



January 29, 2021

Amendment #19-31

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

Mr. James Anderson
Chief, Division of Transportation Programming
Department of Transportation
Transportation Programming, MS-82
1120 "N" Street
Sacramento, CA 94274-0001

REGIONAL COUNCIL OFFICERS

President
Rex Richardson, Long Beach

First Vice President
Clint Lorimore, Eastvale

Second Vice President
**Jan C. Harnik, Riverside County
Transportation Commission**

Immediate Past President
**Alan D. Wapner, San Bernardino
County Transportation Authority**

SUBJECT: AMENDMENT #19-31 TO THE 2019 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM (FTIP)

Dear Mr. Anderson:

Under authority granted to me by the Southern California Association of Governments (SCAG) Regional Council, I hereby approve and transmit amendment #19-31 for projects in Imperial, Los Angeles, Orange, Riverside, and San Bernardino Counties. Included in this amendment package is a narrative describing the projects being amended, project listing reports, a conformity determination analysis, and a financial plan.

COMMITTEE CHAIRS

Executive/Administration
Rex Richardson, Long Beach

Community, Economic &
Human Development
Jorge Marquez, Covina

Energy & Environment
David Pollock, Moorpark

Transportation
Cheryl Viegas-Walker, El Centro

This amendment:

- Is consistent with the 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS);
- Does not affect the regional emissions analysis of the FTIP;
- Does not affect the timely implementation of the Transportation Control Measures; and
- Does not adversely impact financial constraint.

Furthermore, SCAG through its function as the designated Metropolitan Planning Organization (MPO) has found the attached projects to conform to the applicable State Implementation Plan.

In addition, SCAG has completed the interagency consultation and the public participation process for this amendment on January 28, 2021. No comments were received during the public review period.

Page 2
Letter to James Anderson
January 29, 2021

If you have any questions, please contact Pablo Gutierrez of my staff at (213) 236-1929 or via e-mail at gutierre@scag.ca.gov

Sincerely,

A handwritten signature in black ink, appearing to read 'Sarah Jepson', with a long horizontal flourish extending to the right.

SARAH JEPSON
Director of Planning

Enclosures

SJ:pg

cc: Mr. Abhijit Bagde, Caltrans, Division of Transportation Programming
Mr. Ray Tellis, FTA
Ms. Charlene Lorenzo, FTA
Mr. Michael Morris, FHWA
Mr. Ted Matley, FTA
Ms. Karina O'Conner, EPA Region 9
Caltrans District 7, 8, 11 and 12
Mr. Mark Baza, Imperial County Transportation Authority
Mr. Wil Ridder, Los Angeles County Metropolitan Transportation Authority
Ms. Adriann Cardoso, Orange County Transportation Authority
Ms. Jillian Guizado, Riverside County Transportation Commission
Ms. Andrea Zuerick, San Bernardino County Transportation Authority

2019 Federal Transportation
Improvement Program

Amendment #19-31

IMPERIAL COUNTY

2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Imperial County Transportation Commission (ICTC)
Amendment #19-31
January 2021
(in \$000)



LOCAL HIGHWAY

| LEAD AGENCY | PROJECT ID | PROJECT DESCRIPTION | FUNDING DETAILS | CHANGE REASON |
|-----------------|------------|---|--|--|
| EL CENTRO | IMP160901 | Imperial Avenue Extension South - new roadway from I-8 to McCabe Road. Phase 1 includes 4 new lanes on Imperial Avenue from I-8 to Wake Avenue; and 2 new lanes on Wake Avenue from Imperial Avenue to Cypress Drive. | FUND SOURCE CHANGE: HIP ► Add funds in FY 20/21 in CON for \$823 AGENCY - Decrease funds in FY 20/21 in CON from \$3,197 to \$2,374 <i>Total project cost stays the same \$6,937</i> | HIP Funds are being used from FFY 18/19 (\$638) and FFY 19/20 (\$185) apportionments. MF |
| IMPERIAL COUNTY | IMP210101 | Heber Road Rehabilitation from Barbara Worth Road to 0.5 miles east of Anderholt. | NEW PROJECT: HIP ► Add funds in FY 20/21 in CON for \$453 AGENCY ► Add funds in FY 20/21 in CON for \$97 <i>Total project cost \$550</i> | New Project. |

2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Imperial County Transportation Commission (ICTC)
Amendment #19-31
January 2021
(in \$000)



STATE HIGHWAY

| LEAD AGENCY | PROJECT ID | PROJECT DESCRIPTION | FUNDING DETAILS | CHANGE REASON |
|-------------|------------|---|--|---|
| CALTRANS | IMP190901 | SR-186 All American Canal Bridge Realignment and construct new bridge. The Project will realign the two-lane highway on a new alignment and will construct a new bridge over the canal. It will provide pedestrian access to the Algodones Port of Entry. (In Imperial County on Route 186 from 0.5 mile north of the Mexico Border to Interstate 8 Eastbound Offramp.) PPNO#1411. ENG Phase Only. | DELETED: CBIP - Decrease funds in FY 20/21 in PE from \$4,500 to \$0 <i>Total project cost decreased from \$4,500 to \$0 (-100%)</i> | Delete Project IMP190901, It's a duplicate of IMPL190201. MF. |

**2019 Federal Transportation Improvement Program
Amendment #19-31
Imperial County
Project Listing
(in \$000's)**

| | | | | | | | |
|-----------------------|---|-----------------------------|--|-------------------------|------------|---------------------------|----------|
| <i>FTIP ID</i> | IMP160901 | <i>FTIP Amendment</i> | Imperial County Transportation Commission (ICTC) 19-31 | <i>Conform Category</i> | NON-EXEMPT | <i>Total Project Cost</i> | \$6,937 |
| <i>Lead Agency</i> | EL CENTRO | | | <i>Modeling</i> | YES | | |
| <i>County</i> | Imperial | <i>Primary Program Code</i> | CAX66 - NEW CONNECTNS/CROSS TRAFFIC IMP: RS | <i>Air Basin</i> | SSAB | <i>RTP ID</i> | 1161L001 |
| <i>System</i> | Local Hwy | | | | | | |
| <i>Project Limits</i> | From I-8 to Wake Avenue, Begin: 0 End: | | | | | | |
| <i>Description</i> | Imperial Avenue Extension South - new roadway from I-8 to McCabe Road. Phase 1 includes 4 new lanes on Imperial Avenue from I-8 to Wake Avenue; and 2 new lanes on Wake Avenue from Imperial Avenue to Cypress Drive. | | | | | | |

| Phase | Fund Source | (in \$000s) | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | Total |
|-------|--------------------------------------|--------------------------------------|----------------|--------------|-------------|----------------|-------|-------|-------|--------|----------------|
| PE | AGENCY | | \$490 | - | - | - | - | - | - | - | \$490 |
| | | <i>Total Preliminary Engineering</i> | \$490 | - | - | - | - | - | - | - | \$490 |
| ROW | AGENCY | | \$289 | - | \$85 | - | - | - | - | - | \$374 |
| ROW | STP LOCAL | | \$2,223 | \$653 | - | - | - | - | - | - | \$2,876 |
| | | <i>Total Right of Way</i> | \$2,512 | \$653 | \$85 | - | - | - | - | - | \$3,250 |
| CON | AGENCY | | - | - | - | \$2,374 | - | - | - | - | \$2,374 |
| CON | HIGHWAY INFRASTRUCTURE PROGRAM (HIP) | | - | - | - | \$823 | - | - | - | - | \$823 |
| | | <i>Total Construction</i> | - | - | - | \$3,197 | - | - | - | - | \$3,197 |
| | | Total Programmed | \$3,002 | \$653 | \$85 | \$3,197 | - | - | - | - | \$6,937 |

**2019 Federal Transportation Improvement Program
Amendment #19-31
Imperial County
Project Listing
(in \$000's)**

| | | | | | | | |
|-----------------------|---|-----------------------------|--|-------------------------|-----------------|---------------------------|---------|
| <i>FTIP ID</i> | IMP210101 | <i>FTIP Amendment</i> | Imperial County Transportation Commission (ICTC) 19-31 | <i>Conform Category</i> | EXEMPT - 93.126 | <i>Total Project Cost</i> | \$550 |
| <i>Lead Agency</i> | IMPERIAL COUNTY | | | <i>Modeling</i> | | | |
| <i>County</i> | Imperial | <i>Primary Program Code</i> | NCR31 - ROAD REPLC & REHAB (NO LN ADD) | <i>Air Basin</i> | SSAB | <i>RTP ID</i> | 7120001 |
| <i>System</i> | Local Hwy | | | | | | |
| <i>Project Limits</i> | At Heber Road Barbara WOrth Road to Anderholt | | | | | | |
| <i>Description</i> | Heber Road Rehabilitation from Barbara Worth Road to 0.5 miles east of Anderholt. | | | | | | |

| Phase Fund Source | (in \$000s) | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | Total |
|--|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| CON AGENCY | | - | - | - | \$97 | - | - | - | - | \$97 |
| CON HIGHWAY INFRASTRUCTURE PROGRAM (HIP) | | - | - | - | \$453 | - | - | - | - | \$453 |
| | <i>Total Construction</i> | - | - | - | \$550 | - | - | - | - | \$550 |
| | Total Programmed | - | - | - | \$550 | - | - | - | - | \$550 |

DELETED

**2019 Federal Transportation Improvement Program
Amendment #19-31
Imperial County
Project Listing
(in \$000's)**

| | | | | | | | |
|-----------------------|---|-----------------------------|--|----------------------------------|-----------------|-------------------------------|---------|
| <i>FTIP ID</i> | IMP190901 | <i>FTIP Amendment</i> | Imperial County Transportation Commission (ICTC) 19-31 | <i>Conform Category Modeling</i> | EXEMPT - 93.126 | <i>Total Project Cost</i> \$0 | |
| <i>Lead Agency</i> | CALTRANS | <i>Primary Program Code</i> | NCN27 - PEDESTRIAN FACILITIES-NEW | <i>Air Basin</i> | SSAB | <i>RTP ID</i> | REG0701 |
| <i>County</i> | Imperial | | | | | | |
| <i>System</i> | State Hwy | | | | | | |
| <i>Project Limits</i> | Route 186 , From 0.5 miles north of the Mexico Border to Interstate 8 Eastbound | | | | | | |
| <i>Description</i> | SR-186 All American Canal Bridge Realignment and cosntruct new bridge.The Project will realign the two-lane highway on a new alignment and will construct a new bridge over the canal. It will provide pedestrian access to the Algodones Port of Entry. (In Imperial County on Route 186 from 0.5 mile north of the Mexico Border to Interstate 8 Eastbound Offramp.) PPNO#1411. ENG Phase Only. | | | | | | |

| Phase Fund Source | (in \$000s) | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | Total |
|--------------------------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| <hr/> | | | | | | | | | | |

Name redefined****

LOS ANGELES COUNTY

2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

LA County (METRO)
Amendment #19-31
January 2021
(in \$000)



| LOCAL HIGHWAY SYSTEM | | | | |
|------------------------|------------|---|---|---|
| LEAD AGENCY | PROJECT ID | PROJECT DESCRIPTION | FUNDING DETAILS | CHANGE REASON |
| Baldwin Park, City of | LAE2517 | WIDEN MAINE AVE. IN BALDWIN PARK ADD 1 RIGHT TURN AND 1 LEFT TURN ONLY LANE (SAFETEA-LU Demo ID #2517). Not a capacity enhancement project. Utilizing Toll Credits. | DEMOTL ▶ Add funds in FY 20/21 in CON for \$300 <i>Total project cost is \$300</i> | New Project |
| Los Angeles A, City of | LAE0732 | RIVERSIDE DRIVE NON-CAPACITY IMPROVEMENTS BETWEEN VAN NUYS BLVD AND TILDEN AVE. | LTF - Decrease funds in FY 08/09 in PE from \$16 to \$0 - Decrease funds in FY 18/19 in CON from \$64 to \$0 DEMOTL - Decrease funds in FY 09/10 in PE from \$64 to | Delete project |
| Los Angeles County | LAES645 | Rye Canyon Ramps Relocation-The project will construct new on/off ramps for the southbound Interstate 5 (I-5) Freeway at Rye Canyon | LTF ▶ Add funds in FY 20/21 in CON for \$7,000 <i>Total project cost is \$7,000</i> | New Project |
| Port of Los Angeles | LAOG1543 | Terminal Island Railyard Enhancement project. This project entails the addition of five staging/storage tracks (about 47,000 lineal feet) to the an existing railyard, located on Terminal Island, which is also includes a short rail bridge over water. | SB1 ▶ Add funds in FY 21/22 in CON for \$10,768 ▶ Add funds in FY 22/23 in CON for \$10,767 PORT - Decrease funds in FY 20/21 in CON from \$24,110 to \$110 + Increase funds in FY 22/23 in CON from \$10,767 to \$12,000 + Increase funds in FY 21/22 in CON from \$10,768 to \$12,000 <i>Total project cost stays the same \$49,825</i> | SCHEDULE DELAY Corrections have been made to reflect actual Port Funds and SB1 TCEP funds awarded. |
| Port of Los Angeles | LA9918927 | The project will add five new working tracks just north of/parallel to the existing Fenix on-dock railyard, including tail track, pavement and turnouts. A total of 15,000 linear feet of tract will be added as part of this project. | SB1 ▶ Add funds in FY 22/23 in CON for \$19,194 PIDP ▶ Delete funds in FY 22/23 in CON for \$8,973 ▶ Add funds in FY 24/25 in CON for \$9,092 - Decrease funds in FY 23/24 in CON from \$9,211 to \$9,092 PORT - Decrease funds in FY 19/20 in PE from \$450 to \$80 ▶ Add funds in FY 24/25 in CON for \$4,550 - Decrease funds in FY 23/24 in CON from \$15,074 to \$6,410 + Increase funds in FY 22/23 in PE from \$106 to \$690 - Decrease funds in FY 22/23 in CON from \$3,854 to \$531 + Increase funds in FY 21/22 in PE from \$900 to \$1,540 - Decrease funds in FY 20/21 in PE from \$1,921 | SCHEDULE DELAY |

2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
LA County (METRO)
Amendment #19-31
January 2021
(in \$000)



| LOCAL HIGHWAY SYSTEM | | | | |
|----------------------|------------|--|---|------------------|
| LEAD AGENCY | PROJECT ID | PROJECT DESCRIPTION | FUNDING DETAILS | CHANGE REASON |
| Torrance, City of | LATP16M013 | Downtown Torrance Active Transportation Improvement Project. The City of Torrance will enhance pedestrian and bike use in historic downtown by comprehensively overhauling 100,000 square feet of the sidewalk system in the project area, traffic striping, signs, pedestrian signals, and bicycle parking amenities. | PROJECT CHANGES (FROM PREVIOUS APPROVED VERSION): <i>Total project cost stays the same \$2,533</i> | Complete project |
| Whittier, City of | LAF7519 | WHITTIER GREENWAY TRAIL EAST EXTENSION : This project is located in the City of Whittier. It will implement a two-mile Class I bike/pedestrian path on a City-controlled easement along the Union Pacific Railroad corridor from Mills Av to Leffingwell Rd, and it will also provide a trailhead east of Mills Av. The project promotes a regional bikeway corridor by extending the 4.5-mile Whittier Greenway Trail east at the City and LA County limits. \$247 in Toll Credits added in FY 19 to match CMAQ | CITY ► Delete funds in FY 16/17 in PE for \$79 CON for \$552 PC25 ► Add funds in FY 19/20 in PE for \$79 CON for \$552 <i>Total project cost stays the same \$3,089</i> | SCHEDULE DELAY |

**2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
LA County (METRO)
Amendment #19-31
January 2021
(in \$000)**



| STATE HIGHWAY SYSTEM | | | | |
|---------------------------|------------|--|---|----------------|
| LEAD AGENCY | PROJECT ID | PROJECT DESCRIPTION | FUNDING DETAILS | CHANGE REASON |
| Port of Los Angeles | LAOG1290 | Prepare Caltrans Project Study Report (PSR), Project Report (PR), preliminary plans and Environmental Documentation (ED) reports to obtain Caltrans approval and Environmental clearance; Design (Plans, Specification and Estimate) and Construction for the SR 47/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project. | <p>SB1</p> <ul style="list-style-type: none"> ▶ Add funds in FY 22/23 in CON for \$50 ▶ Add funds in FY 25/26 in CON for \$3,041 ▶ Add funds in FY 24/25 in CON for \$4,500 ▶ Add funds in FY 23/24 in CON for \$5,792 <p>PIDP</p> <ul style="list-style-type: none"> ▶ Add funds in FY 22/23 in CON for \$7,250 ▶ Add funds in FY 25/26 in CON for \$780 ▶ Add funds in FY 24/25 in CON for \$450 ▶ Add funds in FY 23/24 in CON for \$1,400 <p>PORT</p> <ul style="list-style-type: none"> - Decrease funds in FY 18/19 in PE from \$320 to \$57 ▶ Delete funds in FY 24/25 in CON for \$6,335 - Decrease funds in FY 23/24 in CON from \$5,273 to \$17 + Increase funds in FY 22/23 in PE from \$0 to \$1,229 - Decrease funds in FY 22/23 in CON from \$4,346 to \$0 + Increase funds in FY 21/22 in PE from \$273 to \$2,283 - Decrease funds in FY 21/22 in CON from \$181 to \$0 + Increase funds in FY 20/21 in PE from \$588 to \$1,788 - Decrease funds in FY 19/20 in PE from \$1,176 to \$0 <p>MR20H</p> <ul style="list-style-type: none"> + Increase funds in FY 19/20 in PE from \$1,140 to \$1,144 - Decrease funds in FY 21/22 in PE from \$126 to \$122 <p><i>Total project cost increased from \$60,355 to \$70,500 (16.8%)</i></p> | SCHEDULE DELAY |
| Westlake Village, City of | LA960142 | Rte 101/Lindero Canyon Road Interchange Improvement Project. Lindero Cyn Rd btw Via Colinas and Agoura Rd widened from 2 to 3 lanes in each direction. Ramp G-6 widened to 2 lanes to provide for 2 free RT lanes for eastbound Via Colinas traffic at Lindero Cyn Rd. The existing northbound aux lane will be extended southerly from its terminus at Ramp G-6 to Ramp G-3. Includes bike path construction (.49 miles). | <p>MR20H</p> <ul style="list-style-type: none"> ▶ Add funds in FY 20/21 in CON for \$250 <p><i>Total project cost is \$26,752</i></p> | NEW PROJECT |

**2019 Federal Transportation Improvement Program
Amendment #19-31
LA County (METRO)
Public Project Listings
(in \$000's)**

| | | | | | | | |
|-----------------------|---|-----------------------------|--|-------------------------|-----------------|---------------------------|---------|
| <i>FTIP ID</i> | LAE2517 | <i>FTIP Amendment</i> | LA County (METRO) 19-31 | <i>Conform Category</i> | EXEMPT - 93.127 | <i>Total Project Cost</i> | \$300 |
| <i>Lead Agency</i> | BALDWIN PARK | | | <i>Modeling</i> | NO | | |
| <i>County</i> | Los Angeles | <i>Primary Program Code</i> | NCRH4 - CURVE CORRECTION/IMPROVEMENT ALIGNMENT | <i>Air Basin</i> | SCAB | <i>RTP ID</i> | LAE2517 |
| <i>System</i> | Local Hwy | | | | | | |
| <i>Project Limits</i> | At Maine Ave Ramona Avenue to Bogart Ave | | | | | | |
| <i>Description</i> | WIDEN MAINE AVE. IN BALDWIN PARK ADD 1 RIGHT TURN AND 1 LEFT TURN ONLY LANE (SAFETEA-LU Demo ID #2517). Not a capacity enhancement project. Utilizing Toll Credits. | | | | | | |

| Phase Fund Source | (in \$000s) | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | Total |
|--|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| CON DEMOSTL - Demonstration - SAFETEA-LU | | - | - | - | \$300 | - | - | - | - | \$300 |
| <i>Total Construction</i> | | - | - | - | \$300 | - | - | - | - | \$300 |
| <i>Total Programmed</i> | | - | - | - | \$300 | - | - | - | - | \$300 |

*Toll Credits used \$60,000

**2019 Federal Transportation Improvement Program
Amendment #19-31
LA County (METRO)
Public Project Listings
(in \$000's)**

Deleted Project

| | | | | | | | | | |
|-----------------------|---|-----------------------------|--|-------------------------|-----------------|---------------------------|---------|-----|--|
| <i>FTIP ID</i> | LAE0732 | <i>FTIP Amendment</i> | LA County (METRO) 19-31 | <i>Conform Category</i> | EXEMPT - 93.127 | <i>Total Project Cost</i> | | \$0 | |
| <i>Lead Agency</i> | LOS ANGELES, CITY OF | | | <i>Modeling</i> | NO | | | | |
| <i>County</i> | Los Angeles | <i>Primary Program Code</i> | NCRH1 - INTERSECTION IMPROVEMENTS/CHANNELIZATION | <i>Air Basin</i> | SCAB | <i>RTP ID</i> | LAE0732 | | |
| <i>System</i> | Local Hwy | | | | | | | | |
| <i>Project Limits</i> | At Riverside Drive Van Nuys Blvd to Tilden Ave | | | | | | | | |
| <i>Description</i> | RIVERSIDE DRIVE NON-CAPACITY IMPROVEMENTS BETWEEN VAN NUYS BLVD AND TILDEN AVE. | | | | | | | | |

| Phase Fund Source | (in \$000s) | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | Total |
|--------------------------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
|--------------------------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|

**2019 Federal Transportation Improvement Program
Amendment #19-31
LA County (METRO)
Public Project Listings
(in \$000's)**

| | | | | | | | |
|-----------------------|---|-----------------------------|-------------------------|-------------------------|-----------------|---------------------------|---------|
| <i>FTIP ID</i> | LAES645 | <i>FTIP Amendment</i> | LA County (METRO) 19-31 | <i>Conform Category</i> | EXEMPT - 93.126 | <i>Total Project Cost</i> | \$7,000 |
| <i>Lead Agency</i> | LOS ANGELES COUNTY | | | <i>Modeling</i> | | | |
| <i>County</i> | Los Angeles | <i>Primary Program Code</i> | NCR88 - RAMPS-MODIFY | <i>Air Basin</i> | SCAB | <i>RTP ID</i> | 1AL04 |
| <i>System</i> | Local Hwy | | | | | | |
| <i>Project Limits</i> | At Rye Canyon Rye Canyon Road to I-5 | | | | | | |
| <i>Description</i> | Rye Canyon Ramps Relocation-The project will construct new on/off ramps for the southbound Interstate 5 (I-5) Freeway at Rye Canyon | | | | | | |

| Phase Fund Source | (in \$000s) | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | Total |
|--------------------------------|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| CON LTF - Local Transportation | | - | - | - | \$7,000 | - | - | - | - | \$7,000 |
| | <i>Total Construction</i> | - | - | - | \$7,000 | - | - | - | - | \$7,000 |
| | <i>Total Programmed</i> | - | - | - | \$7,000 | - | - | - | - | \$7,000 |

**2019 Federal Transportation Improvement Program
Amendment #19-31
LA County (METRO)
Public Project Listings
(in \$000's)**

| | | | | | | | |
|-----------------------|---|-----------------------------|---|-------------------------|-----------------|---------------------------|----------|
| <i>FTIP ID</i> | LA0G1543 | <i>FTIP Amendment</i> | LA County (METRO) 19-31 | <i>Conform Category</i> | EXEMPT - 93.126 | <i>Total Project Cost</i> | \$49,825 |
| <i>Lead Agency</i> | PORT OF LOS ANGELES | | | <i>Modeling</i> | | | |
| <i>County</i> | Los Angeles | <i>Primary Program Code</i> | NCR93 - PORT FACILITIES - NO LANE ADDITIONS | <i>Air Basin</i> | SCAB | <i>RTP ID</i> | 100708 |
| <i>System</i> | Local Hwy | | | | | | |
| <i>Project Limits</i> | At Navy Way Seaside Ave to Navy Way Terminus | | | | | | |
| <i>Description</i> | Terminal Island Railyard Enhancement project. This project entails the addition of five staging/storage tracks (about 47,000 lineal feet) to the an existing railyard, located on Terminal Island, which is also includes a short rail bridge over water. | | | | | | |

| Phase Fund Source | | (in \$000s) | | | | | | | | Total |
|--------------------------|--|--------------------|----------------|--------------|----------------|-----------------|-----------------|--------------|---------------|-----------------|
| | | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | |
| PE | PORT - Port Funds | - | \$3,227 | - | \$843 | - | - | - | - | \$4,070 |
| | <i>Total Preliminary Engineering</i> | - | \$3,227 | - | \$843 | - | - | - | - | \$4,070 |
| CON | PORT - Port Funds | - | - | - | \$110 | \$12,000 | \$12,000 | - | - | \$24,110 |
| CON | SB1 TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)(Federal) | - | - | - | \$110 | \$10,768 | \$10,767 | - | - | \$21,645 |
| | <i>Total Construction</i> | - | - | - | \$220 | \$22,768 | \$22,767 | - | - | \$45,755 |
| | Total Programmed | - | \$3,227 | - | \$1,063 | \$22,768 | \$22,767 | - | - | \$49,825 |

**2019 Federal Transportation Improvement Program
Amendment #19-31
LA County (METRO)
Public Project Listings
(in \$000's)**

| | | | | | | | |
|-----------------------|--|-----------------------------|---|-------------------------|-----------------|---------------------------|----------|
| <i>FTIP ID</i> | LA9918927 | <i>FTIP Amendment</i> | LA County (METRO) 19-31 | <i>Conform Category</i> | EXEMPT - 93.126 | <i>Total Project Cost</i> | \$52,355 |
| <i>Lead Agency</i> | PORT OF LOS ANGELES | | | <i>Modeling</i> | | | |
| <i>County</i> | Los Angeles | <i>Primary Program Code</i> | NCR93 - PORT FACILITIES - NO LANE ADDITIONS | <i>Air Basin</i> | SCAB | <i>RTP ID</i> | 1AL04 |
| <i>System</i> | Local Hwy | | | | | | |
| <i>Project Limits</i> | At Not Applicable - Port Terminal N/A to N/A | | | | | | |
| <i>Description</i> | The project will add five new working tracks just north of/parallel to the existing Fenix on-dock railyard, including tail track, pavement and turnouts. A total of 15,000 linear feet of tract will be added as part of this project. | | | | | | |

| Phase | Fund Source | (in \$000s) | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | Total |
|--------------|--|--------------------|--------------|--------------|--------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|
| PE | PORT - Port Funds | | - | - | \$80 | \$1,176 | \$1,540 | \$690 | - | - | \$3,486 |
| | <i>Total Preliminary Engineering</i> | | - | - | \$80 | \$1,176 | \$1,540 | \$690 | - | - | \$3,486 |
| CON | PORT - Port Funds | | - | - | - | - | - | \$531 | \$6,410 | \$4,550 | \$11,491 |
| CON | Port Infrastructure Development Program | | - | - | - | - | - | - | \$9,092 | \$9,092 | \$18,184 |
| CON | SB1 TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)(State) | | - | - | - | - | - | \$19,194 | - | - | \$19,194 |
| | <i>Total Construction</i> | | - | - | - | - | - | \$19,725 | \$15,502 | \$13,642 | \$48,869 |
| | Total Programmed | | - | - | \$80 | \$1,176 | \$1,540 | \$20,415 | \$15,502 | \$13,642 | \$52,355 |

**2019 Federal Transportation Improvement Program
Amendment #19-31
LA County (METRO)
Public Project Listings
(in \$000's)**

Completed Project

| | | | | | | | |
|-----------------------|--|-----------------------------|---|----------------------------------|---------------------|---------------------------|---------|
| <i>FTIP ID</i> | LATP16M013 | <i>FTIP Amendment</i> | LA County (METRO) 19-31 | <i>Conform Category Modeling</i> | TCM Committed NO | <i>Total Project Cost</i> | \$2,533 |
| <i>Lead Agency</i> | TORRANCE | | | | | | |
| <i>County</i> | Los Angeles | <i>Primary Program Code</i> | NCR25 - BICYCLE & PEDESTRAIN FACILITIES-UPGRADE | <i>Air Basin</i> | SCAB | <i>RTP ID</i> | 1AL04 |
| <i>System</i> | Local Hwy | | | | | | |
| <i>Project Limits</i> | At Multiple city streets in Torrance Torrance Blvd to Plaza del Amo | | | | | | |
| <i>Description</i> | Downtown Torrance Active Transportation Improvement Project. The City of Torrance will enhance pedestrian and bike use in historic downtown by comprehensively overhauling 100,000 square feet of the sidewalk system in the project area, traffic striping, signs, pedestrian signals, and bicycle parking amenities. | | | | | | |

| Phase Fund Source | | (in \$000s) | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | Total |
|-------------------|---|-------------|--------------|----------------|-------|-------|-------|-------|-------|--------|----------------|
| PE | ATP - Active Transportation Program - MPO | | \$340 | - | - | - | - | - | - | - | \$340 |
| PE | CITY - City Funds | | \$85 | - | - | - | - | - | - | - | \$85 |
| | <i>Total Preliminary Engineering</i> | | \$425 | - | - | - | - | - | - | - | \$425 |
| CON | ATP - Active Transportation Program - MPO | | - | \$1,687 | - | - | - | - | - | - | \$1,687 |
| CON | CITY - City Funds | | - | \$421 | - | - | - | - | - | - | \$421 |
| | <i>Total Construction</i> | | - | \$2,108 | - | - | - | - | - | - | \$2,108 |
| | Total Programmed | | \$425 | \$2,108 | - | - | - | - | - | - | \$2,533 |

**2019 Federal Transportation Improvement Program
Amendment #19-31
LA County (METRO)
Public Project Listings
(in \$000's)**

| | | | | | | | |
|-----------------------|--|-----------------------------|------------------------------|----------------------------------|---------------------|---------------------------|---------|
| <i>FTIP ID</i> | LAF7519 | <i>FTIP Amendment</i> | LA County (METRO) 19-31 | <i>Conform Category Modeling</i> | TCM Committed NO | <i>Total Project Cost</i> | \$3,089 |
| <i>Lead Agency</i> | WHITTIER | <i>Primary Program Code</i> | NCN26 - BICYCLE FACILITY-NEW | <i>Air Basin</i> | SCAB | <i>RTP ID</i> | 101007 |
| <i>County</i> | Los Angeles | | | | | | |
| <i>System</i> | Local Hwy | | | | | | |
| <i>Project Limits</i> | At Union Pacific Railroad Corridor Mills Ave to Leffingwell Road | | | | | | |
| <i>Description</i> | WHITTIER GREENWAY TRAIL EAST EXTENSION : This project is located in the City of Whittier. It will implement a two-mile Class I bike/pedestrian path on a City-controlled easement along the Union Pacific Railroad corridor from Mills Av to Leffingwell Rd, and it will also provide a trailhead east of Mills Av. The project promotes a regional bikeway corridor by extending the 4.5-mile Whittier Greenway Trail east at the City and LA County limits. \$247 in Toll Credits added in FY 19 to match CMAQ | | | | | | |

| Phase Fund Source | | (in \$000s) | | | | | | | | | Total |
|--------------------------|--|--------------------|----------------|--------------|--------------|--------------|--------------|--------------|---------------|----------------|--------------|
| | | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | | |
| PE | CMAQ - Congestion Mitigation Air Quality | \$307 | - | - | - | - | - | - | - | \$307 | |
| PE | PC25 - 2016 Earmark Repurposing | - | - | \$79 | - | - | - | - | - | \$79 | |
| | <i>Total Preliminary Engineering</i> | \$307 | - | \$79 | - | - | - | - | - | \$386 | |
| CON | CMAQ - Congestion Mitigation Air Quality | - | \$2,151 | - | - | - | - | - | - | \$2,151 | |
| CON | PC25 - 2016 Earmark Repurposing | - | - | \$552 | - | - | - | - | - | \$552 | |
| | <i>Total Construction</i> | - | \$2,151 | \$552 | - | - | - | - | - | \$2,703 | |
| | Total Programmed | \$307 | \$2,151 | \$631 | - | - | - | - | - | \$3,089 | |

**2019 Federal Transportation Improvement Program
Amendment #19-31
LA County (METRO)
Public Project Listings
(in \$000's)**

| | | | | | | | |
|-----------------------|--|-----------------------------|--|-------------------------|-----------------|---------------------------|----------|
| <i>FTIP ID</i> | LA0G1290 | <i>FTIP Amendment</i> | LA County (METRO) 19-31 | <i>Conform Category</i> | EXEMPT - 93.126 | <i>Total Project Cost</i> | \$70,500 |
| <i>Lead Agency</i> | PORT OF LOS ANGELES | | | <i>Modeling</i> | NO | | |
| <i>County</i> | Los Angeles | <i>Primary Program Code</i> | NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD) | <i>Air Basin</i> | SCAB | <i>RTP ID</i> | 7120018 |
| <i>System</i> | State Hwy | | | | | | |
| <i>Project Limits</i> | Route 47 , From to , Begin: .86 End: .86 | | | | | | |
| <i>Description</i> | Prepare Caltrans Project Study Report (PSR), Project Report (PR), preliminary plans and Environmental Documentation (ED) reports to obtain Caltrans approval and Environmental clearance; Design (Plans, Specification and Estimate) and Construction for the SR 47/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project. | | | | | | |

| Phase Fund Source | | (in \$000s) | | | | | | | | | Total |
|--------------------------|--|--------------------|--------------|----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|--------------|
| | | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | | |
| PE | MR20H - Measure R 20% Highway | \$1,000 | \$852 | \$1,144 | \$712 | \$122 | - | - | - | \$3,830 | |
| PE | PORT - Port Funds | \$638 | \$57 | - | \$1,788 | \$2,283 | \$1,229 | - | - | \$5,995 | |
| | <i>Total Preliminary Engineering</i> | \$1,638 | \$909 | \$1,144 | \$2,500 | \$2,405 | \$1,229 | - | - | \$9,825 | |
| CON | MR20H - Measure R 20% Highway | - | - | - | - | \$545 | \$10,308 | \$12,057 | \$14,485 | \$37,395 | |
| CON | PORT - Port Funds | - | - | - | - | - | - | \$17 | - | \$17 | |
| CON | Port Infrastructure Development Program | - | - | - | - | - | \$7,250 | \$1,400 | \$1,230 | \$9,880 | |
| CON | SB1 TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)(State) | - | - | - | - | - | \$50 | \$5,792 | \$7,541 | \$13,383 | |
| | <i>Total Construction</i> | - | - | - | - | \$545 | \$17,608 | \$19,266 | \$23,256 | \$60,675 | |
| | Total Programmed | \$1,638 | \$909 | \$1,144 | \$2,500 | \$2,950 | \$18,837 | \$19,266 | \$23,256 | \$70,500 | |

**2019 Federal Transportation Improvement Program
Amendment #19-31
LA County (METRO)
Public Project Listings
(in \$000's)**

| | | | | | | | |
|-----------------------|--|-----------------------------|--|-------------------------|-----------------|---------------------------|----------|
| <i>FTIP ID</i> | LA960142 | <i>FTIP Amendment</i> | LA County (METRO) 19-31 | <i>Conform Category</i> | EXEMPT - 93.126 | <i>Total Project Cost</i> | \$26,752 |
| <i>Lead Agency</i> | WESTLAKE VILLAGE | | | <i>Modeling</i> | NO | | |
| <i>County</i> | Los Angeles | <i>Primary Program Code</i> | NCRH3 - INTERCHANGE-MODIFY/REPLACE/RECONFIGURATION | <i>Air Basin</i> | SCAB | <i>RTP ID</i> | LA960142 |
| <i>System</i> | State Hwy | | | | | | |
| <i>Project Limits</i> | Route 101 , From Agoura Road to Via Colinas, Milepost Begins at 37.54 Ends at 38.03 of Length .49 | | | | | | |
| <i>Description</i> | Rte 101/Lindero Canyon Road Interchange Improvement Project. Lindero Cyn Rd btw Via Colinas and Agoura Rd widened from 2 to 3 lanes in each direction. Ramp G-6 widened to 2 lanes to provide for 2 free RT lanes for eastbound Via Colinas traffic at Lindero Cyn Rd. The existing northbound aux lane will be extended southerly from its terminus at Ramp G-6 to Ramp G-3. Includes bike path construction (.49 miles). | | | | | | |

| Phase Fund Source | | (in \$000s) | | | | | | | | Total |
|--------------------------|---|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|-----------------|
| | | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | |
| PE | CITY - City Funds | \$300 | - | - | - | - | - | - | - | \$300 |
| | <i>Total Preliminary Engineering</i> | \$300 | - | - | - | - | - | - | - | \$300 |
| CON | CITY - City Funds | \$4,763 | - | - | - | - | - | - | - | \$4,763 |
| CON | DEMOT21 - Demonstration - Tea 21 | \$244 | - | - | - | - | - | - | - | \$244 |
| CON | MR20H - Measure R 20% Highway | \$12,620 | - | - | \$250 | - | - | - | - | \$12,870 |
| CON | PC25 - Los Angeles County Proposition "C25" | \$8,575 | - | - | - | - | - | - | - | \$8,575 |
| | <i>Total Construction</i> | \$26,202 | - | - | \$250 | - | - | - | - | \$26,452 |
| | Total Programmed | \$26,502 | - | - | \$250 | - | - | - | - | \$26,752 |

Name redefined****

ORANGE COUNTY

2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Orange County Transportation Authority
Amendment #19-31
January 2021
(in \$000's)



STATE HWY

| LEAD AGENCY | PROJECT ID | PROJECT DESCRIPTION | FUNDING DETAILS | CHANGE REASON |
|------------------|------------|---|---|--|
| Various Agencies | ORA100511 | SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF AND 1 HOV LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EACH DIR BTWN SELECT ON/OFF RAMP AND NON-CAPACITY OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS. Toll Credit for RSTP and CMAQ. (Including street traffic signal improvement at I-5/Newport Avenue onramp for mitigation. non-capacity) | COST INCREASE: SB1 ▶ Add funds in FY 21/22 in CON for \$140,000 CMAQ + Increase funds in FY 21/22 in ROW from \$0 to \$5,865 ▶ Add funds in FY 22/23 in ROW for \$15,680 AGENCY ▶ Delete funds in FY 20/21 in CON for \$70,000 LOC-AC ▶ Add funds in FY 20/21 in ROW for \$56,095 ▶ Add funds in FY 23/24 in ROW for -\$5,072 - Decrease funds in FY 22/23 in ROW from -\$3,500 to -\$39,316 ▶ Add funds in FY 21/22 in ROW for -\$15,207 STPL-R + Increase funds in FY 17/18 in ROW from \$58,450 to \$59,950 ▶ Add funds in FY 23/24 in ROW for \$5,072 + Increase funds in FY 22/23 in ROW from \$3,500 to \$23,636 ▶ Add funds in FY 21/22 in ROW for \$9,342 ORAFWY2 + Increase funds in FY 12/13 in PE from \$6,532 to \$10,930 ▶ Add funds in FY 21/22 in CON for \$18,458 + Increase funds in FY 20/21 in ROW from \$0 to \$4,581 - Decrease funds in FY 20/21 in CON from \$27,344 to \$0 SHOPPAC - Decrease funds in FY 16/17 in ROW from \$27,200 to \$25,400 ▶ Add funds in FY 21/22 in CON for \$15,900 ▶ Delete funds in FY 20/21 in CON for \$15,900 <i>Total project cost increased from \$349,212 to \$475,100 (36%)</i> | Additional funding added per SB1 awards and cost increase in ROW. SB1 funds were approved at December CTC meeting. Total project cost increased as a result of issues related to ROW acquisition and increase in estimated construction cost. |

2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Orange County Transportation Authority
Amendment #19-31
January 2021
(in \$000's)



TRANSIT

| LEAD AGENCY | PROJECT ID | PROJECT DESCRIPTION | FUNDING DETAILS | CHANGE REASON |
|---|------------|--|---|---|
| Orange County Transportation Authority (OCTA) | ORA193101 | Rehabilitation/Renovation Projects at OCTA Bus Facilities - Rehabilitation and renovation activities at various OCTA bus facilities including heating, ventilation and air conditioner replacements and rehabilitation of a bus wash and steam cleaning areas to maintain the bus fleet. | NEW PROJECT: TDA ► Add funds in FY 20/21 in CON for \$385 5339 ► Add funds in FY 20/21 in CON for \$1,207 <i>Total project cost \$1,592</i> | New FTA project which received 5339b funds. |

**2019 Federal Transportation Improvement Program
Amendment #19-31
Orange County
Project Listing
(in \$000's)**

| | | | | | | | |
|-----------------------|---|-----------------------------|---|-------------------------|---------------|---------------------------|-----------|
| FTIP ID | ORA100511 | FTIP Amendment | Orange County Transportation Authority (OCTA) 19-31 | Conform Category | TCM Committed | Total Project Cost | \$475,100 |
| Lead Agency | VARIOUS AGENCIES | Primary Program Code | CAN69 - NEW HOV LANE(S) | Modeling | YES | RTP ID | 2M0733 |
| County System | Orange State Hwy | | | Air Basin | SCAB | | |
| Project Limits | Route 55 , From I-405 to I-5, Milepost Begins at 6.29 Ends at 10.32 of Length 4.03 | | | | | | |
| Description | SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF AND 1 HOV LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND NON-CAPACITY OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS. Toll Credit for RSTP and CMAQ. (Including street traffic signal improvement at I-5/Newport Avenue onramp for mitigation. non-capacity) | | | | | | |

| Phase | Fund Source | (in \$000s) | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | Total |
|-------|--|-------------|------------------|----------|----------------|------------------|------------------|-----------|----------|----------|------------------|
| PE | ORAFWY2 - Orange County Sales Tax Measure | | \$10,930 | - | - | - | - | - | - | - | \$10,930 |
| PE | SHOPPAC - SHOPP - Roadway Preservation (AC) | | \$3,700 | - | - | - | - | - | - | - | \$3,700 |
| PE | STPL-R - STP Local Regional | | \$17,000 | - | \$1,500 | - | - | - | - | - | \$18,500 |
| | <i>Total Preliminary Engineering</i> | | \$31,630 | - | \$1,500 | - | - | - | - | - | \$33,130 |
| ROW | CMAQ - Congestion Mitigation Air Quality | | \$20,000 | - | - | - | \$5,865 | \$15,680 | - | - | \$41,545 |
| ROW | LOC-AC - Local Transportation Funds - Advance Construction | | \$3,500 | - | - | \$56,095 | \$-15,207 | \$-39,316 | \$-5,072 | - | - |
| ROW | ORAFWY2 - Orange County Sales Tax Measure | | \$14,731 | - | - | \$4,581 | - | - | - | - | \$19,312 |
| ROW | SHOPPAC - SHOPP - Roadway Preservation (AC) | | \$25,400 | - | - | - | - | - | - | - | \$25,400 |
| ROW | STPL-R - STP Local Regional | | \$59,950 | - | - | - | \$9,342 | \$23,636 | \$5,072 | - | \$98,000 |
| | <i>Total Right of Way</i> | | \$123,581 | - | - | \$60,676 | - | - | - | - | \$184,257 |
| CON | CMAQ - Congestion Mitigation Air Quality | | - | - | - | - | \$3,355 | - | - | - | \$3,355 |
| CON | ORAFWY2 - Orange County Sales Tax Measure | | - | - | - | - | \$18,458 | - | - | - | \$18,458 |
| CON | SB1 LOCAL PARTNERSHIP COMPETITIVE FUNDS | | - | - | - | - | \$25,000 | - | - | - | \$25,000 |
| CON | SB1 TRADE CORRIDOR ENHANCEMENT ACCOUNT | | - | - | - | - | \$115,000 | - | - | - | \$115,000 |
| CON | SHOPPAC - SHOPP - Roadway Preservation (AC) | | - | - | - | - | \$15,900 | - | - | - | \$15,900 |
| CON | STIP AC RIP | | - | - | - | \$80,000 | - | - | - | - | \$80,000 |
| | <i>Total Construction</i> | | - | - | - | \$80,000 | \$177,713 | - | - | - | \$257,713 |
| | Total Programmed | | \$155,211 | - | \$1,500 | \$140,676 | \$177,713 | - | - | - | \$475,100 |

**2019 Federal Transportation Improvement Program
Amendment #19-31
Orange County
Project Listing
(in \$000's)**

| | | | | | | | |
|-----------------------|--|-----------------------------|---|-------------------------|-----------------|---------------------------|---------|
| <i>FTIP ID</i> | ORA193101 | <i>FTIP Amendment</i> | Orange County Transportation Authority (OCTA) 19-31 | <i>Conform Category</i> | EXEMPT - 93.126 | <i>Total Project Cost</i> | \$1,592 |
| <i>Lead Agency</i> | ORANGE COUNTY TRANS AUTHORITY (OCTA) | | | <i>Modeling</i> | | | |
| <i>County</i> | Orange | <i>Primary Program Code</i> | NCR86 - MAINTENANCE/STORAGE FACILITY-UPGRADE | <i>Air Basin</i> | SCAB | <i>RTP ID</i> | 2160009 |
| <i>System</i> | Transit | | | | | | |
| <i>Project Limits</i> | From to | | | | | | |
| <i>Description</i> | Rehabilitation/Renovation Projects at OCTA Bus Facilities - Rehabilitation and renovation activities at various OCTA bus facilities including heating, ventilation and air conditioner replacements and rehabilitation of a bus wash and steam cleaning areas to maintain the bus fleet. | | | | | | |

| Phase | Fund Source | (in \$000s) | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | Total |
|--------------|--|--------------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------|---------------|----------------|
| CON | FTA 5339b - Bus and Bus Facilities Discretionary Program | - | - | - | - | \$1,207 | - | - | - | - | \$1,207 |
| CON | TDA - Transportation Development Act | - | - | - | - | \$385 | - | - | - | - | \$385 |
| | <i>Total Construction</i> | - | - | - | - | \$1,592 | - | - | - | - | \$1,592 |
| | Total Programmed | - | - | - | - | \$1,592 | - | - | - | - | \$1,592 |

RIVERSIDE COUNTY

2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Riverside County Transportation Commission
Amendment #19-31
January 2021
(in \$000)



| LOCAL | | | | |
|------------------|------------|---|---|---|
| LEAD AGENCY | PROJECT ID | PROJECT DESCRIPTION | FUNDING DETAILS | CHANGE REASON |
| CITY OF EASTVALE | RIV181050 | IN WESTERN RIV CO IN THE CITY OF EASTVALE - CONSTRUCT THE LIMONITE AVE GAP CLOSURE AND CONSTRUCT BRIDGE OVER CUCAMONGA CREEK INCLUDING CAPACITY ENHANCEMENT. | <p>PROJECT CHANGES (FROM PREVIOUS APPROVED VERSION):</p> <p>SB1</p> <ul style="list-style-type: none"> ▶ Add funds in FY 21/22 in CON for \$9,475 <p>AGENCY</p> <ul style="list-style-type: none"> ▶ Delete funds in FY 18/19 in PE for \$350 ROW for \$300 ▶ Add funds in FY 21/22 in CON for \$13,814 + Increase funds in FY 20/21 in PE from \$0 to \$1,310 + Increase funds in FY 20/21 in ROW from \$0 to \$422 - Decrease funds in FY 20/21 in CON from \$6,000 to \$0 <p>WVRTUMF</p> <ul style="list-style-type: none"> ▶ Delete funds in FY 18/19 in PE for \$254 ROW for \$636 ▶ Add funds in FY 21/22 in CON for \$2,078 + Increase funds in FY 20/21 in ROW from \$0 to \$210 - Decrease funds in FY 20/21 in CON from \$6,000 to \$0 ▶ Add funds in FY 19/20 in PE for \$1,540 <p><i>Total project cost increased from \$13,540 to \$28,849 (113.1%)</i></p> | <p>COST INCREASE, FUND SOURCE CHANGE</p> <p>Cost increase per CTC Dec 2020 LPP Award.</p> |
| CORONA | RIV011240 | IN CORONA ON EXISTING MCKINLEY ST - CONSTRUCT UP TO 4 LANE GRADE SEPARATION OVERCROSSING BRIDGE OVER EXISTING BNSF RAILROAD CROSSING AND ROADWAY IMPROVEMENTS. INCLUDING BUT NOT LIMITED TO CONS OF STRUCTURAL WALLS, DRAINAGE FACILITIES, BIKE & PED FACILITIES, AND UTILITY WORK. ROW ACQUISITION & RELOCATION ANTICIPATED. | <p>PROJECT CHANGES (FROM PREVIOUS APPROVED VERSION):</p> <p>SB1</p> <ul style="list-style-type: none"> ▶ Add funds in FY 20/21 in CON for \$10,300 <p>AGENCY</p> <ul style="list-style-type: none"> ▶ Add funds in FY 20/21 in CON for \$10,200 <p><i>Total project cost increased from \$90,500 to \$111,000 (22.7%)</i></p> | <p>COST INCREASE, FUND SOURCE CHANGE</p> <p>Modeling information to be revised during RTP Am#1 - this is no longer capacity increasing.</p> |
| TEMECULA | 991203A | IN WESTERN RIV CO IN THE CITY OF TEMECULA: PHASE 2: REPLACE 2-LANE LOW WATER CROSSING WITH 4-LANE BRIDGE (BR#00L0087) OVER MURRIETA CREEK AT AVENIDA ALVARADO. SEE 991203 FOR PHASE 1. | <p>PROJECT CHANGES (FROM PREVIOUS APPROVED VERSION):</p> <p>CITY</p> <ul style="list-style-type: none"> ▶ Delete funds in FY 19/20 in PE for \$141 ▶ Add funds in FY 25/26 in CON for \$2,198 + Increase funds in FY 24/25 in ROW from \$0 to \$280 - Decrease funds in FY 24/25 in CON from \$2,314 to \$0 ▶ Add funds in FY 22/23 in ROW for \$396 ▶ Delete funds in FY 21/22 in ROW for \$280 ▶ Add funds in FY 20/21 in PE for \$141 <p>HBRR-L</p> <ul style="list-style-type: none"> ▶ Delete funds in FY 19/20 in PE for \$266 ▶ Add funds in FY 25/26 in CON for \$16,969 + Increase funds in FY 24/25 in ROW from \$0 to \$2,161 - Decrease funds in FY 24/25 in CON from \$17,863 to \$0 ▶ Add funds in FY 22/23 in PE for \$824 ROW for \$3,055 ▶ Add funds in FY 20/21 in PE for \$266 <p>AGCY-AC</p> <ul style="list-style-type: none"> ▶ Delete funds in FY 19/20 in PE for \$824 ▶ Add funds in FY 22/23 in PE for -\$824 ▶ Delete funds in FY 21/22 in ROW for \$2,161 ▶ Add funds in FY 20/21 in PE for \$824 <p><i>Total project cost increased from \$24,199 to \$26,640 (10.1%)</i></p> | <p>COST INCREASE, RE PROGRAMMED</p> <p>Total project cost increased per HBP 11/2020 Update.</p> |

2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
Riverside County Transportation Commission
Amendment #19-31
January 2021
(in \$000)



HIGHWAY

| LEAD AGENCY | PROJECT ID | PROJECT DESCRIPTION | FUNDING DETAILS | CHANGE REASON |
|--|------------|---|---|--|
| INDIO | RIV071252 | ON I-10 IN INDIO AT JACKSON ST IC (at PM 54.90): RECONSTRUCT/WIDEN IC FROM 2 TO 4 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM SHOWCASE PKWY TO SOUTH OF WHITEWATER RIVER CHANNEL, EXTEND WB OFF-RAMP WITH DECEL LANE, EXTEND EB-ON-RAMP WITH ACCL LANE AND CONSTRUCT WB AUX LANE (JACKSON TO MONROE) RECONSTRUCT/WIDEN RAMPS 1 TO 2/3 LANES, MODIFY TRAFFIC SIGNALS | <p>PROJECT CHANGES (FROM PREVIOUS APPROVED VERSION):</p> <p>Description changed</p> <p>From: "ON I-10 IN INDIO AT JACKSON ST IC (at PM 55.575): RECONSTRUCT/WIDEN IC FROM 2 TO 4 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM SHOWCASE PKWY TO SOUTH OF WHITEWATER RIVER CHANNEL, EXTEND WB OFF-RAMP WITH DECEL LANE, EXTEND EB- ON-RAMP WITH ACCL LANE AND CONSTRUCT WB AUX LANE (JACKSON TO MONROE) RECONSTRUCT/WIDEN RAMPS 1 TO 2/3 LANES, MODIFY TRAFFIC SIGNALS"</p> <p>To: ON I-10 IN INDIO AT JACKSON ST IC (at PM 54.90): RECONSTRUCT/WIDEN IC FROM 2 TO 4 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM SHOWCASE PKWY TO SOUTH OF WHITEWATER RIVER CHANNEL, EXTEND WB OFF-RAMP WITH DECEL LANE, EXTEND EB- ON-RAMP WITH ACCL LANE AND CONSTRUCT WB AUX LANE (JACKSON TO MONROE) RECONSTRUCT/WIDEN RAMPS 1 TO 2/3 LANES, MODIFY TRAFFIC SIGNALS</p> <p><i>Total project cost stays the same \$85,000</i></p> | MINOR CHANGE Post miles revised to reflect correction - NOT a change to physical project limits or scope of work. |
| RIVERSIDE COUNTY TRANS COMMISSION (RCTC) | RIV070308 | AT SR91/71 JCT: REPLACE EB 91 TO NB 71 CONNECTOR W/ DIRECT CONNECTOR, AND RECONSTRUCT THE GREEN RIVER ROAD EB ON-RAMP (EA: 0F541) (\$1,501/\$639/\$200 TOLL CREDITS WILL BE USED IN PS&E TO MATCH DEMO-SAFETEALU/DEMO-TEA21/STP, RESPECTIVELY. \$159 TOLL CREDITS WILL BE USED IN R/W TO MATCH DEMO-SAFETEALU.) | <p>PROJECT CHANGES (FROM PREVIOUS APPROVED VERSION):</p> <p>SB1 ▶ Add funds in FY 21/22 in CON for \$58,108</p> <p>XRIV ▶ Delete funds in FY 22/23 in CON for \$101,940</p> <p>AGENCY - Decrease funds in FY 12/13 in ROW from \$2,225 to \$1,225</p> <p>NH-RIP ▶ Add funds in FY 22/23 in CON for \$66,377</p> <p><i>Total project cost increased from \$126,663 to \$148,208 (17%)</i></p> | COST INCREASE, FUND SOURCE CHANGE no significant change made |

**2019 Federal Transportation Improvement Program
Amendment #19-31
Riverside County Transportation Commission (RCTC)
Project Listings
(in \$000's)**

| | | | | | | | |
|-----------------------|--|-----------------------------|---|-------------------------|--------------------|---------------------------|----------|
| <i>FTIP ID</i> | RIV181050 | <i>FTIP Amendment</i> | Riverside County Transportation Commission (RCTC) 19-31 | <i>Conform Category</i> | NON-REPORTABLE TCM | <i>Total Project Cost</i> | \$28,849 |
| <i>Lead Agency</i> | CITY OF EASTVALE | | | <i>Modeling</i> | YES | | |
| <i>County</i> | Riverside | <i>Primary Program Code</i> | CAR63 - HWY/RD IMP-LANE ADD w/ NO HOV LANE(S):NRS | <i>Air Basin</i> | SCAB | <i>RTP ID</i> | 3120002 |
| <i>System</i> | Local Hwy | | | | | | |
| <i>Project Limits</i> | From Archibald Ave to Hellman Ave, Begin: 0 End: | | | | | | |
| <i>Description</i> | IN WESTERN RIV CO IN THE CITY OF EASTVALE - CONSTRUCT THE LIMONITE AVE GAP CLOSURE AND CONSTRUCT BRIDGE OVER CUCAMONGA CREEK INCLUDING CAPACITY ENHANCEMENT. | | | | | | |

| Phase | Fund Source | (in \$000s) | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | Total |
|--------------|---|--------------------------------------|--------------|--------------|----------------|----------------|-----------------|--------------|--------------|---------------|-----------------|
| PE | AGENCY | | - | - | - | \$1,310 | - | - | - | - | \$1,310 |
| PE | WESTERN RIV TUMF | | - | - | \$1,540 | - | - | - | - | - | \$1,540 |
| | | <i>Total Preliminary Engineering</i> | - | - | \$1,540 | \$1,310 | - | - | - | - | \$2,850 |
| ROW | AGENCY | | - | - | - | \$422 | - | - | - | - | \$422 |
| ROW | WESTERN RIV TUMF | | - | - | - | \$210 | - | - | - | - | \$210 |
| | | <i>Total Right of Way</i> | - | - | - | \$632 | - | - | - | - | \$632 |
| CON | AGENCY | | - | - | - | - | \$13,814 | - | - | - | \$13,814 |
| CON | SB1 LOCAL PARTNERSHIP COMPETITIVE FUNDS | | - | - | - | - | \$9,475 | - | - | - | \$9,475 |
| CON | WESTERN RIV TUMF | | - | - | - | - | \$2,078 | - | - | - | \$2,078 |
| | | <i>Total Construction</i> | - | - | - | - | \$25,367 | - | - | - | \$25,367 |
| | | Total Programmed | - | - | \$1,540 | \$1,942 | \$25,367 | - | - | - | \$28,849 |

**2019 Federal Transportation Improvement Program
Amendment #19-31
Riverside County Transportation Commission (RCTC)
Project Listings
(in \$000's)**

| | | | | | | | |
|-----------------------|---|-----------------------------|--|----------------------------------|------------------------|---------------------------|-----------|
| FTIP ID | RIV011240 | FTIP Amendment | Riverside County Transportation Commission (RCTC) 19-31 | Conform Category Modeling | EXEMPT - 93.126 YES | Total Project Cost | \$111,000 |
| Lead Agency | CORONA | Primary Program Code | NCN31 - GRADE SEPARATION; RAIL/HWY CROSSING-NON CAPACITY | Air Basin | SCAB | RTP ID | RIV011240 |
| County | Riverside | System | Local Hwy | | | | |
| Project Limits | From Griffin Way to Magnolia Ave, Begin: 0 End: IN CORONA ON EXISTING MCKINLEY ST - CONSTRUCT UP TO 4 LANE GRADE SEPARATION OVERCROSSING BRIDGE OVER EXISTING BNSF RAILROAD CROSSING AND ROADWAY IMPROVEMENTS. INCLUDING BUT NOT LIMITED TO CONS OF STRUCTURAL WALLS, DRAINAGE FACILITIES, BIKE & PED FACILITIES, AND UTILITY WORK. ROW ACQUISITION & RELOCATION ANTICIPATED. | | | | | | |
| Description | | | | | | | |

| Phase | Fund Source | (in \$000s) | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | Total |
|-------|--------------------------------------|-------------|----------------|----------------|-----------------|-----------------|-------|-------|-------|--------|------------------|
| PE | Gas Tax (Subvention to cities) | | \$64 | - | - | - | - | - | - | - | \$64 |
| PE | RIV CO SALES TAX | | \$1,000 | - | - | - | - | - | - | - | \$1,000 |
| PE | SENATE BILL 132 | | \$3,450 | - | \$2,000 | - | - | - | - | - | \$5,450 |
| PE | TDA ARTICLE #4 | | \$2,000 | - | - | - | - | - | - | - | \$2,000 |
| PE | WESTERN RIV TUMF | | \$1,630 | \$1,356 | - | - | - | - | - | - | \$2,986 |
| | <i>Total Preliminary Engineering</i> | | \$8,144 | \$1,356 | \$2,000 | - | - | - | - | - | \$11,500 |
| ROW | SENATE BILL 132 | | - | - | \$21,000 | - | - | - | - | - | \$21,000 |
| | <i>Total Right of Way</i> | | - | - | \$21,000 | - | - | - | - | - | \$21,000 |
| CON | AGENCY | | - | - | - | \$10,200 | - | - | - | - | \$10,200 |
| CON | SB1TRADE CORRIDOR ENHANCEMENT | | - | - | - | \$10,300 | - | - | - | - | \$10,300 |
| CON | SENATE BILL 132 | | - | - | \$5,000 | \$53,000 | - | - | - | - | \$58,000 |
| | <i>Total Construction</i> | | - | - | \$5,000 | \$73,500 | - | - | - | - | \$78,500 |
| | Total Programmed | | \$8,144 | \$1,356 | \$28,000 | \$73,500 | - | - | - | - | \$111,000 |

**2019 Federal Transportation Improvement Program
Amendment #19-31
Riverside County Transportation Commission (RCTC)
Project Listings
(in \$000's)**

| | | | | | | | |
|-----------------------|--|-----------------------------|---|--|---------------------------|---------------------------|----------|
| <i>FTIP ID</i> | 991203A | <i>FTIP Amendment</i> | Riverside County Transportation Commission (RCTC) 19-31 | <i>Conform Category Modeling Air Basin</i> | NON-EXEMPT YES SCAB | <i>Total Project Cost</i> | \$26,640 |
| <i>Lead Agency</i> | TEMECULA | <i>Primary Program Code</i> | CAN65 - NEW BRIDGE: NRS | | | <i>RTP ID</i> | 991203 |
| <i>County</i> | Riverside | | | | | | |
| <i>System</i> | Local Hwy | | | | | | |
| <i>Project Limits</i> | From Enterprise Cir West to Diaz Rd, Begin: 0 End: | | | | | | |
| <i>Description</i> | IN WESTERN RIV CO IN THE CITY OF TEMECULA: PHASE 2: REPLACE 2-LANE LOW WATER CROSSING WITH 4-LANE BRIDGE (BR#00L0087) OVER MURRIETA CREEK AT AVENIDA ALVARADO. SEE 991203 FOR PHASE 1. | | | | | | |

| Phase | Fund Source | (in \$000s) | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | Total |
|-------|--------------------------------------|-------------|--------------|-------|-------|----------------|-------|----------------|-------|-----------------|-----------------|
| PE | Agency - Adv Construction | | - | - | - | \$824 | - | -\$824 | - | - | - |
| PE | BRIDGE - LOCAL | | \$310 | - | - | \$266 | - | \$824 | - | - | \$1,400 |
| PE | CITY FUNDS | | \$40 | - | - | \$141 | - | - | - | - | \$181 |
| | <i>Total Preliminary Engineering</i> | | \$350 | - | - | \$1,231 | - | - | - | - | \$1,581 |
| ROW | BRIDGE - LOCAL | | - | - | - | - | - | \$3,055 | - | \$2,161 | \$5,216 |
| ROW | CITY FUNDS | | - | - | - | - | - | \$396 | - | \$280 | \$676 |
| | <i>Total Right of Way</i> | | - | - | - | - | - | \$3,451 | - | \$2,441 | \$5,892 |
| CON | BRIDGE - LOCAL | | - | - | - | - | - | - | - | \$16,969 | \$16,969 |
| CON | CITY FUNDS | | - | - | - | - | - | - | - | \$2,198 | \$2,198 |
| | <i>Total Construction</i> | | - | - | - | - | - | - | - | \$19,167 | \$19,167 |
| | Total Programmed | | \$350 | - | - | \$1,231 | - | \$3,451 | - | \$21,608 | \$26,640 |

**2019 Federal Transportation Improvement Program
Amendment #19-31
Riverside County Transportation Commission (RCTC)
Project Listings
(in \$000's)**

| | | | | | | | |
|--------------------|--|-----------------------------|---|--|----------------|---------------------------|----------|
| <i>FTIP ID</i> | RIV071252 | <i>FTIP Amendment</i> | Riverside County Transportation Commission (RCTC) 19-31 | <i>Conform Category Modeling</i> | NON-EXEMPT YES | <i>Total Project Cost</i> | \$85,000 |
| <i>Lead Agency</i> | INDIO | <i>Primary Program Code</i> | CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S | <i>Air Basin</i> | SSAB | <i>RTP ID</i> | 3A07020 |
| <i>County</i> | Riverside | <i>System</i> | State Hwy | <i>Project Limits</i> Route 10 , From Jackson St to I-10, Milepost Begins at 54.9 Ends at 56.5 of Length 1.6 | | | |
| <i>Description</i> | ON I-10 IN INDIO AT JACKSON ST IC (at PM 54.90): RECONSTRUCT/WIDEN IC FROM 2 TO 4 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM SHOWCASE PKWY TO SOUTH OF WHITEWATER RIVER CHANNEL, EXTEND WB OFF-RAMP WITH DECEL LANE, EXTEND EB- ON-RAMP WITH ACCL LANE AND CONSTRUCT WB AUX LANE (JACKSON TO MONROE) RECONSTRUCT/WIDEN RAMPS 1 TO 2/3 LANES, MODIFY TRAFFIC SIGNALS | | | | | | |

| Phase | Fund Source | (in \$000s) | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | Total |
|-------|-------------|--------------------------------------|-------|-------|----------------|-------|-----------------|-------|-----------------|--------|-----------------|
| PE | CITY FUNDS | | - | - | \$2,000 | - | \$10,000 | - | - | - | \$12,000 |
| | | <i>Total Preliminary Engineering</i> | - | - | \$2,000 | - | \$10,000 | - | - | - | \$12,000 |
| ROW | CITY FUNDS | | - | - | - | - | \$3,000 | - | - | - | \$3,000 |
| | | <i>Total Right of Way</i> | - | - | - | - | \$3,000 | - | - | - | \$3,000 |
| CON | CITY FUNDS | | - | - | - | - | - | - | \$70,000 | - | \$70,000 |
| | | <i>Total Construction</i> | - | - | - | - | - | - | \$70,000 | - | \$70,000 |
| | | <i>Total Programmed</i> | - | - | \$2,000 | - | \$13,000 | - | \$70,000 | - | \$85,000 |

**2019 Federal Transportation Improvement Program
Amendment #19-31
Riverside County Transportation Commission (RCTC)
Project Listings
(in \$000's)**

| | | | | | | | |
|-----------------------|---|-----------------------------|---|-------------------------|------------|---------------------------|-----------|
| FTIP ID | RIV070308 | FTIP Amendment | Riverside County Transportation Commission (RCTC) 19-31 | Conform Category | NON-EXEMPT | Total Project Cost | \$148,208 |
| Lead Agency | RIVERSIDE COUNTY TRANS COMMISSION (RCTC) | | | Modeling | YES | | |
| County | Riverside | Primary Program Code | CAX66 - NEW CONNECTNS/CROSS TRAFFIC IMP: RS | Air Basin | SCAB | RTP ID | RIV070308 |
| System | State Hwy | | | | | | |
| Project Limits | Route 91 R, From EB SR-91 to NB SR-71, Milepost Begins at .6 Ends at 2.6 of Length 2 | | | | | | |
| Description | AT SR91/71 JCT: REPLACE EB 91 TO NB 71 CONNECTOR W/ DIRECT CONNECTOR, AND RECONSTRUCT THE GREEN RIVER ROAD EB ON-RAMP (EA: 0F541) (\$1,501/\$639/\$200 TOLL CREDITS WILL BE USED IN PS&E TO MATCH DEMO-SAFETEAU/DEMO-TEA21/STP, RESPECTIVELY. \$159 TOLL CREDITS WILL BE USED IN R/W TO MATCH DEMO-SAFETEAU.) | | | | | | |

| Phase | Fund Source | (in \$000s) | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | Total |
|-------|--------------------------------------|-------------|-----------------|-------|-------|-------|-----------------|-----------------|-------|--------|------------------|
| PE | DEMO - TEA 21 | | \$3,196 | - | - | - | - | - | - | - | \$3,196 |
| PE | DEMO-SAFETEA-LU | | \$7,504 | - | - | - | - | - | - | - | \$7,504 |
| PE | SB1 LOCAL PARTNERSHIP FORMULA FUNDS | | \$2,000 | - | - | - | - | - | - | - | \$2,000 |
| PE | STATE CASH - RIP | | \$5,273 | - | - | - | - | - | - | - | \$5,273 |
| PE | SURFACE TRANS PROG | | \$1,000 | - | - | - | - | - | - | - | \$1,000 |
| | <i>Total Preliminary Engineering</i> | | \$18,973 | - | - | - | - | - | - | - | \$18,973 |
| ROW | AGENCY | | \$1,225 | - | - | - | - | - | - | - | \$1,225 |
| ROW | DEMO-SAFETEA-LU | | \$796 | - | - | - | - | - | - | - | \$796 |
| ROW | FFY 2006 APPROPRIATIONS EARMARKS | | \$990 | - | - | - | - | - | - | - | \$990 |
| ROW | SURFACE TRANS PROG - HR4818 | | \$739 | - | - | - | - | - | - | - | \$739 |
| | <i>Total Right of Way</i> | | \$3,750 | - | - | - | - | - | - | - | \$3,750 |
| CON | NATIONAL HWY SYSTEM - RIP | | - | - | - | - | - | \$66,377 | - | - | \$66,377 |
| CON | SB1TRADE CORRIDOR ENHANCEMENT | | - | - | - | - | \$58,108 | - | - | - | \$58,108 |
| CON | SURFACE TRANS BLK GRNT REGIONAL | | - | - | - | - | \$1,000 | - | - | - | \$1,000 |
| | <i>Total Construction</i> | | - | - | - | - | \$59,108 | \$66,377 | - | - | \$125,485 |
| | Total Programmed | | \$22,723 | - | - | - | \$59,108 | \$66,377 | - | - | \$148,208 |

Name redefined****

SAN BERNARDINO COUNTY

2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
San Bernardino County Transportation Authority (SBCTA)
Amendment #19-31
January 2021
(in \$000)



LOCAL HIGHWAY SYSTEM

| LEAD AGENCY | PROJECT ID | PROJECT DESCRIPTION | FUNDING DETAILS | CHANGE REASON |
|-------------|------------|---|---|--|
| COLTON | 200856 | MT. VERNON BRIDGE OVER UPRR(54C0101) -ON MT. VERNON AVE. FROM "M" ST. TO I-10 ON RAMP. WIDENING BRIDGE FROM 2-4 LANES (CA338) | SCHEDULE DELAY: CITY ► Delete funds in FY 24/25 in CON for -\$19 LBSRA ► Delete funds in FY 24/25 in CON for \$19 HBRR-L ► Delete funds in FY 24/25 in CON for \$12,837 ADCONST ► Delete funds in FY 24/25 in CON for -\$12,837 <i>Total project cost stays the same \$16,279</i> | Schedule change is consistent with approved 2020 RTP. NM1/4/20 |

2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
San Bernardino County Transportation Authority (SBCTA)
Amendment #19-31
January 2021
(in \$000)



TRANSIT AND LOCAL/STATE HIGHWAY SYSTEM

| LEAD AGENCY | PROJECT ID | PROJECT DESCRIPTION | FUNDING DETAILS | CHANGE REASON |
|-------------|------------|---|---|--|
| OMNITRANS | 20192702 | In Rancho Cucamonga and Ontario: From the Rancho Cucamonga Metrolink Station to the Ontario International Airport; Construct a new tunnel (SBCTA is sub recipient of FTA funds & is the actual project Lead Agency)(PA&ED Only)(TDC: FY20/21 CMAQ \$1260) | COST INCREASE: CMAQ + Increase funds in FY 20/21 in PE from \$4,060 to \$10,984 <i>Total project cost increased from \$5,010 to \$11,934 (138.2%)</i> | Project is fairly new and the agency recently received additional funding. |

**2019 Federal Transportation Improvement Program
Amendment #19-31
San Bernardino County
Project Listing
(in \$000's)**

| | | | | | | | |
|-----------------------|--|-----------------------------|---|--|-----------------------|-------------------------------|----------|
| <i>FTIP ID</i> | 200856 | <i>FTIP Amendment</i> | San Bernardino County Transportation Authority (SBCTA) 19-31 | <i>Conform Category Modeling</i> | NON- EXEMPT YES | <i>Total Project Cost</i> | \$16,279 |
| <i>Lead Agency</i> | COLTON | <i>Primary Program Code</i> | CAY60 - BRIDGE RESTORATION & REPLACEMENT- LN ADDITIONS: GM | <i>Air Basin</i> | SCAB | <i>RTP ID</i> | 200856 |
| <i>County</i> | San Bernadino | | | | | | |
| <i>System</i> | Local Hwy | | | | | | |
| <i>Project Limits</i> | From M ST. to I-10 ON RAMP, Begin: 0 End: | | | | | | |
| <i>Description</i> | MT. VERNON BRIDGE OVER UPRR(54C0101) -ON MT. VERNON AVE. FROM "M" ST. TO I-10 ON RAMP. WIDENING BRIDGE FROM 2-4 LANES (CA338) | | | | | | |

| Phase | Fund Source | (in \$000s) | | | | | | | | Total |
|--------------|--------------------------------------|--------------------|--------------|--------------|-----------------|--------------|--------------|--------------|---------------|-----------------|
| | | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | |
| PE | BRIDGE - LOCAL | \$1,151 | - | - | - | - | - | - | - | \$1,151 |
| PE | CITY FUNDS | \$149 | - | - | - | - | - | - | - | \$149 |
| | <i>Total Preliminary Engineering</i> | \$1,300 | - | - | - | - | - | - | - | \$1,300 |
| ROW | BRIDGE - LOCAL | - | \$133 | \$291 | - | - | - | - | - | \$424 |
| ROW | CITY FUNDS | - | \$17 | \$38 | - | - | - | - | - | \$55 |
| | <i>Total Right of Way</i> | - | \$150 | \$329 | - | - | - | - | - | \$479 |
| CON | CITY FUNDS | - | - | - | \$1,663 | - | - | - | - | \$1,663 |
| CON | LOCAL - ADVANCED CONSTRUCTION | - | - | - | \$12,837 | - | - | - | - | \$12,837 |
| | <i>Total Construction</i> | - | - | - | \$14,500 | - | - | - | - | \$14,500 |
| | Total Programmed | \$1,300 | \$150 | \$329 | \$14,500 | - | - | - | - | \$16,279 |

**2019 Federal Transportation Improvement Program
Amendment #19-31
San Bernardino County
Project Listing
(in \$000's)**

| | | | | | | | |
|-----------------------|---|-----------------------------|--|----------------------------------|-----------------|---------------------------|----------|
| <i>FTIP ID</i> | 20192702 | <i>FTIP Amendment</i> | San Bernardino County Transportation Authority (SBCTA) 19-31 | <i>Conform Category Modeling</i> | EXEMPT - 93.127 | <i>Total Project Cost</i> | \$11,934 |
| <i>Lead Agency</i> | OMNITRANS | <i>Primary Program Code</i> | PLN40 - PLANNING | <i>Air Basin</i> | SCAB | <i>RTP ID</i> | 4160049 |
| <i>County</i> | San Bernadino | | | | | | |
| <i>System</i> | Transit | | | | | | |
| <i>Project Limits</i> | From to | | | | | | |
| <i>Description</i> | In Rancho Cucamonga and Ontario: From the Rancho Cucamonga Metrolink Station to the Ontario International Airport; Construct a new tunnel (SBCTA is sub recipient of FTA funds & is the actual project Lead Agency)(PA&ED Only)(TDC: FY20/21 CMAQ \$1260) | | | | | | |

| Phase Fund Source | | (in \$000s) | | | | | | | | Total |
|--------------------------|--------------------------------------|--------------------|--------------|--------------|-----------------|--------------|--------------|--------------|---------------|-----------------|
| | | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | |
| PE | AGENCY | - | - | - | \$950 | - | - | - | - | \$950 |
| PE | CMAQ | - | - | - | \$10,984 | - | - | - | - | \$10,984 |
| | <i>Total Preliminary Engineering</i> | - | - | - | \$11,934 | - | - | - | - | \$11,934 |
| | Total Programmed | - | - | - | \$11,934 | - | - | - | - | \$11,934 |

SCAG REGIONAL FINANCIAL PLAN

TABLE 1: REVENUE

Southern California Association of Governments
 2019 Federal Transportation Improvement Program
 Amendment #31
 (\$'s in 1,000)

| Funding Source | | N O T E S | 4 YEAR (FTIP Period) | | | | | | | | TOTAL CURRENT |
|--|---|--|----------------------|--------------|--------------|-------------|-------------|-------------|-------------|--------------|------------------|
| | | | FY 2019 | | FY 2020 | | FY 2021 | | FY 2022 | | |
| | | | Amendment | | Amendment | | Amendment | | Amendment | | |
| | | | Prior | Current | Prior | Current | Prior | Current | Prior | Current | |
| LOCAL | Sales Tax | | \$1,877,944 | \$1,877,944 | \$1,927,462 | \$1,928,097 | \$1,958,867 | \$1,936,354 | \$1,442,853 | \$1,461,307 | \$7,203,702 |
| | City | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | County | | \$1,877,944 | \$1,877,944 | \$1,927,462 | \$1,928,097 | \$1,958,867 | \$1,936,354 | \$1,442,853 | \$1,461,307 | \$7,203,702 |
| | Gas Tax | | \$6 | \$6 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6 |
| | Gas Tax (Subventions to Cities) | | \$6 | \$6 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6 |
| | Gas Tax (Subventions to Counties) | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other Local Funds | | \$625,225 | \$624,335 | \$647,841 | \$649,240 | \$640,616 | \$634,967 | \$593,394 | \$595,192 | \$2,503,734 |
| | County General Funds | | \$45,566 | \$45,566 | \$7,232 | \$7,232 | \$82,643 | \$82,643 | \$351 | \$351 | \$135,792 |
| | City General Funds | | \$417,655 | \$417,655 | \$519,201 | \$519,060 | \$407,808 | \$407,949 | \$522,131 | \$521,851 | \$1,866,515 |
| | Street Taxes and Developer Fees | | \$162,004 | \$161,114 | \$121,408 | \$122,948 | \$150,165 | \$144,375 | \$70,912 | \$72,990 | \$501,427 |
| | RSTP Exchange funds | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Transit | | \$18,671 | \$18,671 | \$22,023 | \$22,023 | \$6,733 | \$6,733 | \$3,202 | \$3,202 | \$50,629 |
| | Transit Fares | | \$18,671 | \$18,671 | \$22,023 | \$22,023 | \$6,733 | \$6,733 | \$3,202 | \$3,202 | \$50,629 |
| Other (See Appendix 1) | | \$2,273,968 | \$2,273,955 | \$2,461,235 | \$2,458,865 | \$1,847,264 | \$1,823,329 | \$1,016,594 | \$1,016,741 | \$7,571,990 | |
| Local Total | | \$4,795,814 | \$4,794,011 | \$5,058,561 | \$5,058,225 | \$4,453,580 | \$4,401,383 | \$3,056,043 | \$3,076,442 | \$17,330,661 | |
| REGIONAL | Tolls | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Bridge | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Corridor | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Regional Sales Tax | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other (See Appendix 2) | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Regional Total | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| STATE | State Highway Operations and Protection Program (SHOPP) ¹ | | \$2,514,931 | \$2,514,931 | \$2,322,384 | \$2,322,384 | \$1,188,578 | \$1,172,678 | \$1,746,471 | \$1,762,371 | \$7,772,364 |
| | SHOPP | | \$1,612,968 | \$1,612,968 | \$2,317,055 | \$2,317,055 | \$1,161,840 | \$1,145,940 | \$1,746,471 | \$1,762,371 | \$6,838,334 |
| | SHOPP Prior | | \$901,713 | \$901,713 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$901,713 |
| | State Minor Program | | \$250 | \$250 | \$5,329 | \$5,329 | \$26,738 | \$26,738 | \$0 | \$0 | \$32,317 |
| | State Transportation Improvement Program (STIP) ¹ | | \$314,842 | \$314,842 | \$198,077 | \$198,077 | \$344,602 | \$344,602 | \$66,346 | \$66,346 | \$923,867 |
| | STIP | | \$314,842 | \$314,842 | \$198,077 | \$198,077 | \$344,602 | \$344,602 | \$66,346 | \$66,346 | \$923,867 |
| | STIP Prior | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Bond | | \$73,430 | \$73,430 | \$27,094 | \$27,094 | \$45,804 | \$45,804 | \$51,389 | \$51,389 | \$197,717 |
| | Proposition 1A (High Speed Passenger Train Bond Program) | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$46,000 | \$46,000 | \$46,000 |
| | Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) | | \$73,430 | \$73,430 | \$27,094 | \$27,094 | \$45,804 | \$45,804 | \$5,389 | \$5,389 | \$151,717 |
| | Active Transportation Program (ATP) ¹ | | \$159,801 | \$159,801 | \$125,890 | \$125,890 | \$147,280 | \$147,280 | \$67,242 | \$67,242 | \$500,213 |
| | Highway Maintenance (HM) Program ¹ | | \$13,031 | \$13,031 | \$22,681 | \$22,681 | \$0 | \$0 | \$0 | \$0 | \$35,712 |
| | Highway Bridge Program (HBP) ¹ | | \$49,216 | \$49,216 | \$39,218 | \$38,952 | \$103,818 | \$104,084 | \$76,710 | \$76,710 | \$268,962 |
| | Road Repair and Accountability Act of 2017 (SB1) | | \$441,803 | \$441,803 | \$726,373 | \$726,373 | \$102,400 | \$112,700 | \$520 | \$218,871 | \$1,499,747 |
| | Traffic Congestion Relief Program (TCRP) | | \$0 | \$0 | \$0 | \$0 | \$24,755 | \$24,755 | \$0 | \$0 | \$24,755 |
| State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) | | \$22,413 | \$22,413 | \$65,515 | \$65,515 | \$6,508 | \$6,508 | \$1,280 | \$1,280 | \$95,716 | |
| Other (See Appendix 3) | | \$209,199 | \$209,199 | \$263,044 | \$263,044 | \$243,030 | \$243,030 | \$51,127 | \$51,127 | \$766,400 | |
| State Total | | \$3,798,666 | \$3,798,666 | \$3,790,276 | \$3,790,010 | \$2,206,775 | \$2,201,441 | \$2,061,085 | \$2,295,336 | \$12,085,453 | |
| FEDERAL TRANSIT | 5307 - Urbanized Area Formula Grants | | \$731,555 | \$731,555 | \$741,433 | \$741,433 | \$383,495 | \$383,495 | \$199,194 | \$199,194 | \$2,055,677 |
| | 5309 - Fixed Guideway Capital Investment Grants | | \$1,288 | \$1,288 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,288 |
| | 5309b - New and Small Starts (Capital Investment Grants) | | \$653,855 | \$653,855 | \$300,000 | \$300,000 | \$347,000 | \$347,000 | \$347,000 | \$347,000 | \$1,647,855 |
| | 5309c - Bus and Bus Related Grants | | \$3,278 | \$3,278 | \$410 | \$410 | \$0 | \$0 | \$0 | \$0 | \$3,688 |
| | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities | | \$70,721 | \$70,721 | \$32,762 | \$32,762 | \$3,782 | \$3,782 | \$2,635 | \$2,635 | \$109,900 |
| | 5311 - Formula Grants for Rural Areas | | \$3,703 | \$3,703 | \$4,095 | \$4,095 | \$1,992 | \$1,992 | \$1,119 | \$1,119 | \$10,999 |
| | 5311f - Intercity Bus | | \$420 | \$420 | \$215,956 | \$215,956 | \$0 | \$0 | \$0 | \$0 | \$216,376 |
| | 5337 - State of Good Repair Grants | | \$163,368 | \$163,368 | \$206,740 | \$206,740 | \$143,124 | \$143,124 | \$125,649 | \$125,649 | \$638,881 |
| | 5339 - Bus and Bus Facilities Formula Grants | | \$64,113 | \$64,113 | \$124,438 | \$124,438 | \$48,354 | \$49,561 | \$8,069 | \$8,069 | \$246,181 |
| | FTA Transfer from Prior FTIP | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other (See Appendix 4) | | \$0 | \$0 | \$0 | \$0 | \$700 | \$700 | \$0 | \$0 | \$700 |
| | Federal Transit Total | | \$1,692,301 | \$1,692,301 | \$1,625,834 | \$1,625,834 | \$928,447 | \$929,454 | \$683,666 | \$683,666 | \$4,931,455 |
| | FEDERAL HIGHWAY | Congestion Mitigation and Air Quality (CMAQ) Improvement Program | | \$289,573 | \$289,573 | \$276,514 | \$276,514 | \$290,894 | \$290,894 | \$286,601 | \$286,601 |
| Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program) | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Coordinated Border Infrastructure Program | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal Lands Access Program | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal Lands Transportation Program | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| GARVEE Bonds Debt Service Payments | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Highway Infrastructure Program (HIP) | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Highway Infrastructure Program (HIP) - PRIOR | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| High Priority Projects (HPP) and Demo | | | \$15,250 | \$15,250 | \$13,440 | \$13,440 | \$8,161 | \$8,461 | \$2,389 | \$2,389 | \$39,540 |
| Highway Safety Improvement Program (HSIP) | | | \$2,628 | \$2,628 | \$393 | \$393 | \$19,822 | \$19,822 | \$26,692 | \$26,692 | \$49,535 |
| National Highway Freight Program (NHFP) | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants) | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Railway-Highway Crossings Program | | | \$0 | \$0 | \$26,259 | \$26,259 | \$6,253 | \$6,253 | \$16,559 | \$16,559 | \$49,071 |
| Recreational Trails Program | | | \$1,927 | \$1,927 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,927 |
| SAFETEA-LU Safe Routes to School (SRTS) | | | \$0 | \$0 | \$8,554 | \$8,554 | \$0 | \$0 | \$0 | \$0 | \$8,554 |
| Surface Transportation Block Grant Program (STBGP/RSTP) | | | \$274,110 | \$274,110 | \$261,558 | \$261,558 | \$280,040 | \$280,040 | \$236,187 | \$236,187 | \$1,051,895 |
| Other (see Appendix 5) | | | \$50,035 | \$50,035 | \$7,666 | \$7,666 | \$20,913 | \$20,913 | \$15,000 | \$15,000 | \$93,614 |
| Federal Highway Total | | \$633,523 | \$633,523 | \$594,384 | \$594,384 | \$626,083 | \$626,383 | \$583,428 | \$583,428 | \$2,437,718 | |
| FEDERAL RAIL | Other Federal Railroad Administration (see Appendix 6) | | \$1,500 | \$1,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,500 |
| | Federal Railroad Administration Total | | \$1,500 | \$1,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,500 |
| Federal Total | | \$2,327,324 | \$2,327,324 | \$2,220,218 | \$2,220,218 | \$1,554,530 | \$1,556,037 | \$1,267,094 | \$1,267,094 | \$7,370,673 | |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | | \$593,196 | \$593,196 | \$144,414 | \$144,414 | \$24,707 | \$24,707 | \$0 | \$0 | \$762,317 |
| | Other (See Appendix 7) | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Innovative Financing Total | | \$593,196 | \$593,196 | \$144,414 | \$144,414 | \$24,707 | \$24,707 | \$0 | \$0 | \$762,317 |
| REVENUE TOTAL | | \$11,515,000 | \$11,513,197 | \$11,213,469 | \$11,212,867 | \$8,239,592 | \$8,183,568 | \$6,384,222 | \$6,638,872 | \$37,548,504 | |

Financial Summary Notes:
¹ State Programs that include both state and federal funds

TABLE 2: PROGRAMMED

Southern California Association of Governments
2019 Federal Transportation Improvement Program
Amendment #31
(\$'s in 1,000)

| FUNDING SOURCES | NOTES | 4 YEAR (FTIP Period) | | | | | | | | TOTAL CURRENT |
|---|-------|----------------------|---------------------|---------------------|---------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| | | FY 2019 | | FY 2020 | | FY 2021 | | FY 2022 | | |
| | | Amendment | | Amendment | | Amendment | | Amendment | | |
| | | Prior | Current | Prior | Current | Prior | Current | Prior | Current | |
| LOCAL | | | | | | | | | | |
| Local Total | | \$4,795,814 | \$4,794,011 | \$5,058,561 | \$5,058,225 | \$4,453,580 | \$4,401,383 | \$3,056,043 | \$3,076,442 | \$17,330,061 |
| REGIONAL | | | | | | | | | | |
| Tolls | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bridge Corridor | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Regional Sales Tax | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Other (See Appendix A) | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Regional Total | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| STATE | | | | | | | | | | |
| State Highway Operations and Protection Program (SHOPP) ¹ | | \$2,514,931 | \$2,514,931 | \$2,322,384 | \$2,322,384 | \$1,188,578 | \$1,172,678 | \$1,746,471 | \$1,762,371 | \$7,772,364 |
| SHOPP | | \$1,612,968 | \$1,612,968 | \$2,317,055 | \$2,317,055 | \$1,161,840 | \$1,145,940 | \$1,746,471 | \$1,762,371 | \$6,838,334 |
| SHOPP Prior | | \$901,713 | \$901,713 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$901,713 |
| State Minor Program | | \$250 | \$250 | \$5,329 | \$5,329 | \$26,738 | \$26,738 | \$0 | \$0 | \$32,317 |
| State Transportation Improvement Program (STIP) ¹ | | \$314,842 | \$314,842 | \$198,077 | \$198,077 | \$344,602 | \$344,602 | \$66,346 | \$66,346 | \$923,867 |
| STIP | | \$314,842 | \$314,842 | \$198,077 | \$198,077 | \$344,602 | \$344,602 | \$66,346 | \$66,346 | \$923,867 |
| STIP Prior | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| State Bond | | \$73,430 | \$73,430 | \$27,094 | \$27,094 | \$45,804 | \$45,804 | \$51,389 | \$51,389 | \$197,717 |
| Proposition 1A (High Speed Passenger Train Bond Program) | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$46,000 | \$46,000 | \$46,000 |
| Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) | | \$73,430 | \$73,430 | \$27,094 | \$27,094 | \$45,804 | \$45,804 | \$5,389 | \$5,389 | \$151,717 |
| Active Transportation Program ¹ | | \$159,801 | \$159,801 | \$125,890 | \$125,890 | \$147,280 | \$147,280 | \$67,242 | \$67,242 | \$500,213 |
| Highway Maintenance (HM) Program ¹ | | \$13,031 | \$13,031 | \$22,681 | \$22,681 | \$0 | \$0 | \$0 | \$0 | \$35,712 |
| Highway Bridge Program (HBP) ¹ | | \$49,216 | \$49,216 | \$39,218 | \$38,952 | \$103,818 | \$104,084 | \$76,710 | \$76,710 | \$268,962 |
| Road Repair and Accountability Act of 2017 (SB1) | | \$441,803 | \$441,803 | \$726,373 | \$726,373 | \$102,400 | \$112,700 | \$520 | \$218,871 | \$1,499,747 |
| Traffic Congestion Relief Program (TCRP) | | \$0 | \$0 | \$0 | \$0 | \$24,755 | \$24,755 | \$0 | \$0 | \$24,755 |
| State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) | | \$22,413 | \$22,413 | \$65,515 | \$65,515 | \$6,508 | \$6,508 | \$1,280 | \$1,280 | \$95,716 |
| Other (See Appendix B) | | \$209,199 | \$209,199 | \$263,044 | \$263,044 | \$243,030 | \$243,030 | \$51,127 | \$51,127 | \$766,400 |
| State Total | | \$3,798,666 | \$3,798,666 | \$3,790,276 | \$3,790,010 | \$2,206,775 | \$2,201,441 | \$2,061,085 | \$2,295,336 | \$12,085,453 |
| FEDERAL TRANSIT | | | | | | | | | | |
| 5307 - Urbanized Area Formula Grants | | \$731,555 | \$731,555 | \$741,433 | \$741,433 | \$383,495 | \$383,495 | \$199,194 | \$199,194 | \$2,055,677 |
| 5309 - Fixed Guideway Capital Investment Grants | | \$1,288 | \$1,288 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,288 |
| 5309b - New and Small Starts (Capital Investment Grants) | | \$653,855 | \$653,855 | \$300,000 | \$300,000 | \$347,000 | \$347,000 | \$347,000 | \$347,000 | \$1,647,855 |
| 5309c - Bus and Bus Related Grants | | \$3,278 | \$3,278 | \$410 | \$410 | \$0 | \$0 | \$0 | \$0 | \$3,688 |
| 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities | | \$70,721 | \$70,721 | \$32,762 | \$32,762 | \$3,782 | \$3,782 | \$2,635 | \$2,635 | \$109,900 |
| 5311 - Formula Grants for Rural Areas | | \$3,703 | \$3,703 | \$4,095 | \$4,095 | \$1,992 | \$1,992 | \$1,119 | \$1,119 | \$10,909 |
| 5311f - Intercity Bus | | \$420 | \$420 | \$215,956 | \$215,956 | \$0 | \$0 | \$0 | \$0 | \$216,376 |
| 5337 - State of Good Repair Grants | | \$163,368 | \$163,368 | \$206,740 | \$206,740 | \$143,124 | \$143,124 | \$125,649 | \$125,649 | \$638,881 |
| 5339 - Bus and Bus Facilities Formula Grants | | \$64,113 | \$64,113 | \$124,438 | \$124,438 | \$48,354 | \$49,561 | \$8,069 | \$8,069 | \$246,181 |
| FTA Transfer from Prior FTIP | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Other (See Appendix C) | | \$0 | \$0 | \$0 | \$0 | \$700 | \$700 | \$0 | \$0 | \$700 |
| Federal Transit Total | | \$1,692,301 | \$1,692,301 | \$1,625,834 | \$1,625,834 | \$928,447 | \$929,654 | \$683,666 | \$683,666 | \$4,931,455 |
| FEDERAL HIGHWAY | | | | | | | | | | |
| Congestion Mitigation and Air Quality (CMAQ) Improvement Program | | \$218,999 | \$218,999 | \$201,631 | \$201,631 | \$246,700 | \$253,624 | \$177,041 | \$182,906 | \$857,160 |
| Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program) | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Coordinated Border Infrastructure Program | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal Lands Access Program | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal Lands Transportation Program | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| GARVEE Bonds Debt Service Payments | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Highway Infrastructure Program (HIP) | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Highway Infrastructure Program (HIP) - PRIOR | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| High Priority Projects (HPP) and Demo | | \$15,250 | \$15,250 | \$13,440 | \$13,440 | \$8,161 | \$8,461 | \$2,389 | \$2,389 | \$39,540 |
| Highway Safety Improvement Program (HSIP) | | \$2,628 | \$2,628 | \$393 | \$393 | \$19,822 | \$19,822 | \$26,692 | \$26,692 | \$49,535 |
| National Highway Freight Program (NHFP) | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants) | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Railway-Highway Crossings Program | | \$0 | \$0 | \$26,259 | \$26,259 | \$6,253 | \$6,253 | \$16,559 | \$16,559 | \$49,071 |
| Recreational Trails Program | | \$1,927 | \$1,927 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,927 |
| SAFETEA-LU Safe Routes to School (SRTS) | | \$0 | \$0 | \$8,554 | \$8,554 | \$0 | \$0 | \$0 | \$0 | \$8,554 |
| Surface Transportation Block Grant Program (STBGP/RSTP) | | \$196,362 | \$196,362 | \$197,844 | \$197,844 | \$233,327 | \$233,327 | \$183,908 | \$193,250 | \$820,783 |
| Other (see Appendix D) | | \$50,035 | \$50,035 | \$7,666 | \$7,666 | \$20,913 | \$20,913 | \$15,000 | \$15,000 | \$93,614 |
| Federal Highway Total | | \$485,201 | \$485,201 | \$455,787 | \$455,787 | \$535,176 | \$542,400 | \$421,589 | \$436,796 | \$1,920,184 |
| FEDERAL RAIL | | | | | | | | | | |
| Other Federal Railroad Administration (see Appendix E) | | \$1,500 | \$1,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,500 |
| Federal Railroad Administration Total | | \$1,500 | \$1,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,500 |
| Federal Total | | \$2,179,002 | \$2,179,002 | \$2,081,621 | \$2,081,621 | \$1,463,623 | \$1,472,054 | \$1,105,255 | \$1,120,462 | \$6,853,139 |
| INNOVATIVE FINANCE | | | | | | | | | | |
| TIFIA (Transportation Infrastructure Finance and Innovation Act) | | \$593,196 | \$593,196 | \$144,414 | \$144,414 | \$24,707 | \$24,707 | \$0 | \$0 | \$762,317 |
| Other (See Appendix F) | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Innovative Financing Total | | \$593,196 | \$593,196 | \$144,414 | \$144,414 | \$24,707 | \$24,707 | \$0 | \$0 | \$762,317 |
| PROGRAMMED TOTAL | | \$11,366,678 | \$11,364,875 | \$11,074,872 | \$11,074,270 | \$8,148,685 | \$8,099,585 | \$6,222,383 | \$6,492,240 | \$37,030,970 |

MPO Financial Summary Notes:
¹ State Programs that include both state and federal funds.

TABLE 3: REVENUE-PROGRAMMED

Southern California Association of Governments
 2019 Federal Transportation Improvement Program
 Amendment #31
 (\$'s in 1,000)

| FUNDING SOURCES | | 4 YEAR (FTIP Period) | | | | | | | | TOTAL CURRENT | |
|---|--|--|------------------|------------------|------------------|-----------------|-----------------|------------------|------------------|------------------|------------|
| | | FY 2019 | | FY 2020 | | FY 2021 | | FY 2022 | | | |
| | | Amendment | | Amendment | | Amendment | | Amendment | | | |
| | | Prior | Current | Prior | Current | Prior | Current | Prior | Current | | |
| LOCAL | Local Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| REGIONAL | Tolls | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | <i>Bridge</i> | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | <i>Corridor</i> | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Regional Sales Tax | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Regional Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| STATE | State Highway Operations and Protection Program (SHOPP) ¹ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | <i>SHOPP</i> | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | <i>SHOPP Prior</i> | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | <i>State Minor Program</i> | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | State Transportation Improvement Program (STIP) ¹ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | <i>STIP</i> | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | <i>STIP Prior</i> | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | State Bond | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | <i>Proposition 1A (High Speed Passenger Train Bond Program)</i> | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | <i>Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i> | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Active Transportation Program ¹ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Highway Maintenance (HM) Program ¹ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Highway Bridge Program (HBP) ¹ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Road Repair and Accountability Act of 2017 (SB1) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Traffic Congestion Relief Program (TCRP) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | State Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| FEDERAL TRANSIT | 5307 - Urbanized Area Formula Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | 5309 - Fixed Guideway Capital Investment Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | 5309b - New and Small Starts (Capital Investment Grants) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | 5309c - Bus and Bus Related Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | 5311 - Formula Grants for Rural Areas | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | 5311f - Intercity Bus | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | 5337 - State of Good Repair Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | 5339 - Bus and Bus Facilities Formula Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | FTA Transfer from Prior FTIP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | Federal Transit Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | FEDERAL HIGHWAY | Congestion Mitigation and Air Quality (CMAQ) Improvement Program | \$70,574 | \$70,574 | \$74,883 | \$74,883 | \$44,194 | \$37,270 | \$109,560 | \$103,695 | \$286,422 |
| | | Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Coordinated Border Infrastructure Program | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Federal Lands Access Program | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Federal Lands Transportation Program | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| GARVEE Bonds Debt Service Payments | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Highway Infrastructure Program (HIP) | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Highway Infrastructure Program (HIP) - PRIOR | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| High Priority Projects (HPP) and Demo | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Highway Safety Improvement Program (HSIP) | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| National Highway Freight Program (NHFP) | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants) | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Railway-Highway Crossings Program | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Recreational Trails Program | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| SAFETEA-LU Safe Routes to School (SRTS) | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Surface Transportation Block Grant Program (STBGP/RSTP) | | \$77,748 | \$77,748 | \$63,714 | \$63,714 | \$46,713 | \$46,713 | \$52,279 | \$42,937 | \$231,112 | |
| Other | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Federal Highway Total | \$148,322 | \$148,322 | \$138,597 | \$138,597 | \$90,907 | \$83,983 | \$161,839 | \$146,632 | \$517,534 | |
| FEDERAL RAIL | Other Federal Railroad Administration | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Federal Railroad Administration Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Federal Total | \$148,322 | \$148,322 | \$138,597 | \$138,597 | \$90,907 | \$83,983 | \$161,839 | \$146,632 | \$517,534 | |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | Innovative Financing Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| REVENUE - PROGRAM TOTAL | | \$148,322 | \$148,322 | \$138,597 | \$138,597 | \$90,907 | \$83,983 | \$161,839 | \$146,632 | \$517,534 | |

CONFORMITY DETERMINATION ANALYSIS

CONFORMITY ANALYSIS

Introduction

Federal Transportation Improvement Program

The Federal Transportation Improvement Program (FTIP) is the federally required multimodal list of capital improvement projects to be implemented over a six year period. The biennial FTIP update, produced on a two year cycle, implements the long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2019 FTIP implements the transportation projects and programs of the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) in the fiscal years 2018/19 – 2023/24.

Federal Conformity Requirements

Federal and state regulations provide that the Southern California Association of Governments (SCAG), as the designated Metropolitan Planning Organization, may rely on a previous regional emissions analysis when processing amendments, in the event that certain conditions are met. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and SCAG have identified the following type of 2019 FTIP amendments for which SCAG may rely on the existing regional emissions analysis:

“Category 3. Formal Amendment – Relying on the Existing Conformity Determination. This amendment may include adding a project or a project phase to the program. This amendment category consists of projects that are modeled and are included in the regional emissions analysis.”¹

Amendment #19-31 relies on the regional emissions analysis for the 2020 RTP/SCS and the 2019 FTIP Consistency Amendment #19-12 [Section 93.122(g) is the relevant part of the *Transportation Conformity Regulations* for this amendment].

FTIP Amendment #19-31 Project Description

FTIP Amendment #19-31 includes only one project for which conformity needs to be reaffirmed (see the Conformity Determination Project Listing). This project is located in the South Coast Air Basin (SCAB).

Conformity Status of Current RTP and FTIP

The 2019 FTIP received federal approval on December 17, 2018. The conformity determination for the 2020 RTP/SCS and the 2019 FTIP Consistency Amendment #19-12 received federal approval on June 5, 2020.

¹ SCAG, *Final 2019 Federal Transportation Improvement Program Guidelines*, September 2017, page 163.

Summary of Conformity Analysis and Findings

SCAG reaffirms the latest applicable conformity findings for the 2020 RTP/SCS and the 2019 FTIP as previously amended

(https://www.connectsocial.org/Documents/Adopted/fConnectSoCal_Transportation-Conformity-Analysis.pdf)

This reaffirmation covers the findings for all applicable pollutants², including regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs), applying the use of the latest planning assumptions and the latest approved emissions model, reaffirming consistency between the 2019 FTIP and the 2020 RTP/SCS, and reaffirming the process for interagency consultation and public participation.

SCAG has completed its analysis of the proposed changes to the 2019 FTIP. SCAG's findings for the approval of this amendment are as follows:

Consistency with Current RTP/SCS and FTIP

The one project needing conformity reaffirmation in Amendment #19-31 is from the 2020 RTP/SCS, which is a conforming Plan approved by the FHWA/FTA; Amendment #19-31 does not include any new regionally significant project beyond those currently included in the 2020 RTP/SCS, nor does it move a project across any modeling years currently assumed in the 2020 RTP/SCS and the 2019 FTIP; Furthermore, the design, concept and scope of this project do not differ significantly from what were described in the 2020 RTP/SCS and the 2019 FTIP.

Finding: The 2019 FTIP Amendment #19-31 is consistent with the 2020 RTP/SCS and the 2019 FTIP as previously amended.

Regional Emissions Analysis

This conformity analysis relies on the regional emissions analysis from the 2020 RTP/SCS and the 2019 FTIP Consistency Amendment #19-12. The emissions analysis was performed with the SCAG Regional Travel Demand Model and utilizes the planning, socioeconomic and model assumptions for the 2020 RTP/SCS. FTIP Amendment #19-31 does not result in any modeling changes.

The regional emissions analysis methodology for this amendment to the 2019 FTIP uses currently applicable budgets to determine conformity for all criteria pollutants. Specifically, this conformity reaffirmation is being made for all criteria pollutants and precursors in the MDAB, the SCCAB, the SCAB, and the SSAB.

Finding: The 2019 FTIP Amendment #19-31 regional emissions for Ozone precursors (NO_x, ROG/VOC) (2008 and 2015 NAAQS) are consistent with all applicable emission budgets for all milestone, attainment, and planning horizon years in 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

² Transportation conformity for NO₂ is no longer required in the South Coast Air Basin effective on September 22, 2018.

portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

Finding: The 2019 FTIP Amendment #19-31 regional emissions for CO are consistent with all applicable emissions budgets for all milestone, maintenance, and planning horizon years in the SCAB.

Finding: The 2019 FTIP Amendment #19-31 regional emissions for direct PM_{2.5} (1997, 2006 and 2012 NAAQS) and its precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2019 FTIP Amendment #19-31 regional emissions for PM₁₀ and its precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the SCAB and the SSAB (Riverside County Coachella Valley and Imperial County portions).

Finding: The 2019 FTIP Amendment #19-31 regional emissions analysis for PM_{2.5} (2006 and 2012 NAAQS) meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years in the SSAB (Imperial County portion).

Finding: The 2019 FTIP Amendment #19-31 regional emissions for PM₁₀ meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years in the MDAB (San Bernardino County portion excluding Searles Valley and Searles Valley portion of San Bernardino County).

Timely Implementation of TCMs

Finding: There is one committed TCM project in the 2019 FTIP Amendment #19-31. However, the project scope and final completion date of this TCM project remain the same. Moreover, the 2019 FTIP Amendment #19-31 does not change timely implementation of the SCCAB and SCAB TCM projects.

Fiscal Constraint Analysis

Finding: 2019 FTIP Amendment #19-31 includes the most recent financial plan for the 2019 FTIP. All projects listed in the 2019 FTIP (including the proposed amendment) are financially constrained for all fiscal years.

Interagency Consultation and Public Involvement Analysis

The regional conformity analysis leading to the FHWA and FTA's approval of the 2020 RTP/SCS and the 2019 FTIP Consistency Amendment #19-12 complies with all federal and state requirements for interagency consultation and public involvement as documented in the RTP/SCS Transportation Conformity Analysis Technical Report (https://www.connectsocal.org/Documents/Adopted/fConnectSoCal_Transportation-Conformity-Analysis.pdf). For 2019 FTIP Amendment #19-31, SCAG underwent additional public involvement including solicitation via email for comments from the Transportation Conformity Working Group. In addition, Amendment #19-31 was posted on SCAG's website (www.scag.ca.gov) for a 10-day public comment period. No public comments were received.

Finding: The 2019 FTIP Amendment #19-31 complies with all federal and state requirements for interagency consultation and public involvement.

Overall

Finding: SCAG has determined that the 2019 FTIP Amendment #19-31 is consistent with all federal conformity requirements and regulations.

CONFORMITY DETERMINATION
PROJECT LISTING REPORT

**2019 Federal Transportation Improvement Program
Orange County
Amendment #19-31
Conformity Determination Project Listing Report
(in \$000's)**

| | | | | | | | |
|-----------------------|---|-----------------------------|---|-------------------------|---------------|---------------------------|-----------|
| FTIP ID | ORA100511 | FTIP Amendment | Orange County Transportation Authority (OCTA) 19-31 | Conform Category | TCM Committed | Total Project Cost | \$475,100 |
| Lead Agency | VARIOUS AGENCIES | Primary Program Code | CAN69 - NEW HOV LANE(S) | Modeling | YES | RTP ID | 2M0733 |
| County System | Orange State Hwy | | | Air Basin | SCAB | | |
| Project Limits | Route 55 , From I-405 to I-5, Milepost Begins at 6.29 Ends at 10.32 of Length 4.03 | | | | | | |
| Description | SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF AND 1 HOV LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND NON-CAPACITY OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS. Toll Credit for RSTP and CMAQ. (Including street traffic signal improvement at I-5/Newport Avenue onramp for mitigation. non-capacity) | | | | | | |

| Phase | Fund Source | (in \$000s) | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | Future | Total |
|-------|--|-------------|------------------|----------|----------------|------------------|------------------|-----------|----------|----------|------------------|
| PE | ORAFWY2 - Orange County Sales Tax Measure | | \$10,930 | - | - | - | - | - | - | - | \$10,930 |
| PE | SHOPPAC - SHOPP - Roadway Preservation (AC) | | \$3,700 | - | - | - | - | - | - | - | \$3,700 |
| PE | STPL-R - STP Local Regional | | \$17,000 | - | \$1,500 | - | - | - | - | - | \$18,500 |
| | <i>Total Preliminary Engineering</i> | | \$31,630 | - | \$1,500 | - | - | - | - | - | \$33,130 |
| ROW | CMAQ - Congestion Mitigation Air Quality | | \$20,000 | - | - | - | \$5,865 | \$15,680 | - | - | \$41,545 |
| ROW | LOC-AC - Local Transportation Funds - Advance Construction | | \$3,500 | - | - | \$56,095 | \$-15,207 | \$-39,316 | \$-5,072 | - | - |
| ROW | ORAFWY2 - Orange County Sales Tax Measure | | \$14,731 | - | - | \$4,581 | - | - | - | - | \$19,312 |
| ROW | SHOPPAC - SHOPP - Roadway Preservation (AC) | | \$25,400 | - | - | - | - | - | - | - | \$25,400 |
| ROW | STPL-R - STP Local Regional | | \$59,950 | - | - | - | \$9,342 | \$23,636 | \$5,072 | - | \$98,000 |
| | <i>Total Right of Way</i> | | \$123,581 | - | - | \$60,676 | - | - | - | - | \$184,257 |
| CON | CMAQ - Congestion Mitigation Air Quality | | - | - | - | - | \$3,355 | - | - | - | \$3,355 |
| CON | ORAFWY2 - Orange County Sales Tax Measure | | - | - | - | - | \$18,458 | - | - | - | \$18,458 |
| CON | SB1 LOCAL PARTNERSHIP COMPETITIVE FUNDS | | - | - | - | - | \$25,000 | - | - | - | \$25,000 |
| CON | SB1 TRADE CORRIDOR ENHANCEMENT ACCOUNT | | - | - | - | - | \$115,000 | - | - | - | \$115,000 |
| CON | SHOPPAC - SHOPP - Roadway Preservation (AC) | | - | - | - | - | \$15,900 | - | - | - | \$15,900 |
| CON | STIP AC RIP | | - | - | - | \$80,000 | - | - | - | - | \$80,000 |
| | <i>Total Construction</i> | | - | - | - | \$80,000 | \$177,713 | - | - | - | \$257,713 |
| | Total Programmed | | \$155,211 | - | \$1,500 | \$140,676 | \$177,713 | - | - | - | \$475,100 |