REGIONAL TRANSPORTATION PLAN 2012–2035 RTP

SUSTAINABLE COMMUNITIES STRATEGY

Towards a Sustainable Future

Southern California Association of Governments

ADOPTED

SEPTEMBER 2014

Amendment No. 2

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Introduction

On April 4, 2012, 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 (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. On June 6, 2013, SCAG adopted Amendment No. 1 to the 2012–2035 RTP/SCS as a response to changes to 36 of these transportation projects and the need to add seven new projects.

Since the adoption of Amendment No. 1, additional projects have experienced technical changes that are time-sensitive and require amendment to the RTP/SCS in order to allow these projects to move forward in a timely manner.

The majority of these project changes occur to short-range projects that can be found in the 2015 Federal Transportation Improvement Program (FTIP) document, which is being developed concurrently with this RTP/SCS Amendment. The purpose of this Amendment No. 2 document is to identify the project changes being made beyond the changes contained in the 2015 FTIP, and provide documentation demonstrating that the 2012–2035 RTP/SCS as amended will continue to comply with federal and state requirements, including the Moving Ahead for Progress for the 21st Century Act (MAP-21) metropolitan 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 assess proposed changes to the 2012–2035 RTP/SCS Project List as detailed herein. The Addendum can be found at http://scag.ca.gov.

Project Modifications

The project changes identified in Amendment No. 2 to the 2012–2035 RTP/SCS 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
- Duplicate project removed or project combined with another project in the 2012–2035 RTP/SCS Project List

As indicated in the Introduction chapter of this document, the majority of project changes occur to short-range projects that can be found in the 2015 FTIP document. In addition to these short-range changes, Tables 1 and 2 of this document outline the addition of 6 new projects and an additional 16 project changes which are also considered a part of Amendment No. 2.

For specific details of all projects contained in the RTP/SCS Amendment No. 2 modeling and regional emissions analysis, please refer to the Model List updated through Amendment No. 2 to the 2012–2035 RTP/SCS and the 2015 FTIP at http://scag.ca.gov.

Table 1. New RTP/SCS Projects Beyond the FTIP

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
LOS ANGELES	1122001	TRANSIT	N/A	AUTOMATED PEOPLE MOVER SYSTEM (APM): A RAIL OR FIXED GUIDEWAY BASED TRANSPORTATION SYSTEM OR SYSTEMS THAT MOVES PASSENGERS TO AND FROM THE CENTRAL TERMINAL AREA TO THE LANDSIDE ACCESS FACILITIES (CONRAC AND ITF) AND OTHER MASS TRANSPORTATION FACILITIES IN AN ABOVE-GRADE CONFIGURATION, AND TO AND FROM THE CENTRAL TERMINAL AREA TO THE TOM BRADLEY INTERNATIONAL TERMINAL AND THE MIDFIELD SATELLITE CONCOURSE IN A BELOW-GRADE CONFIGURATION.	2025	$994,000	NEW PROJECT COST	NEW PROJECT
LOS ANGELES	1122002	OTHER	N/A	INTERMODAL TRANSPORTATION FACILITY (ITF): A FACILITY PROVIDING REMOTE PASSENGER PICK UP AND DROP OFF AREAS, PUBLIC PARKING, AND CONNECTIONS TO PUBLIC TRANSIT AND OTHER COMMERCIAL VEHICLES (I.E. DOOR-TO-DOOR SHUTTLES AND SCHEDULED BUSES).	2025	$208,000	NEW PROJECT COST	NEW PROJECT
LOS ANGELES	1122003	OTHER	N/A	CONSOLIDATED RENTAL CAR FACILITY (CONRAC): A CONSOLIDATED FACILITY TO ACCOMMODATE RENTAL CAR OPERATORS AT LAX. THIS FACILITY MAY INCLUDE A CUSTOMER SERVICE FACILITY, READY/RETURN GARAGE, RENTAL CAR STORAGE, AND MAINTENANCE SUPPORT.	2025	$566,000	NEW PROJECT COST	NEW PROJECT
SAN BERNARDINO	4122001	TRANSIT	METROLINK SAN BERNARDINO LINE	DOUBLE TRACKING OF METROLINK SAN BERNARDINO LINE BETWEEN CP LILAC AND CP RANCHO IN SAN BERNARDINO COUNTY	2020	$64,000	NEW PROJECT COST	NEW PROJECT
SAN BERNARDINO	4122002	TRANSIT	METROLINK SAN BERNARDINO LINE	DOUBLE TRACKING OF METROLINK SAN BERNARDINO LINE BETWEEN CP CENTRAL AND CP ARCHIBALD IN SAN BERNARDINO COUNTY	2020	$94,500	NEW PROJECT COST	NEW PROJECT
SAN BERNARDINO	4122003	STATE HIGHWAY	I-10	ON I-10 NEAR YUCAIPA: ADD/CONSTRUCT NEW EASTBOUND TRUCK CLIMBING LANE FROM LIVE OAK CANYON ROAD TO RIVERSIDE COUNTY LINE INCLUDING TRANSITION BETWEEN COUNTY LINE AND CALIMESA BLVD.	2025	$30,000	NEW PROJECT COST	NEW PROJECT

Table 2. RTP/SCS Project Modifications Beyond the FTIP

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
VARIOUS	EXISTING: 1C0404	STATE HIGHWAY	HIGH DESERT CORRIDOR	HIGH DESERT CORRIDOR, CONSTRUCT NEW 4-6 LANE FACILITY: E-W I-14 TO US-395 (CONNECTING AT SB CO #20020144), E-W I-5 TO SR-14, N-S SR-14 TO SR-138.	2020	$6,925,029	RTP PROJECT COST DECREASE.	REORGANIZATION OF OUTDATED HIGH DESERT CORRIDOR AND SR-138 PROJECT ENTRIES INTO UPDATED ENTRIES (INCLUDES REVISIONS TO DESCRIPTION AND COST OF HIGH DESERT CORRIDOR PROJECT).
SAN BERNARDINO	EXISTING: 20020144	STATE HIGHWAY	0	HI- DESERT CORR. PHASE 1, SR-18 REALIGNMENT FROM US 395 IN ADELANTO TO SR-18 E/O APPLE VALLEY. COONSTRUCT 4-6 LANE FREEWAY/EXPRESSWAY. CONSTRUCT NEW IC @I-15 W/AUX LANES NORTH AND SOUTH OF NEW IC. CONSTRUCT INTERSECTION @US 395 W/TURN POCKETS TO NORTH AND SOUTH	2020	$1,156,000		
LOS ANGELES	EXISTING: 1M1005	STATE HIGHWAY	0	HIGH DESERT CORRIDOR (ENVIRONMENTAL) (MULTIPLE COMBINATIONS OF MODES UNDER STUDY, INCLUDING BUT NOT LIMITED TO TSM/TDM, FREEWAY, EXPRESSWAY, TOLLWAY, AND RAIL)	2014	$33,000		
LOS ANGELES	NEW: LA0G1099	STATE HIGHWAY	0	HIGH DESERT CORRIDOR: AN APPROXIMATELY 63-MILE EAST-WEST MULTI-PURPOSE CORRIDOR FROM AVENUE P-8/SR-14 IN LA COUNTY TO BEAR VALLEY ROAD/SR-18 IN SAN BERNARDINO COUNTY. THIS MULTI-PURPOSE CORRIDOR INCLUDES TSM/TDM, FREEWAY, EXPRESSWAY, TOLLWAY, HIGH-SPEED RAIL, GREEN ENERGY TRANSMISSION/PRODUCTION, AND BIKEWAY ELEMENTS	2020	$5,000,000		
LOS ANGELES	NEW: 1122004	STATE HIGHWAY	SR-138	NW 138 CORRIDOR IMPROVEMENT PROJECT - APPROXIMATELY 36 MILES, PROVIDING AN IMPROVED 4 TO 6 LANE FACILITY BETWEEN I-15 AND SR 14	2020	$622,481		
LOS ANGELES	NEW: 1122005	STATE HIGHWAY	SR-138	SR-138 LOOP ROAD	2020	$1,083,594		
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	2018	EXISTING: $46,400	RTP PROJECT DECREASE.	REVISED DESCRIPTION AND COST.
				REVISED: I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION		REVISED: $45,110		
ORANGE	2M0717	STATE HIGHWAY	I-5	EXISTING: ADD RAMPS AT LOS ALISOS	EXISTING: 2021	$57,954	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE.
				REVISED: IMPROVE ACCESS AND MERGING IN THE VICINITY OF EL TORO ROAD	REVISED: 2023			
ORANGE	2M0728	STATE HIGHWAY	I-405	EXISTING: ADD 1 MF LANE EACH DIRECTION FROM I-5 TO SR-55 AND IMPROVE MERGING	2023	$374,540	NO CHANGE TO RTP PROJECT	REVISED DESCRIPTION.

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
				REVISED: ADD 1 MF LANE EACH DIRECTION FROM I-5 TO SR-55 AND ADD SB AUX LANES FROM UNIVERSITY TO SAND CNYN, SAND CNYN TO 133, AND 133 TO IRV CTR DR			COST. NO FISCAL IMPACT.	
ORANGE	2T01135	STATE HIGHWAY	SR-91	EXISTING: HOV/HOT CONNECTOR NB 241 TO EB 91, WB 91 TO SB 241	EXISTING: 2017	EXISTING: $473,191	RTP PROJECT DECREASE.	REVISED DESCRIPTION, SCHEDULE, COST, AND LEAD AGENCY.
				REVISED: HOV/HOT CONNECTOR: NB SR-241 TO EB SR-91, WB SR-91 TO SB SR-241 (1 LANE EACH DIR) AS REQ, BY 2020 PER SCAG/TCA MOU 4/05/01. PARENT PROJECT ORA050	REVISED: 2020	REVISED: $183,557		
RIVERSIDE	3M01CV01	STATE HIGHWAY	I-10	CONSTRUCT NEW 4 LANE IC AND RAMPS	2017	$23,371	NONE; DUPLICATE PROJECT STILL IN RTP/SCS	DELETION OF DUPLICATE PROJECT
SAN BERNARDINO	200403	LOCAL HIGHWAY	0	EVANS/WEST STREET FROM REDLANDS BLVD TO BARTON -CONSTRUCT 4 NEW LANES, A N/S ARTERIAL ROADWAY FROM REDLANS BLVD TO BARTON, WEST OF ANDERSON ST.	EXISTING: 2015 REVISED: 2023	$9,153	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	200804	LOCAL HIGHWAY	SOUTH ARCHIBALD	SOUTH ARCHIBALD AVE. GRADE SEPARATION (AT MISSION BLVD) CONSTRUCT A HIGHWAY AND RR GRADE SEPARTION AT EXISTING AT-GRADE CROSSING SOUTH OF ARCHIBALD AND THE UPPR LA LINE-PROJECT TO BUILD NEW FLY-OVER BRIDGE FOR RR - WIDENING FROM 2-6 LANES 3 LANES IN EACH DIRECTION AND LEFT AND RIGHT TURN LANES;DRAINAGE IMPROVMENTS.	EXISTING: 2014 REVISED: 2023	$57,932	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	200807	LOCAL HIGHWAY	MAIN STREET	MAIN STREET WIDENING - BNSF TO WEST CITY LIMITS-WIDENING FROM 1-2 LANES IN THE E/B & W/B DIRECTION-(BRIDGE WIDENING AND APPROACHES OF ABOUT 100' IN EACH DIRECTION	EXISTING: 2014 REVISED: 2020	$384	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	200816	LOCAL HIGHWAY	ROCK SPRINGS RD	ROCK SPRINGS RD FROM 0.3 MILES EAST/OF DEEP CREEK RD. TO KIOWA RD. (0.76 MI); WIDEN FROM 2-4 LANES	EXISTING: 2014 REVISED: 2025	$18,533	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	4A01387	LOCAL HIGHWAY	0	WIDEN 5TH STREET FROM 2 TO 4 LANES BETWEEN DEL ROSA DR AND PALM AVENUE; CONSTRUCT NEW TRAFFIC SIGNAL AT 5TH/CENTRAL INTERSECTION;	EXISTING: 2013	$13,587	NO CHANGE TO RTP PROJECT	REVISED SCHEDULE.

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
				WIDEN 5TH ST AT SR210 FREEWAY UNDERCROSSING FROM 4 TO 5 LANES; ADD TURN LANE, MODIFY RAMP TERMINI; SHOULDER IMPROVEMENTS ON DEL ROSA DR BETWEEN 3RD ST AND 5TH ST (NO ADDITIONAL LANES)	REVISED: 2020		COST. NO FISCAL IMPACT.	
SAN BERNARDINO	SBD031296	LOCAL HIGHWAY	0	REDLANDS BOULEVARD EAST CITY LIMITS TO WEST CITY LIMITS WIDEN FROM 4 LANES TO 6 LANES	EXISTING: 2014 REVISED: 2023	$6,850	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	SBD031418	LOCAL HIGHWAY	0	AMETHYST ROAD PALMDALE ROAD TO HOPLAND STREET WIDEN EXISTING ROAD FROM 2 LANES TO 4 LANES	EXISTING: 2013 REVISED: 2023	$4,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	SBD031419	LOCAL HIGHWAY	0	EL EVADO ROAD, PALMDALE RD TO AIR BASE ROAD PALMDALE TO HOPLAND (12/98) HOPLAND TO AIR BASE (12/96), WIDEN FROM 2 TO 4 WITH LEFT TURN LANES	EXISTING: 2013 REVISED: 2023	$4,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.
SAN BERNARDINO	SBD031422	LOCAL HIGHWAY	0	3RD AVENUE NISQUALLI ROAD TO GREEN TREE BOULEVARD WIDEN FROM 2 LANES TO 4 LANES	EXISTING: 2013 REVISED: 2023	$750	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE.

COUNTY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST ($1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
VARIOUS	7120013	STATE HIGHWAY	0	REGIONAL EXPRESS/HOT LANE NETWORK	2035	EXISTING: $9,500,000 REVISED: $6,970,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE TO SEVERAL SEGMENTS OF REGIONAL PROJECT 7120013 (NOW CONTAINED IN NEW PROJECTS 4122004, 4122005, 4122006, AND 4122007)
SAN BERNARDINO	NEW: 4122004	STATE HIGHWAY	I-10	I10 EXPRESS LANE ADDITION (GAREY AVENUE IN LOS ANGELES COUNTY TO I-15/I-10 INTERCHANGE) – EXPRESS LANE WIDENING TO IMPLEMENT TWO (2) EXPRESS LANES IN EACH DIRECTION FOR A TOTAL OF 12 LANES INCLUDING AUXILIARY LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS WHERE NEEDED.	2021	$500,000		
SAN BERNARDINO	NEW: 4122005	STATE HIGHWAY	I-10	I10 EXPRESS LANE ADDITION (I-15/I-10 INTERCHANGE TO FORD STREET UNDERCROSSING) – EXPRESS LANE WIDENING TO IMPLEMENT TWO (2) EXPRESS LANES IN EACH DIRECTION FOR A TOTAL OF 12 LANES INCLUDING AUXILIARY LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS WHERE NEEDED.	2024	$1,000,000		
SAN BERNARDINO	NEW: 4122006	STATE HIGHWAY	I-15	I15 EXPRESS LANE ADDITION (CANTU GALLEANO IC TO I15/215 INTERCHANGE) – EXPRESS LANE WIDENING, ADDING TWO (2) EXPRESS LANES IN EACH DIRECTION FOR A TOTAL OF 12 LANES INCLUDING AUXILIARY LANES, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS WHERE NEEDED. (SEGMENTS 1 THRU 3)	2026	$460,000		
SAN BERNARDINO	NEW: 4122007	STATE HIGHWAY	I-15	I15 EXPRESS LANE ADDITION (I15/215 INTERCHANGE TO US-395) – EXPRESS LANE WIDENING, ADDING TWO (2) EXPRESS LANES IN EACH DIRECTION FOR A TOTAL OF 12 LANES INCLUDING AUXILIARY LANES, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS WHERE NEEDED. (SEGMENT 4)	2030	$570,000		

Fiscal Impact

This amendment includes changes to existing projects, deletion of projects, and addition of new projects. Individual project changes are addressed in the 2015 FTIP document and the "Project Modifications" chapter of this document.

In terms of overall impact on the RTP/SCS Financial Plan, cost increases from changes to existing projects and new projects total $13,937 million, offset by $19,717 million in cost decreases as a result of changes to existing projects and project completions and deletions. The modifications result in an overall net cost decrease of $5,780 million to the 2012–2035 RTP/SCS Financial Plan.

New projects added as part of this amendment are being funded in part by the addition of $1,768 million in Other Local Funds (LAWA Airport Funds) to the RTP/SCS Financial Plan, which are in addition to 2012–2035 RTP/SCS forecasted revenues.

Based on review of the funding considerations for each project documented herein and in the 2015 FTIP document, SCAG finds that this amendment does not adversely impact the financial constraint of the 2012–2035 RTP/SCS. The RTP/SCS remains financially constrained.

Table 3. Fiscal Impact Summary

(Amounts in $1,000's)	TOTAL
Cost Increases: Changes to Existing Project and Addition of New Projects	$13,936,645
Cost Decreases: Changes to Existing Projects and Completed and/or Deleted Projects	($19,716,997)
Net Cost Increase (Decrease)	**($5,780,352)**
Additional Funding Sources:	
Other Local Funds (LAWA Airport Funds)	$1,768,000
Total Additional Funding Sources	**$1,768,000**

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 2012–2035 RTP/SCS 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 No. 2 to the 2012–2035 RTP/SCS makes certain changes to transportation projects. Staff has reviewed such changes relative to the adopted plan and the requirements of SB 375, and has determined that the RTP/SCS, as amended by Amendment No. 2 remains compliant with SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets established for the SCAG region.

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 ($PM_{2.5}$ and PM_{10}), carbon monoxide (CO), and nitrogen dioxide (NO_2).

Under the U.S. DOT metropolitan planning regulations and EPA's transportation conformity regulations, the Draft Amendment No. 2 to the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) 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 the Draft Amendment No. 2 to the 2012–2035 RTP/SCS are presented below. Details of the regional emissions analysis follow the findings.

Conformity Findings

SCAG's transportation conformity findings for the Draft Amendment No. 2 to the 2012–2035 RTP/SCS are as follows:

- Consistency with 2012–2035 RTP/SCS Test
  Inclusion of the amended projects in the 2012–2035 RTP/SCS would not change any other policies, programs or projects in the federally approved 2012–2035 RTP/SCS.
  - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS are consistent with the federally approved 2012–2035 RTP/SCS as previously amended and meet all federal and state requirements and regulations.
- Regional Emissions Tests
  - Finding: The regional emissions analyses for the Draft Amendment No. 2 to the 2012–2035 RTP/SCS update the regional emissions analyses for the federally approved 2012–2035 RTP/SCS as previously amended and are identical to the regional emissions analyses for the Draft 2015 FTIP.
  - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions analysis for 1997 and 2006 $PM_{2.5}$ 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: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for 2008 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: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for NO_2 meet all applicable

emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

- Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.
- Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for PM_{10} 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: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for PM_{10} 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 Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions analysis for 2006 $PM_{2.5}$ 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

  The Draft Amendment No. 2 to the 2012–2035 RTP/SCS does not revise or otherwise alter the scope, schedule, funding priority, or implementation of any TCM.

  - 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.

- Financial Constraint Test
  - Finding: All projects listed in the Draft Amendment No. 2 to the 2012–2035 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: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS comply with all federal requirements for interagency consultation and public involvement. The amendment was discussed at the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on several occasions (September 24, 2013; January 28, May 27, June 24, July 22, and August 26, 2014). The draft conformity analysis was released for a 30-day public review on July 1, 2014 and two public hearings were held on July 10 and July 24, 2014 respectively at the SCAG's Los Angeles office with video-conferencing available from the County Regional Offices. The Draft Amendment document was also posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. No conformity-specific comment was received.

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 ($PM_{2.5}$ and PM_{10}), SCAG uses the approved AP-42 method with VMT by facility type for all applicable milestone, attainment and planning horizon years.

South Central Coast Air Basin – Ventura County Portion

Table A. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2014	2021	2030	2035
ROG	Budget	13	13	13	13
	Plan	8	5	4	4
	Budget – Plan	**5**	**8**	**9**	**9**
NOx	Budget	19	19	19	19
	Plan	15	8	6	6
	Budget – Plan	**4**	**11**	**13**	**13**

South Coast Air Basin

Table B. 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[a]	0.3	0.3	0.3	0.3	0.3	0.3
		Pechanga	0.0	0.0[a]	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	129.3	104.9[a]	96.7	86.8	83.9	77.8	67.1	61.7
		Sum	129.7	105.3	97.1	87.2	84.2	78.1	67.4	62.0
		SCAB	130	106	98	88	85	79	68	63
	Budget – Plan		**6**	**13**	**21**	**20**	**23**	**20**	**31**	**36**
NOx	Budget	SCAB	277	224	224	185	185	140	140	140
	Plan	Morongo	1.8	1.5[a]	1.5	1.3	1.2	1.0	1.0	1.0
		Pechanga	0.0	0.0[a]	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	259.0	205.5	187.6	160.8	148.3	124.9	109.9	106.4
		Sum	260.8	207.0	189.1	162.1	149.5	126.0	110.9	107.4
		SCAB	261	208	190	163	150	126	111	108
	Budget – Plan		**16**	**16**	**34**	**22**	**35**	**14**	**29**	**32**

[a] *2017 interpolated between 2014 and 2018*

Table C. 1997 and 2006 $PM_{2.5}$ (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
ROG	Budget	132	132	132	132
	Plan	127	85	68	61
	Budget – Plan	**5**	**47**	**64**	**71**
NOx	Budget	290	290	290	290
	Plan	282	175	121	115
	Budget – Plan	**8**	**115**	**169**	**175**
$PM_{2.5}$	Budget	35	35	35	35
	Plan	21	14	12	12
	Budget – Plan	**14**	**21**	**23**	**23**

Table D. PM_{10} (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
ROG	Budget	182	110	81	81
	Plan[a]	127	80	54	47
	Budget – Plan	**55**	**40**	**27**	**34**
NOx	Budget	372	180	116	116
	Plan[a]	282	171	106	100
	Budget – Plan	**90**	**9**	**10**	**16**
PM_{10}	Budget	159	164	175	175
	Plan	83	85	93	94
	Budget – Plan	**76**	**79**	**82**	**81**

a Including baseline adjustments provided by ARB in May 2014.

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

Pollutant		2015	2020	2030	2035
CO	Budget	2,137	2,137	2,137	2,137
	Plan	1,053	696	510	461
	Budget – Plan	**1,804**	**1,441**	**1,627**	**1,676**

Table F. NO_2 (Winter Emissions [tons/day])

Pollutant		2014	2020	2030	2035
NO_2	Budget	680	680	680	680
	Plan	277	172	118	113
	Budget – Plan	**403**	**508**	**562**	**567**

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

Table G. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2014	2020	2027	2035
ROG	Budget	22	22	22	22
	Plan	9	6	6	6
	Budget – Plan	**13**	**16**	**16**	**16**
NOx	Budget	77	77	77	77
	Plan	29	19	16	18
	Budget – Plan	**48**	**58**	**61**	**59**

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

Table H. PM10 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM_{10}	No Build	9.6	10.5	13.6	15.1
	Build	8.9	9.5	12.4	13.6
	No Build – Build	**0.7**	**1.0**	**1.2**	**1.5**

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

Table I. PM10 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM_{10}	No Build	0.0	0.0	0.0	0.0
	Build	0.0	0.0	0.0	0.0
	No Build – Build	**0.0**	**0.0**	**0.0**	**0.0**

Salton Sea Air Basin – Riverside County Coachella Valley Portion

Table J. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2014	2020	2027	2035
ROG	Budget	7	7	7	7
	Plan	4	3	3	3
	Budget – Plan	**3**	**4**	**4**	**4**
NOx	Budget	26	26	26	26
	Plan	15	10	8	9
	Budget – Plan	**11**	**16**	**18**	**17**

Table K. PM10 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM_{10}	Budget[a]	10.9	10.9	10.9	10.9
	Plan	5.0	5.6	6.8	7.0
	Budget – Plan	**5.9**	**5.3**	**4.1**	**3.9**

[a] *Budget set to one decimal place by 2003 Coachella SIP.*

Salton Sea Air Basin – Imperial County Portion

Table L. 2008 Ozone (Summer Planning Emissions [tons/day])

Pollutant		2015	2020	2030	2035
ROG	Budget	7	7	7	7
	Plan	3	3	3	3
	Budget – Plan	**4**	**4**	**4**	**4**
NOx	Budget	17	17	17	17
	Plan	9	7	7	7
	Budget – Plan	**8**	**10**	**10**	**10**

Table M. 2006 PM2.5 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
NOx	No Build	4.7	3.2	3.0	3.2
	Build	4.6	3.1	2.9	3.1
	No Build – Build	0.1	0.1	0.1	0.1
$PM_{2.5}$	No Build	0.2	0.2	0.3	0.3
	Build	0.2	0.2	0.3	0.3
	No Build – Build	**0.0**	**0.0**	**0.0**	**0.0**

Table N. PM10 (24-HOUR Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM_{10}	No Build	1.6	1.7	2.0	2.2
	Build	1.1	1.4	1.7	1.8
	No Build – Build	**0.5**	**0.3**	**0.3**	**0.4**

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 were posted on SCAG's website at http://scag.ca.gov, and written comments were accepted from July 1, 2014 until 5:00PM on Thursday, July 31, 2014, via US mail to:

Southern California Association of Governments
Attention: Naresh Amatya
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

or via email to: amatya@scag.ca.gov

Public hearings were held at SCAG's Main Office in Los Angeles on Thursday, July 10, 2014 at 10:00AM and on Thursday, July 24, 2014 at 3:00PM. The public hearings were accessible via videoconference at SCAG's regional offices throughout the region.

SCAG received one public comment on the Amendment. The comment, along with SCAG's response, can be found on the table beginning on the following page. Comments pertaining to the 2015 FTIP, along with SCAG's responses, are included separately in the 2015 FTIP document.

SCAG has also 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), the Energy and Environment Committee (EEC), and Transportation Conformity Working Group (TCWG). To fulfill the consultation requirements of the "AB 1246 process" required under Public Utilities Code Section 130000 et seq., SCAG reviewed the RTP Amendment, comment received, and SCAG response, at a meeting of the region wide transportation agencies Chief Executive Officers (CEOs) Group on August 16, 2014.

Table 4. Comments and Responses

DATE	NAME	AFFILIATION	FORMAT	COMMENT SUMMARY	RESPONSE TO COMMENT
7/11/14	DAN WENTZEL	—	E-MAIL	I BELIEVE SCAG SHOULD BE WORKING ON ESTABLISHING DAILY PASSENGER RAIL BETWEEN LOS ANGELES AND THE COACHELLA VALLEY WITH SERVICE IN THE MORNING AND EARLY EVENING. IF THAT MEANS USING REGULATION TO FORCE THE FRIEGHTS TO SHARE THE RAILWAYS, IF THAT MEANS BUILDING NEW TRACKS, IF THAT MEANS UPGRADING EXISTING STATIONS, THEN I WOULD LIKE TO SEE THAT IN THE FTIP IF POSSIBLE.	IN THE SCAG REGION, PROJECTS ARE SUBMITTED FOR INCLUSION IN THE RTP/SCS BY A SPONSORING LOCAL LEAD AGENCY. TO DATE, NO PASSENGER RAIL SERVICE BETWEEN LOS ANGELES AND THE COACHELLA VALLEY HAS BEEN SUBMITTED FOR INCLUSION IN THE RTP/SCS OR FTIP. CURRENTLY, THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION IS STUDYING RAIL SERVICE TO THE COACHELLA VALLEY AND PASS AREA (SEE HTTP://WWW/RCTC.ORG/PLANNING/RAIL/COACHELLA-VALLEY-RAIL-SERVICE). SCAG CONTINUES TO SUPPORT THE EXTENSION OF PASSENGER RAIL SERVICE THROUGHOUT THE REGION, AND WOULD CONSIDER THE INCLUSION OF THIS PROJECT AT THE APPROPRIATE TIME IN THE FUTURE.

Note: Responses to comments regarding short-range projects contained in the 2015 FTIP can be found in the 2015 FTIP document.

Conclusion

This Amendment maintains the integrity of the transportation conformity findings of the adopted 2012–2035 RTP/SCS. This Amendment also remains compliant 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 No. 2 to the 2012–2035 RTP/SCS complies with all applicable federal and state requirements, including the Transportation Conformity Rule.

Resolution No. 14-562-2

SOUTHERN CALIFORNIA

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RESOLUTION NO. 14-562-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING AMENDMENT NO. 2 TO THE 2012–2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2012–2035 RTP/SCS)

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code §6500 et seq.;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(d) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and as such, is responsible for preparing and updating the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP) pursuant to 23 U.S.C. §134 et seq., 49 U.S.C. §5303 et seq., and 23 C.F.R. §450.312;

WHEREAS, SCAG is the designated Regional Transportation Planning Agency (RTPA) under state law, and as such, is responsible for preparing, adopting and updating the RTP every four years pursuant to Government Code §65080 et seq., and for preparing and adopting the FTIP (regional transportation improvement program, under state law) every two years pursuant to Government Code § 65082 and Public Utilities Code §130301 et seq.;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code §65080(b) et seq., SCAG must prepare a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB) and that will be incorporated into the RTP. As provided by Government Code §65080(d), the subregional Sustainable Communities Strategy for the subregions of Orange County Council of Governments and Gateway Cities Council of Governments are incorporated in their entirety into the final 2012–2035 RTP/SCS;

WHEREAS, the 2012–2035 RTP/SCS must be consistent with all other applicable provisions of federal and state law including:

(1) Federal metropolitan planning law, 23 U.S.C. §134 et seq., and regulations, 23 C.F.R. Part 450, Subpart C;

(2) California Government Code §65080 et seq.; Public Utilities Code §130058 and 130059; and Public Utilities Code §44243.5;

(3) §§174 and 176(c) and (d) of the federal Clean Air Act [(42 U.S.C. §§7504 and 7506(c) and (d)] and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93;

(4) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. §324;

(5) The Department of Transportation's Final Environmental Justice Strategy (60 Fed. Reg. 33896; June 29, 1995) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment;

(6) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. §§12101 et seq.) and accompanying regulations at 49 C.F.R. §27, 37, and 38;

(7) Senate Bill 375 (Steinberg, 2008) as codified in California Government Code §65080(b) et seq.;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with 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);

WHEREAS, transportation conformity is based upon a positive conformity finding with respect to the following tests: (1) regional emissions analysis, (2) timely implementation of Transportation Control Measures, (3) financial constraint, and (4) interagency consultation and public involvement;

WHEREAS, on April 4, 2012, the SCAG Regional Council approved the 2012–2035 RTP/SCS, and on June 4, 2012, FHWA and FTA found that the 2012–2035 RTP/SCS conforms to the applicable State Implementation Plan (SIP);

WHEREAS, on June 6, 2013, the SCAG Regional Council approved Amendment No. 1 to the 2012–2035 RTP/SCS, and on July 15, 2013, FHWA and FTA found that the 2012–2035 RTP/SCS conforms to the applicable State Implementation Plan (SIP);

WHEREAS, SCAG has received requests from the local county transportation commissions (CTCs) for additional project additions or modifications to the 2012–2035 RTP/SCS and FTIP;

WHEREAS, on June 5, 2014, SCAG's Transportation Committee authorized the July 1, 2014 release of the Draft Amendment No. 2 to the 2012–2035 RTP/SCS ("Amendment No. 2") and Draft 2015 FTIP for a 30-day public review and comment period;

WHEREAS, in accordance with SCAG's Public Participation Plan and applicable federal and state requirements, a Notice of Availability for a 30-day public review and comment period was posted on SCAG's website at http://scag.ca.gov on July 1, 2014, was published in major newspapers in the six-county region, and the Draft Amendment No. 2 and Draft FTIP was made available on SCAG's website, and copies provided for review at SCAG offices throughout the region;

WHEREAS, in accordance with SCAG's Public Participation Plan and applicable federal and state requirements, public hearings for the Draft Amendment No. 2 and Draft FTIP were held at SCAG's Main Office in Los Angeles on July 10, 2014 and July 24, 2014, and were accessible via videoconferencing at SCAG's offices throughout the region;

WHEREAS, SCAG has received one comment on the Draft Amendment No. 2, and this comment along with SCAG's response are summarized in the final version of the Amendment No. 2;

WHEREAS, SCAG has engaged in the continuing, cooperative, and comprehensive transportation planning process mandated by 23 U.S.C. §134(c) (3) and 23 C.F.R. §450.312;

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. 93.105, SCAG consulted with the respective transportation and air quality planning agencies, including but not limited to, discussion of the draft conformity finding before the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) on June 24, 2013. In addition, on August 15, 2014, SCAG met and discussed Amendment No. 2 and the 2015 FTIP with representatives from the six county transportation commissions in the SCAG region and the California Department of Transportation in accordance with California Public Utilities Code Sections 130058 and 130059 (commonly referred to as AB 1246);

WHEREAS, Amendment No. 2 includes a financial plan identifying the financial impact of the changes contained in the Amendment;

WHEREAS, Amendment No. 2 contains a positive transportation conformity determination. Using the final motor vehicle emission budgets released by ARB and found to be adequate by the U.S. Environmental Protection Agency (EPA), this conformity determination is based upon staff's analysis of the applicable transportation conformity tests; and

WHEREAS, conformity of the 2015 FTIP has been determined simultaneously with Amendment No. 2 to the 2012–2035 RTP/SCS in order to address the consistency requirement of federal law.

NOW, THEREFORE BE IT RESOLVED, by the SCAG Regional Council, that the foregoing recitals are true and correct and incorporated herein by this reference; and

BE IT FURTHER RESOLVED that the Regional Council finds as follows:

1. The Regional Council approves Amendment No. 2 to the 2012–2035 RTP/SCS for the purpose of complying with metropolitan planning requirements and all other applicable laws and regulations as referenced in the above recitals. In adopting this Amendment No. 2, the Regional Council finds as follows:

   a) Amendment No. 2 to the 2012–2035 RTP/SCS complies with all applicable federal and state requirements; and
   b) Amendment No. 2 to the 2012–2035 RTP/SCS complies with the emission reduction targets established by the California Air Resources Board and meets the requirements of SB 375 as codified in Government Code §65080(b) et seq. by achieving per capita GHG emission reductions relative to 2005 of 9% by 2020 and 16% by 2035.

2. The Regional Council hereby makes a positive transportation conformity determination of Amendment No. 2 to the 2012–2035 RTP/SCS. In making this determination, the Regional Council finds as follows:

   a) Amendment No. 2 to the 2012–2035 RTP/SCS passes the four tests and analyses required for conformity, namely: regional emissions analysis; timely implementation of Transportation Control Measures; financial constraint analysis; and interagency consultation and public involvement.

3. SCAG's Executive Director or his designee is authorized to transmit Amendment No. 2 to the 2012–2035 RTP/SCS and associated conformity findings, to the FTA and the FHWA to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 11th day of September, 2014.

[SIGNATURES ON FOLLOWING PAGE]

Hon. Carl E. Morehouse
President, SCAG
Councilmember, City of San Buenaventura

Attest:

Hasan Ikhrata
Executive Director

Approved as to Form:

Joanna Africa
Chief Counsel