRANS quarterly newsletter, METRANS News;
- Free registration at all METRANS/CSULB Center for International Trade and Transportation (CITT) events, including the National Urban Freight Conference;
- Recognition as METRANS Associate Silver Partner and Sponsor at all METRANS/CITT events, including the National Urban Freight Conference, Town Hall meetings, and the annual Seminar Series;
- Invitation to all VIP receptions held in conjunction with METRANS/CITT events; and
- Recognition on METRANS website and other communication materials.

Item 3: American Public Transportation Association

Type: Membership **Amount:** \$5,772

The American Public Transportation Association (APTA) is a leading force in advancing public transportation. APTA members include transit systems, government agencies, manufacturers, suppliers, consulting firms, contractors, and other business partners. To strengthen and improve public transportation, APTA serves and leads its diverse membership through advocacy, innovation, and information sharing. An annual membership provides SCAG with access to the highest-quality tools, resources, and programs, including advocacy efforts, networking and partnership opportunities, the latest industry research and data, and professional development. These benefits are valuable in light of recent and continued work in Congress on the transportation budget and spending bills.

SCAG staff is recommending that the agency maintain its membership in APTA. The annual dues are \$5,772.

Item 4: Los Angeles County Business Federation

Type: Membership **Amount:** \$5,000

The Los Angeles County Business Federation (BizFed) is made up of more than 170 business organizations representing over 390,000 employers throughout Los Angeles County, along with Southern California’s leading civic-minded corporations and public agencies. The organization advocates for policies and projects that strengthen the regional economy. This membership will allow SCAG access to utilize BizFed’s massive business networks to actively promote SCAG’s initiatives such as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Southern California Economic Summit, and other planning activities.

SCAG staff is recommending that the agency maintain membership at the “Bronze” level in the amount of \$5,000, which will provide SCAG with the following:

- One (1) seat on the BizFed Board of Directors;

- One (1) seat on the BizFed Advocacy Committee;
- Link on the BizFed website;
- BizFed intelligence communications and notices.

Item 5: Southern California Leadership Network

Type: Sponsorship **Amount:** \$14,500

The Southern California Leadership Network (SCLN) was founded to advance the region and the state by inspiring, preparing, and connecting leaders to drive change. SCLN does this through its signature Leadership Fellowships, continued leadership development opportunities, and other events to promote lifelong leadership learning. SCAG has been a long-time supporter of a variety of SCLN's programs, including the California Connections Program and their annual Visionaries Luncheon.

SCLN's Leadership Southern California Fellowship Program gives professionals from government, business, academic, and community organizations a unique opportunity to connect on a regional level while also preparing them to be a part of the region in a positive direction through new and innovative partnerships. The curriculum is designed for civic leaders to give them the skills to lead and facilitate diverse teams through conflict into common ground and new initiatives. Fellows will learn to recognize unity that is present in the midst of diversity, conflict, and strife, giving them the skills needed to build consensus and resolve community challenges in a productive, impactful manner.

SCAG staff is recommending that the agency maintain sponsorship at the "Presenting" level in the amount of \$10,000, which will provide SCAG with the following:

- Introductory or speaking role for an organizational representative during class orientation or other selected seminar day;
- Organizational logo on electronic promotions, event-related signage, materials for every seminar, sponsor slide show and SCLN website (with link to organization site);
- Opportunity for sponsor representative to attend any seminar-related receptions; and
- Complimentary tuition for one participant in the Leadership Southern California 2018-19 fellowship.

Apart from sponsorship of the SCLN program, the SCLN will hold the 2018 Visionaries Awards on November 29, 2018. The 2018 Visionaries Awards celebrates dynamic leadership by recognizing outstanding achievements of the region's leaders. SCAG has successfully partnered with the SCLN for many years, with SCAG board members participating in the SCLN's leadership development programs, the annual Visionaries Awards, and panel discussions on regional policy issues. SCLN estimates there will be over 400 business, government, and non-profit leaders in attendance at this year's event.

SCAG staff is recommending that the agency maintain sponsorship at the "Bronze" level in the amount of \$4,500, which will provide SCAG with the following:

- Ten (10) tickets for the awards ceremony and reception;

-
- Organizational name in event program;
 - Sponsor recognition on all event signage and electronic promotions;
 - Verbal recognition at the event; and
 - Half page “bronze ad” (black and white) in tribute book.

FISCAL IMPACT:

Funding for memberships and sponsorships in the amount of \$30,000 is included in the FY 18-19 General Fund budget and \$50,272 is included in the FY18-19 Indirect Cost budget.

ATTACHMENT(S):

None

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Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

Agenda Item No. 7
July 9, 2018

To: Executive/Administration Committee (EAC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Art Yoon; Director of Policy and Public Affairs; (213) 236-1840;
artyoon@scag.ca.gov



Subject: AB 2548 (Friedman) – Commute Benefit Policies: Los Angeles
County Metropolitan Transportation Authority

RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

Assembly Bill (AB) 2548 (Friedman) would authorize the Los Angeles County Metropolitan Transportation Authority to establish a commuter benefits ordinance in Los Angeles County that would give commuters the ability to set aside up to \$260 per month of their paycheck pre-tax to cover the cost of ride-sharing, vanpools, and transit. The ordinance would apply to worksites with between 50 and 249 employees and would encourage commuting to work by means other than driving alone. Staff presented AB 2548 to the Legislative/Communications & Membership Committee (LCMC) at its meeting on June 19, 2018, after which the LCMC recommended a “support” position to the Regional Council.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan, Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

BACKGROUND:

Existing law declares that the maintenance and development of public transportation systems are a matter of statewide concern. In addition, existing law creates the Los Angeles County Metropolitan Transportation Authority (Metro), with various powers and duties with respect to transportation planning, programming, construction, and operations.

In 1995, the South Coast Air Quality Management District (AQMD) adopted Rule 2202, the “On-Road Motor Vehicle Mitigation Options,” which provides employers with a menu of options to reduce mobile source emissions generated from employee commutes. The rule requires employers with 250 or more employees at a worksite to reduce emissions resulting from employee commutes. This rule paves the way for employers to establish commuter benefits programs to reduce traffic congestion and incentivize transit use and carpooling.

AB 2548

Introduced by Assemblymember Laura Friedman (D-Glendale) on February 15, 2018, AB 2548 (<http://bit.ly/2HMJSM4>) would authorize Metro to establish a commuter benefits ordinance, similar to South Coast AQMD's, that would require employers with between 50 and 249 employees at a particular worksite to offer a pretax option, consistent with federal law, allowing those employees to exclude up to \$260 from their taxable wages to cover costs associated with employee transit passes or vanpool commuting. The ordinance would apply only to worksites in Los Angeles County.

The legislation also specifies that any employer covered by the ordinance could demonstrate compliance with the ordinance if it offered alternative programs that also reduce single-occupant vehicle trips.

AB 2548 prohibits Metro from adopting a commuter benefit ordinance that would affect any employer already covered by a similar program required by South Coast AQMD's Rule 2202. A handful of Los Angeles County cities, including Burbank, Glendale, and Santa Monica, have some sort of local commuter benefits ordinance, however AB 2548 does not propose to impede those local efforts.

AB 2548 specifies that Metro would be responsible for informing covered employers about the new ordinance and explaining how compliance with the ordinance would be demonstrated. The legislation specifies that Metro would be responsible for enforcement of the ordinance. South Coast AQMD currently has very strict enforcement ability for its programs. Metro, however, does not have similar authority and AB 2548 does not make such a provision for it.

AB 2548 passed out of the Assembly (Y: 55; N: 18; A: 5) on April 30, 2018 and the Senate committees on Transportation & Housing (Y: 9; N: 2; A: 2) on June 12, 2018 and Environmental Quality (Y: 5; N: 2; A: 0) on June 20, 2018. A vote of the entire Senate is forthcoming.

Prior Committee Action

Staff presented AB 2548 to the LCMC at its meeting on June 19, 2018, after which the LCMC voted to forward a "support" position to the Executive/Administration Committee (EAC). As the state continues to set aggressive greenhouse gas reduction goals, tools like the ordinance that would be authorized by AB 2548 are key the SCAG region's success in meeting those targets. A "support" position for AB 2548 is consistent with Regional Council-adopted policy and legislative priorities related to SCAG's core planning and policy areas—transportation, air quality, environmental impact, and sustainability—that need the leadership and support of the California State Legislature to resolve challenges facing the SCAG region.

ATTACHMENT(S):

None

Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

Agenda Item No. 8
July 9, 2018

To: Executive/Administration Committee (EAC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Art Yoon; Director of Policy and Public Affairs; (213) 236-1840;
artyoon@scag.ca.gov



Subject: SB 828 (Wiener) – Land Use: Housing Element

RECOMMENDED ACTION:

Oppose

EXECUTIVE SUMMARY:

Senate Bill (SB) 828 (Wiener) modifies aspects of the Regional Housing Needs Assessment (RHNA), which is incorporated in the housing element of a jurisdiction's general plan. Proposed changes include requiring that a jurisdiction meet 125% of its RHNA requirement through its inventory of land suitable for residential development, prohibiting the consideration of prior underproduction of housing in a jurisdiction as a reason for a determination or reduction in a jurisdiction's share of the regional housing need, and including data on overcrowding rates, as well as defining vacancy rates for a healthy housing market as being between 5–8%. At its meeting on June 19, 2018, the Legislative/Communications & Membership Committee (LCMC) recommended that the Executive/Administration Committee (EAC) adopt an "oppose" position on SB 828.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

BACKGROUND:

Under the existing Planning and Zoning Law, a jurisdiction must adopt a general plan that includes numerous mandatory elements, including a housing element. The housing element must identify housing conditions and needs, as well as the establishment of goals, objectives, and policies that serve as a foundation for a jurisdiction's housing and growth strategy. Regional housing need estimates are developed by the Department of Finance and the Department of Housing and Community Development (HCD), which are based on data assumptions, such as the percentage of renter's households that are overcrowded and vacancy rates, provided by a council of governments (COG). A COG also allocates the regional housing need among its member jurisdictions, which is rooted in a methodology developed by a COG in consultation with HCD. This is known as the Regional Housing Needs Assessment (RHNA) and must be incorporated into a jurisdiction's housing element.

A jurisdiction's housing element must also include an inventory of land suitable and available for residential development. Current law requires that a jurisdiction meet 100% of its share of the regional housing need through this inventory of land without having to rezone. If a jurisdiction cannot

accommodate 100% of their portion of the regional housing need, the jurisdiction must create a program that will identify zoning actions that will be taken in order to accommodate the unmet need.

SB 828

Introduced by Senator Scott Wiener (D-San Francisco) on January 3, 2018, SB 828 (<https://bit.ly/2y4bgWm>), which is sponsored by the Bay Area Council and co-sponsored by the Silicon Valley Leadership Group, makes numerous changes to the regional housing needs assessment process. These changes are outlined below:

- (1) Increases the percentage of the regional housing need that a jurisdiction must accommodate from 100% to 125% without rezoning of the inventory of land identified by a jurisdiction in their housing element;
- (2) If a jurisdiction cannot accommodate 125% of their regional housing need, a jurisdiction must include a program in their housing element that identifies zoning actions that will accommodate the unmet portion, all of which must be available for multifamily housing within the jurisdiction's existing urban service boundary;
- (3) A COG must provide additional data assumptions to HCD, including information on vacancy rates for a healthy housing market, defined as being between 5–8%; data on cost burdened households; and data on household income growth; and
- (4) Prohibits a COG from using prior underproduction of housing, or stable population numbers, as a reason for a reduced share of RHNA for a jurisdiction.

It is worth noting that SB 828 has been amended on four (4) occasions since being introduced. Previous language of the bill would have doubled the regional housing need that a jurisdiction must accommodate to 200% without having to rezone the inventory of land identified in a jurisdiction's housing element. As stated above, this has been reduced to 125% in the latest version of the bill. In addition, a prior version of SB 828 would have required that previous unmet need of a jurisdiction's RHNA allocations be added to a jurisdiction's latest RHNA allocation, thus double-counting prior unmet need. This specific provision, known as a deficit rollover, has also been removed from the bill.

SB 828 passed out of the Senate (Y: 23; N: 10; A: 6) with bipartisan support on May 30, 2018. In the Assembly, SB 828 passed out of the Committee on Housing & Community Development (Y: 4; N: 2) and is scheduled to be heard in the Committee on Local Government on June 27, 2018.

Prior Committee Action

Staff presented SB 828 to the LCMC at its meeting on June 19, 2018, after which the LCMC voted to forward an "oppose" position to the Executive/Administration Committee (EAC).

ATTACHMENT(S):

None



Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 9
July 9, 2018

To: Executive/Administration Committee (EAC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Basil Panas, Chief Financial Officer, (213) 236-1817,
panas@scag.ca.gov

Subject: Contracts \$200,000 or Greater: Contract No. 18-032-C01,
Paths to Clean Vehicle Technology and Alternative Fuels
Implementation

RECOMMENDED ACTION:

Approve Contract No. 18-032-C01 with ICF International Inc. (Consultant), in an amount not to exceed \$294,525, to perform to assess technologically feasible and cost-effective alternative paths to attainment of standards for criteria pollutants and achievement of greenhouse gas (GHG) reduction goals and shall identify barriers and costs.

EXECUTIVE SUMMARY:

Consistent with the requirements of the Caltrans Sustainable Transportation Planning Grant that funds this project, the Consultant shall define alternative paths to clean vehicle and fuels implementation for San Bernardino County. Consultant shall map out technologically feasible and cost-effective alternative paths to attainment of standards for criteria pollutants and achievement of GHG reduction goals and shall identify barriers and costs.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goals 1: Produce innovative solutions that improve the quality of life for Southern Californians; and Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

BACKGROUND:

Staff recommends executing the following contracts \$200,000 or greater:

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
ICF International Inc. (18-032-C01)	The Consultant shall to perform to assess technologically feasible and cost-effective alternative paths to attainment of standards for criteria pollutants and achievement of greenhouse gas (GHG) reduction goals and shall identify barriers and costs.	\$294,525

FISCAL IMPACT:

The funding source for this grant is FHWA SP&R funds with local cash match contributed by SBCTA. It is a multi-year grant with \$167,500 available in FY 2018-2019 budget, and the remaining \$127,025 is expected to be available in the FY 2019-20 budget in Project Number 145-4819H1.01 and 145-4819P8.01, subject to budget availability.

ATTACHMENT/S:

Consultant Contract No. 18-032-C01

CONSULTANT CONTRACT 18-032-C01

Recommended Consultant: ICF International Inc.

Background & Scope of Work: Consistent with the requirements of the Caltrans Sustainable Transportation Planning Grant that funds this project, ICF International Inc. (Consultant) shall define alternative paths to clean vehicle and fuels implementation for San Bernardino County. Consultant shall map out technologically feasible and cost-effective alternative paths to attainment of standards for criteria pollutants and achievement of greenhouse gas (GHG) reduction goals and shall identify barriers and costs. This alternatives mapping and analysis will lead to the identification of specific actions that could be taken by local, regional, and state agencies, utilities, and the private sector to accelerate San Bernardino County’s transition to clean technologies. Consultant shall determine realistic costs and implementation timelines to realize this transition. The project will also include significant outreach to engage stakeholders in development of recommendations. This project will have significant application to regional transportation planning both in the application of a methodology to evaluate different scenarios of clean technology penetration and the identification of actions local and regional agencies can take to accelerate this transition.

Project’s Benefits & Key Deliverables: Key Deliverables include but are not limited to:

- A review of existing vehicle and fuels technology, economic conditions and forecasts, and relevant policies;
- Stakeholder outreach to include a Technical Advisory Committee, focus groups and workshops;
- Identification and analysis of alternative paths to clean vehicle and fuels implementation; and
- Identification of recommendations and strategies to implement clean vehicle and fuels technology at the regional and local level.

Strategic Plan: This item supports SCAG’s Strategic Plan, Goals 1: Produce innovative solutions that improve the quality of life for Southern Californians; and Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

Contract Amount:	Total not to exceed	\$294,525
	ICF International Inc. (prime consultant)	\$233,455
	Arellano Associates (subconsultant)	\$42,622
	Wilson Sparling & Associates (subconsultant)	\$18,448

Note: ICF originally proposed \$299,828, but staff negotiated the price down to \$294,525 without reducing the scope of work.

Contract Period: Notice to Proceed March 31, 2020

Project Number(s): 145-4819H1.01 \$134,000
145-4819P8.01 \$33,500

The funding source for this grant is FHWA SP&R funds with local cash match contributed by SBCTA. It is a multiyear grant with \$167,500 available in FY 2018-2019 budget, and the remaining \$127,025 is expected to be available in the FY 2019-20 budget in Project Number 145-4819H1.01 and 145-4819P8.01, subject to budget availability.

Request for Proposal (RFP):

SCAG staff notified 3,507 firms of the release of RFP 18-032 via SCAG's Solicitation Management System. A total of 32 firms downloaded the RFP. SCAG received three (3) proposals. However 1 proposal was non-responsive (it was a marketing brochure for temporary staffing services) and therefore not considered. The two (2) proposals staff considered include:

ICF International Inc.(2 subconsultants)	\$299,828
Ricardo Inc.(1 subconsultants)	\$334,395

Selection Process:

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the two (2) highest ranked offerors.

The PRC consisted of the following individuals:

Alison Linder, Senior Regional Planner(Project Manager), SCAG
Ricky Rivers, Caltrans District 8
Steve Smith, Director of Planning, SBCTA
Daniel Garcia, Program Supervisor, South Coast Air Quality Management District(AQMD)

Basis for Selection:

The PRC recommended ICF International Inc. for the contract award because the consultant:

- Demonstrated the best understanding of the project, including the resources available to calculate fleet emissions, the relevant technologies of interest and the critical stakeholders to involve;
- Provided the best technical approach to the alternative development and screening analysis, and presented the approach in a way that was intuitive and could be easily communicated to stakeholders;
- Proposed tools that will be useable following the close of the project;
- Provided the best overall value for the level of effort proposed; and
- Proposed the lowest price.

Conflict Of Interest (COI) Form - Attachment
July 9, 2018 Regional Council Approval

Approve Contract No. 18-032-C01 with ICF International Inc. (Consultant). in an amount not to exceed \$294,525, to perform to assess technologically feasible and cost-effective alternative paths to attainment of standards for criteria pollutants and achievement of greenhouse gas (GHG) reduction goals and shall identify barriers and costs.

The consultant team for this contract includes:

Consultant Name	Did the consultant disclose a conflict in the Conflict of Interest Form they submitted with its original proposal (Yes or No)?
ICF	No - form attached
Arellano Associates	No - form attached
Wilson Sparling & Associates	No - form attached

SCAG CONFLICT OF INTEREST FORM

RFP No. 18-031

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Estolano LeSar Advisors
Name of Preparer: Cecilia V. Estolano
Project Title: Scenario Outreach Services (Envisioning and Engagement Strategist)
RFP Number: No. 18-031 **Date Submitted:** _____

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

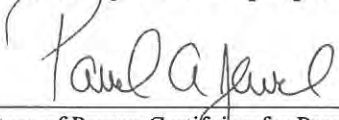
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Paul Jewel, hereby declare that I am the (position or title) Managing Director of (firm name) Nelson\Nygaard Consulting Associates, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 05/08/18 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ _____
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No. 18-031

SECTION I: INSTRUCTIONS

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Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Investing in Place
Name of Preparer: JESSICA MEANEY
Project Title: RFP 18-031 Scenario Outreach Services
RFP Number: 18-031 Date Submitted: 5-9-18

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

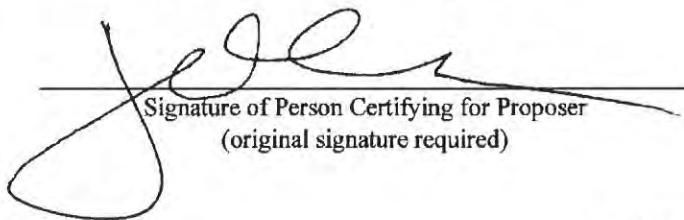
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Jessica Meaney, hereby declare that I am the (position or title) Executive Director of (firm name) Investing in Place, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 05/09/18 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



 Signature of Person Certifying for Proposer
 (original signature required)

05/09/18

 Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No. 18-031

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Nelson\Nygaard Consulting Associates, Inc.

Name of Preparer: _____

Project Title: Scenario Outreach Services (Envisioning and Engagement Strategist)

RFP Number: 18-031 **Date Submitted:** 05/08/18

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:


Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Cecilia V. Estolano, hereby declare that I am the (position or title) Co-CEO of (firm name) Estolano LeSar Advisors, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated _____ is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


 _____ Date 5/7/18
 Signature of Person Certifying for Proposer (original signature required)

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No. 18-031

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

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Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Neighborland, Inc.
Name of Preparer: Daniel C. Parham, CEO
Project Title: Scenario Outreach Services (Envisioning and Engagement Strategist)
RFP Number: No. 18-031 Date Submitted: 5/1/18

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, Daniel C. Parham, hereby declare that I am the CEO of Neighborland and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 5/1/18 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



5/1/18

Signature of Person Certifying for Proposer
(original signature required)

Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No. 18-032

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: ICF Incorporated, LLC
Name of Preparer: Paul Gates
Project Title: Paths to Clean Vehicle Tech and Alternative Fuels Implementation, San Bernardino County
RFP Number: 18-032 Date Submitted: May 11, 2018

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

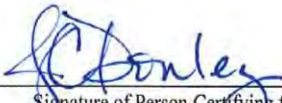
Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Julia Donley, hereby declare that I am the (position or title) VP of Contracts & Pricing of (firm name) ICF Incorporated, LLC, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 11 May 2018 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

 _____ _____ 11 May 18
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No. 18-032

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Arellano Associates

Name of Preparer: Genoveva L. Arellano

Project Title: Paths to Clean Vehicle Technology and Alternative Fuels Implementation in San Bernadino County

RFP Number: 18-032 Date Submitted: 05/11/18

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:


Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) Genoveva L. Arellano, hereby declare that I am the (position or title) Principal of (firm name) Arellano Associates, and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated 05/07/18 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.

 _____ 05/07/18 _____
 Signature of Person Certifying for Proposer Date
 (original signature required)

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

SCAG CONFLICT OF INTEREST FORM

RFP No. 18-032

SECTION I: INSTRUCTIONS

All persons or firms seeking contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed subconsultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "OPPORTUNITIES", then "Doing Business with SCAG" and scroll down under the "CONTRACTS" tab; whereas the SCAG staff may be found under "ABOUT" then "Employee Directory"; and Regional Council members can be found under "ABOUT", then scroll down to "ELECTED OFFICIALS" on the left side of the page and click on "See the list of SCAG representative and their Districts."

Any questions regarding the information required to be disclosed in this form should be directed to SCAG's Deputy Legal Counsel, especially if you answer "yes" to any question in this form, as doing so MAY also disqualify your firm from submitting an offer on this proposal

Name of Firm: Wilson, Sparling & Associates
Name of Preparer: Daniel Sparling
Project Title: Path to clean vehicle technology and Alternative Fuels
RFP Number: 18-032 Date Submitted: 5-11-18

SECTION II: QUESTIONS

1. During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

YES NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

YES NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

YES NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

YES NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:


Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposer.

DECLARATION

I, (printed full name) David Spurling, hereby declare that I am the (position or title) President of (firm name) Wilson, Spurling & Assoc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated _____ is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.


Signature of Person Certifying for Proposer
(original signature required)

5-11-18
Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 10
July 9, 2018

To: Executive/Administration Committee (EAC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Basil Panas, Chief Financial Officer

Subject: Investment Policy 2018



RECOMMENDED ACTION:

Recommend that the Regional Council approve the 2018 Statement of Investment Policy.

EXECUTIVE SUMMARY:

SCAG's Statement of Investment Policy is included as Policy 3 of the Regional Council Policy Manual. This policy is currently subject to annual review and re-approval by the Regional Council. Staff recommends re-approval of this policy.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

BACKGROUND:

The Statement of Investment Policy (Section 17: Modification and Legislative Changes) states that the Executive/Administration Committee shall be responsible for modifying investment guidelines as conditions warrant and submit the modified guidelines for re-approval by the Regional Council on an annual basis.

Staff have reviewed the 2017 Investment Policy and are proposing it be adopted as the 2018 policy with one change. In Section 12: *Safeguarding of Assets and Records*, the reference to "the Senior Accountant" has been changed to "the Accounting Department" to allow for the reassignment of the investment report reconciliation task to any member of the Accounting Department.

FISCAL IMPACT:

None

ATTACHMENT:

Statement of Investment Policy 2018

STATEMENT OF INVESTMENT POLICY

POLICY STATEMENT

This SCAG Statement of Investment Policy is intended to provide standards and guidelines for the prudent investment of funds by SCAG in conducting its investment and cash management responsibilities. The goal is to strengthen the overall financial condition of SCAG, while earning a return on our investments with safety and liquidity.

PURPOSE

The Policy is designed to achieve and maintain adequate working capital to support our Planning and Support Operations, and to grow our available resources and funds to the fullest extent possible. SCAG attempts to obtain a market rate of interest without assuming undue risk to principal. The objectives of such investments, in descending order of importance, are: 1) the long-term preservation of capital, 2) adequate cash resources to meet our short term financial needs for liquidity; and 3) to earn a competitive rate of return on capital.

APPLICATION

This Policy shall apply to SCAG staff.

Basil Panas, Chief Financial Officer

APPROVAL: Darin Chidsey, Chief Operating Officer

ORIGINAL EFFECTIVE DATE: 2012

DATE OF CURRENT UPDATE: July 9, 2018

UPDATE CYCLE: Annual

STATEMENT OF INVESTMENT POLICY

Section 1: Scope

This investment policy applies to activities of SCAG with regard to investing the financial assets of all funds, including the following: General Fund, Special Revenue Funds, and Trust Funds, and any other Funds that may be created from time to time.

Section 2: Investment Responsibility

SCAG's Executive Director, in his capacity as Secretary-Treasurer, may delegate responsibility for investments to the Chief Financial Officer and/or the Manager of Accounting. This includes the authority to select investments, engage professional services, to open accounts with banks, brokers and dealers, to establish safekeeping accounts or other arrangements for the custody of securities, and report to oversight bodies. Those persons authorized to execute transactions include: 1) Chief Financial Officer or his/her director designee, 2) Manager of Accounting or his/her staff designee, and 3) those specifically approved and added by the Executive/Administration Committee (EAC) of the Regional Council (RC). Brokers and dealers are to be provided with a list of specified names of those persons authorized to execute transactions.

Section 3: Internal Controls

The Chief Financial Officer and the Manager of Accounting shall establish the investment function so that specific responsibility for the performance of duties is assigned with a clear line of authority, accountability and reporting. The functions of authorizing, executing and recording transactions, custody of investments and performing reconciliations are to be handled by separate persons to reduce the risk that a person is in a position to conceal errors or fraud in the normal course of duty.

While no internal control system, however elaborate, can guarantee absolute assurance that assets are safeguarded, it is the intent of the internal control system to provide reasonable assurance that management of the investment function meets our objectives. These internal controls shall be reviewed annually by the independent auditor.

Section 4: Reporting

The EAC shall be responsible for reporting the status of investments to the RC on a monthly basis. Reports are to be submitted by the Chief Financial Officer to the EAC and/or the Investment Subcommittee ([See Section 17](#)) following the end of each reporting period. These reports shall show the type of investment, institution, interest rate, date of maturity, compliance to the investment



policy, a verification of adequacy of working capital to meet our operating needs and market value for all investments.

Section 5: Prudence

The standard of prudence to be used by investment officials shall be the “prudent person” rule and shall be applied in the context of managing all aspects of the overall portfolio. Investments shall be made with care, skill, prudence, and diligence under the circumstances then prevailing, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs.

Section 6: Authorized Investments

(A) Surplus Funds

Funds may be invested in any instrument allowable by the State of California Government Code Section 53600 et seq. so long as the investment is appropriate when SCAG’s investment objectives and policies are taken into consideration. Within the context of the limitations, the following are authorized:

- US Treasury Obligations (Bills, Notes and Bonds)
- US Government Agency Securities and Instrumentality’s of Government Sponsored Corporations
- Banker’s Acceptances
- Commercial Paper
- Repurchase Agreements
- Certificates of Deposit
- Negotiable Certificates of Deposit
- Passbook Savings Accounts
- Interest Bearing Checking Accounts
- Intermediate Term Corporate Notes
- Bank Money Market Accounts
- Local Agency Investment Fund (State Pool)
- Los Angeles County Investment Fund (County Pool)
- Shares of Beneficial Interest issued by a Joint Powers Authority organized pursuant to California Government Code Section 6509.7 that invests in the securities and obligations authorized in Section 53601 (a) through (n).
- Other investments that are, or may become, legal investments through the State of California Government Code.

B. Other Post-Employment Benefits Funding



All funding approved for this purpose shall be invested in the irrevocable trust for post-employment benefits administered by the California Public Employees Retirement System (CalPERS), also known as the California Employer's Retiree Benefit Trust (CERBT).

C. Supplemental Defined Benefit Pension Plan Funding

All funding approved for this purpose shall be invested in an annuity selected according to criteria prescribed by SCAG procurement policies and SCAG's financial and operational needs, or funded on a pay-as-you-go basis.

Section 7: Prohibited Investments

SCAG shall not invest any funds in inverse floaters, range notes, or interest-only strips that are derived from a pool of mortgages. SCAG shall not invest any funds in any security that could result in a zero interest accrual if held to maturity.

Section 8: Investment Criteria

Criteria for selecting investments and order of priority are:

A. SAFETY

The safety and risk associated with an investment refers to the potential loss of principal, interest or a combination of these amounts. SCAG shall only invest in those financial instruments whose safety and quality comply with State law and SCAG's risk tolerance.

B. LIQUIDITY

This refers to the ability to convert an investment into cash at any moment in time with a minimal chance of losing some portion of principal or interest. Since liquidity is an important investment quality, especially when the need for immediate access to funds may occur unexpectedly, potential fluctuations in market value are to be an important consideration when selecting an investment. SCAG's portfolio shall provide for adequate liquidity as indicated by SCAG's cash projections.

C. YIELD

Yield is the potential dollar earnings an investment can provide and sometimes is described as the rate of return. SCAG shall attempt to maximize return consistent with criteria A and B above.

Section 9: Diversification

SCAG will diversify use of investment instruments to avoid incurring unreasonable risks inherent in over investing in specific instruments, individual financial institutions or maturities. Diversification



strategies shall be established within the guidelines of Government Code Section 53600 et seq., and periodically reviewed.

Section 10: Investment Pools

SCAG has determined that use of investment pools is a practical investment option. SCAG will utilize guidelines established by the California Municipal Treasurers Association and California Society of Municipal Finance Officers to ensure the safety of investment pools.

Section 11: Maturity Limitations

Every investment instrument purchased must have a term remaining to maturity of five years or less, unless RC approval was obtained three months in advance.

Section 12: Safeguarding of Assets and Records

Securities purchased from broker/dealers shall be held in third-party safekeeping in SCAG's name and control, whenever possible. Monthly statements received from the financial institution are reconciled to the investment reports by the Accounting Department. Review of safety, liquidity, and yields of investment instruments; and reputation and financial condition of investment brokers is to be done by the EAC. The periodic review of the investment portfolio, including investment types, purchase price, market values, maturity dates, and investment yields as well as conformance to the stated investment policy will also be performed by the EAC.

Section 13: Qualified Institutions

If SCAG decides not to use investment pools, SCAG shall prepare and maintain a listing of financial institutions which are approved for investment purposes. In addition, a list will be maintained of approved broker/dealers selected by credit worthiness, who maintain an office in the State of California. All financial institutions and broker/dealers who desire to become bidders for investment transactions must supply the following: audited financial statements, proof of National Association of Security Dealers' certification, trading resolution, proof of California registration, and certification of having read this Investment Policy. An annual review of the financial condition and registrations of qualified bidders will be conducted by the EAC.

Section 14: Monitoring and Adjusting the Portfolio

SCAG will monitor the contents of the portfolio, the available markets and the relative values of competing instruments and will adjust the portfolio accordingly based on our Investment Policy. Investment counselors may be engaged to assist in the performance of this work with the approval of the EAC.



Section 15: Modification and Legislative Changes

The EAC shall be responsible for modifying investment guidelines as conditions warrant and submit same for re-approval by the RC on an annual basis. This annual approval may be on the consent agenda unless there are amendments to this Policy. Any State of California legislative action, that further restricts allowable maturities, investment type or percentage allocations, will be incorporated into SCAG’s Statement of Investment Policy and supersede any and all previous applicable language.

Section 16: Segregation of Responsibilities

A. FUNCTION	B. RESPONSIBILITY
Develop Statement of Investment Policy	Chief Financial Officer Manager of Accounting
Recommend modifications to Statement of Investment Policy	Chief Financial Officer Legal Counsel Manager of Accounting Investment Subcommittee
Approve Statement of Investment Policy and appointment of Oversight Committee	Executive/Administration Committee
Adopt Statement of Investment Policy	Regional Council
Select Investments	Chief Financial Officer Manager of Accounting Outside Investment Manager
Approve transactions	Chief Financial Officer or Manager of Accounting
Execute investment transactions and fax completed trade information to SCAG	Outside Investment Manager
Investment verification (match broker confirmation to trade information provided by outside Investment Manager to SCAG investment records)	Lead Accountant
Record investment transactions into SCAG’s accounting records	Lead Accountant – General Ledger



Reconcile investment records to accounting records and bank statements	Lead Accountant – General Ledger
Security	Time Certificates of Deposit will be maintained in SCAG’s safe in the care of the Chief Financial Officer. All other investment securities will be held in safekeeping in the trust department of SCAG’s Depository bank, or other third party custodian as designated by the Chief Financial Officer.

Section 17: Executive/Administration Committee and Investment Subcommittee

The EAC is empowered to review and make recommendations on the Investment Policy and Investment Strategy of SCAG to strengthen the internal controls of the management of funds. The EAC may, in its discretion, establish an Investment Subcommittee to assist the EAC to achieve the goals and objectives of this Investment Policy.

17.1 Purpose of the Investment Subcommittee

- A. To review and make recommendations about this Investment Policy and Investment Strategy.
- B. To review investments on a periodic basis and to report any exceptions to this Investment Policy immediately to the RC.
- C. To be responsive to EAC requests.

17.2 Membership

The total membership shall consist of five (5) members: 1) EAC Chair and 2 Members (selected by the EAC members), 2) Chief Financial Officer, and 3) Manager of Accounting.

17.3 Functions and Duties

- A. Annually

To review and approve the Statement of Investment Policy; to review the financial condition of broker/dealers and financial institutions.



B. Quarterly

To review investments made during the previous quarterly period; to provide a status report to the EAC.

C. Monthly

To develop and carry out the ongoing investment strategy in accordance with the Investment Policy; to recommend amendments to the Statement of Investment Policy.

D. The function of the EAC and the Investment Subcommittee is to provide policy guidance that gives the operating staff standards and guidelines to work within on a day-to-day basis. By this, it is meant that each individual trade need not be approved by this Committee at the time it is transacted, provided that it falls within the scope of the Statement of Investment Strategy.

Basil Panas, Chief Financial Officer

APPROVAL: Darin Chidsey, Chief Operating Officer

ORIGINAL EFFECTIVE DATE:

DATE OF CURRENT UPDATE: July 9, 2018

UPDATE CYCLE: Annual

Instructions for SCAG Policy Template

① **Policy Number:** Please leave this blank as the Legal Department will assign the policy a number for tracking purposes.

Policies are generally principles, rules and guidelines adopted by an organization to reach its long-term goals or comply with legal requirements. Procedures are the specific methods employed to implement policies in day-to-day organizational operations and actions. Together, policies and procedures are designed to guide an organization's decision-making processes and to ensure that the views of the organization's governing body or executive management are carried out appropriately.



-
- ② **Name of Policy:** Please type in name of policy in bold and set the font style to Calibri, size 24.
 - ③ **Policy Statement:** Provide statement for why SCAG has established this policy. Please set font style to Calibri, size 11.5 for the rest of the document.
 - ④ **Purpose:** Provide brief description of what the policy does. Highlight key procedures that may be important to the user.
 - ⑤ **Application:** Describe who the policy applies to (e.g., SCAG staff).
 - ⑥ **Author or Department Head:** Once final, the policy is to be signed off by its author, the department head of the author or the department head. In most cases, the author is the department head. Add name and title of author/department head.
 - ⑦ **Approval:** Once final, the policy is to be reviewed and approved by SCAG's Executive Director or Chief Operating Officer or Regional Council. Add name and title of approver.
 - ⑧ **Original Effective Date:** Please add when the policy was first adopted.
 - ⑨ **Date of Current Update:** Please add date when current update was approved by SCAG ED, COO or Regional Council.
 - ⑩ **Update Cycle:** Please provide when policy will be regularly reviewed and updated (e.g., annually, every three years, as needed, etc.)

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 11
July 9, 2018

To: Executive/Administration Committee (EAC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Kome Ajise, Director of Planning; ajise@scag.ca.gov

Subject: Addendum #3 to the 2016-2040 Regional Transportation
Plan/Sustainable Communities Strategy (RTP/SCS) Program
Environmental Impact Report



RECOMMENDED ACTION:

Receive and File - No Action Required

EXECUTIVE SUMMARY:

Since the approval of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Plan and certification of the Program Environmental Impact Report (2016 RTP/SCS PEIR) by the SCAG Regional Council (RC) at its April 7, 2016 meeting, SCAG has received requests from several county transportation commissions (CTCs) to amend the 2016 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new projects. Pursuant to the California Environmental Quality Act (CEQA), SCAG staff has prepared Addendum #3 to the 2016 RTP/SCS PEIR which analyzes the changes documented in the 2016 RTP/SCS Amendment #3. SCAG staff finds that the proposed change would not result in a substantial change to the region-wide impacts when compared to the certified 2016 RTP/SCS PEIR with Addendum #1 and Addendum #2. SCAG staff also finds that the projects identified in 2016 RTP/SCS Amendment #3 are programmatically consistent with the analysis, mitigation measures, and Findings of Fact contained in the previously certified 2016 RTP/SCS PEIR with Addendum #1 and Addendum #2. As such, SCAG staff has prepared a Draft Addendum #3 to the 2016 RTP/SCS PEIR for EAC review.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy; Objective A: Cultivate dynamic knowledge of the major challenges and opportunities relevant to sustainability and quality of life in the region.

BACKGROUND:

At its April 7, 2016 meeting, the RC adopted the 2016 RTP/SCS and certified the associated Program Environmental Impact Report (PEIR). On June 1, 2016, the 2016 RTP/SCS was certified by the California Air Resources Board (CARB) for compliance with Senate Bill 375, and by the US Department of Transportation (Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)) for compliance with the Clean Air Act (transportation conformity). Since that time, SCAG staff received requests from several county transportation commissions (CTCs) to amend the 2016

RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedule for a number of critical transportation projects that are ready to move forward towards the implementation phase.

Amendment #3 consists of 335 project modifications. Specific changes include 187 project modifications to financially constrained RTP/SCS projects and 148 project modifications to state highway and transit projects.

With respect to financially constrained projects and modifications to state highway and transit projects, 5 of the projects are within Imperial County, 75 of the projects are within Los Angeles County, 23 of the projects are within Orange County, 67 of the projects are within Riverside County, 124 of the projects are within San Bernardino County, and 41 of the projects are within Ventura County. In addition, modifications have been made to the RTP/SCS unconstrained Strategic Projects List. Specifically, 14 project modifications have been made, including the removal of one strategic project and the addition of 13 unconstrained projects within Los Angeles County.

BASIS FOR A PEIR ADDENDUM:

When an EIR has been certified and the project is modified or otherwise changed after certification, additional review may be necessary pursuant to the CEQA. The key considerations for determining the need and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code and CEQA Guidelines Section 15162, 15163 and 15164. In general, an Addendum is allowed when there are not substantial changes to the project or new information that would require major revisions to the EIR. Substantial changes are defined as those which “will require major revisions of the previous EIR...due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.” An Addendum is not required to be circulated for public review.

PROGRAMMATIC ENVIRONMENTAL ASSESSMENT:

SCAG staff has conducted a programmatic environmental assessment of the changes to the 2016 RTP/SCS Project List documented in proposed Amendment #3 pursuant to CEQA. SCAG finds that the projects identified in 2016 RTP/SCS Amendment #3 are programmatically consistent with the analysis, mitigation measures, and Findings of Fact contained in the certified 2016 RTP/SCS PEIR with Addendum #1 and Addendum #2 and that adoption of the proposed modifications would not result in either new significant environmental impacts or substantial increase in the severity of previously identified significant impacts in the certified 2016 RTP/SCS PEIR. Therefore, it is determined that a Subsequent or Supplemental PEIR is not required and that Draft Addendum #3 to the 2016 RTP/SCS PEIR fulfills the requirements of CEQA.

SCHEDULE:

On September 6, 2018, Addendum #3 to the 2016 RTP/SCS PEIR will be presented to the Energy and Environment Committee (EEC) to recommend approval by the RC. During the same day and subsequent to EEC's recommendation for approval, Addendum #3 to the 2016 RTP/SCS PEIR will be presented to the RC for approval.

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2017/18 Overall Work Program (020.SCG00161.04: Regulatory Compliance).

ATTACHMENT:

Draft Addendum #3 to the 2016 RTP/SCS Program Environmental Impact Report

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DRAFT ADDENDUM #3

TO THE

PROGRAM ENVIRONMENTAL IMPACT REPORT

FOR THE

2016–2040 REGIONAL TRANSPORTATION PLAN/
SUSTAINABLE COMMUNITIES STRATEGY

A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life

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DRAFT ADDENDUM #3
TO THE

PROGRAM ENVIRONMENTAL IMPACT REPORT

FOR THE
2016-2040 REGIONAL TRANSPORTATION PLAN/
SUSTAINABLE COMMUNITIES STRATEGY

JULY 2018 | STATE CLEARINGHOUSE # 2015031035

INTRODUCTION

Southern California Association of Governments (SCAG) proposes to amend the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS or Plan). The RTP is a long-range vision for regional transportation investments. Using growth forecasts and economic trends, the RTP considers the role of transportation relative to economic factors, environmental issues and quality-of-life goals, and provides an opportunity to identify transportation strategies today that address mobility needs for the future. The RTP is updated every four years to reflect changes in economic trends, state and federal requirements, progress made on projects, and adjustments for population and jobs. The SCS, pursuant to Senate Bill (SB) 375, integrates land use, transportation strategies, and transportation investments within the Plan.

The 2016 RTP/SCS Project List (hereafter referred to as "Project List") contains thousands of individual transportation projects that aim to improve the region's mobility and air quality, and revitalize the economy and includes, but is not limited to, highway improvements such as mixed flow lanes, interchanges, ramps, high occupancy vehicle (HOV) lanes, toll lanes, and arterials; transit improvements such as bus, bus rapid transit (BRT) and various rail upgrades; high speed regional transport (HSRT); and goods movement strategies. Although the 2016 RTP/SCS has a long-term time horizon under which projects are planned and proposed to be implemented, federal and state mandates ensure that the Plan is both flexible and responsive in the near term. Therefore, the 2016 RTP/SCS is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

As the Lead Agency under the California Environmental Quality Act (CEQA, Cal. Pub. Res. Code Section 21000 et seq.), SCAG prepared the Final 2016 RTP/SCS Program Environmental Impact Report (PEIR) for the 2016 RTP/SCS to evaluate the potential environmental impacts associated with implementation of the 2016 RTP/SCS and to identify practical and feasible mitigation measures.

As is appropriate for a PEIR, the 2016 RTP/SCS PEIR focuses on a region-wide assessment of existing conditions and potential impacts as well as broad policy alternatives and program-wide mitigation measures (CEQA Guidelines Section 15168(b)(4)). Pursuant to Section 15152 of the CEQA Guidelines, subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the 2016 RTP/SCS PEIR. The CEQA Guidelines do not require a Program EIR to specifically list all subsequent activities that may be within its scope. For large scale planning approvals (such as the RTP/SCS), where site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, the site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168 and

15152), provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

The 2016 RTP/SCS PEIR was certified on April 7, 2016, and the associated Plan was adopted on the same day (SCH No. 2015031035).

Since the adoption of the 2016 RTP/SCS, SCAG has received requests from several county transportation commissions to amend the Plan to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects. To address these requests, SCAG prepared Amendment #1 and Amendment #2 to the 2016 RTP/SCS and conducted a programmatic environmental assessment of the changes to the 2016 RTP/SCS Project List documented in the 2016 RTP/SCS Amendment #1 and Amendment #2 pursuant to CEQA. It was found that adoption of the modifications to the 2016 RTP/SCS Project List documented in the 2016 RTP/SCS Amendment #1 and Amendment #2 would not result in either new significant environmental effects or substantial increase in the severity of previously identified significant effects and that the modifications would be consistent with the analysis, mitigation measures, alternatives, and Findings of Fact contained in the 2016 RTP/SCS PEIR. Therefore, it was determined that a Subsequent or Supplemental PEIR would not be required and that an addendum to the 2016 RTP/SCS PEIR would fulfill the requirements of CEQA. On April 6, 2017, Addendum #1 to the 2016 RTP/SCS PEIR (Addendum #1) was approved, and the associated 2016 RTP/SCS Amendment #1 was adopted on the same day. On July 3, 2017, Addendum #2 to the 2016 RTP/SCS PEIR (Addendum #2) was approved and the associated 2016 RTP/SCS Amendment #2 was adopted on the same day.

Since the adoption of Amendment #2, CTCs have requested modifications to 349 RTP/SCS projects, resulting in Amendment #3.

It is important to note that when the 2016 RTP/SCS is referenced in the environmental analysis of this document, it also includes projects and calculations that were revised in 2016 RTP/SCS Amendment #1 and Amendment #2.

This Addendum #3 to the 2016 RTP/SCS PEIR has been prepared by SCAG to assess potential environmental impacts of the proposed updates and revisions to the 2016 RTP/SCS Project List included in the 2016 RTP/SCS Amendment #3. This document is prepared as an addendum to the previously certified 2016 RTP/SCS PEIR in April 2016 (SCH No. 2015031035).

In summary, the 2016 RTP/SCS PEIR and this Addendum #3 to the PEIR serves as

an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed Plan by analyzing the projects and programs on a broad regional scale, not at a site-specific level of analysis. Site specific analysis will occur as each project is defined and goes through individual project-level environmental review.

BASIS FOR THE ADDENDUM

When an EIR has been certified and the project is modified or otherwise changed after certification, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and CEQA Guidelines Sections 15162, 15163 and 15164.

Specifically, CEQA Guidelines Section 15162(a) provides that a Subsequent EIR is not required unless the following occurs:

- Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete, shows any of the following:
 - The project will have one or more significant effects not discussed in the previous EIR;
 - Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

An Addendum to an EIR may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (Section 15164(a)). An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164(e)). The Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

An addendum to the 2016 RTP/SCS PEIR is appropriate to address the proposed changes in the 2016 RTP/SCS because the proposed updates and revisions do not meet the conditions of Section 15162(a) for preparation of a subsequent EIR. Neither the proposed new projects or changes to existing projects would result in 1) substantial changes to the 2016 RTP/SCS which will require major revisions of the 2016 RTP/SCS PEIR; 2) substantial changes to the circumstances under which the 2016 RTP/SCS is being undertaken which will require major revisions in the 2016 PEIR; or 3) new information of substantial importance showing significant effects not previously examined.

While the proposed changes to the 2016 RTP/SCS Project List documented in the 2016 RTP/SCS Amendment #3 may arguably represent "new information of substantial importance ..." at the local project-level, these changes are not substantial at the regional program-level as analyzed in the 2016 RTP/SCS PEIR. More specifically, the proposed changes to the 2016-2040 RTP/SCS Project List documented in the 2016 RTP/SCS Amendment #3 would not result in one or more significant effects (at the regional level) not discussed in the 2016 RTP/SCS PEIR, nor result in a substantial increase in the severity of previously identified significant effects disclosed in the 2016 RTP/SCS PEIR. Moreover, no changes to the mitigation measures or alternatives contained in the 2016 RTP/SCS PEIR are necessary or being proposed that could trigger additional review regarding such measures. Furthermore, as discussed in the 2016 RTP/SCS PEIR, the level of detail for individual projects on the RTP/SCS Project List is generally insufficient to be able to analyze local effects. Such analysis is more appropriately undertaken in project-specific environmental documents prepared by the individual CEQA lead agencies proposing each project.

SCAG has assessed potential environmental effects of the proposed changes to the 2016 RTP/SCS Project List, contained in the 2016 RTP/SCS Amendment #3, at the regional program-level, and finds that the additional and modified projects contained in Amendment #3 are consistent with the region-wide environmental impacts analysis, mitigation measures or alternatives, and Findings of Fact discussed in the previously certified 2016 RTP/SCS PEIR, and do not result in any of the conditions described in CEQA Guidelines Section 15162(a)(1)(2)(3). For these reasons, SCAG has elected to prepare an addendum to the 2016 RTP/SCS PEIR rather than a Subsequent or Supplemental EIR, and this Addendum #3 to the 2016 RTP/SCS PEIR is prepared in accordance with CEQA Guidelines Section 15164.

PURPOSE AND SCOPE OF THE ADDENDUM TO THE PEIR

SCAG has prepared this Addendum #3 to the 2016 RTP/SCS PEIR to demonstrate that the proposed changes to the 2016 RTP/SCS Project List, contained in the 2016 RTP/SCS Amendment #3, satisfies the requirements contained in Section 15164 of the CEQA Guidelines for the use of an Addendum to an EIR. The proposed changes to the Project List do not require the preparation of a Subsequent or Supplemental EIR pursuant to Sections 15162 and 15163, respectively, of the CEQA Guidelines due to the absence of new or substantially more adverse significant impacts than those analyzed in the certified EIR.

Addendum #3 to the 2016 RTP/SCS PEIR neither controls nor determines the ultimate decision for approval of the 2016 RTP/SCS Amendment #3 and the proposed changes to the 2016 RTP/SCS Project List contained therein. The information presented in this Addendum #3 to the 2016 RTP/SCS PEIR will be considered by SCAG's decision making body, the Regional Council, prior to making a decision on the 2016 RTP/SCS Amendment #3.

PROJECT DESCRIPTION

A major component of the 2016 RTP/SCS is the Project List, which includes thousands of individual transportation projects and programs that aim to improve the region's mobility and air quality, and to revitalize our economy. More specifically, the 2016 RTP/SCS includes approximately 4,000 projects with completion dates spread over a 24 year time period (through 2040).

As part of the 2016 RTP/SCS amendment process, SCAG solicited input from the region's six County Transportation Commissions (CTCs) regarding updates to their individual project lists. The types of changes reflected in the updated Project List include:

- Project is new and not currently included in the 2016 RTP/SCS Project List;
- Project currently exists in the 2016 RTP/SCS Project List, but has a:
 - Revised description;
 - Revised schedule; and/or
 - Change in total cost;
- Project is a duplicate and needs to be removed or combined with another project in the 2016 RTP/SCS Project List;
- Project is no longer being pursued and the CTC has requested its removal from the 2016 RTP/SCS Project List;

Based on input received, Amendment #3 consists of 349 project modifications. Specific changes include 187 project modifications to financially constrained RTP/SCS projects, 14 project modifications to financially unconstrained RTP/SCS projects and 148 project modifications to state highway and transit projects.

With respect to financially constrained projects and modifications to state highway and transit projects, 5 of the projects are within Imperial County, 75 of the projects are within Los Angeles County, 23 of the projects are within Orange County, 67 of the projects are within Riverside County, 124 of the projects are within San Bernardino County, and 41 of the projects are within Ventura County.

With respect to the modifications that have been made to the RTP/SCS unconstrained Strategic Projects List, out 14 project modifications, 13 new projects have been added, while the remaining change included the removal of a project from the strategic portion of the project list since it has been identified as a constrained project. (Project List available at: <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>).

ENVIRONMENTAL ANALYSIS

The changes described above to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 would not result in a substantial change to the region-wide impacts programmatically analyzed in the 2016 RTP/SCS PEIR. The 2016 RTP/SCS PEIR broadly identifies a number of region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by the 2016-2040 RTP/SCS.

The 2016 RTP/SCS PEIR presents analysis at the programmatic level of various types of projects, including both modifications to the existing system as well as new systems such as new highway and transit facilities, goods movement roadway facilities, rail corridors, flyovers, interchanges, and High-Speed Rail.

Although the new projects identified in the 2016 RTP/SCS Amendment #3 were not identified in the 2016 RTP/SCS PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the 2016 RTP/SCS and with the analysis and conclusions presented in the previously certified 2016 RTP/SCS PEIR. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, National Environmental Policy Act (NEPA), and all applicable regulations.

No changes to the mitigation measures or alternatives contained in the 2016 RTP/SCS PEIR are necessary or proposed. SCAG has determined that the changes and additions identified above would result in impacts that would fall within the range of impacts already identified in the previously certified 2016 RTP/SCS PEIR. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the 2016 RTP/SCS PEIR are anticipated to result from the changes and additions identified in the 2016 RTP/SCS Amendment #3.

The environmental analysis provided in this Addendum #3 describes the information that was considered in evaluating the questions contained in the Environmental Checklist of the State CEQA Guidelines, Appendix G, consistent with the 2016 RTP/SCS PEIR. Potential region-wide environmental impacts from the proposed project changes, documented in the 2016 RTP/SCS Amendment #1 and Amendment #2, as compared to those already identified in the 2016 RTP/SCS PEIR are summarized in Table 1, Summary of Impacts from Amendment #3 Changes identified in the 2016 RTP/SCS Amendment #3.

TABLE 1 Summary of Impacts From Amendment #3 Changes

Impact	Compared to the Certified 2016-2040 RTP/SCS PEIR
Aesthetics	Same; no new impacts
Agriculture and Forestry Resources	Same; no new impacts
Air Quality	Same; no new impacts
Biological Resources	Same; no new impacts
Cultural Resources	Same; no new impacts
Energy	Same; no new impacts
Geology and Soils	Same; no new impacts
Greenhouse Gas Emissions and Climate Change	Same; no new impacts
Hazards and Hazardous Materials	Same; no new impacts
Hydrology and Water Quality	Same; no new impacts
Land Use and Planning	Same; no new impacts
Mineral Resources	Same; no new impacts
Noise	Same; no new impacts
Population, Housing, and Employment	Same; no new impacts
Public Services	Same; no new impacts
Recreation	Same; no new impacts
Transportation, Traffic, and Safety	Same; no new impacts
Utilities and Service Systems	Same; no new impacts
Comparison of Alternatives	Same; no new impacts
Long-Term CEQA Considerations	Same; no new impacts

AESTHETICS

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to aesthetics beyond those already described in the previously certified 2016 RTP/SCS PEIR and addendums. The 2016 RTP/SCS PEIR identified potential significant impacts with respect to the substantial degradation of the existing visual character or quality of the site and its surroundings, adverse effects on a scenic vista, damage to scenic resources, creating a new source of substantial light affecting day or nighttime views, and affecting shadow-sensitive uses that would be shaded by a project-related structure for more than three hours in the winter or for more than four hours during the summer (see 2016 RTP/SCS PEIR pp. 3.1-21 – 3.1-36). The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would not result in new or substantially increased impacts with respect to aesthetics.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2016 RTP/SCS PEIR and addendums adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Thus, incorporation of the proposed changes to the Project List, as amended by Amendment #3, would not result in any new significant impacts to aesthetics, or a substantial increase in the severity of impacts to aesthetics beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

AGRICULTURE AND FORESTRY RESOURCES

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to agriculture and forestry resources beyond those already described in the previously certified 2016 RTP/SCS PEIR and addendums. The 2016 RTP/SCS PEIR determined that the implementation of transportation projects and anticipated development resulting from land use strategies included in the 2016 RTP/SCS would have the potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use, conflict with existing zoning for agricultural use or a Williamson Act contract, conflict with existing zoning for, or cause rezoning of, forest land or timberland zoned Timberland Production, lose forest land or convert forest land to non-forest use, and change the existing environment which, due to their location or nature, would result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use (see 2016 RTP/SCS PEIR pp. 3.2-16 – 3.1-29). The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would not result in new or

substantially increased impacts with respect to agriculture and forestry Resources.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2016 RTP/SCS PEIR and previously conducted addendums adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Amendment #3, would not result in any new significant impacts to agriculture and forestry resources, or a substantial increase in the severity of impacts to agriculture and forestry resources beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

AIR QUALITY

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to air quality beyond those already identified in the previously certified 2016 RTP/SCS PEIR and addendums. The 2016 RTP/SCS PEIR identified that implementation of the 2016 RTP/SCS would result in less than significant impact to air quality related to the potential to conflict with or obstruct implementation of the adopted SIPs/AQMPs/Attainment Plans in the SCAG region and increase of any criteria pollutant for which the region is non-attainment under applicable NAAQs or CAAQS but would result in significant impacts to air quality related to the potential to violate air quality standards or contribute substantially to an air quality violation and increase cancer risks due to

exposure of substantial pollutant concentrations to sensitive receptors (see 2016 RTP/SCS PEIR pp. 3.3-38 – 3.3-54). The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would not result in new or substantially increased impacts with respect to air quality. Similar to the 2016 RTP/SCS (which includes Amendment #1 and Amendment #2), Amendment #3 would meet the regional emissions and other tests set forth by the federal Transportation Conformity regulations, demonstrating the integrity of the State Implementation Plans prepared pursuant to the federal Clean Air Act for the non-attainment and maintenance areas in the SCAG region. The updated conformity analysis can be found below.

The Plan conditions (2040) and existing conditions (base year 2012) of the criteria pollutant emissions for the six counties in the SCAG region (Table 2, Criteria Pollutant Emissions by County – Existing Conditions (Base Year 2012); Table 3, Criteria Pollutant Emission By County – Amendment #3 (2040) vs. Existing Conditions (2015)) remained the same (See Table 3.3.2-6 Criteria Pollutant Emissions by County – Existing Conditions (Base Year 2012); Table 3.3.4-1, Criteria Pollutant Emission By County – Plan (2040 vs. Existing Conditions (2015), of the 2016 RTP/SCS PEIR) with the proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3, therefore resulting in no changes to analyses and findings previously discussed in the certified 2016 RTP/SCS PEIR and previously conducted addendums.

TABLE 2 Criteria Pollutant Emissions by County—Existing Conditions (Base Year 2012)*

County	(Tons/Day)								
	ROG		NO _x			CO	PM ₁₀	PM _{2.5}	SO _x
	Summer	Annual	Summer	Annual	Winter	Winter	Annual	Annual	Annual
Imperial	4	4	10	11	11	28	1	0	0
Los Angeles	103	101	179	194	190	851	17	9	1
Orange	28	28	42	46	45	225	5	2	0
Riverside	26	23	66	70	69	183	5	3	0
San Bernardino	32	28	81	86	84	225	6	3	0
Ventura	9	8	12	14	14	70	1	1	0

NOTE:* No changes between 2016 RTP/SCS (which has been amended by Amendment #1 and Amendment #2)

SOURCE: SCAG Transportation Modeling, 2018.

TABLE 3 Criteria Pollutant Emission by County—Amendment #3 (2040) vs. Existing Conditions (2015)*

County		(Tons/Day)								
		ROG		NO _x			CO	PM ₁₀	PM _{2.5}	SO _x
		Summer	Annual	Summer	Annual	Winter	Winter	Annual	Annual	Annual
Imperial	Existing	4	4	10	11	11	28	1	0	0
	Plan	2	2	3	3	3	13	1	0	0
	Difference	-2	-2	-7	-7	-7	-14	0	0	0
Los Angeles	Existing	103	101	179	194	190	851	17	9	1
	Plan	22	21	36	38	37	144	14	6	1
	Difference	-81	-80	-144	-157	-154	-707	-3	-3	0
Orange	Existing	28	28	42	46	45	225	5	2	0
	Plan	7	7	8	8	8	45	5	2	0
	Difference	-21	-21	-34	-37	-37	-181	0	-1	0
Riverside	Existing	26	23	66	70	69	183	5	3	0
	Plan	8	7	14	14	14	42	5	2	0
	Difference	-18	-17	-52	-56	-55	-140	0	-1	0
San Bernardino	Existing	32	28	81	86	84	225	6	3	0
	Plan	8	7	21	22	22	46	6	2	0
	Difference	-24	-21	-60	-64	-63	-179	0	-1	0
Ventura	Existing	9	8	12	14	14	70	1	1	0
	Plan	2	2	2	2	2	11	1	0	0
	Difference	-7	-7	-10	-11	-11	-59	0	0	0

SOURCE: SCAG Transportation Modeling, 2018.

NOTE: Please note that 2012 base year network includes projects in the 2015 Federal Transportation Improvement Program (FTIP) adopted in September 2014 and projects in the 2012 RTP/SCS as last amended in September 2014.

* No Changes between 2016 RTP/SCS (which has been amended by Amendment #1 and Amendment #2)

TABLE 4 Daily VMT by County—Amendment #3

County	2012 Base Year	2040 Baseline	2040 Plan*
Imperial	5,000	9,000	9,000
Los Angeles	227,000	253,000	234,000
Orange	77,000	86,000	80,000
Riverside	59,000	86,000	81,000
San Bernardino	63,000	91,000	87,000
Ventura	20,000	23,000	21,000
Total (Amendment #3)	450,000	547,000	513,000
Total (2016 RTP/SCS)**	450,000	549,000	514,000

NOTE: * Calculation for Amendment #3

** Calculation for Original Plan as amended by Amendment #1 and Amendment #2

Source: SCAG GIS modeling and data, 2018.

Round to the nearest thousand

The 2016 RTP/SCS project daily VMT for the six counties in the SCAG region (Table 4, Daily VMT by County – Amendment #3) is reduced when compared to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 therefore resulting in no changes to analyses and findings previously discussed in the certified 2016 RTP/SCS PEIR and addendums.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

As shown in the tables above, no changes would occur when compared to the certified 2016 RTP/SCS PEIR and Addendum #1 and #2. As such, the analysis in the previously certified 2016 RTP/SCS PEIR and addendums addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant air quality impacts or a substantial increase in the severity of air quality impacts beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

BIOLOGICAL RESOURCES

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to biological resources beyond those already identified in the previously certified 2016 RTP/SCS PEIR and addendums. The 2016 RTP/SCS PEIR concluded that significant impacts expected with the implementation of the RTP/SCS includes the disturbance and removal of natural vegetation that may be utilized by sensitive species, habitat fragmentation and associated decrease in habitat quality, litter, trampling, light pollution and road noise, displacement of riparian and wetland habitat, siltation, loss of prime farmlands, grazing lands, open space and recreation lands (see 2016 RTP/SCS PEIR pp. 3.4-53 – 3.4-83). The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would not result in new or substantially increased impacts with respect to biological resources.

Detailed project-level analysis, including project level mitigation measures, will be conducted by each implementing agency for each individual project.

The analysis in the previously certified 2016 RTP/SCS PEIR and addendums adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any new significant impacts to biological resources, or a substantial increase in the severity of impacts to biological resources beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

CULTURAL RESOURCES

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to cultural resources beyond those already identified in the previously certified 2016 RTP/SCS PEIR and addendums. The 2016 RTP/SCS PEIR determined that the development of new transportation and land use strategies may affect archaeological and paleontological resources, primarily through the disturbance of buried resources. Additionally, the development of transportation projects and land use strategies may affect historic architectural resources (structures 50 years or older), either through direct affects to buildings or through indirect affects to the area surrounding a resource if it creates a visually incompatible structure adjacent to a historic structure (see 2016 RTP/SCS PEIR pp. 3.5-34 – 3.5-46). The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would not result in new or substantially increased impacts with respect to cultural resources.

TABLE 5 SCAG Region Estimated Transportation Fuel Consumption—Amendment #3

Year	Fuel Consumed		Percentage under Existing
	Billion Gallons per Year	Thousand Gallons per Day	
2012	9.3	25,564	
2040 Baseline	7.2	19,832	-22.4%
Amendment #3*	6.8	18,722	-26.8%
2016 RTP/SCS**	6.8	18,737	-26.7%

SOURCE: SCAG transportation modeling, 2018.

NOTE:* Calculation for Amendment #3

** Calculation for Original Plan as amended by Amendment #1 and Amendment #2

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the previously certified 2016 RTP/SCS PEIR and addendums adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any new significant impacts to cultural resources, or a substantial increase in the severity of impacts to cultural resources beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

ENERGY

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to energy beyond those already described in the previously certified 2016 RTP/SCS PEIR and addendums. The 2016 RTP/SCS PEIR determined that the Plan would result in energy impacts as a result of increased energy demands for construction of transportation projects and development, increase energy demands for operation of the regional transportation system, and the growing energy demand from anticipated growth and development associated with implementation of the 2016 RTP/SCS. The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would not result in new or substantially increased impacts with respect to energy.

The estimated transportation fuel consumption for the SCAG region (Table 5, SCAG Region Estimated Transportation Fuel Consumption – Amendment #3) would be similar to what was analyzed for the 2016 RTP/SCS (which now includes projects listed in Amendment #1 and Amendment #2). As such, new or substantial impacts would occur when compared to the previously certified 2016 RTP/SCS PEIR and previously conducted addendums.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

As shown in the tables above, fuel consumption is similar when compared to the certified 2016 RTP/SCS PEIR and addendums. As such, the analysis in the 2016 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Thus, incorporation of the proposed changes to the Project List, contained in the Amendment #3, would not result in any new significant impacts or substantial increase in the severity of impacts to energy beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

GEOLOGY AND SOILS

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to geology and soils beyond those already identified in the previously certified 2016 RTP/SCS PEIR and addendums. The 2016 RTP/SCS PEIR identified that damage to transportation infrastructure can result from geologic and seismic activity, such as surface rupture, ground shaking, subsidence, liquefaction, soil expansion and land-sliding. In addition work associated with implementation of the 2016 RTP/SCS could cause impacts such as soil erosion, ground instability and loss of mineral resources. However, incorporation of mitigation measures identified in the 2016 RTP/SCS PEIR would alleviate significant impacts associated with geological safety and mineral loss (see 2016 RTP/SCS PEIR pp. 3.7-19 – 3.7-34). The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would not result in new or substantially increased impacts with respect to geology and soils.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the previously certified 2016 RTP/SCS PEIR and addendums, adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any new significant impacts to

TABLE 6 Greenhouse Gas Emissions from Transportation by County–Amendment #3

County	CO ₂ Emissions (ton/day)				
	2005	2012 Base Year	2020 Plan	2040 Plan	2040 Plan** vs. 2012 Base Year
Imperial	3,768	3,459	3,762	4,624	34%
Los Angeles	130,123	117,828	103,697	77,717	-34%
Orange	39,423	38,052	33,550	23,648	-38%
Riverside	32,454	33,045	33,127	32,220	-2%
San Bernardino	35,841	36,117	35,087	38,469	7%
Ventura	10,239	9,796	8,698	6,303	-36%
Total (Amendment #3)	251,847	238,297	217,920	182,980	-23%
Total (2016 RTP/SCS)***	251,847	238,297	217,997	183,125	-23%

NOTE: * Light and medium duty vehicles and heavy duty truck

** Calculation for Amendment #3

*** Calculation for Original Plan as amended by Amendment #1 and Amendment #2

SOURCE: SCAG modeling, 2018.

TABLE 7 Greenhouse Gas Emissions from Transportation by County–Amendment #3 (Annual)*

County	CO _{2e} Emissions (million metric tons/year)				
	2005	2012 Base Year	2020 Plan	2040 Plan	2040 Plan** vs. 2012 Base Year
Imperial	1.40	1.25	1.33	1.62	30%
Los Angeles	46.81	41.71	36.36	27.14	-35%
Orange	14.08	13.41	11.74	8.25	-38%
Riverside	11.80	11.78	11.65	11.25	-5%
San Bernardino	13.05	12.92	12.36	13.45	4%
Ventura	3.68	3.46	3.05	2.20	-37%
Total (Amendment #3)	90.82	84.54	76.49	63.91	-24%
Total (2016 RTP/SCS)***	90.82	84.54	76.51	63.96	-24%

NOTE: * Light and medium duty vehicles and heavy duty truck

** Calculation for Amendment #3

*** Calculation for Original Plan as amended by Amendment #1 and Amendment #2

SOURCE: SCAG modeling, 2018.

TABLE 8 Greenhouse Gas Emissions from On-Road Vehicles in the SCAG Region (Million Metric Tons Per Year)–Amendment #3

On-Road Vehicles	2012 Based Year			2040 (Plan)**		
	CO ₂	CH ₄	N ₂ O	CO ₂	CH ₄	N ₂ O
Light and Medium Duty Vehicles	68.4766	0.0042	0.0021	36.8909	0.0008	0.0003
Heavy Duty Trucks	14.2284	0.0007	0.0035	26.6030	0.0007	0.0010
Buses	1.3237	0.0016	0.0004	1.1002	0.0003	0.0000
On-Road Vehicles (Subtotal) in CO ₂	84.0287	0.0065	0.0060	64.5941	0.0018	0.0013
On-Road Vehicles (Subtotal) in CO ₂ e*	84.03	0.14	1.87	64.65	0.04	0.39
Total GHG Emissions from on-road vehicles in CO₂e (Amendment #3)*	86.03			65.02		
Total GHG Emissions from on-road vehicles in CO₂e (2016 RTP/SCS) */***	86.03			65.07		

SOURCE: SCAG Modeling, 2018.

NOTE: * CO₂ was converted to CO₂e based on the Global Warming Potential (GWP): <http://www.arb.ca.gov/cc/inventory/background/gwp.htm>

** Calculation for Amendment #3

*** Calculation for Original Plan as amended by Amendment #1 and Amendment #2

geology and soils, or a substantial increase in the severity of impacts to geology and soils beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to greenhouse gas emissions and climate change beyond those already identified in the 2016 RTP/SCS PEIR and addendums. Though lead agencies retain the discretion to determine thresholds of significance of GHG emissions, the 2016 RTP/SCS PEIR identifies three thresholds of significance: increase in GHG emissions compared to existing conditions, conflict with SB 375 GHG emission reduction targets, and conflict with other applicable GHG reduction plans. Implementation of the 2016 RTP/SCS Amendment #3 would continue to achieve and exceed the SB 375 per capita GHG reduction targets for the SCAG region.

The 2016 RTP/SCS Amendment #3, which includes light and medium duty vehicles and heavy duty trucks, would result in an approximately daily decrease of 23 percent (similar to the 2016 RTP/SCS, which now includes projects listed in Amendment #1 and Amendment #2) in GHG emissions by 2040 and annual decrease of 24 percent, with the largest losses occurring in Los Angeles, Orange, and Ventura Counties (Table 6, Greenhouse Gas Emissions from Transportation by County – Amendment #3 and Table 7, Greenhouse Gas Emissions from Transportation by County – Amendment #3).

Based on the analysis for the 2016 RTP/SCS Amendment #3, transportation emissions include on-road mobile sources (Table 8, Greenhouse Gas Emissions from On-Road Vehicles in the SCAG Region): light and medium duty vehicles, heavy duty trucks, and buses. As shown on Table 8, the proposed changes from the 2016 RTP/SCS Amendment #3 project list would result in similar GHG emissions from on road vehicles. Off-road emission sources include: rail, aviation, and ocean going vessels (Table 9, Greenhouse Gas Emissions from Off-Road Vehicles in the SCAG Region – Amendment #3, and Table 10, Greenhouse Gas Emissions from On-Road and Off-Road Sources in the Transportation Sector in the SCAG

TABLE 9 Greenhouse Gas Emissions from Off-Road Vehicles in the SCAG Region (Million Metric Tons Per Year)–Amendment #3

Off-Road Vehicles	2012 Based Year			2040 (Plan)**		
	CO ₂	CH ₄	N ₂ O	CO ₂	CH ₄	N ₂ O
Rail	2.2214	0.0001	0.0011	3.8101	0.0000	0.0005
Aviation	2.8791	0.0000	0.0000	2.2517	0.0000	0.0000
Ocean-going Vessel	0.8574	0.0000	0.0005	2.5976	0.0001	0.0003
Off-Road Vehicles (Subtotal) in CO ₂	5.9579	0.0001	0.0016	8.6593	0.0001	0.0008
Off-Road Vehicles (Subtotal) in CO ₂ e*	5.958	0.002	0.499	8.659	0.003	0.238
Total GHG Emissions from off-road vehicles in CO₂e (Amendment #3)*	6.459			8.901		
Total GHG Emissions from off-road vehicles in CO₂e (2016 RTP/SCS)***	6.459			8.901		

SOURCE: SCAG Modeling, 2018

NOTE: *CO₂ was converted to CO₂e based on the Global Warming Potential (GWP): <http://www.arb.ca.gov/cc/inventory/background/gwp.htm>

** Calculation for Amendment #3

*** Calculation for Original Plan as amended by Amendment #1 and Amendment #2

TABLE 10 Greenhouse Gas Emissions from On-Road and Off-Road Sources in the Transportation Sector in the SCAG Region (Million Metric Tons Per Year)–Amendment #3

	2012 Based Year	2040 (Plan)**
Total GHG Emissions from on-road vehicles in CO ₂ e*	86.03	65.02
Total GHG Emissions from off-road vehicles in CO ₂ e*	6.46	8.90
All Transportation Sector (On-Road and Off-Road Vehicles) in CO ₂ e*	92.49	73.92
Amendment #3 vs. 2012 Base Year	-20.1%	
2016 RTP/SCS*** vs. 2012 Base Year	-20.0%	

SOURCE: SCAG Modeling, 2018

NOTE: * CO₂ was converted to CO₂e based on the Global Warming Potential (GWP): <http://www.arb.ca.gov/cc/inventory/background/gwp.htm>

** Calculation for Amendment #3

*** Calculation for Original Plan as amended by Amendment #1 and Amendment #2

TABLE 11 Greenhouse Gas Emissions Summary for the SCAG Region–Amendment #3

Area	CO _{2e} Emissions (MMT CO _{2e} per year)			
	2012 Base Year	2020 Plan	2040 Plan	2040*** vs. 2012
Transportation*	92.49	81.62	73.92	22%
Building energy**	53.68	40.51	49.99	-7%
Water-related energy**	7.41	3.84	4.79	-35%
Total (Amendment #3)	153.58	125.97	128.70	-16%
Total (2016 RTP/SCS)****	153.58	125.97	128.75	-16%

NOTE: * On-road and off-road vehicles.
 ** Scenario Planning Model is a scenario planning tool used for developing scenarios for the Plan during the scenario planning process to compare relative differences among scenarios.
 *** Calculation for Amendment #3
 **** Calculation for Original Plan as amended by Amendment #1 and Amendment #2
 SOURCE: SCAG Modeling, 2018.

Region – Amendment #3). Table 9 indicates that the proposed changes from the 2016 RTP/SCS Amendment #3 project list would result in similar total GHG emissions from off-road vehicles. According to Table 10, the proposed changes from the 2016 RTP/SCS Amendment #3 project list would result in similar emissions for on-road and off-road vehicles.

As shown on Table 11, Greenhouse Gas Emissions Summary for the SCAG Region – Amendment #3, the 2016 RTP/SCS and Amendment #1 and Amendment #2 would result in a net decrease of 16 Percent for building energy emissions when compared to existing conditions (2012 Base Year). As stated in the previously certified 2016 RTP/SCS PEIR, these three sectors account for approximately 70 percent of the total GHG emissions in the SCAG region. According to Table 11, the proposed changes from the 2016 RTP/SCS Amendment #3 project list would result in similar total GHG emissions from the transportation sector, which includes on-road and off-road vehicles. Amendment #3 would continue to contribute to an overall per capita decrease (21 percent) in GHG emissions which is similar to what was previously analyzed in the certified 2016 RTP/SCS PEIR and addendums (see Table 12, SB 375 Analysis – Amendment #3). It is important to note that the Plan is not responsible for addressing sectors beyond transportation, building, water-related energy consumption, and construction.

As shown on Table 12, SB 375 Analysis – Amendment #3, similar to the original plan (see 2016 RTP/SCS PEIR, Table 3.8.4-7, SB 375 Analysis) per capita CO2 emissions from cars and light duty trucks (only) from the 2016 RTP/SCS Amendment #3, would result in 19 pounds per day. The percent decrease would achieve the 8 percent emissions reduction target by 2020 for the region set by SB 375. By 2035, 19 pounds per day for per capita CO2 emissions would result from cars and light duty trucks (only). This represents an approximately 18 percent decrease in per capita CO2 emissions from 2005 to 2035. This 18 percent decrease would meet and exceed the 13 percent emissions reduction target set by CARB for 2035. Furthermore, although there is no per capita GHG emission reduction target for passenger vehicles set by CARB for 2040, the Plan’s GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2040. The Plan would continue to result in an estimated 21 percent decrease in per capita GHG emissions by 2040. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an approximately 21 percent decrease in per capita GHG emissions by 2040, the Plan is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the State’s GHG emission reduction goals. Implementation of Amendment #3 would not conflict with SB 375 GHG emission reduction targets and would result in a less-than-significant impact, and mitigation measures would not be required.

TABLE 12 SB 375 Analysis–Amendment #3

	2005 (Baseline)	2020 (Plan)	2035 (Plan)	2040 (Plan)****
Resident population (per 1,000)	17,161	19,060	21,125	21,766
CO2 emissions (per 1,000 tons)	204.0*	203.6**	205.8**	206.3**
Per capita emissions (pounds/day)	23.8	21.4	19.5	19.0
% difference from Plan (2020) to Baseline (2005)				-8%*
% difference from Plan (2035) to Baseline (2005)				-18%***
% difference from Plan (2040) to Baseline (2005) (Amendment #3)				-21%***
% difference from Plan (2040) to Baseline (2005) (2016 RTP/SCS)*****				-21%***

NOTE:* Based on EMFAC2007

** Based on EMFAC2014

*** Included off-model adjustments for 2035 and 2040

**** Calculation for Amendment #3.

***** Calculation for Original Plan as amended by Amendment #1 and Amendment #2

SOURCE: SCAG modeling, 2018

Senate Bill (SB) 32 was signed into law on September 08, 2016. SB 32 codifies the 2030 target stated in Executive Order B-30-15 (40% below 1990 levels by 2030). However, when the certified 2016 RTP/SCS PEIR was being prepared, SB 32 had not been passed. While the 2030 target is now mandated, CARB has not yet set a target for the transportation sector. As such, the approach taken in the 2016 RTP/SCS PEIR, i.e., analysis of the trajectory of GHG emissions reductions as a result of the 2016 RTP/SCS, is still appropriate.

As stated in the certified 2016 RTP/SCS PEIR, the 2016 RTP/SCS is required to meet the GHG reduction targets set by CARB, i.e., 8% reduction by 2020 and 13% by 2035, both on per capita basis relative to 2005 levels. The GHG reduction trajectory of the 2016 RTP/SCS is consistent with and is more aggressive than the ARB GHG Reduction Target Trajectory for the SCAG region, as the Plan's trajectory shows aggressive GHG reductions between 2020 and 2040 (see Figure 3.8.4-1, SB 375 (per capita) Reduction Trajectory, 2016 RTP/SCS PEIR). However, the new statewide 2030 target set forth under EO B-30-15 suggests that an accelerated timeline would be necessary. In order to address the 2030 target, the 2016 RTP/SCS accelerates the reduction of GHG emissions such that by 2030, the Plan is expected to achieve a 14.7% reduction. This reduction would exceed SCAG's current target of 13% by 2035. The GHG reduction trajectory of the 2016 RTP/SCS is more aggressive than CARB's targets between 2020 and 2035. Additionally, the GHG reduction trajectory of the 2016 RTP/SCS beyond 2030 is consistent, if not more aggressive, with the accelerated pace established by SB 32. Further, it should be noted that the goals set forth by AB 32,

SB 32, and the Executive Orders are intended to be achieved by all the responsible sectors. Because the 2016 RTP/SCS is demonstrated to meet more than its share of GHG emissions reductions, even on an accelerated schedule, the Plan is not in conflict with the State's long-term GHG emission reduction goals. The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would also meet the target goals and not result in new or substantially increased impacts with respect to greenhouse gas emissions and climate change. Similarly, Amendment #3 would result in the same GHG reduction trajectory as the original Plan and would also not be in conflict with the State's long term GHG emission reduction goals.

The changes proposed in the 2016 RTP/SCS Amendment #3 would remain consistent with the findings stated in the certified 2016 RTP/SCS EIR and previously conducted addendums.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

As shown in the tables above no changes to the GHG trajectory would occur. The analysis in the previously certified 2016 RTP/SCS PEIR and addendums adequately address the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Thus, incorporation of the proposed changes to the

Project List would not result in any new significant greenhouse gas emissions and climate change impacts or a substantial increase in the severity of greenhouse gas emissions and climate change impacts beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

HAZARDS AND HAZARDOUS MATERIALS

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to hazards and hazardous materials beyond those already identified in the previously certified 2016 RTP/SCS PEIR and addendums. The 2016 RTP/SCS PEIR concluded that there would be potential hazards created due to the disturbance of contaminated property during implementation of the 2016 RTP/SCS and risk of accidental releases due to an increase in the transportation of hazardous materials and the potential for such releases to reach schools within one-quarter mile of transportation facilities affected by the 2016 RTP/SCS (see 2016 RTP/SCS PEIR pp. 3.9-23 – 3.9-42). The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would not result in new or substantially increased impacts with respect to hazards and hazardous materials.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the previously certified 2016 RTP/SCS PEIR and addendums adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant impacts to hazards and hazardous materials, or a substantial increase in the severity of impacts to hazards and hazardous materials beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

HYDROLOGY AND WATER QUALITY

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to hydrology and water quality beyond those already identified in the previously certified 2016 RTP/SCS PEIR and addendums. The 2016 RTP/SCS would result in significant impacts to water quality standards and waste discharge requirements, groundwater supplies or interfere substantially with groundwater recharge, existing drainage patterns of the area, existing drainage patterns of the area, runoff water that would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff but will have no impact on placing housing within

a 100-year flood hazard area (see 2016 RTP/SCS PEIR pp. 3.10-43 – 3.10-63). The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would not result in new or substantially increased impacts with respect to hydrology and water quality.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the previously certified 2016 RTP/SCS PEIR and addendums adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant impacts to hydrology and water quality, or a substantial increase in the severity of impacts to hydrology and water quality beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

LAND USE AND PLANNING

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to land use and planning beyond those already identified in the previously certified 2016 RTP/SCS PEIR and addendums. The 2016 RTP/SCS PEIR analyzed potential impacts of the 2016 RTP/SCS on land use and planning consistency and compatibility. The 2016 RTP/SCS PEIR concluded that implementation of major transportation projects and land use strategies included in the 2016 RTP/SCS has the potential to conflict with applicable land use plans, policies, and regulations, physically divide established communities as result of creating real or perceived barriers to pedestrians, bicyclists, and motorists, and conflict with habitat conservation plans and natural community conservation plans (see 2016 RTP/SCS PEIR pp. 3.11-22 – 3.11-35). The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would not result in new or substantially increased impacts with respect to land use and planning.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the previously certified 2016 RTP/SCS PEIR and addendums adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant impacts to land use and planning, or a substantial increase in the severity of impacts to land use and planning beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

MINERAL RESOURCES

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to mineral resources beyond those already identified in the previously certified 2016 RTP/SCS PEIR and addendums. The 2016 RTP/SCS PEIR concluded that implementation of transportation projects included in the 2016 RTP/SCS could have the potential to result in loss of availability of a known mineral resource that would be of value to the region and the residents of the state and result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan (see 2016 RTP/SCS PEIR pp. 3.12-5 – 3.12-10). The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would not result in new or substantially increased impacts with respect to mineral resources.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the previously certified 2016 RTP/SCS PEIR and addendums adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant impacts to mineral resources, or a substantial increase in the severity of impacts to mineral resources beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

NOISE

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to noise beyond those already identified in the previously certified 2016 RTP/SCS PEIR and addendums. Implementation of transportation projects in the 2016 RTP/SCS could potentially cause temporary or permanent increases in ambient noise levels and expose noise-sensitive land uses to noise increases in excess of acceptable levels. However, the assessment in the 2016 RTP/SCS PEIR Noise Chapter adequately evaluates these impacts across the SCAG region at the programmatic level and includes mitigation measures to be implemented at the project level (see 2016 RTP/SCS PEIR pp. 3.13-26 – 3.13-40). The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would not result in new or substantially increased impacts with respect to Noise. Impacts from the proposed projects identified in this Amendment would be expected to fall within the range of impacts previously identified in the 2016 RTP/SCS PEIR and addendums.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the previously certified 2016 RTP/SCS PEIR and addendums adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant noise impacts or a substantial increase in the severity of noise impacts beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

POPULATION, HOUSING AND EMPLOYMENT

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to population, housing, and employment beyond those already identified in the 2016 RTP/SCS PEIR. The 2016 RTP/SCS PEIR analyzed potential impacts to population growth and current residential and business land uses that could occur upon implementation of the 2016 RTP/SCS. The 2016 RTP/SCS PEIR concluded that the Plan would result in significant impacts and significant cumulative impacts, including substantial induced population growth in areas adjacent to transit, displacement of existing businesses and homes, separation of residences from community facilities and services, and impacts on vacant natural lands. The 2016 RTP/SCS PEIR also concluded that the plan would result in indirect significant impacts, including increased population distribution that is expected to occur due to the transportation investments and land use policies identified in the 2016 RTP/SCS (see 2016 RTP/SCS PEIR pp. 3.14-17 – 3.14-27). The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would not result in new or substantially increased impacts with respect to Population, Housing and Employment.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The proposed changes stated in Amendment #3, would not cause any population growth, nor would it affect housing and employment. As such, the analysis in the previously certified 2016 RTP/SCS PEIR and addendums adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Therefore, incorporation of the proposed changes to the Project List would not result in any new significant impacts to population, housing, and employment, or a substantial increase in the severity of impacts to population, housing, and employment beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

PUBLIC SERVICES

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to public services beyond those already identified in the 2016 RTP/SCS PEIR. Amendment #3 would not place additional strain on public services, and anticipated significant cumulative impacts include demand for more police, fire, emergency personnel and facilities and demand for more school facilities and teachers during implementation of the 2016-2040 RTP/SCS (2016-2040 RTP/SCS PEIR pp. 3.15-21 – 3.15-34). The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would not result in new or substantially increased impacts with respect to public services.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the previously certified 2016 RTP/SCS PEIR and addendums adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant impacts to public services, or a substantial increase in the severity of impacts to public services beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

RECREATION

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to recreation beyond those already identified in the 2016 RTP/SCS PEIR. Implementation of the 2016 RTP/SCS PEIR would result in significant cumulative impacts, including increased demand of existing neighborhood and regional parks or other recreational facilities in the SCAG region that leads to substantial physical deterioration and increased potential of constructed or expanded recreational facilities that may have adverse physical effects on the environment (see 2016 RTP/SCS PEIR pp. 3.16-15 – 3.16-23). The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would not result in new or substantially increased impacts with respect to recreation.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the previously certified 2016 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant impacts to recreation, or a substantial increase in the severity of impacts to recreation beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

TABLE 13 Daily Vehicle Miles Traveled in 2012 and 2040–Amendment #3*

County	In Thousands		
	2012 Base Year*	2040 No Project	2040 Plan**
Imperial	5,000	9,000	9,000
Los Angeles	227,000	253,000	234,000
Orange	77,000	86,000	80,000
Riverside	59,000	86,000	81,000
San Bernardino	63,000	91,000	87,000
Ventura	20,000	23,000	21,000
SCAG Total (Amendment #3)	450,000	547,000	513,000
SCAG Total (2016 RTP/SCS)	450,000	549,000	514,000

NOTE: Numbers are rounded to nearest thousand.

* Please note that 2012 base year transportation network includes project information from the 2015 Federal Transportation Improvement Program (FTIP) adopted in September 2014 and approved by Federal Highway Administration in December 2014, as well as projects listed in the 2012 RTP/SCS as last amended in September 2014.

** Calculation for Amendment #3

*** Calculation for Original Plan as amended by Amendment #1 and Amendment #2

SOURCE: SCAG modeling, 2018.

TABLE 14 Total Daily Hours of Delay in 2012* and 2040–Amendment #3

County	In Thousands of Vehicle-Hours		
	2012 Base Year*	2040 No Project	2040 Plan**
Imperial	1	9	6
Los Angeles	1,636	2,056	1,406
Orange	443	551	314
Riverside	162	385	211
San Bernardino	190	501	245
Ventura	70	128	65
Regional (Amendment #3)	2,502	3,629	2,248
Regional (2016 RTP/SCS)***	2,502	3,875	2,272

SOURCE: SCAG modeling, 2018.

NOTE: * Please note that 2012 base year transportation network includes the 2015 project information from the 2015 Federal Transportation Improvement Program (FTIP) adopted in September 2014 and approved by Federal Highway Administration in December 2014, as well as projects listed in the 2012 RTP/SCS as last amended in September 2014

** Calculation for Amendment #3

*** Calculation for Original Plan as amended by Amendment #1 and Amendment #2

TABLE 15 Total Daily Heavy-Duty Trucks Trips Hours of Delay in 2012* and 2040–Amendment #3

County	In Thousands of Hours		
	2012*	2040 No Project	2040 Plan**
Imperial	0	1	1
Los Angeles	71	143	96
Orange	18	35	24
Riverside	11	41	28
San Bernardino	17	73	41
Ventura	2	6	3
Regional (Amendment #3)	120	299	193
Regional (2016 RTP/SCS)	120	322	194

SOURCE: SCAG modeling, 2018.

NOTE: * Please note that 2012 base year transportation network includes the 2015 project information from the 2015 Federal Transportation Improvement Program (FTIP) adopted in September 2014 and approved by Federal Highway Administration in December 2014, as well as projects listed in the 2012 RTP/SCS as last amended in September 2014

** Calculation for Amendment #3

*** Calculation for Original Plan as amended by Amendment #1 and Amendment #2

TABLE 16 Percentage of PM Peak Period Work Trips Completed Within 45 Minutes–Amendment #3

County	2012 Base Year*	2040 No Project	2040 Plan**
AUTOS – SINGLE OCCUPANCY VEHICLES			
Imperial	95.8%	96.6%	97.0%
Los Angeles	80.4%	81.6%	88.9%
Orange	79.8%	80.1%	86.8%
Riverside	87.2%	86.4%	89.8%
San Bernardino	85.2%	84.6%	87.7%
Ventura	90.0%	90.1%	92.4%
Region	81.9%	82.8%	88.7%
AUTOS – HIGH OCCUPANCY VEHICLES			
Imperial	83.4%	83.8%	84.2%
Los Angeles	75.6%	75.9%	81.1%
Orange	69.5%	70.7%	76.6%
Riverside	76.5%	74.1%	76.2%
San Bernardino	71.2%	68.9%	72.2%
Ventura	72.9%	72.7%	76.8%
Region	73.8%	73.9%	78.5%
TRANSIT			
Imperial	16.7%	32.9%	32.4%
Los Angeles	30.5%	31.3%	32.6%
Orange	13.6%	16.2%	16.9%
Riverside	17.6%	18.2%	17.0%
San Bernardino	10.7%	11.9%	12.6%
Ventura	7.6%	11.6%	10.1%
Region (Amendment #3)	28.4%	29.4%	30.3%
Region (Original Plan)***	28.4%	26.2%	30.5%

SOURCE: SCAG Modeling, 2018

* Please note that 2012 base year transportation network includes the 2015 project information from the 2015 Federal Transportation Improvement Program (FTIP) adopted in September 2014 and approved by Federal Highway Administration in December 2014, as well as projects listed in the 2012 RTP/SCS as last amended in September 2014.

** Calculation for Amendment #3

*** Calculation for Original Plan as amended by Amendment #1 and Amendment #3

TABLE 17 Percentage of Mode Share on Transit and Active Transportation—Amendment #3

Mode Share	2012*	2040 No Project	2040 Plan**
Walk	10.6	10.7	13.5
Bike	1.3	1.6	2.2
Active Transportation	11.9	12.3	15.7
Transit	2.1	2.1	3.2
Total (Amendment #3)**	14.0	14.4	18.9
Total (2016 RTP/SCS)***	14.0	14.4	18.9

SOURCE: SCAG modeling, 2018.

NOTE: * Please note that 2012 base year transportation network includes the 2015 project information from the 2015 Federal Transportation Improvement Program (FTIP) adopted in September 2014 and approved by Federal Highway Administration in December 2014, as well as projects listed in the 2012 RTP/SCS as last amended in September 2014.

** Calculation for Amendment #3

*** Calculation for Original Plan as amended by Amendment #1 and Amendment #2

TRANSPORTATION, TRAFFIC AND SECURITY

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to transportation, traffic, and security beyond those already identified in the 2016 RTP/SCS PEIR. The 2016 RTP/SCS PEIR utilized data from the Regional Travel Demand Model to present a regional analysis for the impacts of the 2016 RTP/SCS on transportation. The 2016 RTP/SCS PEIR identifies the following significant impacts from implementation of the 2016 RTP/SCS: per capita Vehicle Miles Traveled (VMT); average daily Vehicle Hours of Delay (VHD) for light, medium and heavy-duty truck trips; percentage of work opportunities within a 45 minute travel time; and system-wide fatality accident rate and injury accident rate in the SCAG region (see 2016 RTP/SCS PEIR pp. 3.17-37 – 3.17-64). Despite the benefits shown by implementing the 2016 RTP/SCS, impacts from the transportation projects and land use strategies considered in the Plan still remain significant. The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would not result in new or substantially increased impacts with respect to transportation, traffic and security.

Amendment #3 would result in reduced vehicle miles traveled throughout the SCAG region (Table 13 Daily Vehicle Miles Traveled in 2012 and 2040 – Amendment #3). Tables 14 through 16 indicate that there are slight decreases in total trip delays due to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3. As such, project changes are not expected to cause any new or substantial impacts when compared to the certified 2016 RTP/SCS PEIR and previously conducted addendums.

Table 17, indicates that no changes to the percentage of mode share on transit and active transportation would occur. Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

As shown in the tables above, changes are minimal and insignificant when compared with the certified 2016 RTP/SCS PEIR and previously conducted addendums. As such, the analysis in the previously certified 2016 RTP/SCS PEIR and addendums adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Therefore, incorporation of the proposed changes to the Project List would not result in any new significant region-wide impacts to transportation, traffic, and security, or a substantial increase in the severity of region-wide impacts to transportation, traffic, and security beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

TABLE 18 Amendment #3 to 2040 Plan Lane Miles by County (PM Peak Network)

County	Freeway (Mixed-Flow)	Toll*	Major Arterial	Minor Arterial	Collector	Freeway (HOV)	Total (All Facilities)**
Imperial	417	5	661	540	2,465	0	4,088
Los Angeles	4,869	655	8,698	9,057	6,684	360	30,323
Orange	1,433	673	3,802	3,165	1,070	195	10,338
Riverside	1,874	132	1,622	3,646	5,598	131	13,004
San Bernardino	2,665	436	2,364	4,668	7,239	134	17,506
Ventura	563	0	852	1,007	1,017	61	3,499
Total (Amendment #2)	11,821	1,901	17,999	22,082	24,073	881	78,757
Total (2016 RTP/SCS)***	11,758	1,976	17,883	22,052	24,041	895	78,604

NOTE: * Toll includes truck and High-occupancy toll (HOT)

** Calculation for Amendment #3

*** Calculation for Original Plan as amended by Amendment #1 and Amendment #2

SOURCE: SCAG modeling, 2018.

UTILITIES AND SERVICE SYSTEMS

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are not expected to cause any new or a substantial increase in the severity of significant impacts to utilities and service systems beyond those already identified in the 2016 RTP/SCS PEIR. Implementation of the 2016 RTP/SCS would result in significant cumulative impacts, including increased demand of storm water drainage facilities and water supplies (see 2016 RTP/SCS PEIR pp. 3.18-26 – 3.18-42). The previously conducted addendums to the 2016 RTP/SCS PEIR determined that Amendment #1 and #2 would not result in new or substantially increased impacts with respect to utilities and service systems.

As indicated by Table 18, Amendment #2 to 2040 Plan Lane Miles by County (PM Peak Network) slight increases to lane miles would occur as a result of including the proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3. These changes would not substantially increase impervious surfaces and are not expected to cause any new or substantial impacts previously discussed in the certified 2016-2040 RTP/SCS PEIR and previously conducted addendums.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the previously certified 2016 RTP/SCS PEIR and addendums adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any new significant impacts to utilities and service systems, or a substantial increase in the severity of impacts to utilities and service systems beyond those programmatically addressed in the 2016 RTP/SCS PEIR and previously conducted addendums.

COMPARISON OF ALTERNATIVES

The proposed changes to the Project List identified in the 2016 RTP/SCS Amendment #3 would not significantly change the comparison of alternatives in the 2016 RTP/SCS PEIR. Potential impacts from the proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 are anticipated to be within the scope of the programmatic-level comparison among the alternatives already considered in the 2016 RTP/SCS PEIR: 1) No Project Alternative; 2) 2012 RTP/SCS Updated with Local Input Alternative; and 3) Intensified Land Use Alternative.

The Alternatives Chapter of the previously certified 2016 RTP/SCS PEIR adequately address the range of alternatives to the proposed projects (as revised by the 2016 RTP/SCS Amendment #2) at the programmatic level. As referenced in the previously conducted addendums, no changes to the alternatives occurred as a result of Amendment #1 and Amendment #2. Incorporation of the proposed projects identified in the 2016 RTP/SCS Amendment #3 would not require comparison of any new alternatives or alternatives which are considerably different from or inconsistent with those already analyzed in the 2016 RTP/SCS PEIR. Therefore, no further comparison is required at the programmatic level.

LONG TERM CEQA CONSIDERATIONS

The proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #3 would not significantly change the scope of the discussion presented in the Long Term CEQA Considerations Chapter of the 2016 RTP/SCS PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts (see 2016 RTP/SCS PEIR pp. 5-1 – 5-6). Unavoidable and irreversible impacts from inclusion of the proposed changes to the Project List identified in the 2016 RTP/SCS Amendment #3 are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2016 RTP/SCS PEIR.

At the programmatic level, any region-wide growth inducing impacts from the proposed projects (as revised by the 2016 RTP/SCS Amendment #3) are expected to be approximately equivalent to those previously disclosed in the 2016 RTP/SCS PEIR (see 2016 RTP/SCS PEIR pp. 5-1 – 5-6). Overall, the proposed changes to the Project List presented in the 2016 RTP/SCS Amendment #3 are within the scope of the broad, programmatic-level region-wide impacts identified and disclosed in the 2016 RTP/SCS PEIR and previously conducted addendums. Thus, the 2016 RTP/SCS Amendment #3 would not be expected to result in any new long-term impacts that have not been analyzed in the previous 2016 RTP/SCS PEIR and addendums, or any long-term impacts that are considerably different from or inconsistent with those already analyzed in the previous 2016 RTP/SCS PEIR and previously conducted addendums.

FINDINGS

After completing a programmatic environmental assessment of the proposed changes described herein to the Project List and when compared to the previously certified 2016 RTP/SCS PEIR and addendums, SCAG finds that the proposed changes identified in the 2016 RTP/SCS Amendment #3 would not result in either new significant environmental effects or a substantial increase in the severity of any previously identified significant effect. The proposed changes are not substantial changes on a regional level as those have already been adequately and appropriately analyzed in the 2016 RTP/SCS PEIR and previously conducted addendums. The proposed changes to the Project List do not require revisions to the programmatic, region-wide analysis presented in the previously certified 2016 RTP/SCS PEIR and addendums.

Further, SCAG finds that the proposed changes to the Project List identified in the 2016 RTP/SCS Amendment #3 does not require any new mitigation measures or alternatives previously unidentified in the 2016 RTP/SCS PEIR, or significantly affect mitigation measures or alternatives already disclosed in the 2016 RTP/SCS PEIR. As such, SCAG has assessed the proposed changes to the Project List included in 2016 RTP/SCS Amendment #3 at the programmatic level, and finds that inclusion of the proposed changes would be within the range of, and consistent with the findings of impacts analysis, mitigation measures, and alternatives contained in the 2016 RTP/SCS PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the 2016 RTP/SCS. Therefore, a Subsequent or Supplemental EIR is not required, and SCAG concludes that this Addendum to the previously certified 2016 RTP/SCS PEIR fulfills the requirements of CEQA.



MAIN OFFICE

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
(213) 236-1800

www.scag.ca.gov

REGIONAL OFFICES

Imperial County
1503 North Imperial Avenue, Suite 104
El Centro, CA 92243
Phone: (760) 353-7800

Orange County
OCTA Building
600 South Main Street, Suite 1233
Orange, CA 92868
Phone: (714) 542-3687

Riverside County
3403 10th Street, Suite 805
Riverside, CA 92501
Phone: (951) 784-1513

San Bernardino County
Santa Fe Depot
1170 West 3rd Street, Suite 140
San Bernardino, CA 92410
Phone: (909) 806-3556

Ventura County
950 County Square Drive, Suite 101
Ventura, CA 93003
Phone: (805) 642-2800



DRAFT ADDENDUM #3 TO THE

PROGRAM ENVIRONMENTAL IMPACT REPORT

FOR THE

2016–2040 REGIONAL TRANSPORTATION PLAN/
SUSTAINABLE COMMUNITIES STRATEGY

A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life

JULY 2018 | STATE CLEARINGHOUSE # 2015031035

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Southern California Association of Governments
 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 12
July 9, 2018

To: Executive/Administration Committee (EAC)

**EXECUTIVE DIRECTOR'S
 APPROVAL**

From: Basil Panas, Chief Financial Officer, (213) 236-1817,
panas@scag.ca.gov



Subject: Purchase Orders more than \$5,000 but less than \$200,000;
 Contracts more than \$25,000 but less than \$200,000; and
 Amendments \$5,000 but less than \$75,000

RECOMMENDED ACTION:

For Information Only - No Action Required

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

BACKGROUND:

SCAG executed the following Purchase Orders (PO's) more than \$5,000 but less than \$200,000

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
Nextec Operating Corp.	FY19 Microsoft Annual GP Business Licenses	\$52,888
Reddock Law Group	Legal Services	\$20,000
Sheraton Grand Sacramento Hotel	FY18 Sheraton Grand Sacramento	\$13,658

SCAG executed the following Contract more than \$25,000 but less than \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
KTU&A (18-001-B17)	The consultant shall provide services for a Sustainability Planning Grant for the City of Placentia (City). Specifically, the consultant shall assist the City with creating an Open Spaces and Urban Greening Master Plan (Plan) that will outline a sustainability strategy to preserve and improve existing parks and open space, recapture future parks and open space, increase the urban forest, and implement urban greening strategies to reduce Vehicle Miles Travelled/Greenhouse Gas (VMT/GHG) emissions.	\$149,518

SCAG executed the Amendment more than \$5,000 but less than \$75,000

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
Cambridge Systematics, Inc. (17-018-C1)	This Amendment will enable the consultant to provide additional modeling analysis to improve the model's functionality as well as provide a reporting software tool that will streamline the model's operation (provide more efficient data summary and create maps), as requested by Caltrans District 11.	\$18,711

ATTACHMENT:
Contract Summaries

CONSULTANT CONTRACT 18-001-B17

Recommended Consultant: KTU&A

Background & Scope of Work: The Consultant, KTU&A, shall provide services for a Sustainability Planning Grant for the City of Placentia (City). Specifically, the Consultant shall assist the City with creating an Open Spaces and Urban Greening Master Plan (Plan) that will outline a sustainability strategy to preserve and improve existing parks and open space, recapture future parks and open space, increase the urban forest, and implement urban greening strategies to reduce Vehicle Miles Travelled/Greenhouse Gas (VMT/GHG) emissions. This will be accomplished by a comprehensive review and analysis of all existing and potential parks and open space areas.

As part of the urban greening strategies, the Plan will create new non-motorized transportation options that connect people to open spaces, public transit, Old Town Placentia the Orange County Loop (OC Loop) and the future Metrolink Station. The Plan will identify optimal locations for bike and pedestrian paths that will encourage residents to cycle and/or walk to the City’s open spaces, parks and the OC Loop, 66 miles of seamless connections and an opportunity for people to bike, walk and connect to some of Southern California’s most scenic beaches and inland recreation areas. This is in line with SCAG’s 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Transit Integration Strategy, particularly to provide and enhance active transportation networks for Short Trips and First/Last Mile access to rail.

Project’s Benefits & Key Deliverables: The project’s benefits and key deliverables include, but are not limited to:

- Reducing VMT and GHG emissions by providing safe alternative modes to driving,
- Implementing First/Last Mile strategies by improving access to rail through active transportation, and
- Encouraging public health by providing safe and accessible recreation opportunities.

Strategic Plan: This item supports SCAG’s Strategic Plan Goal 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

Contract Amount: **Total not to exceed** **\$149,518**
KTU&A (prime consultant)

Contract Period: May 9, 2018 through December 31, 2019

Project Number(s): 275-4823U3.01 \$22,133
275-4823E.01 \$2,867
Funding source(s): Senate Bill 1 Formula and Transportation Development Act (TDA).

Funding of \$25,000 is available in the FY 2017-18 budget, and the remaining \$124,518 is expected to be available in the FY 2018-19 budget in Project Numbers 275-4823U3.01 and 275-4823E.01, subject to budget availability.

Request for Proposal (RFP): SCAG staff notified 2,068 firms of the release of RFP 18-001-B17 via SCAG’s Solicitation Management System. A total of 63 firms downloaded the RFP. SCAG received the following ten (10) proposals in response to the solicitation:

KTUA (no subconsultants)	\$149,518
City Fabrick (no subconsultants)	\$145,150
Steer Davies Gleave (1 subconsultant)	\$149,778
IBI Group (1 subconsultant)	\$149,905
Design Workshop (2 subconsultants)	\$149,958
Meridian Consultants, LLC (3 subconsultants)	\$149,995
Alta Planning (1 subconsultant)	\$150,001
Placeworks (1 subconsultant)	\$174,638
MIG, Inc (no subconsultants)	\$207,813
RJM Design Group, Inc. (3 subconsultants)	\$364,071

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interview the four (4) highest ranked offerors.

The PRC consisted of the following individuals:

- India Brookover, SCAG, Assistant Regional Planner, Project Manager
- Veronica Ortiz, Community Services Supervisor, City of Placentia
- Sandra Gonzalez, Director of Community Services, City of Placentia
- Luis Estevez, Director of Public Works, City of Placentia

Basis for Selection: The PRC recommended Consultant for the contract award because the Consultant:

- Demonstrated the best understanding of the project, specifically citing examples of similar projects with similar city demographics and scope of work.
- Provided the best technical approach, with all design specialties in-house, thereby no outside consultants will be utilized, resulting in savings of time and cost to the City.
- Recognized by Community Outreach efforts in bilingual language that is in keeping with our community needs.
- Provided the best overall value for the level of effort proposed;
- Pricing within budget, and shortest time frame for completion of work.
- Proposed the lowest most realistic price to perform all the scope of work

Although other firm(s) proposed a lower price(s), the PRC did not recommend this/these firm(s) for contract award because this firm(s):

- Did not provide enough detailed information about their technical approach; and
- Did not demonstrate background knowledge or understanding of issues specific to the community.

CONTRACT 17-018-C1 AMENDMENT 03

Consultant: Cambridge Systematics, Inc.

Background & Scope of Work: On March 27, 2017, SCAG awarded Contract 17-018-C1 to Cambridge Systematics, Inc. (Consultant or Cambridge herein) to develop and validate an Imperial County Transportation Model (ICTM). Cambridge will also enhance the existing ICTM by updating SCAG’s sub-regional model to verify that the modeling results are compatible with SCAG’s Regional Model.

This Amendment will enable the Consultant to provide additional modeling analysis to improve the model’s functionality as well as provide a reporting software tool that will streamline the model’s operation (provide more efficient data summary and create maps), as requested by Caltrans District 11.

This amendment also increases the contract value from \$78,112 to \$96,823 (\$18,711) and extended the contract’s term from 4/30/18 to 6/30/18, to enable the consultant to perform the revised Tasks.

Project’s Benefits & Key Deliverables: The project’s benefits and key deliverables include, but are not limited to:

- A final ICTM for Imperial County that is consistent with SCAG’s 2016 RTP/SCS;
- A final ICTM report; and
- Workshops and presentations.

Strategic Plan: This item supports SCAG’s Strategic Plan Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective: c) Maintain a leadership role in the modeling and planning data/GIS communities.

Amendment	Amendment 3	\$18,711
Amount:	Amendment 2 (administrative – no change to contract’s value)	\$0
	Amendment 1 (administrative - no change to contract’s value)	\$0
	Original contract value	<u>\$78,112</u>
	Total contract value is not to exceed	\$96,823

This amendment does not exceed \$75,000 or 30% of the contract’s original value. Therefore, in accordance with the SCAG Procurement Manual (dated 12/01/16) Section 8.3, it does not require the Regional Council’s approval.

Contract Period: March 27, 2017 through June 30, 2018

Project Number: 070-0130B.10 \$16,565.11
070-0130E.10 \$2,146.18
Funding sources: Consolidated Planning Grant – Federal Transit Administration (FTA) Transportation Development Act (TDA).

**Basis for the
Amendment:**

As previously stated, this Amendment will enable the Consultant to improve the model's functionality (data image details) and streamline the model's operation, as requested by Caltrans District 11. Without these enhancements the model would not provide the level of detail and functionality needed for planning activities in the Imperial County.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

Agenda Item No. 13
July 9, 2018

To: Executive/Administration Committee (EAC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Basil Panas, Chief Financial Officer; (213) 236-1817;
panas@scag.ca.gov



Subject: CFO Monthly Report

RECOMMENDED ACTION:

For Information Only - No Action Required

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 7, Objective B: Maximize Efficiency and Effectiveness in Resource Allocation to Maintain Adequate Working Capital, Appropriate Reserves, and Investments, and Utilize Resources in a Timely and Responsible Fashion.

AUDITS

SCAG staff are working with Caltrans to wrap up the incurred cost and Indirect Cost Allocation Plan audit.

SCAG's outside independent auditors, Vavrinek, Trine, Day and Co., performed their interim audit work in April and will return in September to perform their fieldwork.

MEMBERSHIP DUES:

As of June 14, 2018, 38 cities had paid their FY19 dues. This represents about 13.8% of the assessment and is line with prior years. 151 cities and all 6 counties have yet to pay. Two cities are being recruited for membership.

BUDGET & GRANTS (B&G):

As the end of the fiscal year approaches, B&G staff continues to monitor the progress and expenditures of the FY 2017-18 Overall Work Program (OWP), Indirect Cost and General Fund budgets. At the end of the month staff will begin work on the FY 2017-18 OWP 4th Quarter Progress Report and collection of work products as required by Caltrans.

CONTRACTS:

In May 2018, the Contracts Department issued five (5) Request for Proposals (RFP's); awarded five (5) contracts; issued two (2) contract amendments; and processed 28 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 105 consultant contracts. Contracts staff continued to negotiate better pricing and reduced costs for

services. During May 2018 over \$113,542 in budget savings was realized, bringing the FY18 total to \$402,393.

ATTACHMENT:

May 2018 CFO Monthly Status Report



Office of the Chief Financial Officer

Monthly Status Report

MAY 2018

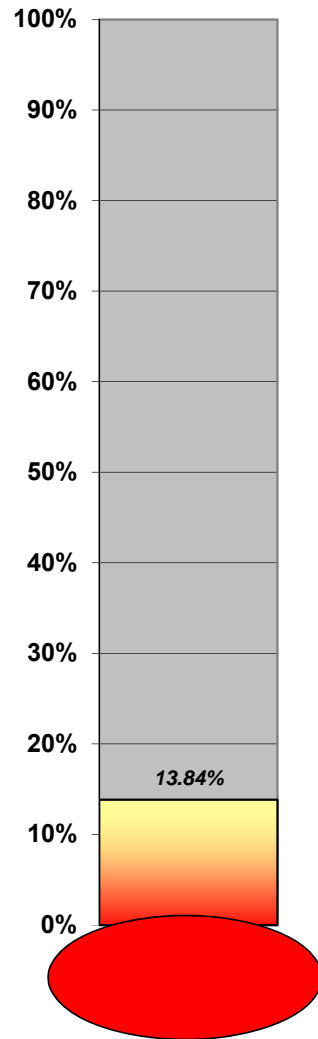
OVERVIEW

As of June 14, 2018, 38 cities and zero counties had paid their FY19 dues. This represents 13.8% of the dues assessment. 151 cities and 6 counties had yet to pay their dues. Two cities are being recruited for membership.

SUMMARY

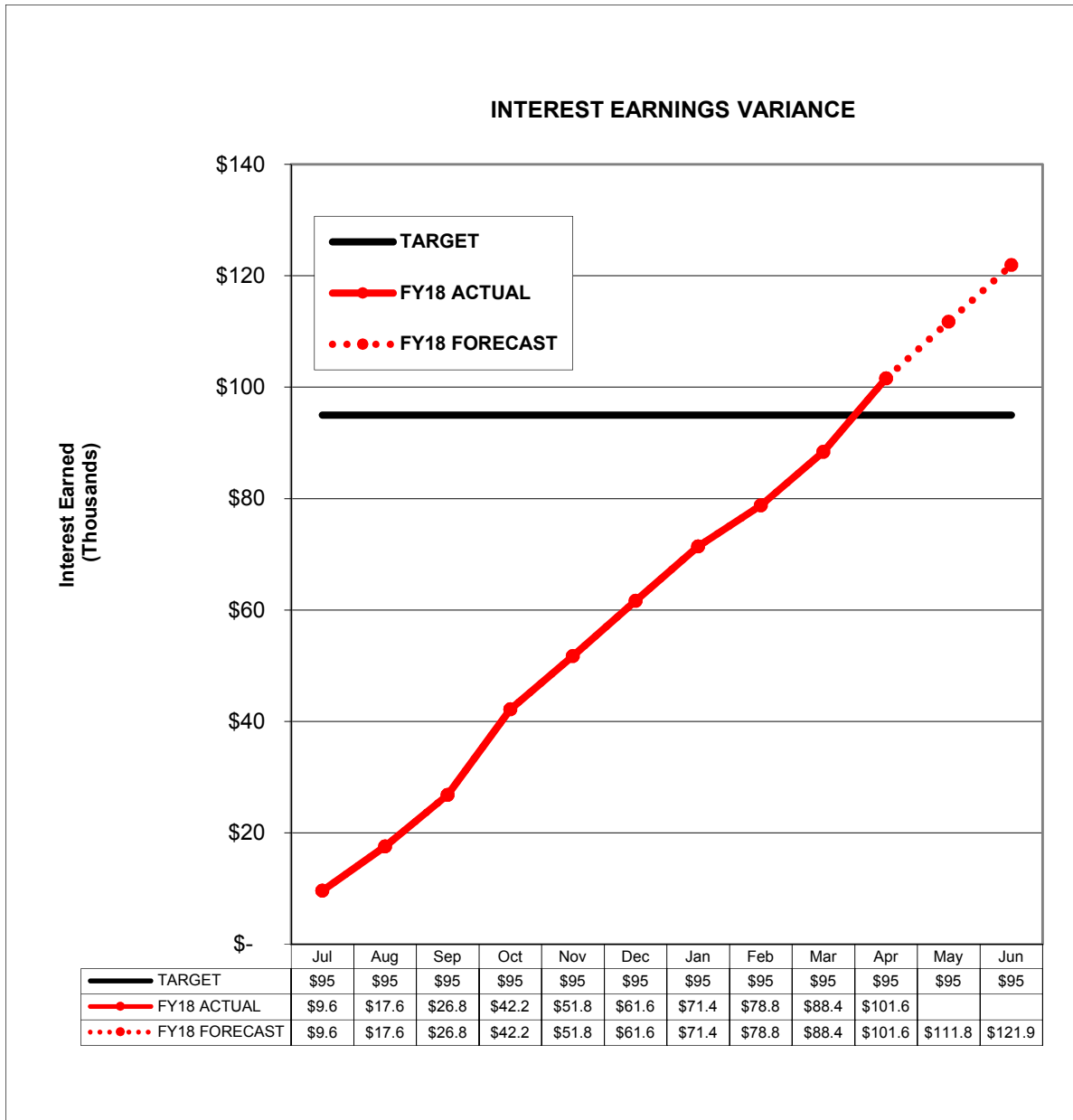
FY19 Membership Dues	<u>\$ 2,053,962</u>
Total Collected	<u>\$ 284,282</u>
Percentage Collected *	<u>13.84%</u>

FY19 Membership Dues Collected





Office of the CFO
Interest Earnings Variance



OVERVIEW

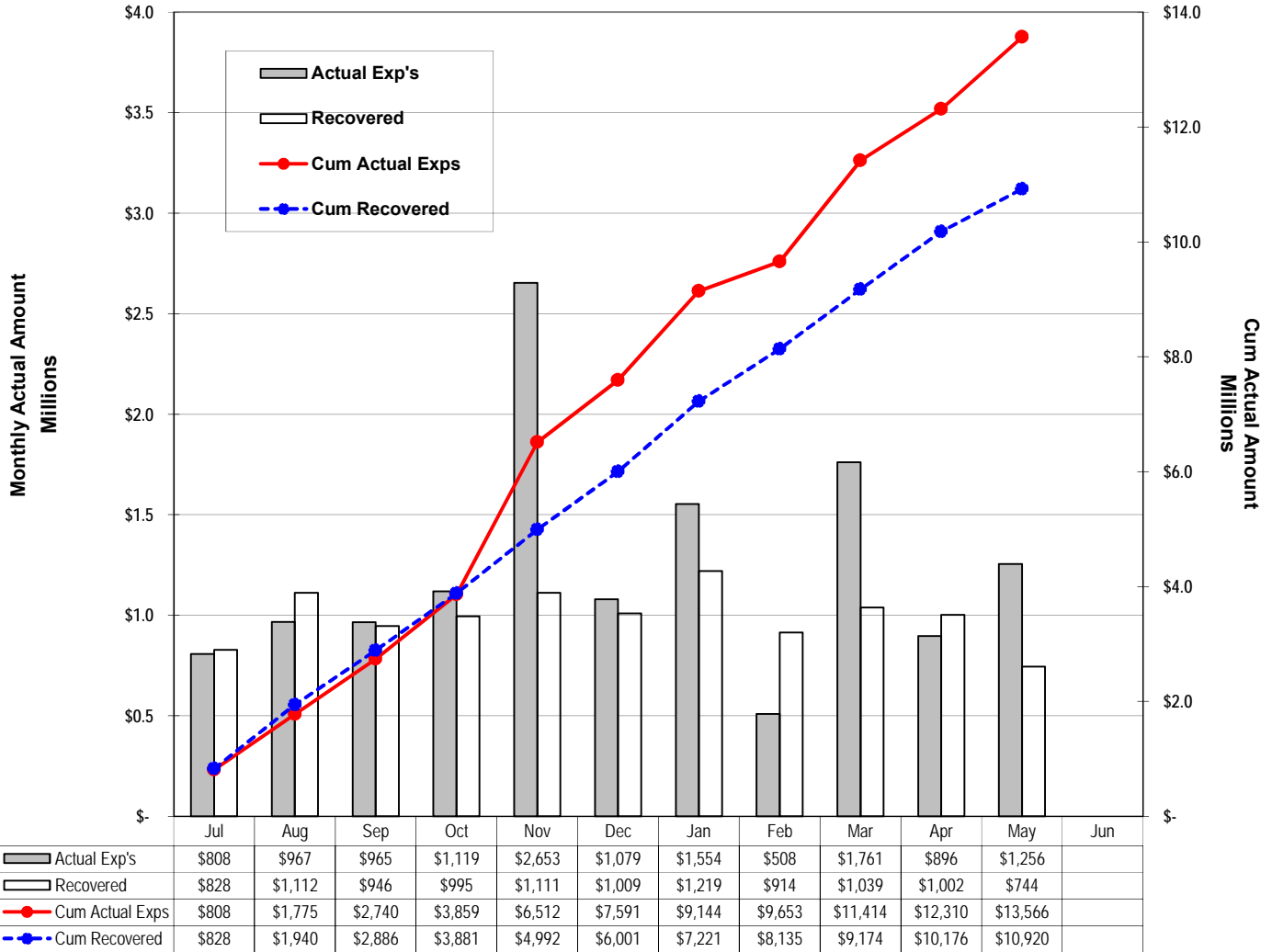
Actual interest income is plotted against the target amount. The amount credited to SCAG's account through April was \$101,594. The LA County Pool earned 1.81% in April.

SUMMARY

The amount projected for FY18 is \$121,913, which is \$26,913 more than the target.



FY18 INDIRECT COST & RECOVERY



OVERVIEW

A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

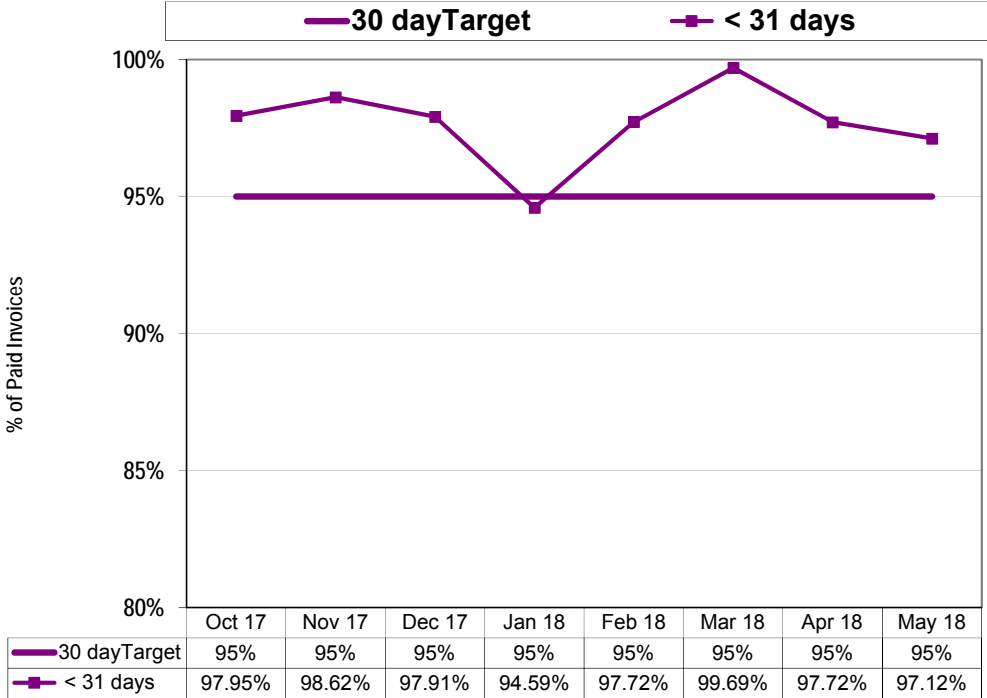
SUMMARY

Through May 2018, SCAG was under-recovered by \$2,645,850. This was because the IC budget was overspent by \$0.9 million (due mainly to the expensed portions of the furniture and AV equipment for 900 Wilshire) and also because of agency labor & related fringe benefit budget under-runs that caused \$1.7 million of IC under-recovery.

Office of the CFO
Invoice Aging



INVOICE AGING



OVERVIEW

The percent of total invoices paid within 30 days. The target is to pay 95% of all invoices within 30 days. This goal was met.

SUMMARY

97.12% of May 2018's payments were made within 30 days of invoice receipt.

At month-end, 32 invoices remained unpaid less than 30 days.

Actual

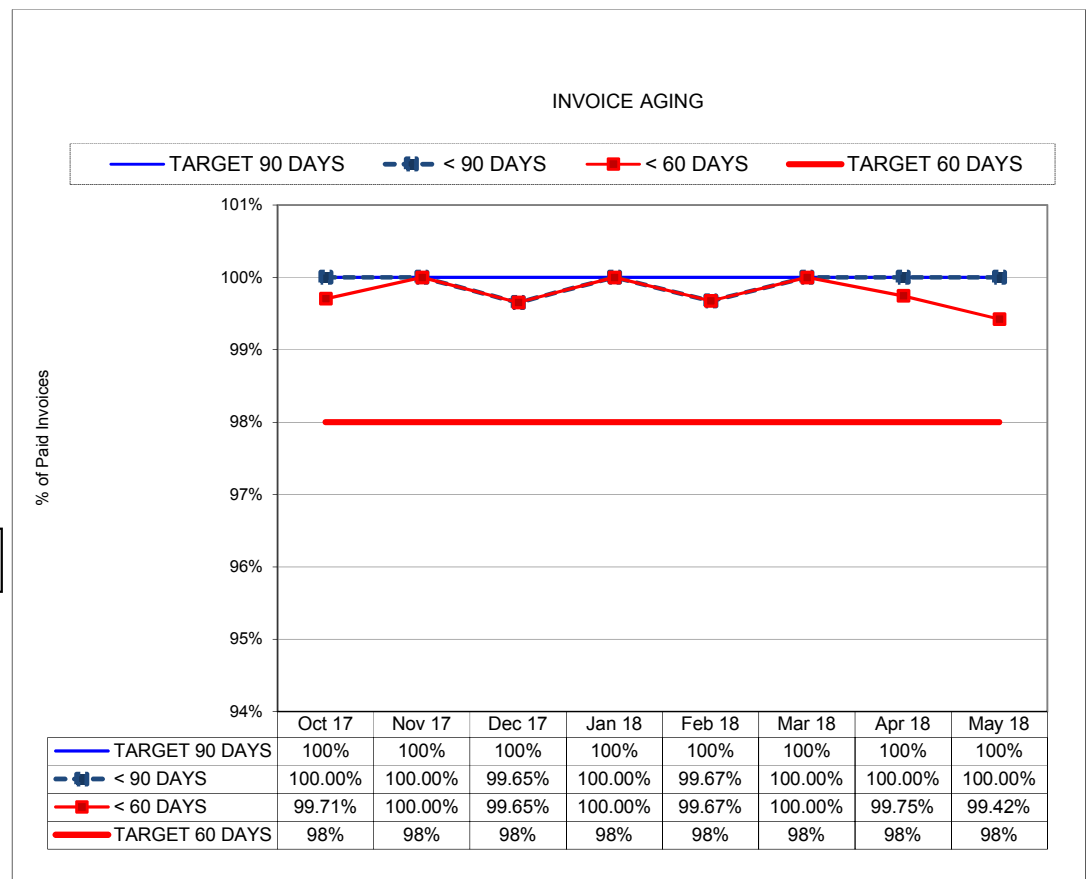
OVERVIEW

The percent of total invoices paid within 60 and 90 days. The target is to pay 98% of invoices within 60 days and 100% within 90 days.

SUMMARY

These goals were met during this period.

99.42% of May 2018's payments were within 60 days of invoice receipt and 100.00% within 90 days. Invoices unpaid 30-60 days totaled 9; 60-90 days: 3; >90 days: 5.





Office of the CFO
Consolidated Balance Sheet

	4/30/2018	5/31/2018	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 4,835,418	\$ 4,145,262		
LA County Investment Pool	\$ 4,837,094	\$ 4,971,082		
Cash & Investments	\$ 9,672,512	\$ 9,116,344	\$ (556,168)	Paid \$333K in JPIA premiums, reduced employee liabilities by \$280K
Accounts Receivable	\$ 6,002,410	\$ 5,393,230	\$ (609,181)	Received \$643K in CPG funds
Other Current Assets	\$ 4,088,780	\$ 4,856,152	\$ 767,372	IC under-recovery increased \$512K; prepaid exp's \$250K mainly due to the JPIA
Fixed Assets - Net Book Value	\$ 1,231,475	\$ 1,231,475	\$ -	No change (balance shown is as of previous year-end as full fixed asset accounting is done annually)
Total Assets	\$ 20,995,177	\$ 20,597,201	\$ (397,976)	
Accounts Payable	\$ (311,755)	\$ (316,546)	\$ (4,792)	Immaterial change
Employee-related Liabilities	\$ (566,754)	\$ (286,866)	\$ 279,889	April had 11 unpaid workdays, May had 4
Deferred Revenue	\$ (87,488)	\$ (238,323)	\$ (150,836)	\$160K in FY19 dues has been received in FY18
Total Liabilities and Deferred Revenue	\$ (965,997)	\$ (841,735)	\$ 124,261	
Fund Balance	\$ 20,029,181	\$ 19,755,466	\$ (273,715)	
WORKING CAPITAL				
	4/30/2018	5/31/2018	Incr (decr) to working capital	
Cash	\$ 9,672,512	\$ 9,116,344	\$ (556,168)	
Accounts Receivable	\$ 6,002,410	\$ 5,393,230	\$ (609,181)	
Accounts Payable	\$ (311,755)	\$ (316,546)	\$ (4,792)	
Employee-related Liabilities	\$ (566,754)	\$ (286,866)	\$ 279,889	
Working Capital	\$ 14,796,414	\$ 13,906,162	\$ (890,252)	



Office of the CFO
Fiscal Year-To-Date Expenditure Report Through May 31, 2018

COMPREHENSIVE BUDGET

		Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	Staff & Allocated Fringe Benefits	406,555	227,542	111,924		115,618	49.2%
2	51001 Allocated Indirect Costs	335,223	203,680	100,183		103,497	49.2%
3	54300 SCAG Consultants	295,850	453,031	451,372	1,659	-	99.6%
4	54340 Legal costs	105,000	105,000	102,538	2,463	-	97.7%
5	55310 F&F Principal	-	115,650	78,471	18,552	18,627	67.9%
6	55315 F&F Interest	-	23,934	14,752	4,712	4,470	61.6%
7	55320 AV Principal	-	65,652	23,520	20,446	21,686	35.8%
8	55325 AV Interest	-	17,382	3,120	6,194	8,068	17.9%
9	55441 Payroll, bank fees	12,500	12,500	10,849	1,651	-	86.8%
10	55510 Office Supplies	25,000	25,000	13,878	11,122	-	55.5%
11	55600 SCAG Memberships	21,250	51,250	50,217	600	433	98.0%
12	55610 Professional Membership	11,500	11,500	9,403	619	1,479	81.8%
13	55730 Capital Outlay	1,300,000	1,141,257	900,383	25,731	215,144	78.9%
14	55830 Conference - Registration	15,000	13,000	495		12,505	3.8%
15	55860 Scholarships	32,000	36,000	36,000		-	100.0%
16	55910 RC/Committee Mtgs	25,000	25,000	19,218	2,782	3,000	76.9%
17	55912 RC Retreat	5,000	5,000	166	5	4,829	3.3%
18	55914 RC General Assembly	500,000	500,000	82,284	34,920	382,796	16.5%
20	55915 Demographic Workshop	18,000	7,500	5,041	1	2,458	67.2%
21	55916 Economic Summit	80,000	100,500	100,378		122	99.9%
22	55918 Housing Summit	40,000	10,000	-		10,000	0.0%
23	55920 Other Meeting Expense	45,000	80,000	107,123	0	(27,123)	133.9%
24	55930 Miscellaneous other	12,000	35,200	46,558	0	(11,358)	132.3%
25	55940 Stipend - RC Meetings	215,925	215,925	169,990	45,935	-	78.7%
26	56100 Printing	10,500	5,500	8,119		(2,619)	147.6%
27	58100 Travel - outside SCAG region	44,500	54,500	58,965	0	(4,465)	108.2%
28	58101 Travel - local	25,500	29,300	31,240	0	(1,940)	106.6%
29	58110 Mileage - local	21,500	21,500	18,637	0	2,863	86.7%
30	58200 Travel - Reg Fees	1,000	5,000	6,208		(1,208)	124.2%
31	58800 RC Sponsorships	135,000	141,500	143,440		(1,940)	101.4%
32	Total General Fund	3,738,803	3,738,803	2,704,471	177,392	856,940	72.3%
33				-			
34	Staff & Fringe Benefits	14,739,246	15,224,155	11,274,351		3,949,804	74.1%
35	51001 Allocated Indirect Costs	12,153,156	13,627,541	10,091,672		3,535,869	74.1%
36	54300 SCAG Consultants	11,184,241	27,228,396	3,895,454	7,269,341	16,063,601	14.3%
37	54360 Pass-through Payments	3,525,186	18,880,791	7,921,461	5,374,384	5,584,947	42.0%
38	55210 Software Support	247,231	297,231	227,539	69,692	(0)	76.6%
39	55280 Third Party Contribution	3,250,173	3,489,808	2,285,297		1,204,511	65.5%
40	55620 Resource Materials - subscrib	653,040	653,040	291,525	222,699	138,816	44.6%
41	55730 Capital Outlay		1,100,000	957,012	720	142,268	87.0%
42	55810 Public Notices	-	3,500	3,415		85	97.6%
43	55920 Other Meeting Expense	36,158	36,158	1,219		34,939	3.4%
44	55930 Miscellaneous - other	766,300	382,505	62,336	4,015	316,154	16.3%
45	56100 Printing	23,000	23,000	3,264		19,736	14.2%
46	58100 Travel	185,000	190,000	81,667		108,333	43.0%
47	59090 Exp - Local Other		11,170,663	1,490,856		9,679,807	13.3%
48	Total OWP & TDA Capital	46,762,731	92,306,788	38,587,068	12,940,851	40,778,870	41.8%
49				-			
50	Comprehensive Budget	50,501,534	96,045,591	41,291,538	13,118,243	41,635,810	43.0%



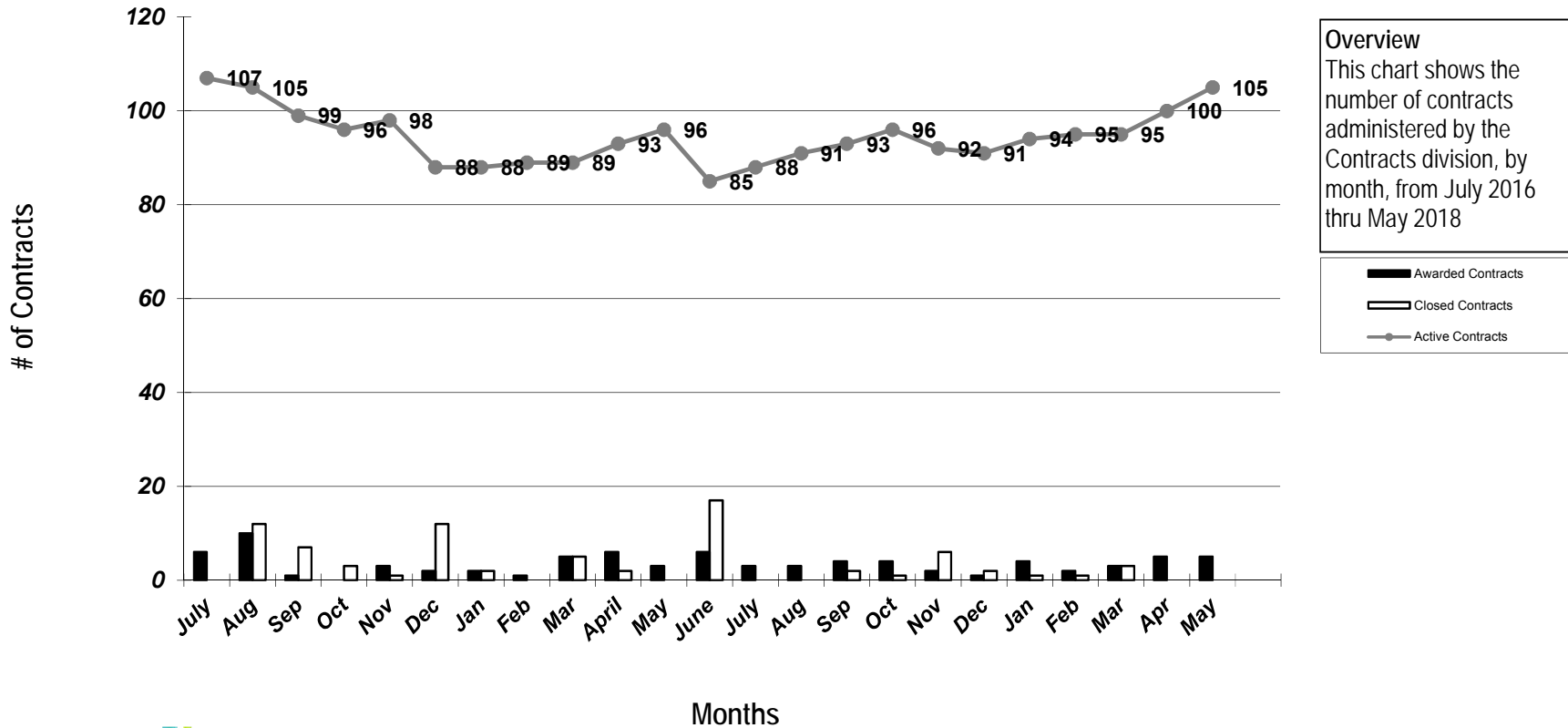
Office of the CFO
Fiscal Year-To-Date Expenditure Report Through May 31, 2018

INDIRECT COST EXPENDITURES

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	Regular Staff	3,848,626	3,857,614	4,096,549		(238,935)	106.2%
2	50013	Regular OT	-	6,000	6,239		(239)	104.0%
3	50014	Interns, Temps, Annuit	119,000	69,000	35,731		33,269	51.8%
4	50030	Severance	-	10,000	17,583		(7,583)	175.8%
5	51000	Allocated Fringe Benefits	2,962,884	2,961,447	3,165,562		(204,115)	106.9%
6	54300	SCAG Consultants	240,200	157,700	64,734	62,923	30,043	41.0%
7	54301	Consultants - Other	1,328,995	1,359,750	1,073,707	286,043	0	79.0%
8	54340	Legal	50,000	50,000	32,102	17,898	1	64.2%
9	55210	Software Support	442,916	386,416	283,940	5,019	97,457	73.5%
10	55220	Hardware Supp	66,250	121,754	117,935	3,819	0	96.9%
11	55240	Repair & Maint Non-IT	15,000	17,500	17,804	0	(304)	101.7%
12	55400	Office Rent 818 Offices	1,230,000	975,000	975,932		(932)	100.1%
13	55410	Office Rent Satellite	245,883	169,883	131,773	38,110	0	77.6%
14	55420	Equip Leases	120,000	120,000	72,922	16,168	30,910	60.8%
15	55425	Lease Obligation Payment	-	1,555,787	1,555,787		0	100.0%
16	55430	Equip Repairs & Maint	28,500	29,000	32,501	0	(3,501)	112.1%
17	55435	Security Services	100,000	75,000	53,681	10,257	11,062	71.6%
18	55440	Insurance	183,373	199,089	134,730	0	64,359	67.7%
19	55441	Payroll / Bank Fees	17,000	17,000	11,109	4,167	1,724	65.3%
20	55445	Taxes	6,200	8,200	5,575	1,237	1,388	68.0%
21	55460	Mater & Equip < \$5,000 *	14,000	65,500	949,089	0	(883,589)	1449.0%
22	55510	Office Supplies	74,300	67,800	55,468	12,332	(0)	81.8%
23	55520	Graphic Supplies	2,500	2,500	1,265		1,235	50.6%
24	55530	Telephone	170,000	170,000	154,332	10,266	5,402	90.8%
25	55540	Postage	10,000	10,000	251	9,749	0	2.5%
26	55600	SCAG Memberships	194,900	160,900	98,679	3,833	58,388	61.3%
27	55620	Res Mats/Subscrip	54,800	53,800	40,611	390	12,800	75.5%
28	55700	Deprec - Furn & Fixt	10,000	50,500	62,013		(11,513)	122.8%
29	55710	Deprec - Computer Equipment	120,000	100,000	-		100,000	0.0%
30	55715	Amortiz - Software	250,000	213,500	-		213,500	0.0%
31	55720	Amortiz - Leasehold Improvements	37,500	37,500	4,872		32,628	13.0%
32	55725	Fixed Asset Write-Down	-	16,000	15,548		452	97.2%
33	55800	Recruitment Notices	20,000	20,000	10,521		9,479	52.6%
34	55801	Recruitment - other	38,000	38,000	18,219	19,781	0	47.9%
35	55810	Public Notices	2,500	2,500	-		2,500	0.0%
36	55820	Training	81,500	31,500	-		31,500	0.0%
37	55830	Conference/workshops	15,000	33,250	14,877	1,069	17,303	44.7%
38	55920	Other Mtg Exp	2,500	2,500	395		2,105	15.8%
39	55930	Miscellaneous - other	1,500	24,021	8,690	6,046	9,285	36.2%
40	55950	Temp Help	38,500	123,000	140,519	0	(17,518)	114.2%
41	56100	Printing	30,000	39,500	15,303	3,799	20,398	38.7%
42	58100	Travel - Outside	90,500	77,750	31,482		46,268	40.5%
43	58101	Travel - Local	13,300	16,800	10,731		6,069	63.9%
44	58110	Mileage - Local	18,300	32,300	23,644		8,656	73.2%
45	58200	Travel - Reg Fees	-	35,000	23,355		11,645	66.7%
46		Total Indirect Cost	12,294,427	13,570,261	13,565,760	512,905	(508,403)	100.0%

* Furniture and AV equipment purchased for 900 Wilshire which did not qualify for capitalization

SCAG Contracts (Year to Date)



Summary

The chart shows that the Contracts Department is managing One Hundred and five active consultant contracts. Forty-five of these are Cost Plus Fixed Fee contracts, 16 are fixed price contracts, and the remaining 44 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Department anticipates issuing approximately 5 contracts for FY 2017-18. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

Office of the CFO
Staffing Report as of June 1, 2018



GROUPS	Authorized Positions	Filled Positions	Vacant Positions
Executive	6	5	1
Legal	2	2	0
Strategy, Policy & Public Affairs	20	14	6
Administration	45	36	9
Planning & Programs	69	67	2
Total	142	124	18

OTHER POSITIONS

GROUPS	Limited Term Positions	Interns or Volunteers	Temp Positions	Agency Temps
Executive	1	0	0	0
Legal	0	0	0	0
Policy & Public Affairs	4	0	0	0
Administration	2	4	0	2
Planning & Programs	6	16	0	
Total	13	20	0	2