

**Revisions to be included into the Final Connect SoCal 2020 Amendment 3 and  
2023 FTIP Consistency Amendment #23-03**

To ensure ease of readability and transparency between the Draft Connect SoCal 2020 Amendment 3 document published in January 2023 and revisions in April 2023, additions are indicated by underlined text and text removed are indicated by ~~striketrough text~~. Additional revisions made based on comments received during the additional 15-day comment period are indicated by double underlined text and text removed are indicated by ~~double striketrough text~~.

**Project Modifications**

Table 1 Modifications to FTIP Projects (Page 3)

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
1	IMPERIAL	EL CENTRO	IMP220611	1161L001	LOCAL HIGHWAY		CONSTRUCTION OF AN EXTENSION OF S. IMPERIAL AVENUE FROM DANENBERG DR. TO MANUEL ORTIZ AVE. PHASE III.	2026	EXISTING: \$2,727  REVIS <u>ED</u> : \$ <u>2,724</u>	<del>NONE</del> <u>PROJECT COST DECREASE</u>	REVISED MODELING DETAILS, <u>REVISED PROJECT COST</u>
22	LOS ANGELES	LONG BEACH	LA9918954	220A1L38	LOCAL HIGHWAY		STUDEBAKER RD BETWEEN CARSON ST AND 2ND ST AND LOYNES DR BETWEEN STUDEBAKER RD AND BELLFLOWER BLVD IN THE CITY OF LONG BEACH. THE PROJECT FUNDS SIGNAL IMPROVEMENTS, INCLUDING FIBER-OPTIC INTERCONNECT AND POLE	EXISTING: 2023  REVIS <u>ED</u> : 2028	EXISTING: \$17,500  REVIS <u>ED</u> : \$ <u>19,767</u>	<del>NONE</del> <u>PROJECT COST INCREASE</u>	REVISED SCHEDULE, <u>REVISED PROJECT COST</u>

							UPGRADES, 2.5 MI OF RESURFACING, AND PEDESTRIAN IMPROVEMENTS, INCLUDING BULB-OUTS, HIGH VISIBILITY CROSSWALKS, AND TRANSIT BOARDING ISLANDS. THE PROJECT REPLACES LOCAL VEHICLE TRIPS WITH 6 MI OF NEW CLASS IV BIKEWAYS.				
111	ORANGE	VARIOUS AGENCIES	ORA120535	ORA120507	STATE HIGHWAY	74	<p>EXISTING: WIDEN ROUTE 74 (ORTEGA HIGHWAY) - IN SAN JUAN CAPISTRANO FROM CALLE ENTRADERO TO CITY/COUNTY LINE. WIDEN FROM 2 LANES TO 4 LANES.</p> <p>REVISD: SR-74 ORTEGA HIGHWAY GAP CLOSURE FOR 0.9 MILE &amp; MULTIMODAL IMPROVEMENTS - IN SAN JUAN CAPISTRANO FROM CALLE ENTRADERO TO REATA ROAD. WIDEN FROM 2 LANES TO 4 LANES. GAP CLOSURE FOR 0.9 MILES AND MULTIMODAL IMPROVEMENTS.</p>	<p>EXISTING: 2025</p> <hr/> <p>REVISED: 2031</p>	<p>EXISTING: <del>\$77,120</del> <u>\$75,713</u></p> <hr/> <p>REVISED: <del>\$75,713</del> <u>\$88,513</u></p>	PROJECT COST <del>DECREASE</del> INCREASE	REVISED SCHEDULE, REVISED PROJECT SCOPE, REVISED PROJECT COST

132	RIVERSIDE	PALM SPRINGS	RIV990727	RIV990727	LOCAL HIGHWAY		IN PALM SPRINGS: WIDEN INDIAN CANYON DR FROM 2 TO 6 LANES (3 IN EACH DIRECTION), FROM UPRR OVERCROSSING TO GARNET AVE (HBRR#:56C0025).	EXISTING: 2025 REVIS D: 2030	EXISTING: <del>\$19,860</del> \$26,514 REVIS D: <del>\$26,514</del> \$27,084	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
133	RIVERSIDE	RIVERSIDE COUNTY	RIV121204	3A01WT159	LOCAL HIGHWAY		IN WESTERN RIVERSIDE COUNTY IN THE CITY OF NORCO - ON HAMNER AVE OVER SANTA ANA RIVER .5 MILES N/O OF SIXTH STREET, REPLACE 2 LANE BRIDGE WITH A 6 LANE BRIDGE (BRIDGE NO.56C0446).	EXISTING: 2023 REVIS D: 2026	EXISTING: <del>\$62,661</del> \$71,207 REVIS D: <del>\$71,207</del> \$69,366	PROJECT COST INCREASE DECREASE	REVISED SCHEDULE, REVISED PROJECT COST
<u>169</u>	<u>VENTURA</u>	<u>VENTURA COUNTY TRANSPORTATION COMMISSION</u>	<u>VEN230106</u>	<u>VEN230106</u>	<u>TRANSIT</u>		<u>IN VENTURA COUNTY, VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC) TO EXPAND SERVICE OF THE VALLEY EXPRESS TO ESTABLISH A THREE-YEAR DEMO ROUTE THAT PROVIDES DIRECT ONE-SEAT RIDE CONNECTING FILLMORE TO MOORPARK VIA THE HIGHWAY 23/GRIMES CANYON CORRIDOR, APPROXIMATELY 15 MILES IN EACH DIRECTION. ROUTE WILL OPERATE SEVEN DAYS A WEEK WITH</u>	<u>2024</u>	<u>\$2,095</u>	<u>NEW PROJECT COST</u>	<u>NEW PROJECT COST</u>

							TWO BUSES TO MAINTAIN 60-90 MINUTE HEADWAYS DURING PEAK WEEKDAY HOURS, AND ONE BUS ON WEEKENDS.				
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[Fiscal Impact \(Page 58\)](#)

Draft Amendment 3 includes changes to existing projects, deletion of existing projects and the addition of new projects. Individual project changes are addressed in the Project Modifications section of this document.

In terms of overall impact on the Connect SoCal 2020 Financial Plan, cost increases from changes to existing projects and the addition of new projects total \$~~1.7688~~ billion. However, these increases are offset by \$~~2.508~~ billion in cost decreases, which are the result of changes to existing projects and deletions. The modifications result in an overall net cost decrease of \$~~802.619.9~~ million to the Connect SoCal 2020 Financial Plan. Cost decreases are largely due to scope changes (reductions) on multiple projects.

Based on a review of the funding considerations for each project documented herein, SCAG finds that Draft Amendment 3 to the Connect SoCal 2020 does not adversely impact the financial constraint of the Connect SoCal 2020. Therefore, SCAG finds that the Connect SoCal 2020 remains financially constrained.

Table 4 Fiscal Impact Summary (Page 58)

(Amounts in \$1,000's)	Total
Cost Increases: Changes to Existing Projects and New Projects	<del>\$1,687,922</del> <u>\$ 1,703,813</u>
Cost Decreases: Changes to Existing Projects and Deleted Projects	<del>\$(2,507,844)</del> <u>\$(2,506,437)</u>
Net Cost Increase (Decrease)	<del>\$(819,922)</del> <u>\$(802,624)</u>

Regional Emissions Analysis (Page 61)

The following tables summarize the required regional emission analysis for each of the nonattainment and maintenance areas within SCAG’s jurisdiction based on EMFAC2021, which is the emission model approved by U.S. EPA for regional transportation conformity analysis in California, effective November 15, 2022. In addition, ARB’s adjustment factors for EMFAC2021 have been applied to the regional emission analysis tables in the Draft 2020 RTP/2023 FTIP Consistency Amendments document to account for recent regulations the emission benefits of California’s Heavy-Duty Vehicle Inspection and Maintenance Program adopted by ARB after and thus not included in EMFAC2021. Following the 30-day public review of the Draft Amendments document in January 2023, ARB developed and officially submitted to EPA updated and interim off-model adjustment factors for EMFAC2021 for Metropolitan Planning Organizations (MPOs) to use for regional transportation conformity determinations. Upon EPA approval, the interim transportation conformity off-model adjustment factors will remain applicable until the first California nonattainment area 70 parts per billion 8-hour ozone attainment demonstration and/or reasonable further progress demonstration and associated motor vehicle

emissions budgets are approved by EPA. The interim off-model adjustment factors account for only 50 percent of the emissions benefits of the previous EMFAC2021 adjustment factors. Impacting emissions of NOx, PM2.5, and PM10 but not CO nor ROG, the interim off-model adjustment factors were applied and reflected in the following regional emission analysis tables of the revised Draft Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 for an additional 15-day public review. Note that at the time of release of the revisions for the additional 15-day public review, EPA has not approved these interim off-model adjustment factors, and EPA must approve them before SCAG’s Regional Council adoption of the Final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 including the associated transportation conformity analysis.

SOUTH CENTRAL COAST AIR BASIN - VENTURA COUNTY PORTION

Table 5 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day] (Page 61)

POLLUTANT		2026	2035	2045	
<b>ROG</b>	Budget	5	5	5	
	Plan	3	2	2	
	<b>Budget - Plan</b>	2	3	3	
<b>NO<sub>x</sub></b>	Budget	7	7	7	
	Plan	<u>EMFAC2021 Emissions</u>	<u>3.1</u>	<u>2.0</u>	<u>1.7</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-0.2</u>	<u>-0.3</u>	<u>-0.3</u>
		<u>Sum</u>	<u>2.9</u>	<u>1.7</u>	<u>1.4</u>
		<u>Plan Emissions</u>	3	2	<u>1.2</u>
<b>Budget - Plan</b>	4	5	<u>6.5</u>		

\*Pending EPA approval

Table 6 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		Nonattainment Area	2023	2026	2029	2031	2037	2045
ROG	Budget	SCAB	68	60	54	50	50	50
	Plan	Morongo	0.3	0.3	0.2	0.2	0.2	0.1
		Pechanga	0.1	0.1	0.1	0.1	0.0	0.0
		SCAB excluding Morongo and Pechanga	67.3	57.5	50.7	47.0	41.2	36.4
		Sum	67.7	<del>57.8</del> <u>57.9</u>	51.0	47.3	<del>41.5</del> <u>41.4</u>	<del>36.6</del> <u>36.5</u>
		SCAB	68	58	51	48	42	37
	<b>Budget - Plan</b>		<b>0</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>13</b>
NO <sub>x</sub>	Budget	SCAB	89	77	69	66	66	66
	Plan	Morongo	1.2	0.9	0.7	0.6	0.4	0.3
		Pechanga	0.4	0.4	0.3	0.2	0.1	0.1
		SCAB excluding Morongo and Pechanga	<del>86.2</del> <u>88.2</u>	<del>60.4</del> <u>75.2</u>	<del>47.7</del> <u>65.0</u>	<del>42.1</del> <u>59.9</u>	<del>32.7</del> <u>50.8</u>	<del>29.5</del> <u>50.1</u>
		<u>EMFAC2021 Emissions Sum</u>	<del>87.8</del> <u>89.8</u>	<del>61.6</del> <u>76.5</u>	<del>48.7</del> <u>66.0</u>	<del>42.9</del> <u>60.7</u>	<del>33.3</del> <u>51.3</u>	<del>29.9</del> <u>50.5</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-1.0</u>	<u>-7.4</u>	<u>-8.7</u>	<u>-8.9</u>	<u>-9.1</u>	<u>-10.3</u>
		Sum	<u>88.8</u>	<u>69.1</u>	<u>57.3</u>	<u>51.8</u>	<u>42.2</u>	<u>40.2</u>
	Plan Emissions SCAB	<del>88</del> <u>89</u>	<del>62</del> <u>70</u>	<del>49</del> <u>58</u>	<del>43</del> <u>52</u>	<del>34</del> <u>43</u>	<del>30</del> <u>41</u>	
<b>Budget - Plan</b>		<u>1</u>	<u>157</u>	<u>2011</u>	<u>2314</u>	<u>3223</u>	<u>3625</u>	

\*Pending EPA approval

Table 7 1997, 2006 and 2012 (Excluding Pechanga) PM2.5 (Annual Planning Emissions [tons/day]) (Page 63)

POLLUTANT		2025	2035	2045	
ROG	Budget	69	69	69	
	Plan	59	42	37	
	<b>Budget – Plan</b>	<b>10</b>	<b>27</b>	<b>32</b>	
NO <sub>x</sub>	Budget	127	127	127	
	Plan	<u>EMFAC2021 Emissions</u>	<u>86.9</u>	<u>59.3</u>	<u>52.2</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-7.0</u>	<u>-9.8</u>	<u>-10.2</u>
		<u>Sum</u>	<u>79.9</u>	<u>49.5</u>	<u>42.0</u>
	<u>Plan Emissions</u>	<u><del>7380</del></u>	<u><del>4050</del></u>	<u><del>3242</del></u>	
<b>Budget – Plan</b>	<b><u>5447</u></b>	<b><u>8777</u></b>	<b><u>9585</u></b>		
PM <sub>2.5</sub>	Budget	20	20	20	
	Plan	<u>EMFAC2021 Emissions and Road Dust</u>	<u>12.1</u>	<u>12.2</u>	<u>12.6</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-0.1</u>	<u>-0.0</u>	<u>-0.1</u>
		<u>Sum</u>	<u>12.0</u>	<u>12.2</u>	<u>12.5</u>
	<u>Plan Emissions</u>	12	13	13	
<b>Budget – Plan</b>	<b>8</b>	<b>7</b>	<b>7</b>		

\*Pending EPA approval



Table 8 PM10 (Annual Planning Emissions [Tons/Day]) (Page 63)

POLLUTANT		2025	2030	2035	2045	
ROG	Budget	110	81	81	81	
	Plan	56	46	40	34	
	<b>Budget – Plan</b>	54	35	41	47	
NO <sub>x</sub>	Budget	180	116	116	116	
	Plan	<u>EMFAC2021 Emissions</u>	<u>85.2</u>	<u>69.8</u>	<u>59.3</u>	<u>52.2</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-7.0</u>	<u>-9.6</u>	<u>-9.8</u>	<u>-10.2</u>
		<u>Sum</u>	<u>78.2</u>	<u>60.2</u>	<u>49.5</u>	<u>42.0</u>
	<u>Plan Emissions</u>	<u>71.79</u>	<u>51.61</u>	<u>40.50</u>	<u>32.42</u>	
<b>Budget - Plan</b>	<u>109.101</u>	<u>65.55</u>	<u>76.66</u>	<u>84.74</u>		
PM <sub>10</sub>	Budget	164	175	175	175	
	Plan	<u>EMFAC2021 Emissions and Road Dust</u>	<u>66.3</u>	<u>67.8</u>	<u>68.9</u>	<u>71.5</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-0.1</u>	<u>-0.1</u>	<u>-0.0</u>	<u>-0.1</u>
		<u>Sum</u>	<u>66.2</u>	<u>67.7</u>	<u>68.9</u>	<u>71.4</u>
	<u>Plan Emissions</u>	67	68	69	72	
<b>Budget - Plan</b>	97	107	106	103		

\*Pending EPA approval

WESTERN MOJAVE DESERT AIR BASIN - LOS ANGELES COUNTY (ANTELOPE VALLEY PORTION) AND SAN BERNARDINO COUNTY (WESTERN PORTION OF MDAB)

Table 10 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day]) (Page 63)

POLLUTANT		2023	2026	2032	2035	2045	
ROG	Budget	6.8	6.2	6.2	6.2	6.2	
	Plan	5.6	4.8	3.9	3.6	3.2	
	<b>Budget - Plan</b>	1.2	1.4	2.3	2.6	3.0	
NO <sub>x</sub>	Budget	11.0	10.2	10.2	10.2	10.2	
	Plan	<u>EMFAC2021 Emissions</u>	<u>11.06</u>	<u>10.09</u>	<u>9.59</u>	<u>9.40</u>	<u>11.21</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-0.10</u>	<u>-1.71</u>	<u>-2.25</u>	<u>-2.34</u>	<u>-3.09</u>
		<u>Sum</u>	<u>10.96</u>	<u>8.38</u>	<u>7.34</u>	<u>7.06</u>	<u>8.12</u>
		<u>Plan Emissions</u>	<u><del>10.9</del>11.0</u>	<u><del>6.8</del>8.4</u>	<u><del>5.1</del>7.4</u>	<u><del>4.8</del>7.1</u>	<u><del>5.1</del>8.2</u>
	<b>Budget - Plan</b>	<u><del>0.1</del>0.0</u>	<u><del>3.4</del>1.8</u>	<u><del>5.1</del>2.8</u>	<u><del>5.4</del>3.1</u>	<u><del>5.1</del>2.0</u>	

\*Pending EPA approval

MOJAVE DESERT AIR BASIN - SAN BERNARDINO COUNTY PORTION EXCLUDING SEARLES VALLEY

Table 11 PM10 (Annual Planning Emissions [tons/day]) (Page 64)

POLLUTANT		2025	2035	2045	
PM <sub>10</sub>	No Build	<u>EMFAC2021 Emissions and Road Dust</u>	<u>8.79</u>	<u>10.30</u>	<u>12.24</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-0.06</u>	<u>-0.08</u>	<u>-0.10</u>
		<u>Sum</u>	<u>8.73</u>	<u>10.22</u>	<u>12.14</u>
		<u>No-Build Emissions</u>	<del>8.78.8</del>	<del>10.210.3</del>	<del>12.112.2</del>
	Build	<u>EMFAC2021 Emissions and Road Dust</u>	<u>8.70</u>	<u>9.90</u>	<u>11.63</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-0.03</u>	<u>-0.04</u>	<u>-0.05</u>
		<u>Sum</u>	<u>8.67</u>	<u>9.86</u>	<u>11.58</u>
		<u>Build Emissions</u>	<del>8.68.7</del>	<del>9.89.9</del>	<del>11.511.6</del>
	<b>No-Build - Build</b>		0.1	0.4	0.6

\*Pending EPA approval

MOJAVE DESERT AIR BASIN - SEARLES VALLEY

Table 12 PM10 (Annual Planning Emissions [tons/day]) (Page 64)

		POLLUTANT	2025	2035	2045
PM <sub>10</sub>	No Build	<u>EMFAC2021 Emissions and Road Dust</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-0.00</u>	<u>-0.00</u>	<u>-0.00</u>
		<u>Sum</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
		<u>No-Build Emissions</u>	0.0	0.0	0.0
	Build	<u>EMFAC2021 Emissions and Road Dust</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-0.00</u>	<u>-0.00</u>	<u>-0.00</u>
		<u>Sum</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
		<u>Build Emissions</u>	0.0	0.0	0.0
	<b>No-Build - Build</b>			0.0	0.0

\*Pending EPA approval

SALTON SEA AIR BASIN - RIVERSIDE COUNTY COACHELLA VALLEY PORTION

Table 13 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day]) (Page 64)

POLLUTANT		2023	2026	2029	2031	2037	2045	
ROG	Budget**	2.7	2.5	2.3	2.2	2.2	2.2	
	Plan	2.7	2.4	2.2	2.0	1.8	1.7	
	<b>Budget - Plan</b>	0.0	0.1	0.1	0.2	0.4	0.5	
NO <sub>x</sub>	Budget**	6.0	5.8	5.8	5.7	5.7	5.7	
	Plan	<u>EMFAC2021 Emissions</u>	<u>5.63</u>	<u>5.15</u>	<u>4.76</u>	<u>4.60</u>	<u>4.43</u>	<u>5.13</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-0.06</u>	<u>-0.91</u>	<u>-1.03</u>	<u>-1.07</u>	<u>-1.14</u>	<u>-1.39</u>
		<u>Sum</u>	<u>5.57</u>	<u>4.24</u>	<u>3.73</u>	<u>3.53</u>	<u>3.29</u>	<u>3.74</u>
		<u>Plan Emissions</u>	5.6	<del>3.44.3</del>	<del>2.73.8</del>	<del>2.53.6</del>	<del>2.23.3</del>	<del>2.43.8</del>
	<b>Budget - Plan</b>	0.4	<del>2.41.5</del>	<del>3.12.0</del>	<del>3.22.1</del>	<del>3.52.4</del>	<del>3.31.9</del>	

\*Pending EPA approval

\*\*The updated motor vehicle emissions budgets were approved by U.S. EPA on March 8, 2023 and became effective April 12, 2023.

Table 14 PM10 (Annual Planning Emissions [tons/day]) (Page 64)

POLLUTANT		2025	2035	2045	
<b>PM<sub>10</sub></b>	Budget	10.9	10.9	10.9	
	Plan	<u>EMFAC2021 Emissions and Road Dust</u>	<u>4.16</u>	<u>4.54</u>	<u>4.81</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-0.01</u>	<u>-0.02</u>	<u>-0.02</u>
		<u>Sum</u>	<u>4.15</u>	<u>4.52</u>	<u>4.79</u>
		<u>Plan Emissions</u>	<u>4.14.2</u>	<u>4.54.6</u>	<u>4.8</u>
	<b>Budget - Plan</b>	<b><u>6.86.7</u></b>	<b><u>6.46.3</u></b>	<b><u>6.1</u></b>	

\*Pending EPA approval

SALTON SEA AIR BASIN - IMPERIAL COUNTY PORTION

Table 15 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day]) (Page 65)

POLLUTANT		2025	2035	2045	
ROG	Budget	4	4	4	
	Plan	2	2	2	
	<b>Budget - Plan</b>	<b>2</b>	<b>2</b>	<b>2</b>	
NO <sub>x</sub>	Budget	7	7	7	
	Plan	<u>EMFAC2021 Emissions</u>	<u>3.5</u>	<u>3.2</u>	<u>3.9</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-0.5</u>	<u>-0.8</u>	<u>-1.1</u>
		<u>Sum</u>	<u>3.0</u>	<u>2.4</u>	<u>2.8</u>
		<u>Plan Emissions</u>	3	<del>2</del> 3	<del>2</del> 3
	<b>Budget - Plan</b>	<b>4</b>	<b>5</b> 4	<b>5</b> 4	

\*Pending EPA approval

Table 16 2006 24-hour and 2012 Annual PM2.5 (Planning Emissions [tons/day]) (Page 65)

POLLUTANT		2025	2035	2045	
NO <sub>x</sub>	No Build	<u>EMFAC2021 Emissions</u>	<u>1.55</u>	<u>1.32</u>	<u>1.38</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-0.20</u>	<u>-0.29</u>	<u>-0.34</u>
		<u>Sum</u>	<u><del>1.21.35</del></u>	<u><del>0.71.03</del></u>	<u><del>0.71.04</del></u>
		<u>No Build Emissions</u>	<u><del>1.21.4</del></u>	<u><del>0.71.1</del></u>	<u><del>0.71.1</del></u>
	Build	<u>EMFAC2021 Emissions</u>	<u>1.55</u>	<u>1.29</u>	<u>1.37</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-0.20</u>	<u>-0.29</u>	<u>-0.34</u>
		<u>Sum</u>	<u><del>1.21.35</del></u>	<u><del>0.71.00</del></u>	<u><del>0.71.03</del></u>
		<u>Build Emissions</u>	<u><del>1.21.4</del></u>	<u><del>0.71.0</del></u>	<u><del>0.71.1</del></u>
	<b>No-Build - Build</b>		<b>0.0</b>	<b><del>0.00.1</del></b>	<b>0.0</b>
	PM <sub>2.5</sub>	No Build	<u>EMFAC2021 Emissions and Road Dust</u>	<u>0.18</u>	<u>0.21</u>
<u>Interim Off-Model Adjustment Factors*</u>			<u>-0.00</u>	<u>-0.00</u>	<u>-0.00</u>
<u>Sum</u>			<u>0.18</u>	<u>0.21</u>	<u>0.24</u>
<u>No Build Emissions</u>			<u>0.2</u>	<u><del>0.20.3</del></u>	<u><del>0.20.3</del></u>
Build		<u>EMFAC2021 Emissions and Road Dust</u>	<u>0.13</u>	<u>0.16</u>	<u>0.19</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-0.00</u>	<u>-0.01</u>	<u>-0.01</u>
		<u>Sum</u>	<u>0.13</u>	<u>0.15</u>	<u>0.18</u>
		<u>Build Emissions</u>	<u><del>0.10.2</del></u>	<u><del>0.10.2</del></u>	<u>0.2</u>
<b>No-Build - Build</b>		<b><del>0.10.0</del></b>	<b>0.1</b>	<b>0.1</b>	

\*Pending EPA approval



Table 17 2006 24-hour and 2012 Annual PM2.5 (Planning Emissions [tons/day], Budgets pending U.S. EPA Approval) (Page 65)

POLLUTANT		2025	2035	2045	
PM <sub>2.5</sub>	Budget	1.7	1.7	1.7	
	Build Plan	<u>EMFAC2021 Emissions and Road Dust</u>	<u>0.17</u>	<u>0.20</u>	<u>0.23</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-0.01</u>	<u>-0.01</u>	<u>-0.01</u>
		<u>Sum</u>	<u>0.16</u>	<u>0.19</u>	<u>0.22</u>
		<u>Plan Emissions</u>	0.2	0.2	<del>0.20</del> <u>0.3</u>
	<b>Budget - Plan</b>	1.5	1.5	<del>1.5</del> <u>1.4</u>	

\*Pending EPA approval

Table 18 PM10 (Annual Planning Emissions [tons/day]) (Page 65)

POLLUTANT		2025	2030	2035	2045	
PM <sub>10</sub>	Budget	20	19	19	19	
	BuildPlan	<u>EMFAC2021 Emissions and Road Dust</u>	<u>1.3</u>	<u>1.4</u>	<u>1.5</u>	<u>1.8</u>
		<u>Interim Off-Model Adjustment Factors*</u>	<u>-0.0</u>	<u>-0.0</u>	<u>-0.0</u>	<u>-0.0</u>
		<u>Sum</u>	<u>1.3</u>	<u>1.4</u>	<u>1.5</u>	<u>1.8</u>
		<u>Plan Emissions</u>	2	2	2	2
	<b>Budget - Plan</b>	18	17	17	17	

\*Pending EPA approval

Public Review and Comment (Page 66)

SCAG is required to provide a 30-day public review and comment period for the Draft Amendment 3 to the Plan. A Notice of Availability and Public Hearing and the Draft Amendment 3 to the Plan were posted on SCAG’s website as of January 5, 2023, at [scag.ca.gov/connect-socal](http://scag.ca.gov/connect-socal). Written comments ~~will be~~ were accepted from January 6, 2023, until 5:00 PM, February 5, 2023, via US mail or email, ~~to:~~

~~Southern California Association of Governments~~

~~Attention: Nancy Lo~~

~~900 Wilshire Blvd. Ste. 1700~~

~~Los Angeles, CA 90017~~

~~or [nl@scag.ca.gov](mailto:nl@scag.ca.gov)~~

SCAG ~~will hold~~ held a telephonic/videoconference public hearing on the Draft Amendment 3 to the Plan on January 17, 2023, from 10:00 am to 11:00 am. Given current public health directives and continuing recommendations of public health officials to limit public gatherings due to the threat of COVID-19, and in recognition of the continuing applicability of the Governor’s March 4, 2020, declaration of a state of emergency pertaining to COVID-19, the public hearing ~~will be~~ was held telephonically and by videoconference; there ~~will not be an~~ was no opportunity to participate physically/in-person.

~~The purpose of the hearing on January 17, 2023, is to receive public input and comments that SCAG will use to facilitate changes to the draft documents where appropriate. Upon completion of the public review period, SCAG staff will log the comments received~~

~~through this process, provide responses to all comments, and finalize the documents for potential adoption. SCAG encourages interested parties to submit written comments and/or written information prior to the public hearings. Persons interested in attending the public hearings or offering their comments at the hearings may join by the following telephonic/videoconference methods:~~

~~<https://scag.zoom.us/j/86938650392>~~

~~OR~~

~~Dial by your location~~

~~+1 646 931 3860 US Toll~~

~~+1 669 444 9171 US Toll~~

~~Meeting ID: 869 3865 0392~~

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

Following the 30-day public comment period, SCAG staff continued to revise the draft amendments document based on public comments and provided updates to Caltrans, County Transportation Commissions (CTCs), and federal and State agencies at SCAG's Transportation Conformity Working Group (TCWG).

After review of feedback, SCAG staff concluded that the revisions would be minor and technical in nature, and do not alter the draft amendment findings or conclusions, including the associated transportation conformity analysis and determination. Therefore, the revisions only serve to clarify, amplify, or make minor modifications, which do not require recirculation of the draft amendments.

As a precautionary measure, the revisions are shared here for another 15-day public review. The 15-day public review period also provides an opportunity for CTCs to program STBG/CMAQ funds to projects in Consistency Amendment #23-03 and have those funds approved prior to June 30, 2023.

### [Comments and Responses](#)

Following the 30-day public comment period, SCAG staff continued to revise the document based on public comments and provided updates to Caltrans, County Transportation Commissions (CTCs), and federal and State agencies at SCAG's Transportation Conformity Working Group (TCWG).

Over the 30-day initial public review and comment period from January 6, 2023, until 5:00 PM, February 5, 2023, SCAG received a total of one (1) comment on Draft Amendment 3. The comment was received from Ventura County Transportation Commission. The table on the following page provides details of the comments received and response to comment.

The additional 15-day public review period also provides an opportunity for CTCs to program STBG/CMAQ fund to projects in Consistency Amendment #23-03 and have those funds approved prior to June 30, 2023. During the additional comment period, SCAG received seven (7) comments. The comments were received from Caltrans. The table on the following page provides details of the comments received and response to comment. Comments received during the additional 15-day public review will be addressed as part of the proposed final Amendment 3.

Table 19 Comments and Responses

<u>Format</u>	<u>Comment Summary</u>	<u>Response to Comment</u>
<u>Email/Letter</u>	<u>The Ventura County Transportation Commission (VCTC) hereby provides this public comment on RTP Amendment #3/ A23-03, to request inclusion of a proposed new bus service connecting Fillmore and Moorpark. The need for this service was identified during the past year during VCTC’s Unmet Transit Need Process, and it has been determined that service can be deployed within the year to fulfill this important unmet need. Inclusion of the project in the RTP Amendment will allow VCTC to move forward quickly to implement this transit service which would be also serve as a Transportation Control Measure resulting in an air quality improvement.</u>	<u>Thank you for your comment. This project has been included and reflected as part of Table 1.</u>
<u>Email</u>	<u>Table 1 Modifications to FTIP Projects (Page 3) – Please underline REVISED PROJECT COST in REASON FOR AMENDMENT of #133.</u>	<u>Comment noted.</u>
<u>Email</u>	<u>Table 6 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day]) (Page 7) – Please change Sum of ROG Plan for 2026, 2037 and 2045 as follows: 57.8 to 57.9, 41.5 to 41.4 and 36.6 to 36.5.</u>	<u>The sum of Plan ROG emissions for 2026, 2037 and 2045 will be adjusted to reflect the correct rounding as follows: 57.8 to 57.9, 41.5 to 41.4 and 36.6 to 36.5.</u>
<u>Email</u>	<u>Please include the final adoption date of the off-model adjustment factors once approved by U.S. EPA</u>	<u>The final adoption date of the off-model adjustment factors once approved by U.S. EPA will be included in the Final Amendments document.</u>
<u>Email</u>	<u>Please include a copy of the Board adoption resolution (anticipated on June 1) in the final draft of the document.</u>	<u>A copy of the Board adoption resolution (anticipated on June 1) will be included in the final submittal.</u>
<u>Email</u>	<u>I understand that the Total Programmed should be match to the Total Project Cost when the project is programmed in all three phases - ENG, ROW, and CON. Please make sure to address one comment about changing the</u>	<u>Comment noted. Total project cost will be addressed in the final submittal.</u>

	<u>updated Total Project Cost \$24,979 to \$27,084 on the RCTC project (RTIPID &amp; Project ID: RIV990727 and Amd 23-03) officially.</u>	
<u>Email</u>	<u>RTP ID 1TL204 Grade Separation at the intersection of Rosecrans/Marquardt – is there a reason this project is listed as Transit? I recommend providing additional information noting that this is a rail grade separation project.</u>	<u>Comment noted. The project is under Transit system because it completes the triple tracking between Los Angeles and Fullerton which supports operating service for Metrolink, Amtrack and freight rail. It is also an advance improvement for the CA High Speed Rail corridor.</u>
<u>Email</u>	<u>RTP ID 320A3T01 – please provide additional information on the Integrated Transit Center and Administration building.</u>	<u>Comment noted: Per lead agency, the project is included as financially constrained only (non-capacity project). According to the information provided, the project would be considered exempt for regional transportation conformity purposes.</u> <u><a href="https://www.octa.net/programs-projects/projects/transit-facility-projects/transit-security-and-operations-center/">https://www.octa.net/programs-projects/projects/transit-facility-projects/transit-security-and-operations-center/</a></u>



# Ventura County Transportation Commission

March 1, 2023

Mr. Kome Ajise  
Executive Director  
Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700  
Los Angeles, CA 90017

**RE: REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT #3/A23-03**

Dear Mr. Ajise:

The Ventura County Transportation Commission (VCTC) hereby provides this public comment on RTP Amendment #3/A23-03, to request inclusion of a proposed new bus service connecting Fillmore and Moorpark. The need for this service was identified during the past year during VCTC's Unmet Transit Needs Process, and it has been determined that service can be deployed within the year to fulfill this important unmet need. Inclusion of the project in the RTP Amendment will allow VCTC to move forward quickly to implement this transit service which would also serve as a Transportation Control Measure resulting in an air quality improvement.

VCTC has provided your staff with the required project information to facilitate inclusion in the amendment. This bus line would operate on approximately hourly headways, using two buses that are currently available for service. Although this new bus line would provide for an important unmet need to the communities it would serve, VCTC anticipates that the level of service provided would not materially affect the overall performance of the RTP.

Should your staff have any questions, please do not hesitate to contact Peter De Haan of my staff at (805) 642-1591, extension 106, or [pdehaan@goventura.org](mailto:pdehaan@goventura.org)

Sincerely,

A handwritten signature in blue ink, appearing to read "Martin R. Erickson", is written over a light blue horizontal line.

Martin R. Erickson  
Executive Director

cc. Pablo Gutierrez, SCAG staff



**From:** Acebo, Mervin (FTA) <[mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov)>

**Sent:** Thursday, May 11, 2023 4:28 PM

**To:** Kahrs, Jacqueline J@DOT <[jacqueline.kahrs@dot.ca.gov](mailto:jacqueline.kahrs@dot.ca.gov)>

**Cc:** Kang, Peter B@DOT <[peter.kang@dot.ca.gov](mailto:peter.kang@dot.ca.gov)>; Morris, Michael (FHWA) <[Michael.Morris@dot.gov](mailto:Michael.Morris@dot.gov)>

**Subject:** RE: SCAG FTIP Amendment #3

**EXTERNAL EMAIL.** Links/attachments may not be safe.

Hi Jackie,

I apologize I couldn't send this out earlier. Only small comments regarding the RTP for clarification. I reached out to SCAG regarding the Rosecrans/Marquardt question below and they provide some information.

- RTP ID 1TL204 Grade Separation at the intersection of Rosecrans/Marquardt – is there a reason this project is listed as Transit? I recommend providing additional information noting that this is a rail grade separation project.
- RTP ID 320A3T01 – please provide additional information on the Integrated Transit Center and Administration building.

Please note, FTA does not have any comments on the proposed changes to the TIP projects as posted on SCAG's website. I do not anticipate any comments when they send the narrative upon completion of public review and submittal to Caltrans/FHWA/FTA.

Feel free to contact me if you have any questions. Thank you.

-Mervin

Hi Pablo,

Thank you for your clarification. It was nice talking to you today. I understand that the Total Programmed should be match to the Total Project Cost when the project is programmed in all three phases - ENG, ROW, and CON. Please make sure to address one comment about changing the updated Total Project Cost \$24,979 to \$27,084 on the RCTC project (RTIPID & Project ID: RIV990727 and Amd 23-03) officially.

Thank you,

Peter Kang, PE

Senior Transportation Engineer

Office of Federal Programming and Data Management

Division of Financial Programming

California Department of Transportation

(916) 216-3908 (mobile)

Hi Pablo,

Thanks for the opportunity to review SCAG's Draft 2023 FTIP Amendment #3. Please see my comments and the Air Quality Branch's comments.

Connect SoCal – 2020 RTP/SCS Draft Amendment #3 Revisions,

- Table 1 Modifications to FTIP Projects (Page 3) – Please underline REVISED PROJECT COST in REASON FOR AMENDMENT of #133.
- Table 6 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day]) (Page 7) – Please change Sum of ROG Plan for 2026, 2037 and 2045 as follows: 57.8 to 57.9, 41.5 to 41.4 and 36.6 to 36.5.

The Air Quality Branch, Office of Air Quality and Climate Change, Division of Transportation Planning at California Department of Transportation provides comments. Please note, EPA's approval for the off-model adjustment factors is still pending. The approval is expected to be released before the June 1 board adoption deadline.

#### Comment

Please include the final adoption date of the off-model adjustment factors once approved by U.S. EPA

Please include a copy of the Board adoption resolution (anticipated on June 1) in the final draft of the document.

Please let me know if you have any questions.

Thank you,

Peter Kang, PE

Senior Transportation Engineer

Office of Federal Programming and Data Management

Division of Financial Programming

California Department of Transportation

(916) 216-3908 (mobile)