



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

REGIONAL COUNCIL OFFICERS

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

First Vice President
Carmen Ramirez, County of Ventura

Second Vice President
Art Brown, Buena Park

Immediate Past President
Clint Lorimore, Eastvale

COMMITTEE CHAIRS

Executive/Administration
**Jan C. Harnik, Riverside County
Transportation Commission**

Community, Economic &
Human Development
Frank Yokoyama, Cerritos

Energy & Environment
Deborah Robertson, Rialto

Transportation
Ray Marquez, Chino Hills

MEETING OF THE

TRANSPORTATION CONFORMITY WORKING GROUP

REMOTE PARTICIPATION ONLY

Tuesday, May 24, 2022
10:00 a.m. – 12:00 p.m.

To Participate on Your Computer:

<https://scag.zoom.us/j/153963916>

To Participate by Phone:

Call-in Number: (646) 558-8656 or (669) 900-6833

Meeting ID: 153 963 916

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Rongsheng Luo at (213) 236-1994 or via email at luo@scag.ca.gov. Agendas & Minutes for the Transportation Conformity Working Group are also available at: <https://scag.ca.gov/transportation-conformity-working-group>

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1402. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



TRANSPORTATION CONFORMITY WORKING GROUP

AGENDA

1. CALL TO ORDER AND SELF-INTRODUCTIONS

Annaleigh Ekman, SCAG

2. PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the TCWG, must use the “raise hand” function on your computer or dial *9 by phone and wait for the Chair to announce your name/phone number. Limit oral comments to 3 minutes, or as otherwise directed by the Chair. The Chair may limit the total time for comments to twenty (20) minutes.

3. CONSENT CALENDAR

3.1. March 22, 2022 TCWG Meeting Minutes – Deferred to June TCWG Meeting

3.2. April 26, 2022 TCWG Meeting Minutes – Deferred to June TCWG Meeting

4. INFORMATION ITEMS

4.1. Review of PM Hot Spot Interagency Review Forms (10 minutes)

Attachment 4.1-1 Conformity Exemption Form for ORA001102

Attachment 4.1-2 Request to Correct FTIP Project ID of PM Hot Spot Interagency Review Form (RIV180142)

4.2. RTP Update (10 minutes)

John Asuncion, SCAG

4.3. FTIP Update (10 minutes)

John Asuncion, SCAG

4.3.1. Status Update on OCTA TCA TCM Substitution (FTIP IDs 10254, ORA050 & ORA051) and OCTA Two Transit TCM Substitution (FTIP IDs ORA030612 & ORA130099)

Rongsheng Luo, SCAG

4.4. EPA Update (10 minutes)

Karina O'Connor, EPA

4.5. ARB Update (10 minutes)

Nesamani Kalandiyur, ARB

4.6. Air Districts Update (10 minutes)

District Representatives

5. INFORMATION SHARING

6. ADJOURNMENT

The next meeting of the TCWG will be held on Tuesday, June 28, 2022 via teleconference and Zoom meeting only. Please submit PM Hot Spot Analysis Interagency Review Forms for the next meeting to Rongsheng Luo, luo@scag.ca.gov, by Tuesday, June 14, 2022.



CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION
 For projects that correct, improve, or eliminate a hazardous location or feature

Project Information

DIST-CO-RTE-PM: 12-ORA-5-9.6/10.4

EA/EFIS ID (Caltrans Projects): 12-0S280/1220000014

Fed. Aid. No. (Local Projects):

FTIP ID No. (required): ORA001102

TCWG Consideration Date: 5/24/2022

Pollutant of Concern: PM2.5 & PM10

Contact Information

Lead Agency: Caltrans D12

Contact Person: Rabindra Bade

Phone: 657 328 6573

Fax:

Email: rabindra.bade@dot.ca.gov

Environmental Approval Information

Anticipated Federal Environmental Approval (check appropriate box):

23 USC 326 CE 23 USC 327 CE EA EIS

Anticipated Date of Federal Environmental Approval: 2022

Current Programming Dates (as appropriate):

	PA&ED	PS&E	ROW	CON
Start	November 2021	November 2022	November 2022	August 2024
End	November 2022	November 2023	December 2023	October 2028



CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION
 For projects that correct, improve, or eliminate a hazardous location or feature

Project Details

Project Description

This Project is located on Interstate 5 (I-5) southbound (SB), from SR-74 (Ortega Highway) and I-5 Separation (PM 9.6), to approximately 0.5 mile south of Junipero Serra Road undercrossing (UC) (PM 10.4), in the City of San Juan Capistrano, County of Orange. This safety project proposes to add a second auxiliary lane of 2,020 feet and reconfigure the existing exit-ramp entrance. See Attached Layout plan.

Project Purpose and Need (Summary) (attach additional sheets as necessary):

Purpose

The purpose of this project is to reduce the severity and frequency of collisions by adding a second auxiliary lane of 2,020 feet on SB I-5 from Ortega Hwy (SR-74) exit ramp (PM 9.4) to approximately 0.5 mile south of Junipero Serra Rd. UC. (PM 10.4) and reconfiguring the existing exit-ramp entrance from one-lane mandatory exit with an optional lane to a two-lane mandatory exit.

Need

This segment of SB I-5, from Ortega Highway and I-5 Separation (PM 9.6) to approximately 0.5 mile south of Junipero Serra Rd. UC (PM 10.4), has been experiencing a high concentration of collisions.

Project description of Build alternative

This project proposes to add a second auxiliary lane of approximately 2,020 feet on SB I-5, reconfigure the SB I-5 cross-section at the exit ramp entrance, and add Traffic Census Stations. Based on the existing geometric configuration, the second auxiliary lane can be added by shifting the lane lines of the SB I-5 segment approximately 12 feet toward the median area and relocating the existing CHP approximately 700 feet further north, which will minimize the need to widen and eliminate the retaining wall reconstruction.

At Sta 562+60.00, the lane lines on SB I-5 segment will be shifted approximately 12 feet toward the median area at a transition ratio of 115:1; the transition ends at Sta 548+80.00. The lane lines shift allows the second auxiliary lane of 2,020 foot long to start at STA 548+00.00 and end at Sta 528+60.00, where the existing one optional and one-lane exit will become a two-lane exit onto Ortega HWY.

The existing CHP will be relocated approximately 700 feet further north; the existing SB concrete barrier will be removed from Sta 558+00.00 to Sta 551+00.00, and the existing NB concrete



CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION
 For projects that correct, improve, or eliminate a hazardous location or feature

barrier will be extended from station 551+00.00 to station 558+00; the existing pavement at the CHP area, from Sta 551+00.00 to STA 558+00.00 will be replaced.

The proposed project will install new overhead (OH) sign, construct a retaining wall with a safety concrete barrier, an MVP, two cabinet controllers, MGS. In addition, the existing outside 10-foot shoulder will also be removed and replaced with new pavement of approximately 12 feet wide.

Traffic Collision Data:

Traffic Accident Surveillance and Analysis System (TASAS) Selective Accidental Retrieval (TSAR) data were obtained and reviewed for the three-year period from 01/01/2016 to 12/31/2018 within the project limits.

Table Collision Summary on I-5

Location	Numbers of Accidents (MVM)			Accident Rate					
				Actual			Statewide Average		
	F ¹	F+I ²	Total ³	F ¹	F+I ²	Total ³	F ¹	F+I ²	Total ³
ORA-5- PM 9.733 to PM9.93	0	118	118	0.00	1.64	3.87	0.003	0.29	0.94

Note: 1. Fatal collisions 2. Fatal collisions plus injury collisions 3. All reported collisions

Based on the Traffic Accident Surveillance and Analysis System (TASAS), by Types of Collisions, 72.1% collisions were Rear-End, 15.4% Sideswipe, 8.7% Hit Object, and 3.8% Broadside; by Primary Collision Factors, 70.2% of the collisions were resulted from speeding, 12.5% Other Violation, 10.6% Improper Turn, 1.9% Influence Alcohol, 2.9 Other than Driver, and 1.9% Unknown.

Comments/Explanation/Details (attach additional sheets as necessary):

Addition of secondary auxiliary lane of 2,020 ft (< 1 mile) will reduce the existing collision without increasing the capacity of the SB I-5. Thus, this project can be exempted from conformity requirement according to 40 CFR 93.126 Table 2 under the "Project that correct, improve, or eliminate a hazardous location or feature.

INDEX OF PLANS

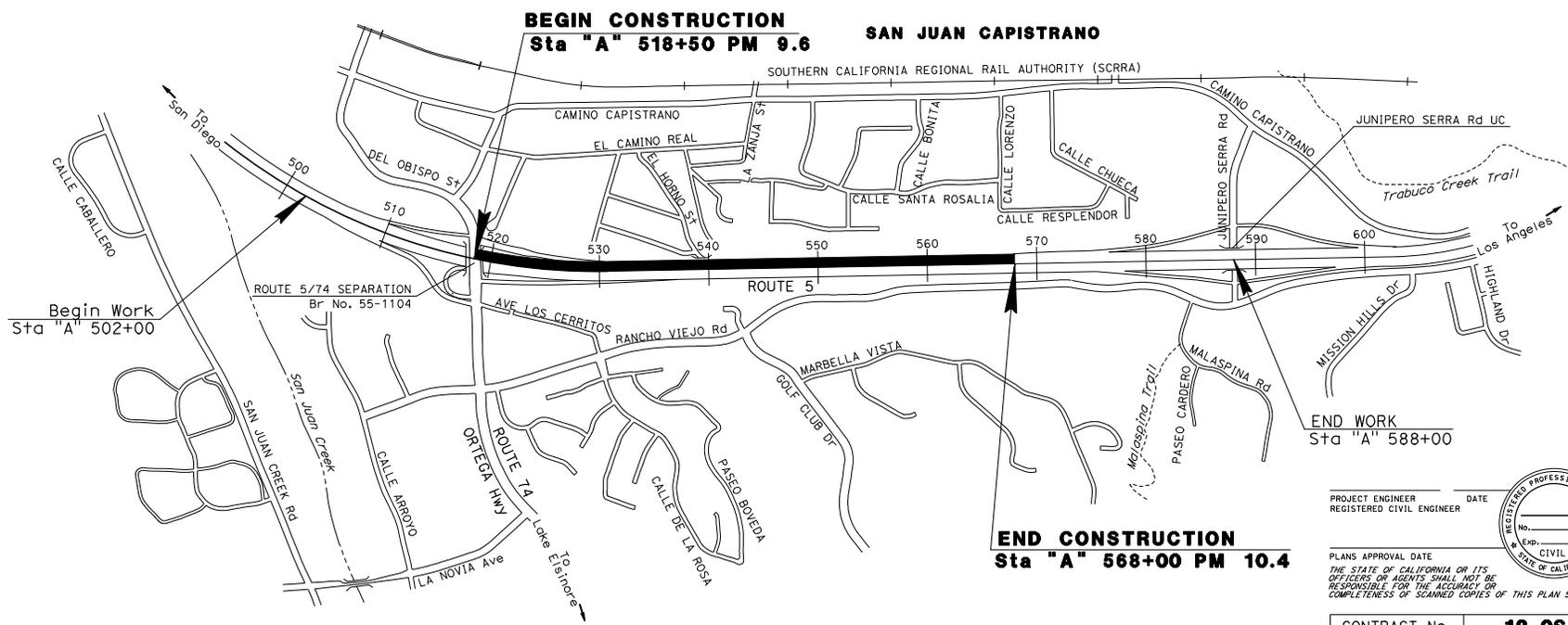
**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

**PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN ORANGE COUNTY
IN THE CITY OF SAN JUAN CAPISTRANO
ON ROUTE 5 FROM ROUTE 5/74 SEPARATION
TO 0.5 MILE SOUTH OF JUNIPERO SERRA ROAD UNDERCROSSING**

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	Oran	5	9.6/10.4		



PROJECT MANAGER
MCCAHEY, BARBARA

DESIGN MANAGER
DAVID LAM

PROJECT ENGINEER _____ DATE _____
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



CONTRACT No.	12-0S2804
PROJECT ID	122000014

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

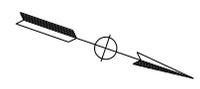
NO SCALE

DATE PLOTTED => 3-NOV-2021
TIME PLOTTED => 12:53

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 FUNCTIONAL SUPERVISOR: DAVID LAM
 CALCULATED, DESIGNED BY: DAVID LAM
 CHECKED BY: DAVID LAM
 JOSEPH SEO
 REVISIONS: DAVID LAM
 DATE REVISED: [blank]

NOTE:
 1. COLD PLANE 0.2' HMA AND OVERLAY 0.2' RHMA-G FROM STA. 524+70 TO STA. 528+86

LEGEND:
 COLD PLANE AND OVERLAY



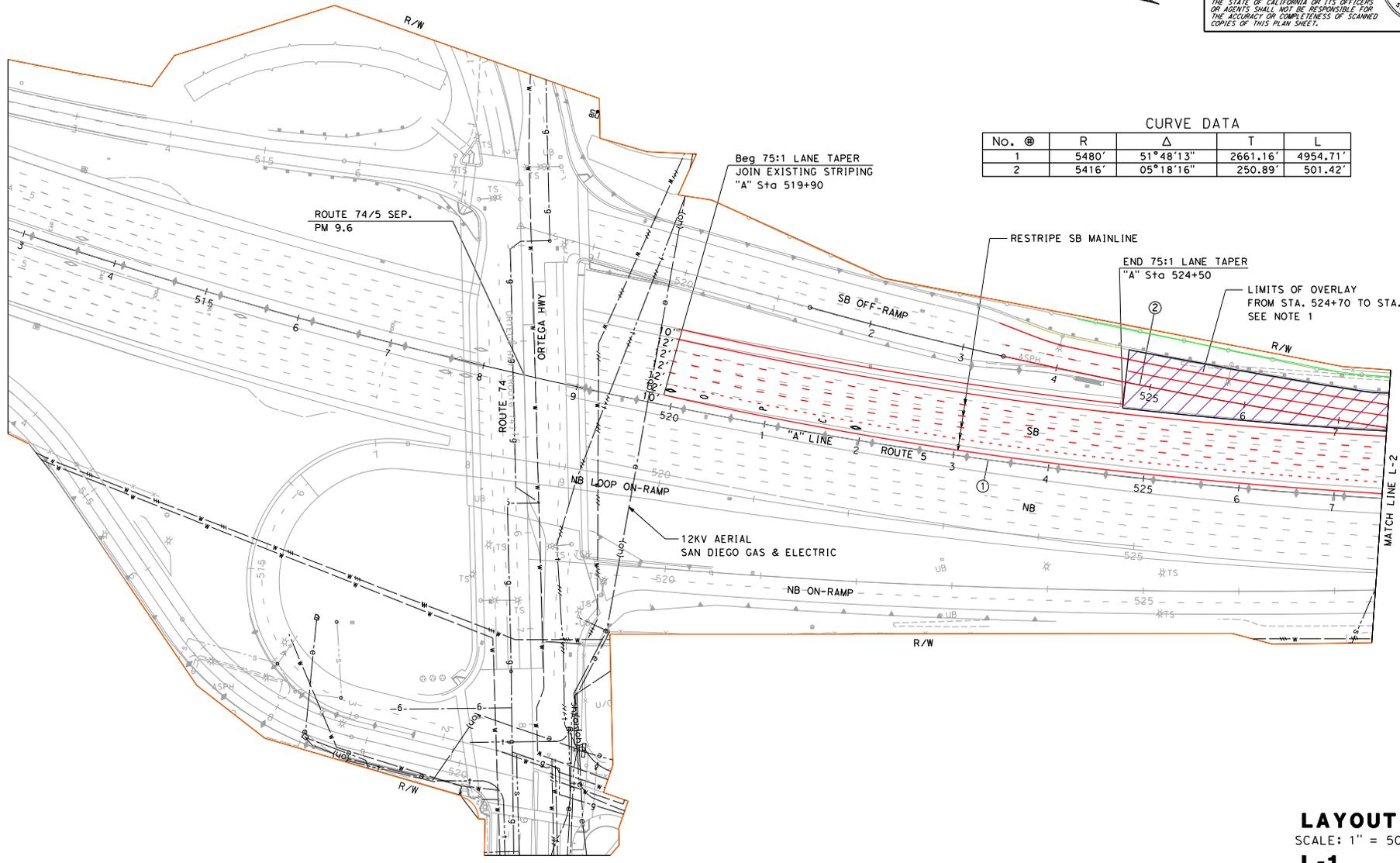
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	Orca	5	9.6/10.4		

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CURVE DATA

No. @	R	Δ	T	L
1	5480'	51°48'13"	2661.16'	4954.71'
2	5416'	05°18'16"	250.89'	501.42'



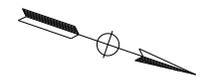
LAYOUT
 SCALE: 1" = 50'
L-1

LAST REVISION DATE PLOTTED => 4/21/2022 11:22:21 TIME PLOTTED => 11:14:01 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 FUNCTIONAL SUPERVISOR: DAVID LAM
 CALCULATED/DESIGNED BY: JOSEPH SEO
 CHECKED BY: DAVID LAM
 REVISED BY: DAVID LAM
 DATE REVISED:

- NOTE:
1. COLD PLANE 0.2' HMA AND OVERLAY 0.2' RHMA-G FROM STA. 524+70 TO STA. 528+86
 2. REPLACE 10 FEET SHOULDER AND WIDEN 2 FEET OUTSIDE FROM STA. 528+65 TO STA. 532+73

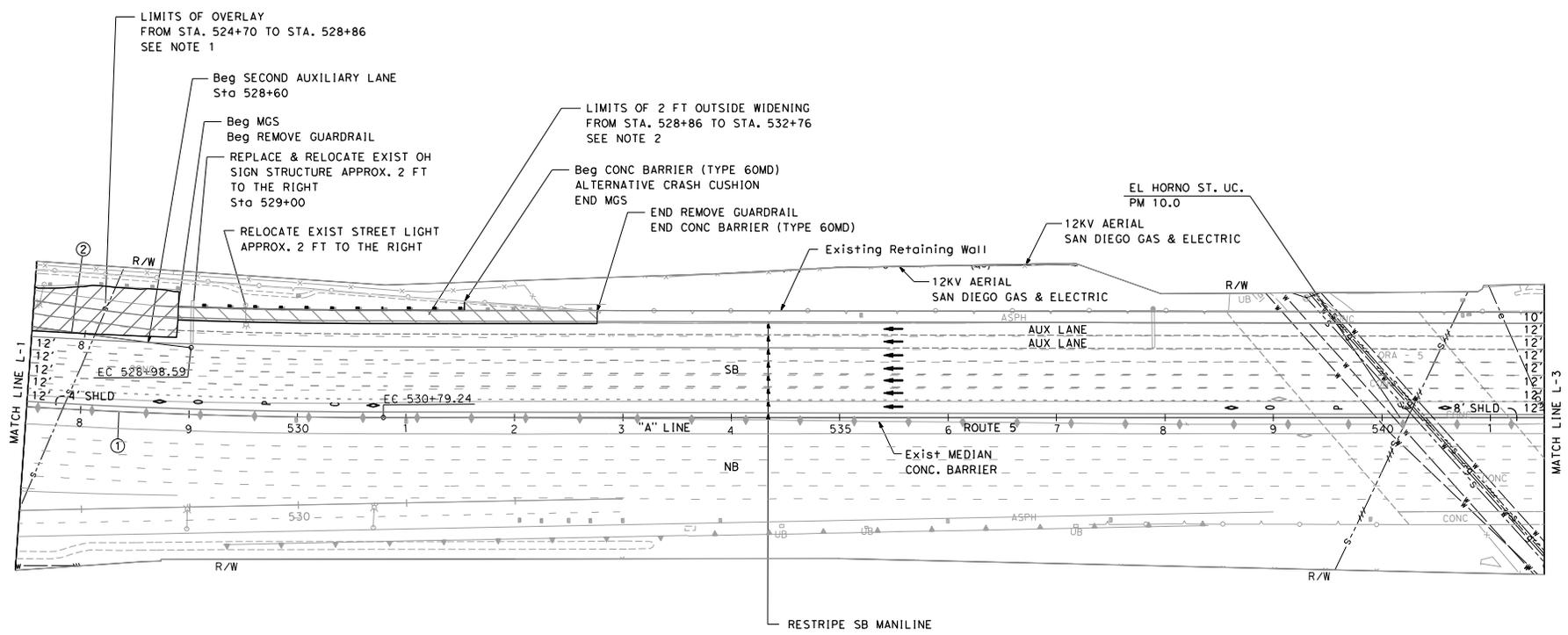
- LEGEND:
- COLD PLANE AND OVERLAY
 - WIDEN JPCP



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	Orca	5	9.6/10.4		

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



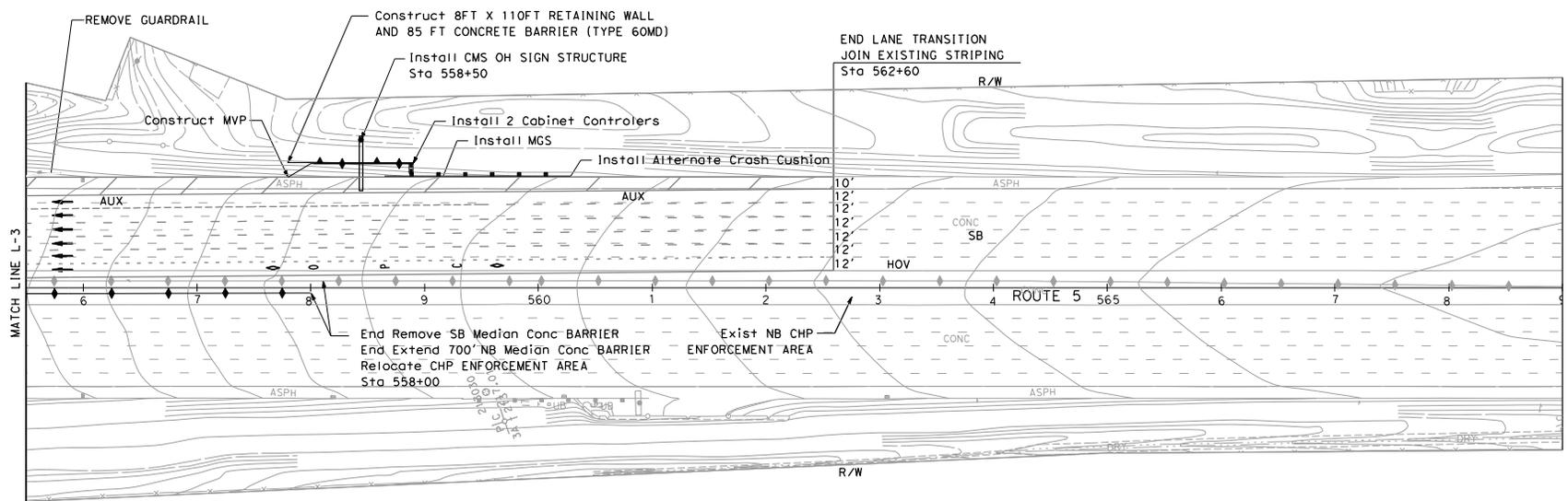
LAYOUT
 SCALE: 1" = 50'
L-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 FUNCTIONAL SUPERVISOR: DAVID LAM
 CALCULATED BY: JOSEPH SEO
 DESIGNED BY: DAVID LAM
 CHECKED BY:
 REVISIONS:
 REVISION NO. | DATE | DESCRIPTION

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
12	Orca	5	9.6/10.4		

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT
 SCALE: 1" = 50'
L-4



CONFORMITY STREAMLINING EXEMPTION FORM AND GUIDANCE FOR “PROJECTS THAT CORRECT, IMPROVE, OR ELIMINATE A HAZARDOUS LOCATION OR FEATURE” EXEMPTION

Guidance

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project could be exempt under the “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2, pursuant to federal conformity regulations. This form is only for projects located in nonattainment and maintenance areas for ozone, CO, PM_{2.5}, PM₁₀ and NO₂.

The form is not needed under the following circumstances (since transportation conformity already does not apply):

- a. Clearly fits within one of the other exempt categories pursuant to 40 CFR 93.126; or
- b. Is part of the Highway Safety Improvement Program (HSIP) (i.e., exempt under “Highway Safety Improvement Program implementation” in 40 CFR 93.126); or
- c. Is a traffic signal synchronization project under 40 CFR 93.128; or
- d. Uses no federal funds AND requires no federal approval (i.e., a project-level conformity determination does not apply); or
- e. Road diets: A road diet is a project where one or more vehicle travel lanes are removed to accommodate a variety of transportation modes. Road diets are done for safety purposes. If a road diet is part of a state’s Highway Safety Improvement Program, the road diet is exempt under the Table 2 item, “Highway Safety Improvement Program implementation.” If not, a road diet can still be considered exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about road diets, including the “Road Diet Informational Guide,” please refer to FHWA’s webpage at https://safety.fhwa.dot.gov/road_diets/

Note: A typical road diet involves converting an existing four-lane undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane. The reclaimed space can be allocated for other uses, such as turn lanes, bus lanes, pedestrian refuge islands, bike lanes, sidewalks, etc.

- f. Auxiliary lanes less than 1 mile in length: An auxiliary lane is defined as the portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through traffic movement. If an auxiliary lane is less than 1 mile in length, it can be considered exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about auxiliary lanes, please refer to FHWA’s webpage at

https://ops.fhwa.dot.gov/freewaymgmt/publications/frwy_mgmt_handbook/chapter5.htm

- g. Ramp metering: Ramp metering projects involve installing traffic signals on highway on-ramps to control the frequency at which vehicles enter the flow of traffic, and they are also exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about ramp metering projects, please refer to FHWA’s webpage at <https://ops.fhwa.dot.gov/publications/fhwahop14020/sec1.htm>
- h. Is a road diet project, a ramp metering project, or an auxiliary lane project that is less than one mile in length (these projects have already been determined to be exempt as “projects that correct, improve, or eliminate a hazardous location or feature.”)

A project sponsor that would like to exempt a project under the exemption titled “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2 will need to present data to the TCWG to demonstrate that the project would resolve a safety issue before this exemption can be used.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project can be exempt under the “Projects that correct, improve, or eliminate a hazardous location or feature.” For example, if a transportation agency has collision data to show both a need for the project as well as how the project will correct, improve, or eliminate the hazardous location or feature, that data can be presented to the TCWG, and if the TCWG concurs, the project could move forward as exempt. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions

- 1) Fill out form, beginning on page 1, in its entirety.**
- 2) Be sure to include FTIP ID#.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the Metropolitan Planning Organization (MPO). Caltrans projects can be submitted by Caltrans District representatives.**

Reference

Exempt Projects 40 CFR 93.126

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in table 2 of this section is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with transportation control measure (TCM) implementation. Table 2 follows:

Links to More Information:

https://www.fhwa.dot.gov/environment/air_quality/conformity/index.cfm

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 2-Exempt Projects

Safety

- Railroad/highway crossing.
- Projects that correct, improve, or eliminate a hazardous location or feature.
- Safer non-Federal-aid system roads.
- Shoulder improvements.
- Increasing sight distance.
- Highway Safety Improvement Program implementation.
- Traffic control devices and operating assistance other than signalization projects.
- Railroad/highway crossing warning devices.
- Guardrails, median barriers, crash cushions.
- Pavement resurfacing and/or rehabilitation.
- Pavement marking.
- Emergency relief (23 U.S.C. 125).
- Fencing.
- Skid treatments.
- Safety roadside rest areas.
- Adding medians.
- Truck climbing lanes outside the urbanized area.
- Lighting improvements.
- Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Emergency truck pullovers.

Note: This is an excerpt from Table 2, not the complete list of exempt projects from the table.



16755 Von Karman Avenue
Suite 200
Irvine, CA 92606
949.753.7001 [phone](#)
949.753.7002 [fax](#)

esassoc.com

memorandum

date May 4, 2022

to Transportation Conformity Working Group, c/o David Lee, Caltrans District 8

cc Andrew Simmons, City of Coachella
Rongsheng Luo, SCAG
Annaleigh Ekman, SCAG
Sean Yeung, Caltrans District 8
Aaron Burton, Caltrans District 8
Andy Cheah, Angenious
Alan Sako, ESA

from Michael E. Houlihan, AICP, ESA

subject Request to Correct FTIP Project ID of PM Hot Spot Interagency Review Form (RIV180142)
Discussed at June 22, 2021 TCWG Meeting

The City of Coachella requests that the correct FTIP Project ID of the PM Hot Spot Interagency Review Form (RIV180142) discussed at the June 22, 2021 Transportation Conformity Working Group (TCWG) Meeting be identified for the widening of Dillion Road from two to six lanes from Cabazon Road/Avenue 48 to the SR-86 Southbound interchange (Project). The correct FTIP Project ID for the Dillion Road Project is RIV180145. The City understands that to provide the correct FTIP Project ID, the item will need to be included on the May 24, 2022 TCWG meeting agenda. We are available to attend the meeting to describe the issue and request. Following is an explanation of the issue.

On June 22, 2021, the SCAG TCWG met to discuss the Dillion Road Project which was the 14th Project listed on the Agenda and provided on your website at: <https://scag.ca.gov/project-level-conformity>. The information included the following which shows an File Description number as RIV180142.

File Description:

RIV180142 – Not a POAQC – Hot Spot Analysis Not Required

Completion Date:

06/22/2021

Category:

PM Hot Spot

Downloads:

 RIV180142

When downloading the RIV180142 PDF, it included the following Project Description that includes an improvement from two lanes to six lanes from Cabazon Road/Avenue 48 to SR-86.

The California Department of Transportation (Caltrans), in cooperation with the Dillon Road Joint Powers Authority (JPA), proposes to widen the Dillon Road corridor from two to six lanes from Cabazon Road/Avenue 48 to the SR-86 Southbound interchange and reconstruct the existing bridge with new twin parallel bridges to span over the Coachella Valley Stormwater Channel (CVSC) (“the Project”). The purpose of the Project is to provide infrastructure improvements to the structurally deficient Dillon Road Bridge, address future traffic congestion associated with the increase in forecasted travel demand, and enhance safety along the Dillon Road corridor. The total length of the Project is 0.68 miles. Caltrans and the Bureau of Indian Affairs (BIA) are joint lead agencies under NEPA. The City of Coachella is the lead agency under CEQA. The Project objectives are to provide infrastructure for future planned development, avoid or minimize adverse traffic effects associated with the forecasted travel demand within the Project area, correct the existing hydraulic deficiencies at the CVSC, and enhance safety along the Dillon Road corridor. One build alternative and a No Build Alternative are proposed for this project. The proposed alternatives are further discussed below.

The above description is described in the RTP/SCS as well as provided on the 2021 FTIP Project List with the number RIV180145 as shown below.

RTP Description for RIV180145 includes the improvement of Dillion Road from 2 to 6 lanes from Cabazon Road to SR-86.

TABLE 2 Financially-Constrained RTP/SCS Projects - Continued

System	Lead Agency	RTP ID	Route #	Route Name	From	To	Description	Completion Year	Project Cost (\$1,000's)
County: Riverside									
LOCAL HIGHWAY	COACHELLA	2016A319-RIV180145	0				IN THE COACHELLA VALLEY IN THE CITY OF COACHELLA: WIDEN DILLON RD FROM 2 TO 6 LANES, FROM CABAZON RD TO SR-86 I/C, INCLUDING RECONSTRUCTION OF BRIDGE (#56C0318) OVER COACHELLA VALLEY STORMWATER CHANNEL, SIDEWALK, MEDIANS AND BIKE LANES.	2025	\$4,800

The FTIP Description provided below for RIV180145 is widening Dillion Road from 2 to 6 lanes from Cabazon Road to SR-86.

**2021 Federal Transportation Improvement Program
Riverside County Project Listing
State
(in \$000's)**

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	MODELING	AIR BASIN	TOTAL PROJECT COST	RTP ID	SYSTEM		
RIV180145	COACHELLA	Riverside	NON-EXEMPT	YES	SSAB	\$45,300	2016A319	Local		
PRIMARY PROGRAM CODE			PROJECT LIMITS			FTIP AMENDMENT				
CAXT2 - HIGHWAY/ROAD IMP - LANE ADD'S - w/TCM : RS			From Cabazon Rd to SR-86			Riverside County Transportation Commission (RCTC) - 21-00				
DESCRIPTION										
IN THE COACHELLA VALLEY IN THE CITY OF COACHELLA: WIDEN DILLON RD FROM 2 TO 6 LANES, FROM CABAZON RD TO SR-86 I/C, INCLUDING RECONSTRUCTION OF BRIDGE (#56c0318) OVER COACHELLA VALLEY STORMWATER CHANNEL, SIDEWALK, MEDIANS AND BIKE LANES.										
PHASE	FUND SOURCE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
PE	AGENCY	\$1,800	\$3,500	\$0	\$0	\$0	\$0	\$0	\$0	\$5,300
ROW	AGENCY	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
CON	AGENCY	\$0	\$0	\$0	\$0	\$34,999	\$0	\$0	\$0	\$34,999
CON	SURFACE TRANS BLK GRNT LOCAL	\$0	\$0	\$0	\$0	\$1	\$0	\$0	\$0	\$1
TOTAL	TOTAL	\$1,800	\$8,500	\$0	\$0	\$35,000	\$0	\$0	\$0	\$45,300

We are currently processing the Air Quality Report and Air Quality Conformity Analysis for the Dillion Road Project. We understand that the improvement of Dillion Road from two to six lanes from Cabazon Road to SR-86 is correct but the number identified in the SCAG TCWG agenda is incorrect.

We request a correction to the number on the SCAG TCWG agenda from RIV18042 to RIV18045 so that when Caltrans accesses the Working Group website, the correct number is provided.

Please let me know if you need any additional information to make the requested correction. My contact information is below. We also request that you confirm that this request can be included on the May 24, 2022 TCWG meeting agenda.

Thank you.



Michael E. Houlihan, AICP
Principal Planner
ESA
714.742.5375
mhoulihan@esassoc.com