



REGIONAL TRANSPORTATION PLAN  
**2012-2035** RTP  
 SUSTAINABLE COMMUNITIES STRATEGY  
 Towards a Sustainable Future



*Southern California Association of Governments*  
 DRAFT—APRIL 2013

**Amendment #1**  
 and Amendment #13-04 to the  
 2013 Federal Transportation  
 Improvement Program

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## Introduction

On April 4, 2013, the Southern California Association of Governments (SCAG) adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the six-county region including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The 2012-2035 RTP/SCS represents the region's commitment to reduce emissions from transportation sources to comply with Senate Bill 375 (SB 375), improve public health, and meet the National Ambient Air Quality Standards set forth by the federal Clean Air Act.

A major component of the 2012-2035 RTP/SCS is a Project List containing thousands of individual transportation projects that aim to improve the region's mobility and air quality, and revitalize our economy. Since its adoption, some of these projects have experienced technical changes that are time-sensitive and require amendment to the RTP/SCS and the Federal Transportation

Investment Program (FTIP) in order to allow these projects to move forward in a timely manner.

The purpose of this document is to identify the project changes being made via Amendment #1 to the 2012-2035 RTP/SCS and the associated Amendment #13-04 to the 2013 FTIP, and provide documentation demonstrating that the 2012-2035 RTP/SCS as amended will continue to be consistent with federal and state requirements, including the recently-enacted Moving Ahead for Progress for the 21<sup>st</sup> Century Act (MAP-21) planning requirements, the Transportation Conformity Rule, and SB 375. An Addendum to the 2012-2035 RTP/SCS Program Environmental Impact Report (PEIR) has also been prepared to evaluate the potential environmental impacts associated with the changes to the 2012-2035 RTP/SCS Project List as detailed herein. The analyses and findings for this Addendum to the PEIR Addendum #1 are also included in this document.

## Project Modifications

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

- Project is new and is not currently included in the 2012-2035 RTP/SCS Project List
- Project currently exists in the 2012-2035 RTP/SCS Project List, but:
  - has a revised description,
  - has a revised schedule,
  - has a change in total cost, or
  - includes a combination of the above changes

- Project is being removed from the 2012-2035 RTP/SCS Project List

The tables on the following pages provide details of the project changes from the current Plan and are intended to illustrate a before-and-after scenario for each of the projects. For modeled projects, the “Project Completion By” year represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis. For more specific individual project information as part of the RTP modeling and regional emissions analysis, please refer to the Amendment’s modeled projects list available at <http://scag.ca.gov>.

## Modifications to FTIP Projects

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
IMPERIAL	6OM0701	IMP091001	LOCAL HIGHWAY	0	EXISTING: WIDEN AND IMPROVE CESAR CHAVEZ BLVD. TO 4 LANES (2+2) FROM 2ND STREET TO SR 98. OTHER IMPROVEMENTS INCLUDE: SURFACE REHAB, TURN LANES, TRAFFIC SIGNAL, LIGHTING, AND SIDEWALKS.	EXISTING: 2014	EXISTING: \$2,850	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST
					REVISED: WIDEN AND IMPROVE CESAR CHAVEZ BLVD. TO 5 LANES (3+2) FROM 2ND STREET TO SR 98. OTHER IMPROVEMENTS INCLUDE: SURFACE REHAB, TURN LANES, TRAFFIC SIGNAL, LIGHTING, AND SIDEWALKS	REVISED: 2015	REVISED: \$8,930		
LOS ANGELES	LA990359	LA990359	LOCAL HIGHWAY	0	EXISTING: GRADE SEP XINGS SAFETY IMPR; 35-MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY - EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA & L.A. SUBDIV - ITS 2318 SAFETEA #2178; 1436 #1934 PPNO 2318	2018	EXISTING: \$1,347,101	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISD: GRADE SEP XINGS SAFETY IMPR; 35- MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY - EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA & L.A. SUBDIV - ITS 2318 SAFETEA #2178; 1436 #1934 PPNO 2318. NOGALES (LA) PROJECT INCLUDES WIDENING FROM 2 TRAVEL LANES TO 4 TRAVEL LANES OF E.WALNUT DRIVE NO. EAST OF NOGALES FOR 2600 LINEAR FEET AND WIDENING FROM 2 TRAVEL LANES TO 4 TRAVEL LANES OF GALE AVE. WEST OF NOGALES FOR 1900 LINEAR FEET.		REVISD: \$1,286,500		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	LAE0465	LA0G440	STATE HIGHWAY	5	EXISTING: ROUTE 005: PHASE 2 AND 3 OF 3-- IN LA/SANTA CLARITA: PHASE 2 (N/B FR RTE 14 TO WELDON CNYN ROAD; CONSTRUCT HOV LANE )& PHASE 3 (FR SR14 TO PARKER RD OC; CONSTRUCT HOV, TRUCK & AUX LANES (EA 2332C, PPNO 3189A & EA 2332E PPNO 3189B), SAFTETEA-LU#465. PE & RW \$ ARE PROGRAMMED FOR EA 2332E ONLY.	EXISTING: 2017	\$410,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE
					REVISED: ROUTE 005: PHASE 2, FROM SR-14 TO PARKER ROAD, CONSTRUCT HOV/HOT, TRUCK & AUX LANES (EA 2332C, PPNO 3189A & EA 2332E PPNO 3189B), SAFTETEA-LU#465. PE & RW \$ ARE PROGRAMMED FOR EA 2332E ONLY.	REVISED: 2018			

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	REG0703	LA0G872	STATE HIGHWAY	110	<p>EXISTING: ROUTE 110: NORTHBOUND 405/SOUTHBOUND 110 CONNECTOR WIDENING OR REPLACEMENT WITH A FLYOVER AND CONSTRUCT A NEW AUXILIARY LANE ON SOUTHBOUND 110 FROM I-405/I-110 INTERCHANGE TO DEL AMO BLVD. (EA 29370 PPNO 4552) - STUDY ONLY.</p> <p>REVISED: ROUTE 110: NORTHBOUND 405/SOUTHBOUND 110 CONNECTOR WIDENING OR REPLACEMENT WITH A FLYOVER AND CONSTRUCT A NEW AUXILIARY LANE ON SOUTHBOUND 110 FROM I-91/I-110 INTERCHANGE TO TORRANCE BLVD. (EA 29370 PPNO 4552)</p>	2014	\$1,150	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	7120010	LA000789	TRANSIT	0	EXISTING: BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK FEASIBILITY STUDY AND CONDUCT PE, DESIGN AND CONSTRUCTION OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES.	EXISTING: 2015	EXISTING: \$5,484	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 7120010 PROJECT COST. NO CHANGE TO RTP	REVISED DESCRIPTION, SCHEDULE, AND FTIP PROJECT COST
					REVISED: BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK FEASIBILITY STUDY: CONDUCT PE, DESIGN OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES. (CONSTRUCTION IN LA000789A)	REVISED: 2017	REVISED: \$3,696	PROJECT COST. NO FISCAL IMPACT.	

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	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	\$1,788	NEW FTIP PROJECT COST FALLS WITHIN PARENT RTP 7120010 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	NEW FTIP PROJECT
LOS ANGELES	1TL0703	LA0D376	TRANSIT	0	CONSTRUCTION OF GRADE SEPARATIONS ON 35 MILE FREIGHT RAIL CORRIDOR FROM LOS ANGELES TO POMONA.	2015	\$959	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	FTIP PROJECT DELETION, PROJECT COMBINED WITH LA990359

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	LA0D29	LA0D29	TRANSIT	0	EXISTING: HEART OF THE CITY BUS TRANSFER STATION AMENITIES.	2014	EXISTING: \$9,378	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION AND COST
					REVISED: HEART OF THE CITY BUS TRANSFER STATION AMENITIES. RELOCATE THE EXISTING INTERMODAL TRANSIT TERMINAL AND CONSTRUCT A NEW TRANSIT CENTER WITH 12 BUS BAYS, PASSENGER WAITING AREA AND INFORMATION CENTER, AND A DRIVER OPERATOR LOUNGE. THE PROPERTY WILL ALSO PROVIDE 339 PUBLIC PARKING SPACES (PLUS 2 FOR STAFF: MAINTENANCE & SECURITY) AND BICYCLE FACILITIES. LOCATION - 1521 KINGSDALE AVENUE, REDONDO BEACH, CA 90278		REVISED: \$10,045		
LOS ANGELES	LA0G901	LA0G901	TRANSIT		HISTORIC LOS ANGELES STREETCAR	2018	\$125,000	NEW RTP PROJECT COST.	NEW PROJECT

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2A0704	ORA130401	LOCAL HIGHWAY		WIDEN CERRITOS AVENUE EASTBOUND 4 TO 5 LANES, FROM WALKER STREET TO ANGELA AVENUE.	2014	\$378	NEW FTIP PROJECT COST FALLS WITHIN PARENT RTP 2A0704 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	NEW FTIP PROJECT
ORANGE	2H0703	ORA111210	STATE HIGHWAY	5	<p>EXISTING: I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD (EXTEND MERGE LANES BY 100 FEET)</p> <p>REVISED: I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD</p>	2018	<p>EXISTING: \$45,669</p> <p>REVISED: \$46,356</p>	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 2H0703 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND FTIP PROJECT COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2M0730	ORA111801	STATE HIGHWAY	5	<p>EXISTING: I-5 WIDENING (EL TORO TO SR-73) - ADD 2 GP LANES FROM AVERY TO ALICIA IN BOTH DIRECTIONS; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN BOTH DIRECTIONS; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONFIGURE INTERCHANGES AT AVERY PKWY &amp; LA PAZ. CONSISTENT WITH THE 2012 RTP</p> <p>REVISED: I-5 WIDENING (EL TORO TO SR-73) - ADD 1 GP LANES FROM AVERY TO ALICIA IN EACH DIRECTIONS; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN EACH DIRECTIONS; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONSTRUCT INTERCHANGES AT AVERY PKWY &amp; LA PAZ RD. CONSISTENT WITH THE 2012 RTP</p>	2023	\$6,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2M0733	ORA100511	STATE HIGHWAY	55	EXISTING: SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP THROUGH PROJECT LIMITS (PS&E AND PAED). CONSISTENT WITH THE 2012 RTP	EXISTING: 2021	EXISTING: \$297,000	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 2M0733 PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION, SCHEDULE, AND FTIP PROJECT COST
					REVISED: SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF 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). CONSISTENT WITH THE 2012 RTP	REVISED: 2020	REVISED: \$274,900		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	ORA030605	ORA030605	STATE HIGHWAY	405	<p>EXISTING: I-405 FROM SR-73 TO I-605. IN EACH DIRECTION ADD 1 MF LAND, CONVERT EXISTING HOV TO HOT, ADD 1 ADDITIONAL HOT LANE, AND ADDITIONAL CAPITAL IMPROVEMENTS. COMBINED WITH ORA045, ORA151 AND ORA120310. CONSISTENT WITH THE 2012 RTP</p> <p>REVISED: I-405 FROM SR-73 TO I-605 ADD 1 MF LANE EACH DIR AND PROVIDE ADDITIONAL CAPITAL IMPROVEMENTS. #317. COMBINED WITH ORA045, ORA151 AND ORA120310.</p>	2023	\$1,694,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2TR0701	ORA080908	TRANSIT	0	EXISTING: A TRANSIT CORRIDOR FOR THE CITY OF ANAHEIM - ANAHEIM RAPID CONNECTION (ARC) FIXED GUIDEWAY SYSTEM LINKING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER (ARTIC) TO THE PLATINUM TRIANGLE TO THE ANAHEIM RESORT. ALTERNATIVES ANALYSIS, EIR/EIS, LPA AND CONCEPTUAL AND ADVANCED ENGINEERING, PROJECT DEVELOPMENT ACTIVITIES AND PRELIMINARY ENGINEERING.	EXISTING: 2015	EXISTING: \$18,536	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 2TR0701 PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION, SCHEDULE, AND FTIP PROJECT COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: 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.	REVISED: 2020	REVISED: \$319,000		
RIVERSIDE	30M0701-RIV110302	RIV110302	STATE HIGHWAY	10	EXISTING: ON I-10 IN THE CITY OF BLYTHE - PROVIDE NEW W/B ON AND W/B OFF RAMPS TO HOBSON WAY APPROX 1,800' W/O EXISTING RAMPS TO RIVIERA DR/INSPECTION STATION. THE NEW RAMPS WILL REPLACE EXISTING CONNECTION TO RIVIERA DR.	2015	EXISTING: \$3,635	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: ON I-10 IN THE CITY OF BLYTHE - PROVIDE NEW W/B ON AND W/B OFF RAMPS TO HOBSON WAY APPROX 3,500" W/O EXISTING RAMPS TO RIVIERA DR/INSPECTION STATION. THE NEW RAMPS WILL REPLACE EXISTING CONNECTION TO RIVIERA DR.		REVISED: \$3,998		
SAN BERNARDINO	200018	200018	LOCAL HIGHWAY	0	EXISTING: BOULDER AV ACROSS CITY CREEK S/O BASELINE - RECONSTRUCT EXISTING BRIDGE FROM 2 TO 4 LANES; ALSO WIDEN BOULDER AVE FROM 190 FT NORTH TO 1,430 FT SOUTH OF BRIDGE FROM 2-4 LANES (54C0648)(TOLL CREDITS \$600 FOR FY12/13 CON)	EXISTING: 2012	EXISTING: \$21,898	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: BOULDER AV ACROSS CITY CREEK S/O BASELINE - RECONSTRUCT EXISTING BRIDGE FROM 2 TO 4 LANES; ALSO WIDEN BOULDER AVE FROM 190' NORTH TO 1,430' SOUTH OF BRIDGE FROM 2-4 LANES (54C0648)	REVISED: 2014	REVISED: \$16,765		
SAN BERNARDINO	20130403	20130403	LOCAL HIGHWAY	0	IN RIALTO, CONSTRUCT PEPPER AVE - 4 LANES FROM NORTHERN TERMINUS TO APPROX 1,300 FT S/O HIGHLAND AVE AND 2 LANES FROM APPROX 1,300 FT S/O HIGHLAND AVE TO HIGHLAND AVE	2014	\$15,000	NEW RTP PROJECT COST.	NEW PROJECT

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
SAN BERNARDINO	20084104	20084104	LOCAL HIGHWAY	0	EXISTING: JOSHUA STREET PARK & RIDE EXPANSION - ON JOSHUA STREET WEST OF US 395, CITY OF HESPERIA, EXISTING PNR HAS 188 SPACES AND NEEDS TO ADD 150 SPACES, TO INCLUDE LANDSCAPING, LIGHTING AND VARIOUS NON-CAPACITY STREET IMPROVEMENTS TO FACILITATE ADDITIONAL SPACES (TOLL CREDITS TO BE USED IN ENG & CON PHASES. CMAQ ADDED \$5 IN 10/11 AND \$67 2011/12 )	EXISTING: 2012	EXISTING: \$638	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST
					REVISED: JOSHUA STREET PARK & RIDE EXPANSION - ON JOSHUA STREET WEST OF US 395, CITY OF HESPERIA, EXISTING PNR HAS 188 SPACES AND NEEDS TO ADD 200 SPACES, TO INCLUDE LANDSCAPING, LIGHTING AND VARIOUS NON-CAPACITY STREET IMPROVEMENTS TO FACILITATE ADDITIONAL SPACES	REVISED: 2014	REVISED: \$743		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
SAN BERNARDINO	200622	200622	LOCAL HIGHWAY	0	LENWOOD GRADE SEPARATION - NORTH OF WEST MAIN ST; APPROX.400 FT. N/O TO 600 FT. S/O BNSF AND SANTA FE RR RIGHT-OF-WAY-4 TRAVEL LANE GRADE SEPARATION (CA627)	EXISTING: 2014  REVISED: 2015	\$31,732	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
SAN BERNARDINO	20130401	20130401	LOCAL HIGHWAY	0	ON ORANGE ST. FROM 2,000 FT. S/O GREENSPOT RD. TO 7,800 FT. N/O PIONEER AVE-BRIDGE REPLACEMENT 2 LANE TO 4 LANE BRIDGE	2018	\$4,630	NEW RTP PROJECT COST.	NEW PROJECT
SAN BERNARDINO	20130402	20130402	LOCAL HIGHWAY	0	RESTRIPE EXISTING STRUCTURAL SECTION OF BAKER BLVD BETWEEN I-15 RAMPS AND SH 127 FROM 2 - 4 LANE CONFIGURATION IN CONJUNCTION WITH PROJECT TO REPLACE EXISTING 2 LANE BRIDGE 54CO127 WITH 4 LANE BRIDGE	2015	\$25	NEW RTP PROJECT COST.	NEW PROJECT

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
SAN BERNARDINO	200064	200064	LOCAL HIGHWAY	0	EXISTING: WASHINGTON ST FROM RECHE CANYON TO HUNTS LN - ELIMINATE BOTTLENECK ADD NB TURN POCKET; WIDEN 2-4 LNS ON WASHINGTON FROM RECHE CYN. TO HUNTS LN. USING EXISTING WIDTH; MODIFY SIGNALS	EXISTING: 2012	\$570	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION
					REVISED: WASHINGTON ST FROM RECHE CANYON TO HUNTS LN - ELIMINATE BOTTLENECK BY ADDING NB TURN POCKET AT RECHE CANYON RD. (EXCLUSIVE LEFT AND RIGHT) THROUGH RESTRIPING AND WIDENING WITHIN R/W; MODIFY TRAFFIC SIGNALS	REVISED: 2014			
SAN BERNARDINO	44810-44812	44812	STATE HIGHWAY	10	EXISTING: I-10 TIPPECANOE RECONFIGURE INTERCHANGE & LOCAL RD IMP/MOD (HP 1366)(FORMERLY PART OF RTP ID 44810)(WESTBOUND)(NON-CAPACITY LOCAL ROAD IMPROVEMENTS - NO THRU LANES)	EXISTING: 2014	EXISTING: \$57,070	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: I-10 TIPPECANOE RECONFIGURE INTERCHANGE & LOCAL RD IMP/MOD (HP 1366)(WESTBOUND - PHASE II)(FORMERLY PART OF RTP ID 44810)	REVISED: 2015	REVISED: \$61,863		
SAN BERNARDINO	200048	200048	STATE HIGHWAY	15	EXISTING: I-15 AT BASELINE INTERCHANGE - FROM 1,800 N/O BASELINE TO 2,400' S/O; 1800' W/O TO EAST AVE. TO 1500' E/O EAST AVE-WIDEN RAMPS (INCLUDING BRIDGES), WIDEN BASELINE RD. FROM 4-6 LANES, WIDEN EAST AVE. FROM 2-4 LANES, 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 LANES, AND OPERATIONAL IMPROVEME	EXISTING: 2014	EXISTING: \$43,100	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: I-15 AT BASELINE INTERCHANGE - FROM 1,800 N/O BASELINE TO 2,400FT S/O; 1800FT W/O TO 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 IMPRVMNTS (EA497100)(CA435)	REVISED: 2015	REVISED: \$53,378		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
SAN BERNARDINO	20061201	20061201	STATE HIGHWAY	15	EXISTING: I-15/I-215 I/C IMPRVMTS-DEVORE I/C S/O GLEN HELEN PKWY TO N/O KENWOOD & ON I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PKWY TO 3100 FT N/O I-215 I/C, CONSTRUCT TRUCK BYPASS LNS S/O I-15/215 I/C TO N/O KENWOOD I/C RECONFIG OF I-15/215 I/C DEVORE RD. I/C & KENWOOD I/C RECONNECT OF CAJON BTWN DEVORE RD & KENWOOD(TLL CRDTS)	2018	EXISTING: \$324,246	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 12/215I/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.		REVISED: \$323,865		
SAN BERNARDINO	4M1007	20110110	STATE HIGHWAY	210	EXISTING: 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 LOCAL STREET IMPROVEMENTS (CONSTRUCT 4 LANES ON PEPPER AVE FROM HIGHLAND AVE TO 160 FT SOUTH OF SR-210).	2015	\$18,965	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: 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. TO EXISTING 4 LANE SECTION S/O INTERCHANGE				
SAN BERNARDINO	4M01005	20111625	STATE HIGHWAY	210	EXISTING: SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE(S/B). TO I-10 (REDLANDS) INCLUDES AUX. LANES BETWEEN HIGHLAND AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. S/B ON RAMP	2020	\$143,939	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE(S/B). TO LUGONIA (REDLANDS) INCLUDES AUX. LANES BETWEEN BASE LINE AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. S/B ON RAMP				
SAN BERNARDINO	4M01043	OM630	STATE HIGHWAY	215	EXISTING: I-215 MT. VERNON/WASHINGTON ST. INTERCHANGE- RECONSTRUCT I/C- (PROJECT IS IN REPLACE O/C STRUCTURE; RECONFIGURE ON/OFF RAMPS; ADD SB ACCEL AND NB DECEL LANE- IMPROVEMENTS TO LOCAL STREETS (PA & ED ONLY)	EXISTING: 2018	EXISTING: \$85,000	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 4M01043 PROJECT COST. NO CHANGE TO RTP PROJECT	REVISED DESCRIPTION, SCHEDULE, AND FTIP COST

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
					REVISED: I-215 MT. VERNON/WASHINGTON ST. INTERCHANGE- RECONSTRUCT I/C- REPLACE O/C STRUCTURE; RECONFIGURE ON/OFF RAMPS; ADD SB ACCEL AND NB DECEL LANE- IMPROVEMENTS TO LOCAL STREETS	REVISED: 2020	REVISED: \$71,500	COST. NO FISCAL IMPACT.	
SAN BERNARDINO	4TR0101	20061012	TRANSIT	0	EXISTING: DOWNTOWN S.B. PASSENGER RAIL – FROM SAN BERNARDINO METROLINK STATION TO APPROX. 1 MILE EAST TO A NEW METROLINK STATION AT RIALTO AVE AND E ST. IN DOWNTOWN SAN BERNARDINO	EXISTING: 2014	EXISTING: \$66,021	REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 4TR0101 PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION, SCHEDULE, AND FTIP COST
					REVISED: DOWNTOWN S.B. PASSENGER RAIL – FROM SAN BERNARDINO METROLINK STATION TO APPROX. 1 MILE EAST TO A NEW TRANSIT STATION AT RIALTO AVE AND E ST. IN DOWNTOWN SAN BERNARDINO	REVISED: 2015	REVISED: \$83,713		

COUNTY	RTP ID	FTIP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
VENTURA	5AL07	VEN121201	LOCAL HIGHWAY		MADERA RD IN SIMI VALLEY. WIDEN EASTSIDE FROM SIMI VILLAGE DR TO LOS ANGELES AVE TO ADD THIRD LANE AND RIGHT-TURN LANE.	2014	\$600	NEW FTIP PROJECT COST FALLS WITHIN PARENT RTP 5AL07 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	NEW FTIP PROJECT

\* For modeled projects, represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis

## Modifications to RTP Projects

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
IMPERIAL	6120011	LOCAL HIGHWAY	0	CESAR CHAVEZ FROM 2 <sup>ND</sup> STREET TO SR-98: WIDEN AND IMPROVE	2018	\$13,196	DUPLICATE RTP PROJECT COST REMOVED.	REMOVED DUPLICATE PROJECT
IMPERIAL	6120002	STATE HIGHWAY	I-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.	2020	\$39,635	DUPLICATE RTP PROJECT COST REMOVED.	REMOVED DUPLICATE PROJECT
ORANGE	2121001	LOCAL HIGHWAY	0	NEW RAIL GRADE SEPARATION ON LOSSAN CORRIDOR (ANAHEIM)	2013	\$439	NEW RTP PROJECT COST.	NEW PROJECT (PREVIOUSLY IN 2012-2035 RTP/SCS STRATEGIC PLAN)

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2A0704	LOCAL HIGHWAY	REGIONAL CAPACITY PROGRAM	COMPLETE MPAH, IMPROVE ARTERIAL CAPACITY.	2035	\$1,984,650	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED MODELING DETAILS INCLUDING THE REMOVAL OF THE 19 <sup>TH</sup> STREET ADDITION FROM BALBOA TO BANNING; AND A COMPLETION DATE OF 2016 FOR THE BROOKHURST STREET SEGMENT 600' NORTH OF THE I-5 TO SR-91
ORANGE	2H0703	STATE HIGHWAY	I-5	EXISTING: ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD; EXTEND MERGE LANES BY 100 FEET  REVISED: ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD	2018	\$46,400	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2M0730	STATE HIGHWAY	I-5	<p>EXISTING: ADD 2 GP LANES FROM AVERY TO ALICIA IN BOTH DIRECTIONS; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN BOTH DIRECTIONS; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONFIGURE INTERCHANGES AT AVERY PKWY &amp; LA PAZ</p> <p>REVISED: ADD 1 GP LANE FROM AVERY TO ALICIA IN EACH DIRECTION; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN EACH DIRECTION; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONSTRUCT INTERCHANGES AT AVERY PKWY &amp; LA PAZ RD.</p>	2023	\$558,700	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION
ORANGE	ORA030605	STATE HIGHWAY	I-405	EXISTING: I-405 FROM SR-73 TO I-605. IN EACH DIRECTION, ADD 1 MF LANE, CONVERT EXISTING HOV TO HOT, ADD 1 ADDITIONAL HOT LANE, AND ADDITIONAL CAPITAL IMPROVEMENTS	EXISTING: 2023	EXISTING: \$1,694	NO CHANGE TO RTP PROJECT COST (COST REVISION	REVISED DESCRIPTION, SCHEDULE, AND COST (COST REVISION CORRECTS TYPOGRA-

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
				REVISED: 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)	REVISED: 2035	REVISED: \$1,694,000	CORRECTS TYPOGRAPHICAL ERROR; ORIGINAL RTP/SCS FISCAL IMPACT ANALYSIS BASED ON CORRECT COST). NO FISCAL IMPACT.	PHICAL ERROR)
ORANGE	2M0733	STATE HIGHWAY	SR-55	EXISTING: ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO SR-22; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS	EXISTING: 2023	EXISTING: \$343,055	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST
				REVISED: ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMPS AND OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS	REVISED: 2020	REVISED: \$274,900		

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
ORANGE	2TR0701	TRANSIT	0	EXISTING: ANAHEIM RAPID CONNECTION: ELEVATED FIXED-GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER, THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT	2020	EXISTING: \$676,000	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST
				REVISED: ANAHEIM RAPID CONNECTION: FIXED-GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER, THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT		REVISED: \$394,895		
ORANGE	2TR1001	TRANSIT	0	EXISTING: SANTA ANA AND GARDEN GROVE FIXED GUIDEWAY BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE.	2018	EXISTING: \$252,000	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

COUNTY	RTP ID	CATEGORY	ROUTE	DESCRIPTION	PROJECT COMPLETION BY*	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
				REVISED: SANTA ANA AND GARDEN GROVE FIXED GUIDEWAY BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE. SEGMENT 1: SARTC TO BRISTOL SEGMENT 2: BRISTOL TO HARBOR		REVISED: \$246,613		
SAN BERNARDINO	4120194	TRANSIT	0	ADD A SECOND TRACK/ADDITIONAL PASSING TRACK THROUGHOUT THE CORRIDOR OF PHASE 1 PROJECT	EXISTING: 2020 REVISED: 2023	\$183,490	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
SAN BERNARDINO	4TR0101	TRANSIT	0	EXISTING: EXTEND RAIL SERVICE TO REDLANDS (9 MILES); COMMUTER RAIL TECHNOLOGY REVISED: EXTEND METROLINK RAIL SERVICE FROM RIALTO/E ST IN SAN BERNARDINO TO REDLANDS (9 MILES)	EXISTING: 2015 REVISED: 2018	\$148,879	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE

\* For modeled projects, represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis

## Fiscal Impact

This amendment includes changes to existing projects, deletion of existing projects, and addition of new projects. Individual project changes are addressed in Chapter 2 of this document.

In terms of overall impact on the RTP/SCS Financial Plan, there was a net cost decrease of \$279 million to the 2012–2035 RTP/SCS Financial Plan from changes to existing projects, project deletions, and new projects. A summary of these changes are broken down by county in the below table (see first three rows in table below).

Any net cost increases to the RTP/SCS Financial Plan are being funded by the identified sources broken down by county (see table below) which are in addition to 2012–2035 RTP/SCS forecasted revenues.

Based on review of the funding considerations for each project documented herein, SCAG finds that this amendment does not adversely impact the financial constraint of the 2012–2035 RTP/SCS. The RTP/SCS remains financially constrained.

## Fiscal Impact Summary

(Amounts in \$1,000's)	IMPERIAL COUNTY	LOS ANGELES COUNTY	ORANGE COUNTY	RIVERSIDE COUNTY	SAN BERNARDINO COUNTY	VENTURA COUNTY	SCAG REGION
Cost increases: changes to existing and new projects	\$6,080	\$126,817	\$439	\$363	\$21,099	\$0	\$154,798
Cost decreases: changes to existing projects and deleted projects	(\$13,196)	(\$60,601)	(\$354,647)	\$0	(\$5,541)	\$0	(\$433,985)
<b>Net cost increase (decrease)</b>	<b>(\$7,116)</b>	<b>\$66,216</b>	<b>(\$354,208)</b>	<b>\$363</b>	<b>\$15,558</b>	<b>\$0</b>	<b>(\$279,187)</b>
Additional funding sources:							
County sales tax	\$0	\$0	\$0	\$0	\$4,630	\$0	\$4,630
Other local funds	\$0	\$65,257	\$0	\$363	\$10,928	\$0	\$76,548
<b>Total sources</b>	<b>\$0</b>	<b>\$65,257</b>	<b>\$0</b>	<b>\$363</b>	<b>\$15,558</b>	<b>\$0</b>	<b>\$81,178</b>

## Senate Bill 375 and the Sustainable Communities Strategy

Upon the adoption of the RTP/SCS in April 2012, SCAG determined that the plan met and exceeded all of the requirements for a Sustainable Communities Strategy (SCS) as set forth in SB 375. A description of the SCS and how the requirements are addressed is included in the adopted Plan as Chapter 4. At the time of adoption, SCAG concluded that State established greenhouse gas emission reduction targets had been met and exceeded, and the California Air Resources Board reviewed and approved this conclusion in July

2012. This Amendment to the 2012-2035 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 RTP/SCS remains valid under SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets.

## 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 to 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. Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), carbon monoxide (CO), and nitrogen dioxide (NO<sub>2</sub>).

Under the U.S. DOT metropolitan planning regulations and EPA's transportation conformity regulations, Amendment #1 to the 2012-2035

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment #13-04 to the 2013 Federal Transportation Improvement Program (FTIP) need to pass five tests: consistency with the adopted 2012-2035 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 #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP are presented below. Details of the regional emissions analysis follow the findings.

## Conformity Findings

SCAG's findings for the approval of Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP are as follows:

- Consistency with 2012-2035 RTP/SCS Test
  - Inclusion of the amended projects in the 2012-2035 RTP/SCS and 2013 FTIP would not change any other policies, programs or projects in the federally approved 2012-2035 RTP/SCS.
  - Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP are consistent with the federally approved 2012-2035 RTP/SCS and meet all federal and state requirements and regulations.
- Regional Emissions Tests
  - Finding: The regional emissions analyses for Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP update the regional emissions analyses for the federally approved 2012-2035 RTP/SCS and 2013 FTIP.
  - Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions analysis for PM<sub>2.5</sub> and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).
  - Finding: For the 1997 ozone national ambient air quality standards, Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the SCAB, 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: For the 2008 ozone national ambient air quality standards, Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 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 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 #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions for NO<sub>2</sub> meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.
  - Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.
  - Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions for PM<sub>10</sub> and its precursors meet 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 #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions for PM<sub>10</sub> 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: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP regional emissions analysis for PM<sub>2.5</sub> and its precursors 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 TCMs Test
    - Finding: Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP does not revise or otherwise alter the scope, schedule, funding priority, or implementation of any TCM.
  - Financial Constraint Test
    - Finding: All projects listed in Amendment #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP 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 #1 to the 2012-2035 RTP/SCS and Amendment #13-04 to the 2013 FTIP comply with all federal requirements for interagency consultation and public involvement. The Amendments were discussed at the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on six occasions (September 25, October 23, November 27, 2012; January 22, February 26, and March 26, 2013). The draft conformity analysis is scheduled to be released for a 30-day public review by April 9, 2013 and a public hearing is scheduled to be held on April 17, 2013.

## Regional Emissions Analysis

The following tables summarize the required regional emission analyses for each of the non-attainment and maintenance areas within SCAG's jurisdiction. 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<sub>2.5</sub> and PM<sub>10</sub>), 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 1. 1997 And 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2021	2030	2035
ROG	Budget	13	13	13	13
	Plan	9	7	5	5
	<b>Budget – Plan</b>	<b>4</b>	<b>6</b>	<b>8</b>	<b>8</b>
NOx	Budget	19	19	19	19
	Plan	14	9	6	6
	<b>Budget – Plan</b>	<b>5</b>	<b>10</b>	<b>13</b>	<b>13</b>

## South Coast Air Basin

Table 2. 1997 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2017	2020	2023	2030	2035
ROG	Budget	136	119	108	99	99	99
	Plan	128	112 <sup>a</sup>	100	91	76	68
	<b>Budget – Plan</b>	<b>8</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>23</b>	<b>31</b>
NOx	Budget	277	224	185	140	140	140
	Plan	262	210 <sup>a</sup>	164	126	109	103
	<b>Budget – Plan</b>	<b>15</b>	<b>14</b>	<b>21</b>	<b>14</b>	<b>31</b>	<b>37</b>

<sup>a</sup>2017 interpolated between 2014 and 2018

**Table 3. 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])**

Pollutant		Nonattainment Area	2014	2017	2018	2020	2021	2023	2032	2035	
ROG	Budget	SCAB	136	119	119	108	108	99	99	99	
	Plan	Morongo	0.4	0.4 <sup>a</sup>	0.4	0.3	0.3	0.3	0.3	0.3	0.3
		Pechanga	0.0	0.0 <sup>a</sup>	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	141.5	123.8 <sup>a</sup>	117.9	108.4	104.8	97.6	78.4	73.5	
		Adjustments provided by ARB	-14.8	-12.4	-11.3	-9.6	-8.7	-7.7	-5.9	-5.7	
		Sum	127.1	111.8	107.0	99.1	96.4	90.2	72.7	68.0	
		SCAB	128	112	107	100	97	91	73	68	
	<b>Budget – Plan</b>			<b>8</b>	<b>7</b>	<b>12</b>	<b>8</b>	<b>11</b>	<b>8</b>	<b>26</b>	<b>31</b>
NOx	Budget	SCAB	277	224	224	185	185	140	140	140	
	Plan	Morongo	1.8	1.5 <sup>a</sup>	1.4	1.0	1.1	1.0	0.9	0.8	
		Pechanga	0.0	0.0 <sup>a</sup>	0.0	0.0	0.0	0.0	0.0	0.0	
		SCAB excluding Morongo and Pechanga	283.2	228.1	209.7	177.8	168.4	156.7	122.3	116.8	
		Adjustments provided by ARB	-23.7	-19.8	-16.7	-15.7	-20.0	-32.0	-16.8	-15.0	
		Sum	261.4	209.8	194.4	163.1	149.5	125.7	106.4	102.6	
		SCAB	262	210	195	164	150	126	107	103	
	<b>Budget – Plan</b>			<b>15</b>	<b>14</b>	<b>29</b>	<b>21</b>	<b>35</b>	<b>14</b>	<b>33</b>	<b>37</b>

<sup>a</sup>2017 interpolated between 2014 and 2018

**Table 4. PM2.5 (24-Hour Emissions [Tons/Day])**

Pollutant		2014	2020	2030	2035
ROG	Budget	132	132	132	132
	Plan	124	105	73	66
	<b>Budget – Plan</b>	<b>8</b>	<b>27</b>	<b>59</b>	<b>66</b>
NOx	Budget	290	290	290	290
	Plan	275	183	114	108
	<b>Budget – Plan</b>	<b>15</b>	<b>107</b>	<b>176</b>	<b>182</b>
PM2.5	Budget	35	35	35	35
	Plan	21	12	5	5
	<b>Budget – Plan</b>	<b>14</b>	<b>23</b>	<b>30</b>	<b>30</b>

**Table 5. PM10 (24-Hour Emissions [Tons/Day])**

Pollutant		2014	2020	2030	2035
ROG	Budget	251	251	251	251
	Plan <sup>a</sup>	124	96	73	66
	<b>Budget – Plan</b>	<b>127</b>	<b>155</b>	<b>178</b>	<b>185</b>
NOx	Budget	549	549	549	549
	Plan <sup>a</sup>	275	167	114	108
	<b>Budget – Plan</b>	<b>274</b>	<b>382</b>	<b>435</b>	<b>441</b>
PM10	Budget	166	166	166	166
	Plan <sup>b</sup>	79	79	85	87
	<b>Budget – Plan</b>	<b>87</b>	<b>87</b>	<b>81</b>	<b>79</b>

a Including baseline adjustments provided by ARB.

b Excluding AQMD Backstop Measure.

On March 22, 2013, EPA Regional Administrator, Jared Blumenfeld, signed a proposed rule approving the South Coast PM10 maintenance plan and the associated motor vehicle emissions budgets. Table 6 below is for information purposes only since the proposed new budgets have not been finalized by EPA. If the new PM10 budgets are approved by EPA as proposed, Table 6 will supersede Table 5 above.

**Table 6. PM10 (24-Hour Emissions [Tons/Day]) with New PM10 Budgets Proposed by EPA in April 2013 (pending EPA approval)**

Pollutant		2014	2020	2030	2035
ROG	Budget	182	110	81	81
	Plan <sup>a</sup>	124	96	73	66
	<b>Budget – Plan</b>	<b>58</b>	<b>14</b>	<b>8</b>	<b>15</b>
NOx	Budget	372	180	116	116
	Plan <sup>a</sup>	275	167	114	108
	<b>Budget – Plan</b>	<b>97</b>	<b>13</b>	<b>2</b>	<b>8</b>
PM10	Budget	159	164	175	175
	Plan <sup>b</sup>	79	79	85	87
	<b>Budget – Plan</b>	<b>80</b>	<b>85</b>	<b>90</b>	<b>88</b>

a Including baseline adjustments provided by ARB.

b Excluding AQMD Backstop Measure.

**Table 7. CO (Winter Emissions [tons/day])**

Pollutant		2015	2020	2030	2035
CO	Budget	2,137	2,137	2,137	2,137
	Plan	1,208	871	593	522
	<b>Budget – Plan</b>	<b>929</b>	<b>1,266</b>	<b>1,544</b>	<b>1,615</b>

**Table 8. NO2 (Winter Emissions [Tons/Day])**

Pollutant		2014	2020	2030	2035
NO2	Budget	680	680	680	680
	Plan	311	194	136	125
	<b>Budget – Plan</b>	<b>369</b>	<b>486</b>	<b>544</b>	<b>555</b>

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

**Table 9. 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])**

Pollutant		2014	2020	2027	2035
ROG	Budget	22	22	22	22
	Plan	13	10	9	8
	<b>Budget – Plan</b>	<b>9</b>	<b>12</b>	<b>13</b>	<b>14</b>
NOx	Budget	77	77	77	77
	Plan	34	24	21	22
	<b>Budget – Plan</b>	<b>43</b>	<b>53</b>	<b>56</b>	<b>55</b>

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

**Table 10. PM10 (24-Hour Emissions [Tons/Day])**

Pollutant		2014	2020	2030	2035
PM10	No Build	9.8	10.1	11.8	12.8
	Build	9.1	9.6	11.3	12.1
	<b>No Build – Build</b>	<b>0.7</b>	<b>0.5</b>	<b>0.5</b>	<b>0.7</b>

## Mojave Desert Air Basin – Searles Valley portion of San Bernardino County

**Table 11. PM10 (24-Hour Emissions [Tons/Day])**

Pollutant		2014	2020	2030	2035
PM10	No Build	0.1	0.1	0.1	0.1
	Build	0.1	0.1	0.1	0.1
	<b>No Build – Build</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

## Salton Sea Air Basin – Riverside County Coachella Valley Portion

**Table 12. 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])**

Pollutant		2014	2020	2027	2035
ROG	Budget	7	7	7	7
	Plan	6	6	4	4
	<b>Budget – Plan</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>3</b>
NOx	Budget	26	26	26	26
	Plan	19	12	11	11
	<b>Budget – Plan</b>	<b>7</b>	<b>14</b>	<b>15</b>	<b>15</b>

**Table 13. PM10 (24-Hour Emissions [Tons/Day])**

Pollutant		2014	2020	2030	2035
PM10	Budget <sup>a</sup>	10.9	10.9	10.9	10.9
	Plan	8.0	7.6	7.8	8.0
	<b>Budget – Plan</b>	<b>2.9</b>	<b>3.3</b>	<b>3.1</b>	<b>2.9</b>

<sup>a</sup> Budget set to one decimal place by 2003 Coachella SIP.

### Salton Sea Air Basin – Imperial County Portion

**Table 14. 1997 and 2008 Ozone (Summer Planning Emissions [Tons/Day])**

Pollutant		2015	2020	2030	2035
ROG	Budget	7	7	7	7
	Plan	5	4	4	4
	<b>Budget – Plan</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>
NOx	Budget	17	17	17	17
	Plan	12	9	9	10
	<b>Budget – Plan</b>	<b>5</b>	<b>8</b>	<b>8</b>	<b>7</b>

**Table 15. PM2.5 (24-Hour Emissions [Tons/Day])**

Pollutant		2014	2020	2030	2035
PM2.5	No Build	0.7	0.7	0.8	0.8
	Build	0.7	0.6	0.7	0.8
	<b>No Build – Build</b>	<b>0.0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>

**Table 16. PM10 (24-HOUR Emissions [Tons/Day])**

Pollutant		2014	2020	2030	2035
PM2.5	No Build	2.1	2.3	2.6	2.8
	Build	1.8	2.0	2.3	2.4
	<b>No Build – Build</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.4</b>

## Addendum to the 2012-2035 RTP/SCS Program Environmental Impact Report

Southern California Association of Governments (SCAG) proposes to amend the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). 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, a new element of the RTP pursuant to SB375, integrates land use, transportation strategies, and transportation investments within the Plan.

The 2012-2035 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 2012-2035 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 2012-2035 RTP/SCS is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

Since the adoption of the 2012-2035 RTP/SCS in April 2012, 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 contained therein (proposed 2012-2035 RTP/SCS Amendment #1).

As the Lead Agency under the California Environmental Quality Act (CEQA, Cal. Pub. Res. Code Section 21000 et seq.), SCAG prepared the Final RTP/SCS Program EIR (PEIR) for the 2012-2035 RTP/SCS to evaluate the potential environmental impacts associated with implementation of the 2012-2035 RTP/SCS and to identify practical and feasible mitigation measures.

As is appropriate for a program EIR, the 2012-2035 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 2012-2035 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.

In sum, the 2012-2035 RTP/SCS 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 review.

The 2012-2035 RTP/SCS PEIR was certified on April 4, 2012; This Addendum to the 2012-2035 RTP/SCS PEIR has been prepared to address proposed updates and revisions to the 2012-2035 RTP/SCS Project List.

## 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:

- (1) Substantial changes are proposed in the project which will require major revisions the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (2) 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.
- (3) 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:
  - a. The project will have one or more significant effects not discussed in the previous EIR;
  - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c. 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

- d. 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 2012-2035 RTP/SCS PEIR is appropriate to address the proposed changes in Amendment #1 to the 2012-2035 RTP/SCS because the proposed 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 2012-2035 RTP/SCS which will require major revisions of the 2012-2035 RTP/SCS PEIR; 2) substantial changes to the circumstances under which the 2012-2035 RTP/SCS is being undertaken which will require major revisions in the 2012 PEIR; or 3) new information of substantial importance showing significant effects not previously examined.

While the proposed changes to the 2012-2035 RTP/SCS Project List may arguably represent "New information of substantial importance..." at the local level, these changes are not substantial at the regional level as analyzed in the 2012-2035 RTP/SCS PEIR. More specifically, the proposed changes to the 2012-2035 RTP/SCS Project List would not result in one or more significant effects (at

the regional level) not discussed in the 2012-2035 RTP/SCS PEIR, nor result in impacts that are substantially more severe than shown in the 2012-2035 RTP/SCS PEIR. Moreover, no changes to the mitigation measures contained in the 2012-2035 RTP/SCS PEIR are necessary or being proposed that could trigger additional review regarding such measures. Furthermore, as discussed in the 2012-2035 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 Tier 2, project-specific environmental documents prepared by the individual agencies proposing each project. In sum, the proposed changes to the 2012-2035 RTP/SCS Project List, contained in the 2012-2035 RTP/SCS Amendment #1 do not result in any of the conditions described in CEQA section 15162(a). For these reasons,

## Project Description

The 2012-2035 RTP/SCS includes approximately 3,600 projects with completion dates spread over a 23 year time period. Proposed 2012-2035 RTP/SCS Amendment #1 includes 43 projects, or approximately 1% of the total 2012-2035 RTP/SCS projects. The amendment proposes revisions (scope, schedule, or costs) to thirty projects already included in the 2012-2035 RTP/SCS and also includes seven new projects. The new projects include transit,

## Analysis of Impacts

The changes described above to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR. The 2012-2035 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 2012-2035 RTP/SCS.

SCAG has elected to prepare an addendum to the 2012 PEIR rather than a subsequent EIR.

SCAG has assessed the additional and modified projects at the programmatic level, and finds that the projects identified in Amendment #1 are consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR. Further, SCAG finds that the proposed changes to the 2012-2035 RTP/SCS Project List identified in 2012-2035 RTP/SCS Amendment #1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR. As such, SCAG has prepared this Addendum to the 2012-2035 RTP/SCS PEIR.

freeway, and arterial projects, none of which are different than the types of projects already included in the 2012-2035 RTP/SCS and analyzed in the PEIR.

The revised 2012-2035 RTP/SCS Project List can be found in section 2 of the 2012-2035 RTP/SCS Amendment #1 and is incorporated herein by reference.

The 2012-2035 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 2012-2035 RTP/SCS Amendment #1 were not identified in the 2012-2035 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 2012-2035 RTP/SCS and with the analysis and conclusions presented in the 2012-2035 RTP/SCS PEIR. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, NEPA, and all other applicable regulations.

No changes to the mitigation measures contained in the 2012-2035 RTP/SCS PEIR are necessary or proposed. SCAG has determined that

## Aesthetics and Views

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 are not expected to cause significant adverse impacts to aesthetics or views beyond those already described in the 2012-2035 RTP/SCS PEIR. Significant impacts anticipated in the 2012-2035 RTP/SCS PEIR would be 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 (2012-2035 RTP/SCS PEIR pp. 3.1-8 – 3.1-18).

## Air Quality

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 are not expected to cause additional significant air quality impacts beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR identified significant and unavoidable impacts to regional air quality, cancer risk increases, and short-term air emissions from implementation of the RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.2-21 – 3.2-41). Nevertheless, both the 2012-2035 RTP/SCS and Amendment #1 meet the regional emissions and other

the changes and additions identified above would result in impacts that would fall within the range of impacts identified in the 2012-2035 RTP/SCS PEIR. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the 2012-2035 RTP/SCS PEIR are anticipated to result from the changes and additions identified in the 2012-2035 RTP/SCS Amendment #1.

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increases in aesthetic or view impacts programatically addressed in the 2012-2035 RTP/SCS PEIR.

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 in section 3 of the 2012-2035 RTP/SCS Amendment #1 and is incorporated herein by reference.

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects

## Biological Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 are consistent with the findings of the 2012-2035 RTP/SCS PEIR analysis of biological resources. The 2012-2035 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. (2012-2035 RTP/SCS PEIR pp. 3.3-39 – 3.3-59).

## Cultural Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 would result in impacts consistent with the findings of the 2012-2035 RTP/SCS PEIR on cultural resources. The 2012-2035 RTP/SCS PEIR determined that the development of new transportation facilities may affect archaeological and paleontological resources, primarily through the disturbance of buried resources. Additionally, the development of new transportation facilities may affect historic architectural resources (structures 50 years or older), either through direct affects to buildings within the proposed project area, or through indirect affects to the area surrounding a resource if it creates a visually incompatible structure adjacent to a historic structure (2012-2035 RTP/SCS PEIR pp. 3.4-18 - 3.4-27).

(as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increases in air quality impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Detailed project-level analysis, including project level mitigation measures, will be conducted by each implementing agency for each individual project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any significant new or increases in region-wide biological impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any significant new or increases in region-wide cultural resource impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

## Geology, Soils, and Mineral Resources

Potential impacts on geology, soils, and mineral resources resulting from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 would be consistent with the findings of the 2012-2035 RTP/SCS PEIR. The 2012-2035 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 2012-2035 RTP/SCS could cause impacts such as soil erosion, ground instability and loss of mineral resources. However, incorporation of mitigation measures identified in the 2012-2035 RTP/SCS PEIR would alleviate significant impacts associated with geological safety and mineral loss (2012-2035 RTP/SCS PEIR pp. 3.5-14 – 3.5-23).

## Greenhouse Gas Emissions

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 are not expected to cause additional significant greenhouse gas emission impacts beyond those already identified in the 2012-2035 RTP/SCS PEIR. Though lead agencies retain the discretion to determine thresholds of significance of GHG emissions, the 2012-2035 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. Both the 2012-2035 RTP/SCS and proposed Amendment #1 achieve and exceed the SB375 per capita GHG reduction targets for the SCAG region.

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide geology, soils, or mineral resource impacts programmatically addressed in the 20012 PEIR.

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increase in greenhouse gas emissions impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

## Hazardous Materials

Potential impacts on hazardous materials from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 would be consistent with the findings of the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR concluded that the RTP/SCS would improve the movement of goods, including hazardous materials, through the region. The potential significant impacts include potential hazards created due to the disturbance of contaminated property during implementation of the 2012-2035 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 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.7-8 – 3.7-18).

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increases in region-wide hazardous materials impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

## Land Use and Agricultural Resources

Potential impacts to land use that could result from the proposed changes to the 2012-2035 RTP/SCS -Project List contained in the 2012-2035 RTP/SCS Amendment #1 are anticipated to result in impacts consistent with the findings of the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR analyzed potential impacts of the 2012-2035 RTP/SCS on land use consistency and compatibility. The 2012-2035 RTP/SCS PEIR concluded that the RTP/SCS would affect land use patterns and the consumption of agricultural land and forest resources. Expected significant impacts include substantial land use density growth in areas adjacent to transit, separation of residences from community facilities and services and impacts on vacant natural lands (2012-2035 RTP/SCS PEIR pp. 3.8-11 – 3.8-27).

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increases in region-wide land use and agricultural resource impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

## Noise

Potential noise impacts from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012 RTP/SCS Amendment #1 are anticipated to be consistent with the findings of the 2012-

2035 RTP/SCS PEIR for noise. The projects 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 2012-2035 RTP/SCS PEIR Noise Chapter adequately evaluates these impacts at the programmatic level and includes mitigation measures to be implemented at the project level (2012-2035 RTP/SCS PEIR pp. 3.9-13 – 3.9-26). Impacts from the proposed project identified in this Amendment would be expected to fall within the range of impacts previously identified in the 2012-2035 RTP/SCS PEIR.

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

## Population, Housing and Employment

Potential impacts to population, housing, and employment from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 are anticipated to be consistent with the findings for the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR analyzed potential impacts to population growth and current residential and business land uses that could occur upon implementation of the 2012-2035 RTP/SCS. The 2012-2035 RTP/SCS PEIR concluded that the RTP would result in significant 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. Also indirectly, population distribution is expected to occur due to the

## Public Services and Utilities

The potential impacts from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 20012 RTP/SCS Amendment #1 are anticipated to be within the range of, and consistent with the findings of, the 2012-2035 RTP/SCS PEIR for public services and utilities of the 2012-2035 RTP/SCS PEIR. Anticipated significant cumulative impacts include demand for more police, fire,

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide noise impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

transportation investments and land use policies identified in the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.10-6 – 3.10-13).

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Therefore, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide population, employment, and housing impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

emergency personnel and facilities; demand for more school facilities and teachers; demand for additional solid waste services, and increased potential of encountering and severing utility lines during implementation of the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.11-45 – 3.11-56).

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects

## Transportation, Traffic and Security

Proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 are not expected to cause significant adverse impacts on region-wide transportation beyond what was analyzed in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR utilized data from the Regional Travel Demand Model to present a regional analysis for the impacts of the 2012-2035 RTP/SCS on transportation. The 2012-2035 RTP/SCS PEIR identifies the following significant impacts from implementation of the 2012-2035 RTP/SCS: increased Vehicle Miles Traveled (VMT); greater average daily Vehicle Hours of Delay (VHD) for heavy-duty truck trips; increased percentage of work opportunities within a 45 minute travel time; and lower system-wide fatality accident rate and injury accident rate in the SCAG region (2012-2035 RTP/SCS PEIR pp. 3.12-23 – 3.12-45).

## Water Resources

The potential impacts from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 are anticipated to be within the range of, and consistent with the findings of, the 2012-2035 RTP/SCS PEIR on water resources. The 2012-2035 RTP/SCS PEIR identified degradation of surface water quality, potential reduction of groundwater infiltration; increased flooding hazards; and potentially increase demand for water supply and associated infrastructure (2012-2035 RTP/SCS PEIR pp. 3.13-25 – 3.13-48).

(as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide public service or utilities impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level.. Therefore, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide transportation, traffic, and security impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

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

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments #1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide water resource impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

## Comparison of Alternatives

The proposed changes to the Project List identified in 2012-2035 RTP/SCS Amendment #1 would not significantly affect the comparison of alternatives in the 2012-2035 RTP/SCS PEIR. Amendment #1 to the 2012-2035 RTP/SCS is within the scope of the programmatic-level comparison among the alternatives considered in the 2012-2035 RTP/SCS PEIR: 1) No Project; 2) Modified 2008 RTP

## Long Term Effects

The changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment #1 would result in impacts within the scope of the discussion presented in the long-term effects chapter of the 2012-2035 RTP/SCS PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts (2012-2035 RTP/SCS PEIR pp. 5-1 – 5-4). Unavoidable and irreversible impacts from the inclusion of the proposed changes to the Project List identified in the 2012-2035 RTP/SCS Amendment #1 are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2012-2035 RTP/SCS PEIR.

## Findings

After completing a programmatic environmental assessment of the proposed changes described herein to the Project List, SCAG finds that the proposed changes identified in the 2012-2035 RTP/SCS Amendment #1 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 appropriately analyzed in the 2012-2035 RTP/SCS PEIR. The proposed changes to the Project List do not require revisions to the programmatic, region-wide analysis presented in the 2012-2035 RTP/SCS PEIR.

Further, SCAG finds that the proposed changes to the Project List identified in the 2012-2035 RTP/SCS Amendment #1 do not

Alternative; and 3) Envision 2 Alternative. The analysis in the Alternatives chapter of the 2012-2035 RTP/SCS PEIR would not be significantly affected by the inclusion of the projects identified in the 2012-2035 RTP/SCS Amendment #1. Therefore, no further comparison is required at the programmatic level.

Any growth inducing impacts are expected to be approximately equivalent to those previously disclosed in the 2012-2035 RTP/SCS PEIR (2012-2035 RTP/SCS PEIR pp. 5-1 – 5-4). Overall, the proposed changes to the Project List presented in the 2012-2035 RTP/SCS Amendment #1, are within the scope of the broad, programmatic-level impacts identified and disclosed in the 2012-2035 RTP/SCS PEIR. Thus, the 2012-2035 RTP/SCS Amendment #1 would result in impacts consistent with the findings on long-term effects analysis contained in the 2012-2035 RTP/SCS PEIR.

significantly affect the comparison of regional alternatives or the potential significant impacts previously disclosed in the 2012-2035 RTP/SCS PEIR. As such, SCAG has assessed the proposed changes to the Project List included in 2012-2035 RTP/SCS Amendment #1 at the programmatic level, and finds that inclusion of the proposed changes would be consistent with the analysis and mitigation measures contained in the 2012-2035 RTP/SCS PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the 2012-2035 RTP/SCS. Therefore, a subsequent or supplemental EIR is not required and SCAG concludes that this Addendum to the 2012-2035 RTP/SCS PEIR fulfills the requirements of CEQA.

## Public Review and Comment

SCAG is required to provide a 30-day public review and comment period for the Draft Amendment. A Notice of Availability and Public Hearing, and the Draft Amendment will be posted on SCAG's website at <http://scag.ca.gov>. Written comments will be accepted until 5:00PM on Thursday, May 9, 2013, via US mail or email to:

Southern California Association of Governments  
Attention: Margaret Lin  
818 West Seventh Street, 12th Floor  
Los Angeles, CA 90017  
or to [lin@scag.ca.gov](mailto:lin@scag.ca.gov)

A public hearing will also be held at SCAG's Main Office in Los Angeles on Wednesday, April 17, 2013, at 10:00AM and was accessible via videoconference at SCAG's regional offices throughout the region.

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

## Conclusion

This Amendment maintains the integrity of the transportation conformity findings of the adopted 2012-2035 RTP/SCS. This Amendment also remains valid under SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets. Furthermore, the PEIR Addendum associated with this Amendment concludes that the proposed project changes would not result in either new significant environmental effects or a substantial

increase in the severity of previously identified significant effects. Appropriate and adequate procedures have been followed in ensuring coordination of this Amendment, allowing all concerned parties, stakeholders, and the public ample opportunities to voice concern and provide input. In conclusion, this Amendment to the 2012-2035 RTP/SCS complies with all applicable federal and state requirements, including the Transportation Conformity Rule.