



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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Los Angeles, CA 90017
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www.scag.ca.gov

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Energy & Environment
David Pollock, Moorpark

Transportation
Sean Ashton, Downey

REMOTE PARTICIPATION ONLY

TRANSPORTATION COMMITTEE

Thursday, July 1, 2021
9:30 a.m. – 11:30 a.m.

To Participate on Your Computer:
<https://scag.zoom.us/j/253270430>

To Participate by Phone:
Call-in Number: 1-669-900-6833
Meeting ID: 253 270 430

***Please see next page for detailed
instructions on how to participate in the meeting.***

PUBLIC ADVISORY

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at aguilarm@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees.

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) 630-1420. 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.



Instructions for Public Comments

You may submit public comments in two (2) ways:

1. **Submit written comments via email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, June 30, 2021.**

All written comments received after 5pm on Wednesday, June 30, 2021 will be announced and included as part of the official record of the meeting.

2. **If participating via Zoom or phone, during the Public Comment Period, use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.**

If unable to connect by Zoom or phone and you wish to make a comment, you may submit written comments via email to: TCPublicComment@scag.ca.gov.

In accordance with SCAG’s Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is “willfully interrupted” and the “orderly conduct of the meeting” becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.



Instructions for Participating in the Meeting

SCAG is providing multiple options to view or participate in the meeting:

To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/253270430>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 253 270 430**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press *9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.



TC - Transportation Committee *Members – July 2021*

1. **Hon. Sean Ashton**
TC Chair, Downey, RC District 25
2. **Hon. Art Brown**
TC Vice Chair, Buena Park, RC District 21
3. **Hon. Phil Bacerra**
Santa Ana, RC District 16
4. **Hon. Kathryn Barger**
Los Angeles County
5. **Hon. Elizabeth Becerra**
Victorville, District 65
6. **Hon. Ben Benoit**
Air District Representative
7. **Hon. Russell Betts**
Desert Hot Springs, CVAG
8. **Hon. Lorrie Brown**
Ventura, RC District 47
9. **Hon. Joe Buscaino**
Los Angeles, RC District 62
10. **Hon. Ross Chun**
Aliso Viejo, OCCOG
11. **Hon. Jonathan Curtis**
La Canada Flintridge, RC District 36
12. **Hon. Darrell Dorris**
Lancaster, NCTC
13. **Hon. JJohn Dutrey**
Montclair, SBCTA
14. **Hon. James Gazeley**
Lomita, RC District 39
15. **Sup. Curt Hagman**
San Bernardino County

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To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

Be Open | Lead by Example | Make an Impact | Be Courageous



TRANSPORTATION COMMITTEE AGENDA

- 16. Hon. Ray Hamada**
Bellflower, RC District 24
- 17. Hon. Jan C. Harnik**
RCTC
- 18. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 19. Hon. Christian Horvath**
Redondo Beach, Pres. Appt. (Member at Large)
- 20. Hon. Lindsey Horvath**
West Hollywood, WSCCOG
- 21. Hon. Mike Judge**
VCTC
- 22. Hon. Trish Kelley**
Mission Viejo, OCCOG
- 23. Hon. Paul Krekorian**
RC District 49/Public Transit Rep.
- 24. Hon. Linda Krupa**
Hemet, WRCOG
- 25. Hon. Richard Loa**
Palmdale, NCTC
- 26. Hon. Clint Lorimore**
Eastvale, RC District 4
- 27. Hon. Steven Ly**
Rosemead, RC District 32
- 28. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 29. Hon. Ray Marquez**
Chino Hills, RC District 10
- 30. Hon. Larry McCallon**
Highland, RC District 7
- 31. Hon. Marsha McLean**
Santa Clarita, RC District 67

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TRANSPORTATION COMMITTEE AGENDA

- 32. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 33. Hon. Fred Minagar**
Laguna Niguel, RC District 12
- 34. Hon. Carol Moore**
Laguna Woods, OCCOG
- 35. Hon. Ara Najarian**
Glendale, SFVCOG
- 36. Hon. Maria Nava-Froelich**
ICTC
- 37. Hon. Frank Navarro**
Colton, RC District 6
- 38. Hon. Blanca Pacheco**
Downey, GCCOG
- 39. Hon. Jonathan Primuth**
South Pasadena, AVCJPA
- 40. Hon. Ed Reece**
Claremont, SGVCOG
- 41. Hon. Crystal Ruiz**
San Jacinto, WRCOG
- 42. Hon. Ali Saleh**
Bell, RC District 27
- 43. Hon. Tim Sandoval**
Pomona, RC District 38
- 44. Hon. Rey Santos**
Beaumont, RC District 3
- 45. Hon. Zak Schwank**
Temecula, RC District 5
- 46. Hon. Tim Shaw**
OCTA
- 47. Hon. Marty Simonoff**
Brea, RC District 22

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- 48. Hon. Jeremy Smith**
Canyon Lake, Pres. Appt. (Member at Large)

- 49. Hon. Ward Smith**
Placentia, OCCOG

- 50. Hon. Jose Luis Solache**
Lynwood, RC District 26

- 51. Sup. Karen Spiegel**
Riverside County

- 52. Hon. Cynthia Sternquist**
Temple City, SGVCOG

- 53. Hon. Jess Talamantes**
Burbank, Pres. Appt. (Member at Large)

- 54. Hon. Steve Tye**
Diamond Bar, RC District 37

- 55. Hon. Cheryl Viegas-Walker**
El Centro, RC District 1

- 56. Hon. Scott Voigts**
Lake Forest, OCCOG

- 57. Sup. Donald Wagner**
Orange County

- 58. Hon. Colleen Wallace**
Banning, President's Appt. (Member at Large)

- 59. Hon. Alan Wapner**
SBCTA

- 60. Hon. Alicia Weintraub**
Calabasas, LVMCOG

- 61. Mr. Paul Marquez**
Caltrans, District 7, Ex-Officio Non-Voting Member

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TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
Remote Participation Only

**Thursday, July 1, 2021
9:30 AM**

The Transportation Committee may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE *(The Honorable Sean Ashton, Chair)*

PUBLIC COMMENT PERIOD

Members of the public are encouraged to submit written comments by sending an email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, June 30, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after 5pm on Wednesday, June 30, 2021 will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Transportation Committee will be allowed up to 3 minutes to speak, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to reduce the time limit based upon the number of comments received and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Item

1. Minutes of TC Meeting, June 3, 2021

Receive and File

2. Overview of Regional Transportation Conformity
3. Release of Conformity Analysis of Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment

ACTION/DISCUSSION ITEM

4. Release of Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment 10 Mins.

(Naresh Amatyia, Manager of Transportation Planning & Programming)

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RECOMMENDED ACTION FOR TC:

Recommend the Regional Council (RC) authorize the Executive Director to release the Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment.

5. 2020 Sustainable Communities Program - Smart Cities & Mobility Innovations Call for Applications - Proposed Project List 10 Mins.
(Marisa Laderach, Senior Regional Planner)

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council approve the 2020 Sustainable Communities Program (SCP) Smart Cities & Mobility Innovations (SCMI) Award Recommendations and authorize staff to initiate projects.

INFORMATION ITEMS

6. How A Local Agency Can Better Compete For Active Transportation Program (ATP) Funds 10 Mins.
(Cory Wilkerson, Program Manager II)
7. California Air Resources Board (CARB) 2022 Scoping Plan Update 10 Mins.
(Sarah Dominguez, Senior Regional Planner)

CHAIR'S REPORT

(The Honorable Sean Ashton, Chair)

METROLINK REPORT

(The Honorable Art Brown, SCAG Representative)

STAFF REPORT

(John Asuncion, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENT/S

ADJOURNMENT

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Southern California Association of Governments
Remote Participation Only
July 1, 2021

**MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, JUNE 3, 2021**

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE (TC). A VIDEO AND AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.ig2.com/Citizens/>

The Transportation Committee of the Southern California Association of Governments (SCAG) held its meeting telephonically and electronically given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s recent Executive Order N-29-20. A quorum was present.

Members Present:

- | | |
|--|------------------|
| Hon. Sean Ashton, Downey (Chair) | District 25 |
| Hon. Phil Bacerra, Santa Ana | District 16 |
| Hon. Liz Becerra, Victorville | District 65 |
| Hon. Ben Benoit, Wildomar | South Coast AQMD |
| Hon. Russel Betts, Desert Hot Springs | CVAG |
| Hon. Art Brown, Buena Park (Vice Chair) | District 21 |
| Hon. Ross Chun, Aliso Viejo | OCTA |
| Hon. Darrell Dorris | Lancaster, NCTC |
| Hon. John Dutrey, Montclair | SBCTA |
| Hon. James Gazeley, Lomita | District 39 |
| Hon. Ray Hamada, Bellflower | District 24 |
| Hon. Jan Harnik, Palm Desert | RCTC |
| Hon. Laura Hernandez, Port Hueneme | District 45 |
| Hon. Christian Horvath | Pres. Apt. |
| Hon. Lindsey Horvath | WSCCOG |
| Hon. Mike T. Judge, Simi Valley | VCTC |
| Hon. Trish Kelley, Mission Viejo | OCCOG |
| Hon. Linda Krupa, Hemet | WRCOG |
| Hon. Clint Lorimore, Eastvale | District 4 |
| Hon. Steven Ly, Rosemead | District 32 |
| Hon. Steve Manos, Lake Elsinore | District 63 |



Hon. Ray Marquez, Chino Hills	District 10
Hon. Larry McCallon, SBCTA	District 7
Hon. Marsha McLean, NLAC	District 67
Hon. L. Dennis Michael	District 9
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Frank Navarro, Colton	District 6
Hon. Blanca Pacheco	GCCOG
Hon. Jon Primuth, S. Pasadena	AVCJPA
Hon. Ed Reece	SGVCOG
Hon. Ali Saleh, Bell	District 27
Hon. Tim Sandoval, Pomona	District 38
Hon. Rey Santos, Beaumont	District 3
Hon. Zak Schwank, Temecula	District 5
Hon. Tim Shaw	OCTA
Hon. Jeremy Smith	Canyon Lake
Hon. Ward Smith, Placentia	OCCOG
Hon. Jose Luis Solache, Lynwood	District 26
Hon. Karen Spiegel	Riverside County
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Jess Talamantes, Burbank	Pres. Appt.
Hon. Steve Tye	District 37
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Don Wagner	Orange County
Hon. Colleen Wallace, Banning	Pres. Appt.
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

Members Not Present:

Hon. Kathryn Barger	Los Angeles County
Hon. Lorrie Brown	District 47
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Curt Hagman	San Bernardino County
Hon. Paul Krekorian	District 49
Hon. Richard Loa, Palmdale	NCTC
Hon. Maria Nava-Froelich	ICTC



Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Marty Simonoff, Brea	District 22
Hon. Scott Voigts, Lake Forest	OCCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Sean Ashton, Downey, District 25, called the meeting to order at 9:30 a.m. Hon. Marsha McLean, NLAC, District 67, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

John Asuncion, SCAG staff, reported no public comments were received up to the moment and none are requested from the floor.

CONSENT CALENDAR

Approval Items

1. Minutes of TC Meeting, April 1, 2021

Receive and File

2. Climate Action Plan for Transportation Infrastructure (CAPTI) Comment Letter
3. Update on SCAG’s Broadband Programs
4. Community Project Funding

A MOTION was made (Wallace) to approve Consent Calendar Items 1 through 3. The motion was SECONDED (Gazeley). The motion passed by the following votes.

AYES: ASHTON, BACERRA, BECARRA, BENOIT, BETTS, BROWN A., CHUN, DORRIS, DUTREY, GAZELEY, HAMADA, HARNIK, HORVATH C., HORVATH L., JUDGE, KELLEY, KRUPA, LORIMORE, LY, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, NAVARRO, PACHECO, PRIMUTH, REECE, SALEH, SANDOVAL, SANTOS, SCHWANK, SHAW, SMITH J., SMITH W., SPIEGEL, STERNQUIST, TALAMANTES, TYE, VIEGAS-WALKER, WAGNER, WALLACE, WAPNER, WEINTRAUB (45)

NOES: None (0)

ABSTAIN: HORVATH C., MINAGAR, PACHECO (abstained on Item No. 1) (3)

Hon. Marsha McLean, NLAC, District 67, asked for a separate discussion on item 4 and requested that it be presented in length at a future meeting. Staff provided a brief update. A MOTION was made (McCallon) to file item 4 with a request for future staff updates. The motion was SECONDED (Gazeley) and passed by the following votes.

AYES: ASHTON, BACERRA, BECARRA, BENOIT, BETTS, BROWN A., CHUN, DORRIS, DUTREY, GAZELEY, HAMADA, HARNIK, HORVATH C., HORVATH L., JUDGE, KELLEY, KRUPA, LORIMORE, LY, MANOS, MARQUEZ, MCCALLON, MICHAEL, MINAGAR, MOORE, NAJARIAN, NAVARRO, PACHECO, PRIMUTH, REECE, SALEH, SANDOVAL, SANTOS, SCHWANK, SMITH J., SMITH W., SOLACHE, SPIEGEL, STERNQUIST, TALAMANTES, VIEGAS-WALKER, WAGNER, WALLACE, WAPNER, WEINTRAUB (45)

NOES: None (0)

ABSTAIN: McLean (1)

INFORMATION ITEMS

5. SCAG and UC Davis: COVID-19 Mobility Study Preliminary Findings

Dr. Giovanni Circella, UC Davis, reported on the effects of COVID-19 on mobility. He stated most elements of transportation have been affected by the pandemic and reported changes for different transportation modes. He noted all transportation types saw a decline during the pandemic year except active transportation. Dr. Circella stated driving has nearly rebounded to pre-pandemic levels while transit use has not. Further, interest in private vehicle ownership has increased which could raise concerns about future traffic congestion. He reported transportation changes for each county and demographic and noted the next steps of the study.

6. Southern California Edison Charge Ready Program

Irfan Parekh, Southern California Edison (SCE), reported on SCE's effort to deploy charging stations for light duty vehicles. Mr. Parekh stated the \$432 million program will launch July 2021 with a goal to install 35,000 – 40,000 charging ports in the ensuing 5 years to support electric vehicles and larger climate goals. He noted the program strategy includes disadvantaged areas as well as multi-family housing. The various elements were explained including program requirements, incentives, rebates, and equity efforts. He reviewed anticipated grid demand, service considerations and how cities can partner in the effort.

7. Future of the Office After COVID-19

Amber Schiada, Insight & Advisory, reported on office work post COVID-19. Ms. Schiada stated that in the future companies will likely design offices for a hybrid approach mixing both office and virtual work although critical office functions won't be easily replaced by virtual work. Additionally, it is anticipated that 80% of workers will return to office work in fall 2021. Further, it is expected that working from home will not increase to a great degree. She reviewed the office strategy for the region's largest employers. Next, she reviewed the trend of business and personal relocations stating companies maintain a presence in their home state while expanding to additional job centers instead of fully relocating. Ms. Schiada stated most employers value employee office collaboration and will continue to maintain an office profile.

METROLINK REPORT

Hon. Art Brown, Buena Park, District 21 reported that Arnold Hackett has been named Interim Chief Executive Officer following the departure of former CEO Stephanie Wiggins. Also, Saturday service has been launched on the Ventura County Line from the Moorpark station to downtown Los Angeles with a morning departure and evening return. Additionally, the Board adopted an Accessibility and Affordability Study, which includes recommendations that the Authority adopt a definition of equity and that the agency consider a low-income fare discount program as immediate next steps.

ADJOURNMENT

Hon. Sean Ashton, Downey, District 25, adjourned the meeting at 11:30 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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2021- 22																Total Mtgs Attended To Date
MEMBERS	CITY	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
Ashton, Sean	Downey	District 25	1													1
Bacerra, Phil	Santa Ana	District 16	1													1
Barger, Kathryn		Los Angeles County														0
Becerra, Liz	Victorville	District 65	1													1
Benoit, Ben		South Coast AQMD	1													1
Betts, Russell	Desert Hot Springs	CVAG	1													1
Brown, Art	Buena Park	District 21	1													1
Brown, Lorrie	Ventura	District 47														0
Buscaino, Joe	Los Angeles	District 62														0
Chun, Ross	Aliso Viejo	OCTA	1													1
Curtis, Jonathan	La Cañada Flintridge	District 36														0
Dorris, Darrell	Lancaster	NCTC	1													1
Dutrey, J. John	Montclair	SBCTA	1													1
Gazeley, James	Lomita	District 39	1													1
Hagman, Curt		San Bernardino Cnty														0
Hamada, Ray	Bellflower	Bellflower	1													1
Harnik, Jan	Palm Desert	RCTC	1													1
Hernandez, Laura	Prt Hueneme	District 45	1													1
Horvath, Christian	Redondo Beach	Pres. Apt.	1													1
Horvath, Lindsey	West Hollywood	WSCCOG	1													1
Judge, Mike	Simi Valley	VCTC	1													1
Kelley, Trish	Mission Viejo	OCCOG	1													1
Krekorian, Paul	Public Transit Rep	District 49														0
Krupa, Linda		Hemet	1													1
Loa, Richard	Palmdale	NCTC														0
Lorimore, Clint	Eastvale	District 4	1													1
Ly, Steven	Rosemead	District 32	1													1
Manos, Steve	Lake Elsinore	District 63	1													1
Marquez, Paul	Caltrans District 7	Ex-Officio	1													1
Marquez, Ray	Chino Hills	District 10	1													1
McCallon, Larry	Highland	SBCTA	1													1
McLean, Marsha	No. L.A. County	District 67	1													1
Michael, L. Dennis	Rancho Cucamonga	District 9	1													1
Minagar, Fred	Laguna Niguel	District 12	1													1
Moore, Carol	Laguna Woods	OCCOG	1													1
Najarian, Ara	Glendale	AVCJPA	1													1
Nava-Froelich, Maria		ICTC														0
Navarro, Frank	Colton	District 6	1													1
Pacheco, Blanca	Downey	GCCOG	1													1
Primuth, Jon	S. Pasadena	AVCJPA	1													1
Reece, Ed	Claremont	SGVCOG	1													1
Ruiz, Crystal	San Jacinto	WRCOG														0
Saleh, Ali	City of Bell	GCCOG	1													1
Sandoval, Tim	Pomona	District 38	1													1
Santos, Rey	Beaumont	District 3	1													1
Schwank, Zak	Temecula	District 5	1													1
Shaw, Tim		ICTC	1													1
Simonoff, Marty	Brea	District 22														0
Smith, Jeremy	Canyon Lake	Canyon Lake	1													1
Smith, Ward		OCCOG	1													1
Solache, Jose Luis	Lynwood	District 26	1													1
Spiegel, Karen		Riverside County	1													1
Sternquist, Cynthia	Temple City	SGVCOG	1													1
Talamantes, Jess	Burbank	AVCJPA	1													1
Tye, Steve	Diamond Bar	District 37	1													1
Viegas-Walker, Cheryl	El Centro	District 1	1													1
Voigts, Scott	Lake Forest	Orange County														0
Wagner, Don	Orange County	Orange County	1													1
Wallace, Colleen	Banning	Banning	1													1
Wapner, Alan		SBCTA	1													1
Weintraub, Alicia	Cafababas	LVMCOG	1													1

Attachment: TCAttendance Sheet June 3 2021 (Minutes of TC Meeting, June 3, 2021)



Southern California Association of Governments
Remote Participation Only
July 1, 2021

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Rongsheng Luo, Acting Manager of Compliance and Performance Monit
(213) 236-1994, luo@scag.ca.gov

Subject: Overview of Regional Transportation Conformity

RECOMMENDED ACTION FOR EEC:

Information Only - No Action Required

RECOMMENDED ACTION FOR TC AND RC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

As a Metropolitan Planning Organization (MPO), SCAG is responsible for transportation conformity analysis of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Federal Transportation Improvement Program (FTIP) for the six-county SCAG region. This information item is to provide an overview of regional transportation conformity.

BACKGROUND:

The transportation conformity determination is a very important part of the RTP/SCS, the FTIP, and their amendment development and approval process. SCAG received federal approval of the transportation conformity determination for Connect SoCal (2020 RTP/SCS) and the 2021 FTIP in June 2020 and April 2021 respectively. Staff has just prepared the conformity analysis of the Connect SoCal Amendment No. 1 and the 2021 FTIP Consistency Amendment No. 21-05 which is a separate item on today's EEC meeting agenda. Staff will soon begin the conformity analysis of a significant amendment to the 2021 FTIP, to be followed by the conformity analysis of the 2023 FTIP next year, and the conformity analysis of the 2024 RTP/SCS in 2023.

The regional transportation conformity determination is also a complicated process that has many components, involves many agencies at federal, state, regional, and local levels, has various

requirements, and can cause serious consequences if not met. The following are general Q&As of regional transportation conformity.

What is transportation conformity?

Transportation conformity is required by the Federal Clean Air Act (CAA) to ensure that regional transportation plans, programs, and projects are consistent with or “conform” to an air quality state implementation plan (SIP) for meeting the National Ambient Air Quality Standards (NAAQS). Specifically, transportation conformity means that the regional transportation plans, programs, and projects will not cause new violations of the national air quality standards, worsen the existing violations, or delay the timely attainment of the standards.

What needs to meet transportation conformity?

Transportation conformity applies to the long-range RTP/SCS, short-term FTIPs, and transportation projects funded or approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA).

How often is regional transportation conformity required?

The regional transportation conformity determination must be made at least every four years or when RTPs/FTIPs are significantly amended. Also, regional transportation conformity determination must be made within 24 months of certain actions on the SIP by the US Environmental Protection Agency (EPA). In addition, conformity determinations must be made within 12 months of an area being designated by the EPA as a new nonattainment area.

Who makes the regional transportation conformity determination?

MPO governing boards make initial conformity determination. Final conformity determination must be made at the federal level by FHWA/FTA.

What areas and what pollutants are subject to transportation conformity in SCAG region?

There are twenty-six (26) nonattainment and maintenance areas in the SCAG region that are subject to transportation conformity for four air pollutants: ozone, carbon monoxide (CO), fine (PM_{2.5}) and coarse (PM₁₀) particulate matter.

- One CO maintenance area: South Coast Air Basin (SCAB)
- Fourteen Ozone non-attainment areas (2008 and 2015 standards): Morongo Indian Reservation portion of SCAB (Morongo), Pechanga India Reservation portion of SCAB

- (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin (SCCAB), Western Mojave Desert Air Basin (MDAB) – Los Angeles County (Antelope Valley portion) and San Bernardino County (Western portion of MDAB), Salton Sea Air Basin (SSAB) – Riverside County Coachella Valley portion, and SSAB – Imperial County portion
- Six PM_{2.5} non-attainment areas: SCAB (1997 and 2006 standards), Pechanga and SCAB excluding Pechanga (2012 standard), and SSAB – Imperial County portion (2006 and 2012 standards)
 - Five PM₁₀ non-attainment areas: SCAB, MDAB – San Bernardino County portion excluding Searles Valley, MDAB – Searles Valley portion, SSAB – Riverside County Coachella Valley portion, and SSAB – Imperial County portion.

What are the roles of federal, state, and regional/local agencies?

At the federal level, EPA is responsible for the NAAQS, conformity regulations, and SIP approval. FHWA/FTA is responsible for approving the conformity determination in consultation with EPA.

At the state level, the California Air Resources Board (CARB) is responsible for submitting the SIP to EPA. Caltrans is responsible for reviewing and approving financial constraint of the FTIP.

At the regional and local level, SCAG staff performs the conformity analysis and the Regional Council adopts the initial conformity determination. The five local air districts in the SCAG region develop and adopt their respective air quality management plans (AQMPs)/SIPs. There are six county transportation commissions (CTCs) in the SCAG region and the CTCs submit transportation projects for the RTP and FTIP.

What are the basic regional transportation conformity requirements?

Under the EPA's Transportation Conformity Regulations, the RTP and FTIP need to pass the following conformity tests:

- Consistency with the RTP: The FTIP project listing must be consistent with the policies, programs, and projects of the RTP.
- Regional emission analysis: The RTP and FTIP regional emissions must not exceed the motor vehicle emissions budgets in the applicable SIPs. Where there are no EPA approved SIP budgets, an interim emission test is used for conformity. Under the interim test, the build scenario's emission must be less than or equal to the no-build scenario's emissions and/or the build scenario's emission must be less than or equal to the base year emissions.
- Timely implementation of transportation control measures (TCMs): The RTP and FTIP must demonstrate that the TCM project categories listed in the applicable SIPs have been given

funding priority, implemented on schedule, and, in the case of any delays, any obstacles to implementation have been overcome.

- Financial constraint: The RTP and FTIP must be financially constrained, in other words, the RTP and FTIP must be based on reasonable estimates about future revenues. In addition, in the first two years of the FTIP, projects must be limited to those for which funds are known to be available and committed.
- Interagency consultation and public involvement: The SCAG's Transportation Conformity Working Group (TCWG) must serve as the forum for interagency consultation. The RTP also must go through an extensive and on-going public outreach effort throughout the RTP development process including public workshops, release for public review, public hearings, and adoption by the Regional Council. All public comments must be documented and responded to.

What are the consequences of a regional transportation conformity failure?

A conformity failure can cause serious consequences. A conformity lapse grace period is triggered when a conformity determination is not made according to the required frequency or expires, or EPA disapproves a SIP. Under the one-year conformity grace period, only projects in the current conforming RTP/FTIP or the most recent conforming RTP/FTIP can move forward. No new RTP/FTIP amendment is allowed except for exempt projects.

If not corrected within the one-year grace period, a conformity lapse is imposed. A conformity lapse impacts non-exempt projects (mainly mixed-flow capacity expansion projects) as well as TCM projects (HOV/Express Lane, transit and non-motorized modes, and intelligent transportation system projects) not in an approved air plan unless these projects have received federal authorization prior to the lapse. Specifically, these impacted projects can neither receive federal funding or federal approval, nor be amended into the RTP/FTIP.

It is important to note that the FHWA and FTA will not reduce the amount of funding a State receives during a conformity lapse. However, the use of federal funds may be severely restricted.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2020-21 Overall Work Program (025.0164.01: Air Quality Planning and Conformity).

ATTACHMENT(S):

1. PowerPoint Presentation - Overview of Regional Transportation Conformity

Overview of Regional Transportation Conformity

Presentation to Energy and Environment Committee

Rongsheng Luo, Acting Manager

Department of Compliance and Performance Monitoring

July 1, 2021

www.scag.ca.gov



What Is Transportation Conformity?



Federal Clean Air Act Requirement

Air Quality Planning

Transportation Activities

Transportation Conformity

On-Road Transportation Is a Major Source of Air Pollutants Emission



What Needs to Meet Transportation Conformity?



- Long-Range Regional Transportation Plan (RTP)
- Short-Term Federal Transportation Improvement Program (FTIP)
- Federal Funded or Supported Transportation Projects



How Often Is Transportation Conformity Required?



- RTP and FTIP
 - Every four years
 - For a significant RTP and FTIP amendment
 - When U.S. Environmental Protection Agency (EPA) approves new transportation emission budgets
 - When EPA designates nonattainment areas under a new national ambient air quality standard (NAAQS)
- Federal Funded or Supported Transportation Projects
 - As needed

Who Makes Regional Transportation Conformity?



- Governing Board of a Metropolitan Planning Organization (MPO):

- Initial Transportation Conformity Determination



- Federal Highway Administration (FHWA) and Federal Transit Administration (FTA):

- Final Conformity Determination



What Areas Are Subject to Conformity?



- Nonattainment and maintenance areas for five transportation related criteria pollutants:

- Carbon Monoxide (CO)
- Nitrogen Dioxide (NO₂)
- Ozone
- Fine Particulate Matter (PM_{2.5})
- Course Particulate Matter (PM₁₀)



What Are Roles of Various Government Agencies?



- Federal
 - U.S. EPA
 - FHWA and FTA
- State
 - California Air Resources Board (ARB)
 - California Department of Transportation (Caltrans)
- Regional
 - MPO
 - Local Air Districts
 - County Transportation Commissions

What Are Regional Conformity Requirements?



- Consistent with Adopted RTP/SCS
- Regional Emissions Analysis
- Financial Constraint
- Timely Implementation of Transportation Control Measures (TCMs)
- Interagency Consultation and Public Involvement

What Are Consequences of Conformity Failure?



- **Conformity Lapse Grace Period/Conformity Freeze**
 - Projects in current conforming RTP/SCS and FTIP can move forward
 - No new RTP/FTIP amendments except exempt projects
- **Conformity Lapse**
 - Only exempt projects and previously authorized TCM projects can move forward
 - All impacted projects can neither receive federal funding, federal approval, nor be amended into RTP or FTIP



Thank You!

Questions?

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Southern California Association of Governments
Remote Participation Only
July 1, 2021

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Rongsheng Luo, Acting Manager of Compliance and Performance Monit
(213) 236-1994, luo@scag.ca.gov

Subject: Release of Conformity Analysis of Draft Connect SoCal (2020 RTP/SCS)
Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for
Public Review and Comment

RECOMMENDED ACTION FOR EEC:

Recommend the Regional Council (RC) to authorize the Executive Director to release the transportation conformity analysis of the Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment.

RECOMMENDED ACTION FOR TC:

Receive and File.

RECOMMENDED ACTION FOR RC:

Authorize the Executive Director to release the transportation conformity analysis of the Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

As requested by County Transportation Commissions (CTCs), SCAG has developed the Draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 including the associated transportation conformity analysis. The conformity analysis demonstrates that the Draft Amendments meet all federal transportation conformity requirements. Staff is seeking recommendation from the Energy and Environment Committee (EEC) and approval of the Regional Council (RC) to release the conformity analysis as part of the Draft Amendments document for public review and comment. Pending approval by the EEC, the Transportation Committee (TC), and the RC, the Draft Amendments report which includes the associated transportation conformity analysis will be released on July 1, 2021 for a thirty (30) day public

review and comment period. Upon completion of the public review and comment, the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 are scheduled to be presented to the TC and the transportation conformity analysis portion is scheduled to be presented to the EEC for recommended adoption by the RC in October 2021.

BACKGROUND:

At its May 7, 2020 meeting, the RC adopted the Connect SoCal (2020 RTP/SCS) for federal transportation conformity purposes only. On June 5, 2020, the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) approved the final transportation conformity determination required under the federal Clean Air Act for the Connect SoCal.

On March 4, 2021, the RC adopted the 2021 FTIP including the associated transportation conformity analysis. On April 16, 2021, the FHWA/FTA approved the final transportation conformity determination of the 2021 FTIP.

Subsequently, as requested by CTCs in early 2021, SCAG began the process for the Connect SoCal Amendment No. 1. Over the past several months, staff has worked in consultation and continuous communication with CTCs throughout the region to develop the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05.

Specific changes include project modifications amounting to a total 296 project modifications. Of the 296 project modifications, six of the projects are within Imperial County, 111 of the projects are within Los Angeles County, 15 of the projects are within Orange County, 122 of the projects are within Riverside County, 38 of the projects are within San Bernardino County, two projects are within Ventura County, and two projects are regional. Of the 60 new projects, 51 of the projects are within Los Angeles County, four of the projects are within Riverside County, three of the projects are within San Bernardino County, and two of the projects are within Ventura County.

Under the U.S. Department of Transportation's metropolitan planning regulations and U.S. Environmental Protection Agency's transportation conformity regulations, the Draft Connect SoCal and 2021 FTIP Amendments need to pass five transportation conformity tests: consistency with the adopted Connect SoCal, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement. Once approved by the federal agencies, the Connect SoCal and FTIP Amendments would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation. Staff has performed the required transportation conformity analysis of the Draft Amendments, and the analysis demonstrates conformity.

At its meeting today, the TC is considering recommended approval to the RC of the public release of the Draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for

public review and comment. Upon approval by the RC, the draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 will be available for public review and comment for thirty (30) days beginning on July 1, 2021. One public hearing will be held during the public comment period. The public hearing will be held virtually in response to the COVID-19 pandemic. The draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 will be posted on SCAG's website. Notice of availability will be posted in major county newspapers and libraries. Upon completion of the public review and comment period, SCAG staff will provide responses to all comments.

In October 2021, after the public comment period closes, the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 will be scheduled for recommended approval by the TC and final approval by the RC. On the same day, the transportation conformity analysis will be scheduled for recommended approval by the EEC and final adoption by the RC respectively. Upon RC adoption in October 2021, federal approval is expected to occur in November/December 2021.

The draft Connect SoCal Amendment No. 1 is accessible at:

<https://scag.ca.gov/post/draft-amendment-1>

2021 FTIP Consistency Amendment No. 21-05 is accessible at:

<https://scag.ca.gov/2021-proposed-amendments>

FISCAL IMPACT:

Work associated with this item is included in the current FY 2020-21 Overall Work Program (025.0164.01: Air Quality Planning and Conformity).



Southern California Association of Governments
Remote Participation Only
July 1, 2021

To: Transportation Committee (TC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Nancy Lo, Associate Regional Planner
(213) 236-1899, lo@scag.ca.gov

Subject: Release of Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and
2021 FTIP Consistency Amendment No. 21-05 for Public Review and
Comment

RECOMMENDED ACTION FOR TC:

Recommend the Regional Council (RC) authorize the Executive Director to release the Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment.

RECOMMENDED ACTION FOR RC:

Authorize the Executive Director to release the Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

In early 2021, SCAG began the process for Connect SoCal Amendment No. 1 in response to project changes prompted by county transportation commission (CTCs). Over the past several months, staff has worked in consultation and continuous communication with CTCs throughout the region to develop the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05. Modifications received from the CTCs are broadly categorized as new projects, existing projects that either have a revised description, revised schedule, and/or change in total cost, or project is removed from the Connect SoCal. Informed by these changes, staff has drafted content and assessed that these project modifications will not impact Connect SoCal's ability to meet state and federal requirements.

Staff is seeking recommendation from TC and approval of the RC to release the Draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for a thirty (30) day public review and comment period beginning on July 1, 2021. Upon completion of the public

review comments, SCAG staff will report back in October to seek approval of the final Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05.

BACKGROUND:

As requested by CTCs in early 2021, SCAG began the process for the Connect SoCal Amendment No. 1. Over the past several months, staff has worked in consultation and continuous communication with CTCs throughout the region to develop the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05.

Specific changes include project modifications amounting to a total 296 project modifications. Of the 296 project modifications, 6 of the projects are within Imperial County, 111 of the projects are within Los Angeles County, 15 of the projects are within Orange County, 122 of the projects are within Riverside County, 38 of the projects are within San Bernardino County, 2 projects are within Ventura County, and 2 projects are regional. Of the 60 new projects, 51 of the projects are within Los Angeles County, 4 of the projects are within Riverside County, 3 of the projects are within San Bernardino County, and 2 of the projects are within Ventura County.

After analysis of the addition of new projects and project modifications, SCAG staff concludes the following:

1. Draft Amendment No. 1 does not adversely impact the financial constraint of the Connect SoCal. The Connect SoCal remains financially constrained.
2. Draft Amendment No. 1 passes all five tests of transportation conformity.
3. With draft Amendment No. 1, Connect SoCal remains in compliance with SB 375 and continues to meet and/or exceed the greenhouse gas emission reduction targets.

Upon approval from the Regional Council, the draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 will be available for public review and comment for a thirty (30) day public review and comment period beginning on July 1, 2021. One public hearing will be held during the public comment period. The public hearing will be held virtually in response to the COVID-19 pandemic. The draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 will be posted on SCAG's website. Notice of availability will be posted in major county newspapers and libraries.

Upon completion of the public review period, SCAG staff will document the comments received through this process, provide responses to all comments, and finalize the Amendment No. 1 for potential adoption in October 2021. After adoption of the Amendment No. 1 by the Regional Council, federal approval is expected to occur in November/December 2021.

The draft Connect SoCal Amendment No. 1 is accessible at:

<https://scag.ca.gov/post/draft-amendment-1>

2021 FTIP Consistency Amendment No. 21-05 is accessible at:

<https://scag.ca.gov/2021-proposed-amendments>

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2020-2021 Overall Work Program (WBS No. 21-010.0170.01: RTP Amendments, Management, and Coordination and WBS No. 21-030.0146.02: Federal Transportation Improvement Program).

ATTACHMENT(S):

1. PowerPoint Presentation - Draft 2020 Connect SoCal Amendment No. 1
2. Draft 2020 Connect SoCal Amendment No. 1



Draft 2020 Connect SoCal Amendment No. 1

Naresh Amatya
Manager of Transportation Planning & Programming
July 1, 2021

www.scag.ca.gov



Purpose and Agenda Overview

Purpose

Seek your approval to recommend to the Regional Council approval to release Amendment 1 to the Connect SoCal for the required 30-day public review and comment.

Agenda Overview

- Overview of the 2020 RTP/SCS or Connect SoCal
- Why amend Connect SoCal
- Content of Amendment No. 1
- Next Steps

Connect SoCal – Adopted September 3, 2020



The plan...

- Is our vision for **investing in our transportation infrastructure** over the next 20 plus years.
- Invests over **\$638 billion on transportation improvement projects**.
- Encourages locating housing, jobs, and transit closer together in **priority growth areas** while preserving natural lands and open spaces.
- **Links the built environment and transportation system** with policies, projects, and programs that strengthen and enhance each other beyond what each would accomplish in isolation.
- **Delivers significant benefits to the region** with respect to mobility, safety, health outcomes, travel time reliability, air quality, economic productivity, environmental justice, and transportation assets.
- **Generates approximately 432,900 jobs annually**.

2020 Connect SoCal Project List Technical Report



- Contains thousands of individual transportation projects including:
 - Transit
 - Local Highway
 - State Highway
 - Passenger Rail
 - Other
- Project Tiers:
 - FTIP (short range – 1st six years)
 - RTP (long range – 20+ years)
 - Strategic (unconstrained)



Attachment: PowerPoint Presentation - Draft 2020 Connect SoCal Amendment No. 1 (Release of Draft Connect SoCal Amendment No. 1 and

Why Amend the RTP/SCS?

1. Required to reflect significant changes to the projects contained in the Connect SoCal – e.g., addition or deletion of a project or a major change in project scope, cost and schedule.
2. Projects must be reflected accurately to maintain eligibility for state and federal funding.
3. To move forward with the project approval/environmental document (PA/ED) phase, a project must be part of a conforming RTP/SCS.

Types of Project Modifications

- Project is new and not currently included in the Connect SoCal - Project List
- Project currently exists in the Connect SoCal - Project List, but has a:
 - revised scope/description
 - revised schedule, and/or
 - change in total cost
- Project is being removed from the Connect SoCal Project List due to changing priorities.

Draft Connect SoCal Amendment No. 1

Since 2020 Connect SoCal adoption, CTCs have requested this amendment to ensure critical projects can move forward smoothly.

Changes in Amendment No. 1 include:

- 292 modifications to financially constrained projects (142 FTIP & 150 RTP)
- 4 modifications to strategic unconstrained projects

Draft Connect SoCal Amendment No. 1

Specific changes include project modifications amounting to a total 296 project modifications.

- 6 of the projects are within Imperial County
- 111 of the projects are within Los Angeles County
- 15 of the projects are within Orange County
- 122 of the projects are within Riverside County
- 38 of the projects are within San Bernardino County
- 2 projects are within Ventura County
- 2 projects are regional.

Analysis and Conclusion

After analysis of the addition of new projects and project modifications, SCAG staff concludes the following:

1. Draft Amendment No. 1 does not adversely impact the financial constraint of the Connect SoCal. The Connect SoCal remains financially constrained.
2. Draft Amendment No. 1 passes all five tests of transportation conformity.
3. With the Draft Amendment No. 1, Connect SoCal remains compliant with SB 375

Draft Connect SoCal Amendment No. 1

Draft 2020 Connect SoCal Amendment No. 1 can be viewed at <https://scag.ca.gov/post/draft-amendment-1>

2021 FTIP Consistency Amendment No. 21-05 can be viewed at: <https://scag.ca.gov/2021-proposed-amendments>

Comments can be submitted via U.S. mail to SCAG or emailed to lo@scag.ca.gov

Next Steps

July 1	Release draft for 30-day public review and comment
July 15	Public Hearing
July 31	Close of public review and comment period
October 7	Staff seeks approval of proposed final from TC/RC
Nov/Dec 2021	Federal approval of the final transportation conformity determination for the amendment



Thank you!

Naresh Amatya
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THE 2020-2045 REGIONAL TRANSPORTATION PLAN/
SUSTAINABLE COMMUNITIES STRATEGY OF THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



DRAFT AMENDMENT #1
INCLUDING THE
2021 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM
CONSISTENCY AMENDMENT #21-05

JULY 1, 2021

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DRAFT AMENDMENT #1

INCLUDING THE
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
CONSISTENCY AMENDMENT #21-05

DRAFT | JULY 1, 2021

scag.ca.gov/connect-social

CONNECT SOCAL Draft Amendment #1

INTRODUCTION

On September 3, 2020, the Southern California Association of Governments (SCAG) adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal or “Plan” herein) for the six-county region including Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. Connect SoCal reflects the region’s commitment to improve the region’s mobility, sustainability and economy. To achieve these goals, the Plan demonstrates how the region will reduce greenhouse gas (GHG) emissions from transportation sources to comply with Senate Bill 375 (SB 375) and meet the National Ambient Air Quality Standards set forth by the federal Clean Air Act.

A major component of the Plan is a Project List containing thousands of individual transportation projects that aim to improve the region’s safety, mobility, air quality, sustainability and support our economy. Since its adoption, some of these projects have gone through technical changes that are needed and time-sensitive based on ground realities. In addition, the county transportation commissions (CTCs) in the SCAG region have also identified some new projects and some that are no longer needed. An amendment to the Plan and the Federal Transportation Improvement Program (FTIP) is needed in order to allow these projects to move forward in a timely manner.

The purpose of this document is to identify the project changes being made via Amendment #1 to the Plan and the associated Amendment #21-05 to the 2021 FTIP and provide documentation demonstrating that the Plan as amended will continue to be consistent with federal and state requirements, including the Fixing America’s Surface Transportation Act (FAST Act) and Moving Ahead for Progress for the 21st Century Act (MAP21) planning requirements, the Transportation Conformity Rule and SB 375. Environmental assessment has also been conducted to evaluate the potential environmental impacts associated with the changes to the Project List as detailed herein.

PROJECT MODIFICATIONS

The project changes in Amendment #1 can be broadly categorized as follows:

- Project is new and not currently included in the Connect SoCal - Project List.
- Project currently exists in the Connect SoCal - Project List, but has a:
 - revised description
 - revised schedule, and/or
 - change in total cost
- Project is being removed from the Connect SoCal – Project List.

Amendment #1 incorporates changes to the long range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal) projects in addition to changes to state and local highway and transit projects that will be carried forward as part of the 2021 FTIP.

The tables on the following pages provide details of the project changes from the current RTP/SCS and are intended to illustrate a before-and-after scenario for each of the projects. For a complete listing of projects please refer to the Connect SoCal – Project List. The Connect SoCal - Project List can be access via the following link: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_project-list_0.pdf

TABLE 1 Modifications to FTIP Projects

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
1	IMPERIAL	IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)	6160002	IMP170701	STATE HIGHWAY		<p>EXISTING: EXPANSION OF THE CALEXICO EAST PORT OF ENTRY - PHASE 1: WIDEN BRIDGE OVER THE ALL AMERICAN CANAL. PHASE 2: INCREASE THE NUMBER OF COMMERCIAL VEHICLE LANES FROM EXISTING 3 TO 6 LANES; ADD 6 NEW NORTHBOUND PRIVATELY OWNED VEHICLE (POV) LANES; PEDESTRIAN PATHWAY IMPROVEMENTS INCLUDING SHADED SIDEWALKS AND TRANSIT LOT (PICK-UP AND DROP-OFF AREA).</p> <hr/> <p>REVISED: CALEXICO EAST PORT OF ENTRY TRUCK CROSSING IMPROVEMENT. WIDEN THE BRIDGE OVER THE ALL-AMERICAN CANAL NEAR THE U.S./MEXICO BORDER AND STATE ROUTE 7 CALIFORNIA COMMERCIAL VEHICLE ENFORCEMENT FACILITY</p>	2025	<p>EXISTING: \$90,000</p> <hr/> <p>REVISED: \$32,325</p>	RTP PROJECT COST DECREASE	REVISED PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
2	LOS ANGELES	LOS ANGELES COUNTY	220A1L30	LAF1311	LOCAL HIGHWAY		SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSP. SYSTEM COMPONENTS ON REGIONAL ARTERIALS. SYNCHRONIZES 50 CONSECUTIVE INTERSECTIONS.	2022	\$8,731	NEW RTP PROJECT COST	NEW PROJECT
3	LOS ANGELES	MAYWOOD	220A1L31	LA9918792	LOCAL HIGHWAY		TO RELIEVE CONGESTION ALONG SLAUSON AVENUE CORRIDOR WITHIN THE CITY OF MAYWOOD, TO INCREASE CAPACITY, IMPROVE TRAFFIC FLOW AND OPERATIONS BY REDUCING DELAY FROM EQUIPMENT UPGRADES AND TRAFFIC SIGNAL COORDINATION AND SYNCHRONIZATION. - PE ONLY	2023	\$445	NEW RTP PROJECT COST	NEW PROJECT
4	LOS ANGELES	MONTEREY PARK	220A1L32	LAMIPMR104	LOCAL HIGHWAY		IMPROVE GARFIELD AVENUE TO PROVIDE 3 SB LANES AND 2 NB LANES AND A 10FT CENTER LANE. EXISTING STREET IS 66FT WIDE MAKING 6 LANES FEASIBLE IF ON-STREET PARKING IS REMOVED. ADDITIONAL LANE WILL INCREASE CAPACITY, IMPROVE TRAFFIC FLOW, AND REDUCE CONGESTION ALONG GARFIELD AVE. PE ONLY	2023	\$700	NEW RTP PROJECT COST	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
5	LOS ANGELES	LONG BEACH	220A1L38	LA9918954	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 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.	2023	\$17,500	NEW RTP PROJECT COST	NEW PROJECT
6	LOS ANGELES	LOS ANGELES COUNTY	220A1L23	LA9918952	LOCAL HIGHWAY		THIS PROJECT INVOLVES SYNCHRONIZING THE TRAFFIC SIGNALS AT THE 35 INTERSECTIONS ON AVALON BOULEVARD BETWEEN 126TH STREET AND SEPULVEDA BOULEVARD. THE ATTACHED MAP IS MISSING THE TWO I-405 FREEWAY RAMPS, CARSON STREET, AND WATSON CENTER RD/228TH.	2024	\$1,530	NEW RTP PROJECT COST	NEW PROJECT
7	LOS ANGELES	ALHAMBRA	220A1L26	LAMIPMR116	LOCAL HIGHWAY		REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC TRAFFIC SIGNAL CONTROLLERS AND FIRMWARE AT 20 SIGNALIZED INTERSECTIONS ALONG VALLEY BLVD FROM WEST CITY LIMIT TO EAST CITY LIMIT. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, ETHERNET SWITCHES, COMMUNICATION HUBS, VEHICLE DETECTION. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN A NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	2024	\$4,600	NEW RTP PROJECT COST	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
8	LOS ANGELES	MONTEREY PARK	220A1L34	LAMIPMR106	LOCAL HIGHWAY		IMPROVE ATLANTIC BLVD: 1) BETWEEN SOUTH OF HELLMAN AVE AND APPROXIMATELY 300FT NORTH OF EMERSON AVE TO HAVE 3 LANES IN EACH DIRECTION WITH A 10FT CENTER LANE; AND 2) BETWEEN APPROXIMATELY 300FT NORTH OF EMERSON TO NORTH OF GARVEY AVENUE TO HAVE 3 SB LANES, 2 NB LANES, AND A 10FT CENTER LANE. FEASIBLE IF STREET PARKING IS REMOVED. ENG ONLY	2024	\$1,900	NEW RTP PROJECT COST	REVISED MODELING DETAILS
9	LOS ANGELES	ALHAMBRA	220A1L24	LAMIPMR113	LOCAL HIGHWAY		REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC CONTROLLERS AND FIRMWARE AT 12 SIGNALIZED INTERSECTIONS ALONG FREMONT AVENUE FROM NORTH CITY LIMITS TO MONTEZUMA/I-10 FREEWAY. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, ETHERNET SWITCHES, COMMUNICATION HUBS, VEHICLE DETECTION. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN A NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	2025	\$2,900	NEW RTP PROJECT COST	NEW PROJECT

Attachment: Draft 2020 Connect SoCal Amendment No. 1 (Release of Draft Connect SoCal Amendment

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
10	LOS ANGELES	ALHAMBRA	220A1L25	LAMIPMR114	LOCAL HIGHWAY		REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC TRAFFIC SIGNAL CONTROLLERS AND FIRMWARE AT 14 SIGNALIZED INTERSECTIONS ALONG ATLANTIC BLVD FROM HUNTINGTON DRIVE TO I-10 FREEWAY. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, ETHERNET SWITCHES, COMMUNICATION HUBS, VEHICLE DETECTION. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN A NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	2025	\$3,600	NEW RTP PROJECT COST	NEW PROJECT
11	LOS ANGELES	ALHAMBRA	220A1L27	LAMIPMR117	LOCAL HIGHWAY		REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC CONTROLLERS AND FIRMWARE AT 20 SIGNALIZED INTERSECTIONS ALONG GARFIELD AVENUE FROM HUNTINGTON DRIVE TO I-10 FREEWAY. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, COMMUNICATION HUBS, ETHERNET SWITCHES, VEHICLE DETECTION SYSTEMS. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	2025	\$4,600	NEW RTP PROJECT COST	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
12	LOS ANGELES	GLENDALE	220A1L29	LA9918934	LOCAL HIGHWAY		BROADWAY TRAFFIC SIGNAL MODIFICATIONS PROJECT INCLUDES MODIFICATIONS TO THE EXISTING SIGNAL SYSTEM AT CENTRAL AVE., COLUMBUS AVE. AND GALLERIA WAY. THE PROJECT WILL HAVE 3 SIGNAL SYNCHRONIZATION LOCATIONS.	2025	\$3,658	NEW RTP PROJECT COST	NEW PROJECT
13	LOS ANGELES	MONTEREY PARK	220A1L33	LAMIPMR105	LOCAL HIGHWAY		IMPROVE GARVEY AVENUE FROM WEST OF ATLANTIC BOULEVARD TO NEW AVENUE TO PROVIDE 3 LANES IN EACH DIRECTION (12FT CURB LANE, 10FT MIDDLE LANE, 11FT ADJACENT LANE TO MEDIAN) TO INCREASE CAPACITY, IMPROVE TRAFFIC FLOW, AND REDUCE CONGESTION. PE ONLY	2025	\$14,900	NEW RTP PROJECT COST	NEW PROJECT
14	LOS ANGELES	MONTEREY PARK	220A1L35	LAMIPMR115	LOCAL HIGHWAY		UPGRADE EXISTING TRAFFIC SIGNALS & CONTROLLERS & FIRMWARE AT 35 SIGNALIZED INTERSECTIONS; PROVIDE FIBER OPTIC CONNECTIVITY TO TRAFFIC SIGNAL INTERSECTIONS ALONG MAJOR ARTERIALS; INSTALL ETHERNET SWITCHES, COMMUNICATION HUBS, & VEHICLE DETECTION; UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. MAY INCLUDE ADAPTIVE TRAFFIC CONTROL SYSTEM OR TRAFFIC RESPONSIVE FEATURES AS APPROPRIATE OR FEASIBLE.	2025	\$9,000	NEW RTP PROJECT COST	REVISED MODELING DETAILS

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
15	LOS ANGELES	GLENDALE	220A1L28	LA9918846	LOCAL HIGHWAY		NORTH VERDUGO ROAD TRAFFIC SIGNAL MODIFICATIONS AT GLORIETTA AVE, FERN LN, WABASSO WAY, CRESMONT CT, AND VERDUGO LOMA DR. THESE TRAFFIC SIGNAL MODIFICATIONS ARE PART OF NORTH VERDUGO ROAD SAFETY IMPROVEMENTS BETWEEN CANADA BLVD (N. SPLIT) AND CANADA BLVD (S. SPLIT) PROJECT. THE PROJECT WILL HAVE 5 SIGNAL SYNCHRONIZATION LOCATIONS. ROAD SAFETY PORTION OF THE PROJECT WILL BE FUNDED BY HSIP FUNDS, FTIP#SCAG015	2026	\$1,100	NEW RTP PROJECT COST	NEW PROJECT
16	LOS ANGELES	LONG BEACH	220A1L37	LA9918957	LOCAL HIGHWAY		THIS PROJECT WILL ADD A NEW 3,000-FOOT RAILROAD TRACK TO ELIMINATE A BOTTLENECK AT THE OCEAN BOULEVARD OVERCROSSING, REALIGN EXISTING LEAD TRACK, AND RECONFIGURE CROSSOVERS AND TURNOUTS TO INCREASE THE RELIABILITY OF THE CONNECTION BETWEEN EAST BASIN MARINE TERMINALS AND THE ALAMEDA CORRIDOR.	2026	\$24,800	NEW RTP PROJECT COST	NEW PROJECT
17	LOS ANGELES	LOS ANGELES, CITY OF	1200L005	LA0G1472	LOCAL HIGHWAY		THE ALAMEDA ST. WIDENING PROJECT FROM ANAHEIM ST. TO HARRY BRIDGES BLVD. WILL ADD ONE MORE LANE IN EACH DIRECTION TO THE EXISTING ARTERIAL AND RECONSTRUCT THE PAVEMENT ALONG WITH NEW SIDEWALKS, CURB AND GUTTER, STORM WATER SYSTEM AND LANDSCAPE. THE LENGTH OF THE PROJECT IS ABOUT 1.0 MILES AND IT WILL ADD CAPACITY ON PROJECTED TRAFFIC VOLUMES FROM THE PORT OF LOS ANGELES TO THE NETWORK OF FREEWAYS BY MITIGATING THE EXISTING TRAFFIC GRIDLOCK DURING PEAK HOURS.	EXISTING: 2021 REVISSED: 2024	\$5,492	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
18	LOS ANGELES	LOS ANGELES COUNTY	1A1005	LAF3136	LOCAL HIGHWAY	0	<p>EXISTING: WIDEN THE OLD ROAD FROM N. OF MAGIC MOUNTAIN PKWY TO HENRY MAYO DR TO 1200 FT WEST OF THE OLD ROAD. PROJECT LOCATED ON THE OLD RD.FROM APPROX. 700 FT NORTH OF MAGIC MOUNTAIN PKWY TO HENRY MAYO DR FROM THE OLD ROAD TO THE SR126 HOOK RAMPS, AND RYE CANYON RD BTWN THE OLD ROAD & AVENUE STANFORD. WIDENING BRIDGE APPROACHES FROM 4 TO 6 LANES, REPLACE BRIDGE #53C0327 & #53C0328, TO REDUCE BOTTLENECK. TOLL CREDITS WILL BE USED TO MATCH STPL FUNDS FOR \$4,613 IN CON PHASE IN FY23/24.</p> <hr/> <p>REVISED: WIDEN THE OLD ROAD FROM N. OF MAGIC MOUNTAIN PKWY TO HENRY MAYO DR TO 1200 FT WEST OF THE OLD ROAD. PROJECT LOCATED ON THE OLD RD.FROM APPROX. 700 FT NORTH OF MAGIC MOUNTAIN PKWY TO HENRY MAYO DR FROM THE OLD ROAD TO THE SR126 HOOK RAMPS, AND RYE CANYON RD BTWN THE OLD ROAD & AVENUE STANFORD. WIDENING BRIDGE APPROACHES FROM 4 TO 6 LANES, REPLACE BRIDGE #53C0327 & #53C0328, TO REDUCE BOTTLENECK. TOLL CREDITS WILL BE USED TO MATCH STPL FUNDS FOR \$4,613 IN CON PHASE IN FY25/26.</p>	<p>EXISTING: 2025</p> <hr/> <p>REVISED: 2026</p>	<p>EXISTING: \$61,798</p> <hr/> <p>REVISED: \$87,677</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
19	LOS ANGELES	LAKWOOD	1AL04	LA0G937	LOCAL HIGHWAY		DEL AMO BOULEVARD AT LAKEWOOD BOULEVARD INTERSECTION IMPROVEMENTS - ADD A SECOND LEFT TURN LANE IN ALL DIRECTIONS, MODIFY EXISTING TRAFFIC SIGNALS, WIDEN BOX CULVERT SOUTH OF DEL AMO BOULEVARD, REMOVE OR MODIFY RAISED MEDIANS ON LAKEWOOD BOULEVARD, WIDEN SOUTHSIDE OF DEL AMO BOULEVARD (NO NEW THRU LANES), AND WIDEN LAKEWOOD BOULEVARD TO ACCOMMODATE A THIRD THRU LANE SOUTHBOUND THROUGH THE INTERSECTION WITHIN THE EXISTING RIGHT OF WAY IN THE CITIES OF LAKEWOOD AND LONG BEACH.	EXISTING: 2021 <hr/> REVISED: 2022	\$15,000	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
20	LOS ANGELES	SANTA CLARITA	1AL04	LAF7105	LOCAL HIGHWAY	0	<p>EXISTING: DOCKWEILER DR EXTENSION (1 OF 2): EXTENDS THE TWO LANES IN EACH DIRECTION ON DOCKWEILER DR TO EXISTING 13TH ST CROSSING AND UPGRADE SUBSTANDARD RAIL CROSSING AT 13TH ST. CONSTRUCTS 8-FT SIDEWALKS AND CLASS II BIKE LANES ON BOTH SIDES. INCLUDES PED/BIKE FACILITIES AND LANDSCAPING.</p> <hr/> <p>REVISED: DOCKWEILER DR EXTENSION (1 OF 2): THE PROJECT CONSISTS OF EXTENSION OF TWO LANES TO CONNECT WITH A FUTURE EXTENSION PLANNED FOR DOCKWEILER DRIVE. IT INCLUDES NEW SIDEWALKS, CLASS II BIKE LANE, PEDESTRIAN SIGNAL HEADS, HIGH VISIBILITY CROSSWALKS, LIGHTING, LANDSCAPING, BICYCLE ACTUATION SIGNALS AND WAYFINDING SIGNS.</p>	2024	<p>EXISTING: \$11,297</p> <hr/> <p>REVISED: \$9,332</p>	RTP PROJECT COST DECREASE	REVISED PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
21	LOS ANGELES	LONG BEACH	1AL04	LAF7204	LOCAL HIGHWAY		<p>EXISTING: PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION : (1) REALIGNS PIER B ST BETWEEN PICO AV AND PIER A WY AND WIDENS INTO 2 LANES IN EACH DIRECTION TO IMPROVE GOODS MOVEMENT MOBILITY AND ENHANCE PEDESTRIAN TRAVEL. (2) CONSTRUCTS NEW SIDEWALK ON THE SOUTH SIDE OF PIER B ST. 3) CLOSE THE AT-GRADE RAILROAD CROSSING AT 9TH STREET.</p> <hr/> <p>REVISED: PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION : (1) REALIGNS PIER B ST BETWEEN PICO AV AND ANAHEIM WAY AND WIDENS INTO 2 LANES IN EACH DIRECTION TO IMPROVE GOODS MOVEMENT MOBILITY AND ENHANCE PEDESTRIAN TRAVEL. (2) REALIGNS PICO AVE TO THE WEST FROM PIER B ST/I-710 RAMPS TO PIER D ST. (3) CONSTRUCTS NEW SIDEWALK ON THE SOUTH SIDE OF PIER B ST AND ALONG THE WEST SIDE OF PICO AVE. (4) CLOSE THE AT-GRADE RAILROAD CROSSING AT 9TH STREET.</p>	<p>EXISTING: 2026</p> <hr/> <p>REVISED: 2028</p>	<p>EXISTING: \$16,474</p> <hr/> <p>REVISED: \$150,000</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
22	LOS ANGELES	LOS ANGELES, CITY OF	1AL04	LAF7205	LOCAL HIGHWAY		ALAMEDA STREET WIDENING FROM ANAHEIM STREET TO 300 FT. SOUTH OF PCH : (1) WIDENS ALAMEDA ST BETWEEN ANAHEIM ST AND 300 FT SOUTH OF PACIFIC COAST HIGHWAY FROM 2 TO 3 LANES IN EACH DIRECTION FOR CONGESTION RELIEF AND IMPROVE GOODS MOVEMENT MOBILITY. THE SEGMENT WILL BE FULLY UPGRADED TO A MAJOR HWY CLASS II WITH MIN. OF 86' OF ROADWAY AND 104' OF ROW. FOR THIS EFFECT ALAMEDA ST. WILL BE WIDENED IN BOTH SIDES OF THE ARTERIAL.	EXISTING: 2021 REVISSED: 2024	\$14,572	NONE	REVISED SCHEDULE
23	LOS ANGELES	LOS ANGELES, CITY OF	1AL04	LAF7207	LOCAL HIGHWAY		ANAHEIM STREET WIDENING - FARRAGUT AVENUE TO DOMINGUEZ CHANNEL : WIDEN ANAHEIM ST BETWEEN FARRAGUT AV AND DOMINGUEZ CHANNEL FROM 2 TO 3 LANES IN EACH DIRECTION FOR CONGESTION RELIEF AND IMPROVE GOODS MOVEMENT MOBILITY. THIS UPGRADES THE ARTERIAL TO MAJOR HIGHWAY STANDARDS.	EXISTING: 2023 REVISSED: 2024	\$9,708	NONE	REVISED SCHEDULE
24	LOS ANGELES	LOS ANGELES COUNTY MTA	1AL04	LATP16S003	LOCAL HIGHWAY		UNION STATION MASTER PLAN: ALAMEDA ESPLANADE.THE UNION STATION MASTER PLAN: ALAMEDA ESPLANADE WILL CREATE A MULTI-MODAL CONNECTION BETWEEN UNION STATION AND SURROUNDING DOWNTOWN LOS ANGELES COMMUNITIES THROUGH A ROAD-DIET AND A SHARED PEDESTRIAN AND BICYCLIST ESPLANADE. UTILIZING TOLL CREDITS.	EXISTING: 2022 REVISSED: 2023	\$12,340	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
25	LOS ANGELES	INGLEWOOD	1ITS04	LA0G1556	LOCAL HIGHWAY		<p>EXISTING: UPGRADE TRAFFIC SIGNALS/SYNCHRONIZATION FOR 14 INTERSECTIONS ON FLORENCE AVENUE. CONTROLLER UPGRADES TO A MODERN AND ROBUST 2070 CONTROLLERS CAPABLE OF PROVIDING ADAPTIVE SIGNAL CONTROL AND OTHER ADVANCE FEATURES TO INCREASE THE CAPACITY OF VEHICLES AND IMPROVE PROGRESSION THROUGHOUT THE CORRIDOR, INSTALLATION OF CLOSED CIRCUIT TV'S CONNECTING THEM TO THE CITY'S TRAFFIC MANAGEMENT CENTER TO ALLOW CITY TO MONITOR THE REAL-TIME TRAFFIC CONDITIONS REMOTELY.</p> <hr/> <p>REVISED: UPGRADE TRAFFIC SIGNALS/SYNCHRONIZATION FOR 14 INTERSECTIONS ON FLORENCE AVENUE. CONTROLLER UPGRADES TO A MODERN AND ROBUST 2070 CONTROLLERS CAPABLE OF PROVIDING ADAPTIVE SIGNAL CONTROL AND OTHER ADVANCE FEATURES TO INCREASE THE CAPACITY OF VEHICLES AND IMPROVE PROGRESSION THROUGHOUT THE CORRIDOR, INSTALLATION OF CCTV CONNECTING THEM TO THE CITY'S TRAFFIC MANAGEMENT CENTER TO ALLOW CITY TO MONITOR THE REAL TIME TRAFFIC CONDITIONS REMOTELY. WILL ENHANCE SAFETY, INCREASE TRAFFIC FLOW</p>	<p>EXISTING: 2021</p> <hr/> <p>REVISED: 2022</p>	\$12,980	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
26	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF1312	LOCAL HIGHWAY		GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION AND INTERSECTION OPERATIONAL IMPROVEMENTS ON REGIONAL ARTERIALS IN THE GATEWAY CITIES REGION. INCLUDES 86 CONSECUTIVE INTERSECTIONS.	EXISTING: 2021 REVISSED: 2022	\$16,893	NONE	REVISED SCHEDULE
27	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF1321	LOCAL HIGHWAY	0	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSPORTATION SYSTEM COMPONENTS. SYNCHRONIZES 83 CONSECUTIVE INTERSECTIONS.	EXISTING: 2021 REVISSED: 2022	\$18,786	NONE	REVISED SCHEDULE
28	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF3308	LOCAL HIGHWAY	0	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCH, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSPORTATION SYSTEM COMPONENTS ON REGIONAL ARTERIALS. APROX. 183 SIGNALS TOTAL.	EXISTING: 2021 REVISSED: 2022	\$24,812	NONE	REVISED SCHEDULE
29	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF3309	LOCAL HIGHWAY		GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJ, PHASE VI. DESIGN AND CONSTRUCT MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS & ITS COMPONENTS ON REGIONAL ARTERIALS IN GATEWAY CITES AREA. (APROX. 126 SIGNALS)	EXISTING: 2021 REVISSED: 2022	\$14,786	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
30	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF3310	LOCAL HIGHWAY	0	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, OPERATIONAL IMPROVEMENTS & ITS COMPONENTS ON ARTERIALS IN THE SOUTH BAY AREA OF LA COUNTY. (APROX 40+ SIGNALS)	EXISTING: 2021 REVISSED: 2022	\$12,980	NONE	REVISED SCHEDULE
31	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF5310	LOCAL HIGHWAY	0	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/ BSP. IMPLEMENTATION OF A TRAFFIC SIGNAL SYNCHRONIZATION PROJECT (TSSP) ON RAMONA BL/BADILLO ST/ COVINA BL FROM SANTA ANITA AV TO THE 57 FREEWAY. A BUS SIGNAL PRIORITY (BSP) PROJECT WILL BE IMPLEMENTED ON RAMONA BL/ BADILLO ST FROM TYLER AV TO GRAND AV TO GIVE TRANSIT PRIORITY FOR FOOTHILL TRANSIT OPERATIONS (APROX. 48 SIGNAL LOCATIONS)	EXISTING: 2021 REVISSED: 2022	\$4,242	NONE	REVISED SCHEDULE
32	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF5316	LOCAL HIGHWAY	0	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - SYSTEMWIDE COORDINATION, TIMING AND OPERATIONAL IMPROVEMENTS AND TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS IN SOUTH BAY REGION. 25 SIGNALS SYSTEM WIDE. ADDITIONALLY, THIS PROJECT WILL INSTALL ANY WARRANTED AND FEASIBLE ROADWAY IMPROVEMENTS ALONG THE ROUTES TO IMPROVE OVERALL PROGRESSION.	EXISTING: 2021 REVISSED: 2022	\$1,880	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
33	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF7306	LOCAL HIGHWAY		FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT : (1) TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS FOR 28 INTERSECTIONS ALONG FOOTHILL BL BETWEEN LOWELL AV AND CROWN AV. (2) INSTALLS TWO (2) CLOSED CIRCUIT TELEVISION (CCTV) CAMERAS AND WIRELESS NETWORK COMMUNICATIONS INFRASTRUCTURE WHICH WILL PROVIDE FOR EXPANSION OF ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS) ALONG FOOTHILL BL.	EXISTING: 2021 REVISSED: 2022	\$3,660	NONE	REVISED SCHEDULE
34	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF7307	LOCAL HIGHWAY	0	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT : IMPLEMENTS ITS ENHANCEMENTS INCLUDING SYNCHRONIZATION AND RETIMING OF TRAFFIC SIGNALS, EQUIPMENT UPGRADES, SYSTEM DETECTION, CCTV CAMERAS, AND CHANGEABLE MESSAGE SIGNS TO EXPAND ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS).	EXISTING: 2021 REVISSED: 2022	\$4,531	NONE	REVISED SCHEDULE
35	LOS ANGELES	SOUTH GATE	1ITS04	LAF7309	LOCAL HIGHWAY	0	TWEEDY BOULEVARD SIGNAL SYNCHRONIZATION PROJECT : (1) INTERCONNECTS 18 TRAFFIC SIGNALS USING FIBER OPTIC CABLE AND WIRELESS COMMUNICATIONS (2) SYNCHRONIZES SIGNAL TIMING TO IMPROVE TRAFFIC FLOW, AND REDUCES DELAYS ALONG THE 2.7-MILE ARTERIAL. (3) INSTALL A CLOSED CIRCUIT TELEVISION CAMERA (CCTV) AT THE INTERSECTION OF LONG BEACH BL TO SUPPORT THE ADVANCE TRANSPORTATION MANAGEMENT SYSTEMS (ATMS).	EXISTING: 2021 REVISSED: 2022	EXISTING: \$1,646 REVISSED: \$1,817	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
36	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF7310	LOCAL HIGHWAY	0	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT : PROJECT AREA IS NORMANDIE AV BETWEEN 92ND ST AND EL SEGUNDO BL, MANHATTAN BEACH BL BETWEEN MANHATTAN AV AND VAN NESS AV, AND HAWTHORNE BL BETWEEN IMPERIAL HIGHWAY AND MANHATTAN BEACH BL. PROJECT SCOPE INCLUDES (1) SYNCHRONIZATION AND RETIMING TRAFFIC SIGNALS, EQUIPMENT UPGRADES, SYSTEM DETECTION, CCTV CAMERAS, CHANGEABLE MESSAGE SIGNS. (2) UPGRADE TRAFFIC SIGNAL OPERATIONS TO BE CAPABLE OF TIME-BASED COORDINATION.	EXISTING: 2021 REVISSED: 2022	\$7,550	NONE	REVISED SCHEDULE
37	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF9305	LOCAL HIGHWAY		ANTELOPE VALLEY TRAFFIC SIGNAL CORRIDOR PROJECT. THIS PROJECT INCLUDES TRAFFIC SIGNAL SYNCHRONIZATION ON 50TH STREET WEST/RANCHO VISTA BOULEVARD BETWEEN AVENUE L AND PEONZA LANE (APPROX. 10+ SIGNALS) AND ALSO INCLUDES SYSTEMWIDE COORDINATION TIMING, OPERATIONAL IMPROVEMENTS AND ITS.	EXISTING: 2027 REVISSED: 2023	\$2,758	NONE	REVISED SCHEDULE
38	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LATR02018	LOCAL HIGHWAY		THE WHITTIER BOULEVARD TRANSIT SIGNAL PRIORITY PROJECT (PROJECT) INCLUDES THE DEPLOYMENT OF ITS INFRASTRUCTURE TO ENHANCE ARTERIAL OPERATIONS AND MONITORING IN EAST LOS ANGELES. WIRELESS COMMUNICATIONS AND UPGRADED CONTROLLER EQUIPMENT WILL BE DEPLOYED ALONG A CRITICAL SEGMENT OF WHITTER BLVD. THAT SERVES METRO RAPID LINE 720 AND PROVIDES PARALLEL CAPACITY TO THE 1-10 EXPRESS LANES.	EXISTING: 2021 REVISSED: 2022	\$684	NONE	REVISED SCHEDULE

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TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
39	LOS ANGELES	GARDENA	1ITS04	LATRO2020	LOCAL HIGHWAY		IMPLEMENT TRANSIT SIGNAL PRIORITY FOR 8.4 MILES FROM THE HARBOR GATEWAY TRANSIT STATION TO 120TH STREET IN THE CITY OF GARDENA. ALSO IMPLEMENTING REAL TIME ARRIVAL INFORMATION THROUGH VARIETY OF MEDIA INCLUDING SMART PHONES, SMS TEXTS, CALL CENTERS, AND WEBSITE. COMPUTER AIDED DISPATCHING (CAD) SYSTEM AND AUTOMATED VEHICLE LOCATION (AVL) SYSTEM WILL ALSO BE IMPLEMENTED.	EXISTING: 2021 REVISSED: 2022	\$2,800	NONE	REVISED SCHEDULE
40	LOS ANGELES	LONG BEACH	1ITS05	LAF7316	LOCAL HIGHWAY		ARTESIA CORRIDOR ATCS ENHANCEMENT PROJECT : (1) UPGRADES TRAFFIC SIGNALS ALONG ARTESIA BL BETWEEN LONG BEACH BL AND DOWNEY AV TO CONNECT WITH ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS). (2) INSTALLS CCTV AND CMS ON ARTESIA BL. (3) INSTALLS FIBER OPTIC CABLE AND DEVICES TO CONNECT SIGNALS TO EACH OTHER AND TRAFFIC MANAGEMENT CENTER (TMC). (4) TWO NEW TRAFFIC SIGNALS IN COMPTON (5) INSTALLS CLASS II BIKE LANE IN BOTH DIRECTIONS FROM ATLANTIC AV TO SUSANA RD. (6) PEDESTRIAN IMPROVEMENTS.	EXISTING: 2021 REVISSED: 2022	\$3,045	NONE	REVISED SCHEDULE
41	LOS ANGELES	TORRANCE	1O1008	LA0G1589	LOCAL HIGHWAY		ANZA AVE FROM DEL AMO BLVD TO SEPULVEDA BLVD; ASPHALT PAVEMENT REHABILITATION, REPAIR DAMAGED SIDEWALKS AND CURB AND GUTTER, TRAFFIC SIGNAL IMPROVEMENTS TO INCREASE CAPACITY AND THROUGHPUT (VIDEO DETECTION, PEDESTRIAN ACTUATION), INSTALLATION OF EMERGENCY VEHICLE PREEMPTION.	EXISTING: 2021 REVISSED: 2022	EXISTING: \$2,573 REVISSED: \$7,820	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
42	LOS ANGELES	LANCASTER	LA0D447	LA0D447	LOCAL HIGHWAY	0	AVENUE L GAP CLOSURE FROM 60TH STREET WEST TO 30TH WEST, ADDING AN ADDITIONAL LANE IN EACH DIRECTION, INCLUDING A MEDIAN (WITHIN CITY JURISDICTION)	2021	\$4,620	RTP PROJECT COST REMOVED	PROJECT CANCELLED
43	LOS ANGELES	SANTA CLARITA	LA0G755	LA0G755	LOCAL HIGHWAY	0	NEWHALL RANCH ROAD BRIDGE WIDENING OVER THE SAN FRANCISQUITO CREEK 6 TO 8 LANES. FROM MCBEAN PKWY TO AVENUE TIBBITTS. BRIDGE NO. 53C2164	EXISTING: 2023 REVISSED: 2024	EXISTING: \$15,633 REVISSED: \$16,616	RTP PROJECT COST INCREASE	REVISED SCHEDULE
44	LOS ANGELES	SOUTH GATE	LA996347	LA996347	LOCAL HIGHWAY		BRIDGE NO. 53C1972, FIRESTONE BLVD, OVER LOS ANGELES RIVER, 152 M W/O LONG BEACH FREEWAY. REHABILITATE 5-LANE BRIDGE & WIDEN TO 6-LANE BRIDGE, ADD SHOULDERS, AND UPGRADE BRIDGE RAILINGS. FED PROJ: HP21L-5257(016) AND HP21L-5257(036)	EXISTING: 2021 REVISSED: 2024	EXISTING: \$21,168 REVISSED: \$20,288	RTP PROJECT COST DECREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
45	LOS ANGELES	INDUSTRY	LAF5100	LAF5100	LOCAL HIGHWAY		<p>EXISTING: SR57/60 CONFLUENCE, IMPROVE GRAND AVENUE INTERSECTION AT GOLDEN SPRINGS DRIVE: WIDEN GRAND AVE, FROM SR-60 FREEWAY TO LAVENDER DRIVE, A DISTANCE OF 0.2 MILES. PROJECT WILL ADD 1 THRU SB LANE AND 2 THRU NB LANE. WIDEN GOLDEN SPRINGS DRIVE BETWEEN COPLEY DR AND RACQUET CLUB DRIVE. ADD WB LEFT-TURN LANE AND A DEDICATED RIGHT-TURN LANE, WIDEN SIDEWALKS AND ADD PEDESTRIAN COUNTDOWN SIGNALS.</p> <hr/> <p>REVISED: SR57/60 CONFLUENCE, IMPROVE GRAND AVENUE INTERSECTION AT GOLDEN SPRINGS DRIVE: WIDEN GRAND AVE, FROM SR-60 FREEWAY TO LAVENDER DRIVE, A DISTANCE OF 0.2 MILES. PROJECT WILL ADD 1 THRU SB LANE AND 2 THRU NB LANE. WIDEN GOLDEN SPRINGS DRIVE BETWEEN COPLEY DR AND RACQUET CLUB DRIVE. ADD WB LEFT-TURN LANE AND A DEDICATED RIGHT-TURN LANE, WIDEN SIDEWALKS AND ADD PEDESTRIAN COUNTDOWN SIGNALS, AND LANDSCAPING.</p>	<p>EXISTING: 2021</p> <hr/> <p>REVISED: 2022</p>	\$16,819	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION
46	LOS ANGELES	LANCASTER	1AL04	LA0G929	LOCAL HIGHWAY	0	SR-138 (SR-14) AVENUE K INTERCHANGE IMPROVEMENTS. PROJECT WILL INCLUDE WIDENING AND GEOMETRIC CHANGES TO THE SR-138 (SR-14) RAMPS, IMPROVEMENTS TO AVENUE K BETWEEN 20TH STREET W AND 10TH STREET W, AND PEDESTRIAN AND BICYCLE IMPROVEMENTS. PROJECT WILL ADD A THIRD LANE IN THE WESTBOUND DIRECTION ON AVENUE K BETWEEN 10TH ST WEST TO 12TH ST WEST AS A GAP CLOSURE.	<p>EXISTING: 2020</p> <hr/> <p>REVISED: 2023</p>	<p>EXISTING: \$15,000</p> <hr/> <p>REVISED: \$29,638</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE

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TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
47	LOS ANGELES	LANCASTER	1AL04	LA0G928	LOCAL HIGHWAY	0	SR-138 (SR-14) AVENUE J INTERCHANGE. PROJECT WILL INCLUDE NEW NORTHBOUND OFF-RAMP AND SOUTHBOUND ON-RAMP, MAINLINE IMPROVEMENTS TO ACCOMMODATE RAMP MODIFICATIONS, IMPROVEMENTS TO AVENUE J BETWEEN 15TH STREET WEST AND 25TH STREET WEST AND TRAFFIC SIGNAL IMPROVEMENTS. PROJECT WILL REDUCE THROUGH LANES ON AVENUE J FROM 3 LANES TO 2 LANES IN EACH DIRECTION BETWEEN 25TH STREET WEST AND 15TH STREET WEST TO PROVIDE BIKE LANES AND WIDER SIDEWALKS.	EXISTING: 2020 REVISSED: 2021	EXISTING: \$10,000 REVISSED: \$30,044	RTP PROJECT COST INCREASE	REVISED SCHEDULE
48	LOS ANGELES	LOS ANGELES COUNTY	1AL04	LAF5315	LOCAL HIGHWAY	0	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. THIS PROJECT INCLUDES 6 INTERSECTIONS AT MYRTLE AV/PECK RD BETWEEN HUNTINGTON DR AND CLARK ST AND PROVIDES FOR SYSTEM WIDE COORDINATION, TIMING AND OPERATIONAL IMPROVEMENTS AND TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS. (APROX. 20+ SIGNALS)	EXISTING: 2021 REVISSED: 2022	\$1,241	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
49	LOS ANGELES	LOS ANGELES, CITY OF	1AL04	LAF7123	LOCAL HIGHWAY		<p>EXISTING: MAGNOLIA BOULEVARD WIDENING (NORTH SIDE) - CAHUENGA BOULEVARD TO VINELAND : (1) WIDENS MAGNOLIA BL FROM A 50-FT TO A 65-FT ROADWAY FOR APPROXIMATELY 3,000 LINEAR FEET FROM CAHUENGA BL TO VINELAND AV TO ACCOMMODATE A CENTER LEFT-TURN LANE, ON-STREET PARKING, AND TWO TRAFFIC LANES IN EACH DIRECTION. (2) INSTALL 8-FT CONTINUOUS SIDEWALK. (3) IMPROVEMENTS TO TRAFFIC SIGNALS, LIGHTS, AND GENERAL LANDSCAPING.</p> <hr/> <p>REVISED: MAGNOLIA BOULEVARD WIDENING (NORTH SIDE) - CAHUENGA BOULEVARD TO VINELAND : INSTEAD OF WIDENING, IT RESCOPED TO INCLUDE PEDESTRIAN AND SAFETY-RELATED IMPROVEMENTS SUCH AS CURB EXTENSIONS WHERE APPROPRIATE, ENHANCED LEFT TURN PROTECTION AT SELECT LOCATIONS, TREES, ADDITIONAL SAFER CROSSINGS WITH THE INTRODUCTION OF PEDESTRIAN HYBRID BEACONS, SIDEWALK REPAIRS, ADA-COMPLIANT ACCESS RAMPS, SPEED TABLES, STORM DRAIN EXTENSION, AND ADDITIONAL CATCH BASINS.</p>	<p>EXISTING: 2021</p> <hr/> <p>REVISED: 2023</p>	\$8,402	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION
50	LOS ANGELES	LOS ANGELES, CITY OF	1AL04	LAF1141	LOCAL HIGHWAY	0	VICTORY BL WIDENING FROM OWENSMOUTH AVE TO DE SOTO AV. WIDEN THE SOUTH SIDE OF VICTORY BL FROM OWENSMOUTH AVE TO DE SOTO AV TO PROVIDE AN ADDITIONAL EB TRAVEL LANE	2022	\$11,655	RTP PROJECT COST REMOVED	PROJECT CANCELLED

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
51	LOS ANGELES	ALHAMBRA	220A1S03	LAMIPMR107	STATE HIGHWAY	710	RECONFIGURE THE ON AND OFF RAMPS TO IMPROVE MOBILITY, GRADE SEPARATE AND BRAID THE NB I-710 TO EB I-10 CONNECTION WITH FREMONT EB OFFRAMP, ADD AN AUXILIARY LANE FROM I-10/SR-710 INTERCHANGE TO THE I-10/FREMONT AVENUE EB OFF-RAMP, AND IMPROVE INTERSECTION CONTROL ALONG THE LOCAL ROADWAY.	2027	\$20,000	NEW RTP PROJECT COST	NEW PROJECT
52	LOS ANGELES	LOS ANGELES COUNTY MTA	220A1S06	LA9918955	STATE HIGHWAY	405	ADD AUXILIARY LANES BETWEEN INTERCHANGE ON- AND OFF-RAMPS AT FIVE LOCATIONS ALONG NORTHBOUND AND SOUTHBOUND I-405 BETWEEN WILMINGTON AVENUE (PM 9.6) AND MAIN STREET (PM 12.6).	2027	\$17,400	NEW RTP PROJECT COST	NEW PROJECT
53	LOS ANGELES	ALHAMBRA	220A1S11	LAMIPMR123	STATE HIGHWAY		RECONFIGURE 0.5 MILES OF 6-LANE FREEWAY BETWEEN THE I-10/SR-710 INTERCHANGE AND VALLEY BLVD TO A 4-LANE LOCAL ARTERIAL ROADWAY.	2029	\$100,000	NEW RTP PROJECT COST	NEW PROJECT
54	LOS ANGELES	LOS ANGELES COUNTY MTA	1163S012	LA0G1119	STATE HIGHWAY	605	IMPROVEMENTS CONSIST OF ADDING AN ADDITIONAL GENERAL PURPOSE LANE AND ON/OFF RAMP IMPROVEMENTS.	EXISTING: 2025 REVISSED: 2026	EXISTING: \$174,800 REVISSED: \$157,400	RTP PROJECT COST DECREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
55	LOS ANGELES	PALMDALE	1AL04	LA0G894	STATE HIGHWAY	138	<p>EXISTING: WIDEN & MODIFY EXIST. STRIPING TO 3 LANES IN EACH DIRECTION ON SR 138 FROM 5TH E - 10TH E; INTERSECTION MODIFICATIONS/UPGRADES AT PALMDALE BLVD/6TH E. & PALMDALE BLVD/SIERRA HIGHWAY; RELOCATION OF EXIST. RAILROAD SIGNAL MAST-ARMS & RAIL EQUIPMENT; S/O PALMDALE BLVD. WIDEN SIERRA HWY FROM 4 TO 6 LANES TO AVE R (INCLUDE S/B SIERRA HWY RIGHT TURN LANE @ AVE R); N/O PALMDALE BLVD., WIDEN SIERRA HWY FROM 4 TO 6 LANES TO AVE Q; EXTEND CLASS 1 BIKE LANE, 800' ON WEST SIDE OF SIERRA HWY TO AVE R.</p> <p>REVISED: STREET AND FULL RAILWAY UPGRADES TO PALMDALE BLVD. FROM 6TH EAST TO 8TH EAST. PALMDALE WB WILL STAY AS EXISTING (2 THRU WITH 1 LEFT AT 6TH); SB SIERRA HWY RIGHT TURN LANE TO PALMDALE BLVD; PALMDALE EB AT SIERRA WILL ADD 1 LEFT TURN LANE TO EXISTING TURN AND 2 THRU; INTERSECTION MODIFICATIONS/UPGRADES AT PALMDALE BLVD/6TH E, PALMDALE BLVD/SIERRA HIGHWAY; RELOCATION/UPGRADE OF EXIST. RAILROAD SIGNAL MAST-ARMS & RAIL EQUIPMENT</p>	<p>EXISTING: 2022</p> <hr/> <p>REVISED: 2025</p>	<p>EXISTING: \$19,600</p> <hr/> <p>REVISED: \$25,000</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
56	LOS ANGELES	PALMDALE	1AL04	LA0G896	STATE HIGHWAY	14	<p>EXISTING: WDN OFF-RAMPS TO 3 LANES: 2 LEFT, 1 RIGHT ONTO PALMDALE BLVD; WDN NB SR-14 FOR AUXILIARY LANE; MODIFY NB LOOP ON-RAMP FOR RIGHT TURN POCKET; MODIFY 2 RAMP INTERSECTIONS TO STOP LEFT TURN MOVEMENT TO MERGE FREELY ONTO PALMDALE BLVD; PROVIDE EB RIGHT TURN LANE FROM PALMDALE BLVD TO DIV, ST; MODIFY PALMDALE BLVD FOR DOUBLE LEFT TURNS FROM RAMPS; MODIFY PALMDALE BLVD FOR 3 WB THROUGH LANES THROUGH SB RAMP INTERSECTION; MODIFY SB OFF RAMP ALLOWING WIDENING FROM AVE Q - PALMDALE BLVD - UNDER LA0G897</p> <hr/> <p>REVISED: WDN SB OFF-RAMP TO 3 LANES: 2 LEFT, 1 RIGHT ONTO PALMDALE BLVD; WDN NB SR-14 FOR AUXILIARY LANE; MODIFY NB LOOP ON-RAMP FOR RIGHT TURN POCKET; MODIFY 2 RAMP INTERSECTIONS TO STOP LEFT TURN MOVEMENT TO MERGE FREELY ONTO PALMDALE BLVD; PROVIDE EB RIGHT TURN LANE FROM PALMDALE BLVD TO DIV, ST; MODIFY PALMDALE BLVD FOR DOUBLE LEFT TURNS FROM RAMPS; MODIFY PALMDALE BLVD FOR 3 WB THROUGH LANES THROUGH SB RAMP INTERSECTION</p>	<p>EXISTING: 2021</p> <hr/> <p>REVISED: 2023</p>	<p>EXISTING: \$39,400</p> <hr/> <p>REVISED: \$37,920</p>	RTP PROJECT COST DECREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
57	LOS ANGELES	INDUSTRY	1M0104	LA0D450	STATE HIGHWAY	60	RECONSTRUCT SR 60/GRAND AV INTERCHANGE - WIDEN GRAND AV: SB ADD 1THRU LN (2 EXSTNG); NB ADD 1 THRU LN (3 EXSTNG), REPLACE GRAND AV OC, ADD EB LOOP ON-RAMP, CONSTRUCT ADDITIONAL EB THRU LN FROM GRAND AVE TRAP LN TO SR57 ADD LN, ADD TWO BYPASS RAMP CONNECTORS, ADD AUX LNS EB AND WB FROM EAST TO WEST JUNCTION OF THE CONFLUENCE.	EXISTING: 2024 REVISSED: 2026	\$257,900	NONE	REVISED SCHEDULE
58	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1M1003	LA0G1455	STATE HIGHWAY	91	SR-91 WILMINGTON AVE. INTERCHANGE PROPOSED IMPROVEMENTS WOULD RECONFIGURE WILMINGTON AVE. INTERCHANGE TO A MODIFIED DDI (DIVERGING DIAMOND INTERCHANGE). THIS PROJECT IS A PORTION OF PARENT PROJECT, FTIP ID# LA0G1563 WHICH INCLUDES THE CAPACITY COMPONENT	2023	\$49,000	RTP PROJECT COST REMOVED	PROJECT CANCELLED
59	LOS ANGELES	LONG BEACH	LA000512	LA000512	STATE HIGHWAY	710	BRIDGE NO. 53C0065, OCEAN BLVD, OVER ENTRANCE CHANNEL, UP RR, 1.0 MI E STATE ROUTE 47. REPLACE EXISTING 5 LANE GERALD DESMOND BRIDGE (GDB) WITH NEW 6 LANE BRIDGE.	EXISTING: 2019 REVISSED: 2021	EXISTING: \$1,491,981 REVISSED: \$1,511,187	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
60	LOS ANGELES	LONG BEACH PUBLIC TRANSPORTATION COMPANY	1TR1010	LA0G1762	TRANSIT		EXPANSION OF FLEET TO TAKE OVER A PORTION OF THE METRO ROUTE 130 WITH UP TO (11) BATTERY ELECTRIC BUSES (30'/35'40'). 5307 FUNDS WERE AWARDED BY BOS UNDER THE DISCRETIONARY 15% SUBALLOCATION. FEDERAL FUNDING FOR FY19 IS \$1,887,420 AND FY20 IS \$1,548,336. ADDITIONAL FUNDS OF \$3,604,641 IN SECTION 5307 FEDERAL ALLOCATION AND \$901,160 IN TOLL CREDIT FOR FY21/22. ADDING AN ADDITIONAL (7) BUSES FOR A TOTAL OF (11) TO THE TIP.	2025	\$4,306	NEW RTP PROJECT COST	NEW PROJECT
61	LOS ANGELES	TORRANCE	1RL04	LA0G358	TRANSIT		SOUTH BAY REGIONAL INTERMODAL TRANSIT CENTER PROJECT AT 465 N. CRENSHAW BLVD., TORRANCE, CA 90503.	EXISTING: 2020 REVISIED: 2022	EXISTING: \$32,828 REVISIED: \$29,264	RTP PROJECT DECREASE	REVISED SCHEDULE
62	LOS ANGELES	LOS ANGELES COUNTY MTA	1TR0404	LA0G010	TRANSIT	0	REGIONAL CONNECTOR - LIGHT RAIL IN TUNNEL ALLOWING THROUGH MOVEMENTS OF TRAINS, BLUE, GOLD, EXPO LINES. FROM ALAMEDA / 1ST STREET TO 7TH STREET/METRO CENTER	EXISTING: 2021 REVISIED: 2022	\$1,770,142	NONE	REVISED SCHEDULE
63	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1TR0706	LA0G1301	TRANSIT	0	EXISTING: EAST SAN FERNANDO VALLEY LRT REVISIED: THE EAST SAN FERNANDO VALLEY ESFV TRANSIT CORRIDOR A MAJOR MASS TRANSIT PROJECT THAT WOULD OPERATE IN THE CENTER OR CURBLANE ALONG VAN NUYS BOULEVARD AND SAN FERNANDO ROAD FROM THE METRO ORANGE LINE STATION IN THE SOUTH, TO THE SYLMAR/SAN FERNANDO METROLINK STATION TO THE NORTH A DISTANCE OF APPROXIMATELY 9.2 MILES.	EXISTING: 2028 REVISIED: 2027	EXISTING: \$1,572,500 REVISIED: \$1,565,155	RTP PROEJCT DECREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
64	LOS ANGELES	LOS ANGELES COUNTY	1TR1010	LAF7412	TRANSIT	0	LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE: PROCURES (1) 30-FT CLEAN FUEL VEHICLE FOR ITS NEW LOS ANGELES COUNTY/ USC MEDICAL CENTER FIXED-ROUTE SHUTTLE SERVICE.	EXISTING: 2021 REVISSED: 2022	EXISTING: \$371 REVISSED: \$515	RTP PROJECT COST INCREASE	REVISED SCHEDULE
65	LOS ANGELES	SOUTHERN CALIF REGIONAL RAIL AUTHORITY	1TR1015	LA0G1298	TRANSIT		PROCUREMENT OF TWO (2) NEW LOCOMOTIVES TO INCREASE METROLINK SERVICE FREQUENCY AND REDUCE HEADWAYS. THE LOCOMOTIVES WILL BE EPA TIER-4 F-125 UNITS THAT WILL IMPROVE EMISSIONS, RELIABILITY AND PERFORMANCE RELATIVE TO THE F59 LOCOMOTIVES CURRENTLY IN SERVICE.	EXISTING: 2020 REVISSED: 2022	\$3,739	NONE	REVISED SCHEDULE
66	LOS ANGELES	LOS ANGELES COUNTY MTA	LA0D198	LA0D198	TRANSIT	0	CRENSHAW/LAX TRANSIT CORRIDOR - THE CRENSHAW/LAX TRANSIT CORRIDOR PROJECT IS AN 8.5-MILE LIGHT RAIL TRANSIT (LRT) LINE EXTENDING FROM THE INTERSECTION OF CRENSHAW AND EXPOSITION BOULEVARDS ALLOWING FOR TRANSFER TO THE EXPOSITION LIGHT RAIL TRANSIT LINE TO A CONNECTION WITH THE METRO GREEN LINE AT THE AVIATION/LAX STATION (PPNO 4027A)	EXISTING: 2020 REVISSED: 2021	\$2,058,000	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
67	LOS ANGELES	REDONDO BEACH	LA0D29	LA0D29	TRANSIT	0	CITY BUS TRANSFER STATION. RELOCATE EXISTING TRANSIT TERMINAL & CONSTRUCT NEW TRANSIT CENTER W/12 BUS BAYS, PAX WAITING AREA & INFO CENTER, & DRIVER LOUNGE. PROPERTY PROVIDES 339 PUBLIC PKG SPACES (PLUS 2 FOR STAFF MAINT & SECURITY) & BICYCLE FACILITIES. LOCATION 1521 KINGSDALE AVE, RB, CA 90278. PROJECT ALSO INCLUDES MINOR SURFACE STREET IMPROVEMENTS ON KINGSDALE AVE AND 182ND : KINGSDALE WIDENING ADDS DEDICATED RIGHT TURN LANE AND 182ND RESTRIPING REMOVES BUS LAYOVER AND ADDS A BIKE LANE.	EXISTING: 2020 REVISIED: 2022	EXISTING: \$13,571 REVISIED: \$16,321	RTP PROJECT COST INCREASE	REVISED SCHEDULE
68	LOS ANGELES	SANTA CLARITA	REG0703	LA0G774	TRANSIT	0	VISTA CANYON RANCH TRANSIT CENTER - RELOCATE THE EXISTING, TEMPORARY VIA PRINCESSA METROLINK STATION TO THE VISTA CANYON PROJECT SITE; INCLUDES METROLINK STATION AND BUS TRANSFER STATION, A PEDESTRIAN OVERPASS OR UNDERCROSSING OF THE TRACKS AND AN ADJACENT PARKING STRUCTURE WITH UP TO 750 PARKING SPACES.	EXISTING: 2021 REVISIED: 2022	EXISTING: \$36,619 REVISIED: \$44,869	RTP PROJECT COST INCREASE	REVISED SCHEDULE
69	LOS ANGELES	COMPTON	220A1T02	LA9918939	TRANSIT		OPERATING ASSISTANCE: COMPTON RENAISSANCE TRANSIT PEAK HOUR EXPANSION- AGENCY WILL CONTINUE TO DELIVER FIVE (5) FIXED ROUTE PUBLIC TRANSIT ROUTES EXPANDING M-F OPERATING HOURS BY +4.5 HOURS PEAK HOUR SERVICE (1.5 AM PEAK; 3.0 PM PEAK) TO/FROM REGIONAL TRANSPORTATION SERVICES, DOWNTOWN, COLLEGES & UNIVERSITIES, JOB CENTERS, AND MEDICAL FACILITIES.	2022	\$230	NEW RTP PROJECT COST	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
70	LOS ANGELES	ANTELOPE VALLEY TRANSIT AUTHORITY	220A1T04	LA9918898	TRANSIT		FIVE (5) EXPANSION 60 FT. ARTICULATED ELECTRIC BUSES - DECREASE HEADWAYS TO EVERY 15 MINUTES ON ROUTE 11.	2023	\$5,378	NEW RTP PROJECT COST	NEW PROJECT
71	LOS ANGELES	LOS ANGELES, CITY OF	220A1T06	LAMIP108	TRANSIT		ROUTE EXPANSION OF DASH EL SERENO/CITY TERRACE TO CONNECT TO INDIANA/3RD METRO RAIL STATION TO ACCOMMODATE TRANSIT DEPENDENT POPULATIONS. THE ROUTE EXPANSION WILL BE FACILITATED BY PROCUREMENT OF BATTERY-ELECTRIC BUSES. THIS PROJECT WILL INCREASE TRANSIT RIDERSHIP, IMPROVE CONNECTIVITY, AND IMPROVE ACCESS TO KEY DESTINATIONS. PROJECT USING TDC/ TOLL CREDITS FOR MATCH FOR STIP FUNDS: \$229 FOR CON PHASE IN FY21/22	2025	\$2,000	NEW RTP PROJECT COST	NEW PROJECT
72	LOS ANGELES	FOOTHILL TRANSIT ZONE	220A1T01	LA9918847	TRANSIT		PROJECT WILL INSTALL AND UPGRADE BUS TRAFFIC SIGNAL PRIORITY AT KEY SEGMENTS ON COLORADO BOULEVARD CORRIDOR FOR SERVICE LINES 187. THE SIGNAL PRIORITY ON THIS CORRIDOR WILL IMPROVE THE COMMUNICATION BETWEEN THE BUS AND INTERSECTION EQUIPMENT TO HELP BUSES ALONG COLORADO BOULEVARD IMPROVE TRAVEL TIMES AND SCHEDULE PERFORMANCE.	2026	\$286	NEW RTP PROJECT COST	NEW PROJECT
73	LOS ANGELES	FOOTHILL TRANSIT ZONE	220A1T03	LA0G1752	TRANSIT		PROJECT WILL INSTALL AND UPGRADE BUS TRAFFIC SIGNAL PRIORITY AT KEY SEGMENTS ON AMAR ROAD CORRIDOR FOR TWO SERVICE LINES 486 AND 178. THE SIGNAL PRIORITY ON THIS CORRIDOR WILL IMPROVE THE COMMUNICATION BETWEEN THE BUS AND INTERSECTION EQUIPMENT TO HELP BUSES ALONG AMAR ROAD IMPROVE TRAVEL TIMES AND SCHEDULE PERFORMANCE.	2022	\$212	NEW RTP PROJECT COST	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
74	LOS ANGELES	ANTELOPE VALLEY TRANSIT AUTHORITY	220A1T05	LA9918864	TRANSIT		FIVE (5) EXPANSION 60 FT. ARTICULATED ELECTRIC BUSES - DECREASE HEADWAYS TO EVERY 15 MINUTES ON ROUTE 12.	2023	\$15,703	NEW RTP PROJECT COST	NEW PROJECT
75	ORANGE	SANTA ANA	ORA125	ORA150003	LOCAL HIGHWAY	0	BRISTOL STREET WIDENING FROM WARNER AVENUE TO ST. ANDREW PLACE. WIDEN FROM 4 TO 6 LANES. PHASE IV. SPLIT FROM ORA125	EXISTING: 2023 REVISSED: 2024	\$12,674	NONE	REVISED SCHEDULE
76	ORANGE	SANTA ANA	ORA125	ORA150004	LOCAL HIGHWAY	0	BRISTOL STREET WIDENING FROM CIVIC CENTER DRIVE TO WASHINGTON AVENUE. WIDEN FROM 4 TO 6 LANES. PHASE IIIA. SPLIT FROM ORA125	EXISTING: 2018 REVISSED: 2024	\$8,826	NONE	REVISED SCHEDULE
77	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2M0730	ORA111801	STATE HIGHWAY	5	I-5 (ALICIA PARKWAY TO EL TORO ROAD) SEGMENT 3 - THE PROJECT WILL ADD ONE GENERAL PURPOSE LANE ON THE I-5 IN EACH DIRECTION BETWEEN ALICIA PARKWAY AND EL TORO ROAD (APPROXIMATELY 1.7 MILES), EXTEND THE 2ND HOV LANE IN BOTH DIRECTIONS AND ADD AUXILIARY LANES WHERE NEEDED.	EXISTING: 2023 REVISSED: 2025	EXISTING: \$179,480 REVISSED: \$181,480	RTP PROJECT COST INCREASE	REVISED SCHEDULE
78	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2M0730	ORA131711	STATE HIGHWAY	5	I-5 (SR-73 TO OSO PARKWAY) SEGMENT 1 - THE PROJECT WILL ADD ONE GENERAL PURPOSE LANE ON THE I-5 IN EACH DIRECTION BETWEEN SR-73 AND OSO CREEK (APPROXIMATELY 2.2 MILES), RECONSTRUCT AVERY PARKWAY INTERCHANGES AND ADD AUXILIARY LANES WHERE NEEDED. (PPNO 2655). PROJECT IS SPLIT WITH ORA111801 AND ORA131712. (UTILIZE TOLL CREDIT MATCH FOR RSTP/STBG)	EXISTING: 2024 REVISSED: 2026	EXISTING: \$215,440 REVISSED: \$213,267	RTP PROJECT DECREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
79	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2M0730	ORA131712	STATE HIGHWAY	5	<p>I-5 (OSO CREEK TO ALICIA PARKWAY) SEGMENT 2 - THE PROJECT WILL ADD ONE GENERAL PURPOSE LANE ON THE I-5 IN EACH DIRECTION BETWEEN OSO CREEK AND ALICIA PARKWAY (APPROXIMATELY 2.6 MILES), RECONSTRUCT LA PAZ ROAD INTERCHANGE AND ADD AUXILIARY LANES WHERE NEEDED. (UTILIZE TOLL CREDIT MATCH FOR RSTP/STBG)</p> <hr/> <p>I-5 (OSO CREEK TO ALICIA PARKWAY) SEGMENT 2 - THE PROJECT WILL ADD ONE GENERAL PURPOSE LANE ON THE I-5 IN EACH DIRECTION BETWEEN OSO CREEK AND ALICIA PARKWAY (APPROXIMATELY 2.6 MILES), RECONSTRUCT LA PAZ ROAD INTERCHANGE AND ADD AUXILIARY LANES WHERE NEEDED. (UTILIZE TOLL CREDIT MATCH FOR RSTP/STBG AND HIP)</p>	<p>EXISTING: 2023</p> <hr/> <p>REVISED: 2024</p>	\$205,695	NONE	REVISED SCHEDULE
80	ORANGE	CALTRANS	2M0731	ORA192301	STATE HIGHWAY	5	ADD 1 MF LANE NB FROM TRUCK BYPASS ON RAMP TO SR-55; ADD 1 MF LANE SB FROM SR-55 TO ALTON; IMPROVE MERGING. (PROJECT B)	<p>EXISTING: 2028</p> <hr/> <p>REVISED: 2029</p>	\$438,299	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
81	ORANGE	VARIOUS AGENCIES	2M0733	ORA100511	STATE HIGHWAY	55	<p>EXISTING: 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.</p> <hr/> <p>REVISED: 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)</p>	<p>EXISTING: 2025 REVISED: 2027</p>	<p>EXISTING: \$333,863 <hr/>REVISED: \$475,100</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION
82	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2TR1001	ORA080909	TRANSIT	0	<p>EXISTING: OC STREETCAR BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE. (TRANSIT DEVELOPMENT CREDIT MATCH FHWA TRANSFER FY 15/16 FOR \$2,171 & FY 16/17 \$306 AND CMAQ FOR FY 16/17 FOR \$690)</p> <hr/> <p>REVISED: OC STREETCAR BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE. (TRANSIT DEVELOPMENT CREDIT MATCH FOR FHWA TRANSFER FY16/17 IS \$306K & TDC MATCH FOR FHWA TRANSFER FY18/19 IS \$2.822M)</p>	<p>EXISTING: 2021 <hr/>REVISED: 2022</p>	<p>EXISTING: \$414,275 <hr/>REVISED: \$479,275</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
83	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA030612	ORA030612	TRANSIT	0	PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDEING PPNO 9514	EXISTING: 2021 REVISIED: 2022	\$34,825	NONE	REVISED SCHEDULE
84	RIVERSIDE	PALM DESERT	420A1L02	RIV200705	LOCAL HIGHWAY		IN EASTERN RIVERSIDE CO. FOR THE CITY OF PALM DESERT - SAN PABLO AVE CORRIDOR IMPROVEMENTS: INSTALLATION OF NEW SIDEWALK, SEPARATE BIKE LANES (CLASS VI PATH), REMOVAL OF TRAVEL LANE FOR ROAD DIET AND CONSTRUCT NEW ROUNDABOUTS FOR INTERSECTION CONTROL BETWEEN FRED WARING DRIVE AND MAGNESIA FALLS DRIVE.	2023	\$4,503	NEW RTP PROJECT COST	NEW PROJECT
85	RIVERSIDE	TEMECULA	3160042	RIV180134	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF TEMECULA - YNEZ RD WIDENING FROM 2 TO 4-LANES FROM RANCHO VISTA RD TO LA PAZ ST, INCLUDING CURB & GUTTER, SIDEWALK, ADA IMPROVEMENTS, AND LANDSCAPE MEDIAN.	EXISTING: 2022 REVISIED: 2024	EXISTING: \$4,572 REVISIED: \$5,567	RTP PROJECT COST INCREASE	REVISED SCHEDULE
86	RIVERSIDE	LA QUINTA	3161L001	RIV160901	LOCAL HIGHWAY		IN EASTERN RIVERSIDE COUNTY IN THE CITY OF LA QUINTA - WIDEN AVENUE 50 FROM WASHINGTON ST TO PARK AVE- WB INCREASE FROM 1 TO 2 LANES; EB EXISTING 2 LANES. PROJECT TO INSTALL 1,700 FT (.3 MI) SIDEWALK AND CLASS II BIKE LANES. TO INCLUDE REPLACEMENT OF AN EXISTING LOW WATER CROSSING WITH A BRIDGE AND NECESSARY SLOPE AND CHANNEL SCOUR PROTECTION MEASURES.	EXISTING: 2026 REVISIED: 2028	EXISTING: \$15,224 REVISIED: \$14,020	RTP PROJECT COST DECREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
87	RIVERSIDE	LAKE ELSINORE	3161L009	RIV160902	LOCAL HIGHWAY		<p>EXISTING: IN LAKE ELSINORE - CONS OF A NEW 4-LANE DIVIDED ROADWAY, REALIGNING EXISTING TEMESCAL CANYON ROAD AND REPLACE EXISTING 2-LANE UNIMPROVED TEMESCAL CANYON ROAD FROM LAKE STREET TO 650 FT EASTERLY OF CITY'S WESTERLY BOUNDARY. SEGMENT OF THIS REALIGNED ROAD INCLUDES A 706' SECTION THAT HAS A 375' BRIDGE FUNDED BY HBP LISTED SEPARATELY UNDER RIV111203.</p> <hr/> <p>REVISED: IN LAKE ELSINORE - CONS OF A NEW 4-LANE DIVIDED ROADWAY, REALIGNING EXISTING TEMESCAL CANYON ROAD AND REPLACE EXISTING 2-LANE UNIMPROVED TEMESCAL CANYON ROAD FROM LAKE STREET TO 650 FT EASTERLY OF CITY'S WESTERLY BOUNDARY. SEGMENT OF THIS REALIGNED ROAD INCLUDES A 375' BRIDGE FUNDED BY HBP LISTED SEPARATELY UNDER RIV111203. (SEGMENT C OF TEMESCAL CNYN RD).</p>	<p>EXISTING: 2025</p> <hr/> <p>REVISED: 2030</p>	\$5,750	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION
88	RIVERSIDE	RIVERSIDE COUNTY	3200L072	RIV181110	LOCAL HIGHWAY	0	IN WESTERN RIVERSIDE COUNTY - CONSTRUCT 6 LANE ARTERIAL ON CLINTON KEITH ROAD FROM LEON RD TO SR-79.	<p>EXISTING: 2030</p> <hr/> <p>REVISED: 2023</p>	<p>EXISTING: \$24,763</p> <hr/> <p>REVISED: \$34,312</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
89	RIVERSIDE	WILDOMAR	3A01WT133	RIV180126C	LOCAL HIGHWAY	0	<p>EXISTING: IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR: WIDEN BUNDY CANYON RD (PHASE 1 SEGMENT 2) - FROM 2 TO 4 LANES AND INSTALL A 15' CLASS 1 SHARED BIKE AND PEDESTRIAN PATH, SEPARATE FROM THE ROADWAY, INCLUDING LIGHTING AND FENCING.</p> <hr/> <p>REVISED: IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR: AT BUNDY CANYON RD, I-15 TO FARM ROAD - INSTALL A 15' CLASS 1 SHARED BIKE AND PEDESTRIAN PATH, SEPARATE FROM THE ROADWAY, INCLUDING LIGHTING AND FENCING.</p>	<p>EXISTING: 2025</p> <hr/> <p>REVISED: 2035</p>	<p>EXISTING: \$15,300</p> <hr/> <p>REVISED: \$5,305</p>	RTP PROJECT COST DECREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION
90	RIVERSIDE	WILDOMAR	3A01WT180	RIV200103	LOCAL HIGHWAY		IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR - PHASE I: WIDEN PALOMAR STREET FROM 2 TO 4 LANES FROM MEADOWRIDGE LANE TO JEFFERSON AVENUE.	<p>EXISTING: 2023</p> <hr/> <p>REVISED: 2027</p>	\$3,800	NONE	REVISED SCHEDULE
91	RIVERSIDE	MENIFEE	3A01WT207	RIV180140	LOCAL HIGHWAY		<p>EXISTING: IN WETERN RIV CO IN THE CITY OF MENIFEE - SCOTT RD/ BUNDY CANYON RD WIDENING FROM 2 TO 4-LANES FROM HAUN RD TO MURRIETA RD (APPROX 1.78-MILES), RELOCATE EXISTING POWER POLES, ACQUIRE ADDITIONAL RIGHT-OF-WAY, CONSTRUCT DRAINAGE IMPROVEMENTS.</p> <hr/> <p>REVISED: IN WETERN RIV CO IN THE CITY OF MENIFEE - SCOTT RD/ BUNDY CANYON RD WIDENING FROM 2 TO 4-LANES FROM HAUN RD TO SUNSET WAY (APPROX 3-MILES), RELOCATE EXISTING POWER POLES, ACQUIRE ADDITIONAL RIGHT-OF-WAY, CONSTRUCT DRAINAGE IMPROVEMENTS.</p>	2030	<p>EXISTING: \$27,580</p> <hr/> <p>REVISED: \$28,830</p>	RTP PROJECT COST INCREASE	REVISED PROJECT DESCRIPTION

Attachment: Draft 2020 Connect SoCal Amendment No. 1 (Release of Draft Connect SoCal Amendment

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
92	RIVERSIDE	TEMECULA	3A01WT222A	RIV180135	LOCAL HIGHWAY	0	<p>EXISTING: IN WESTERN RIV CO IN THE CITY OF TEMECULA WIDEN DIAZ ROAD FROM RANCHO CALIFORNIA RD TO DENDY PARKWAY (CHERRY ST.) FROM 2 TO 4 LANES (AS PART OF WESTERN BYPASS CORRIDOR)</p> <hr/> <p>REVISED: IN WESTERN RIV CO IN THE CITY OF TEMECULA - DIAZ RD WIDENING FROM 2 TO 4-LANES FROM WINCHESTER RD TO RANCHO CALIFORNIA RD (AS PART OF WESTERN BYPASS CORRIDOR)</p>	<p>EXISTING: 2023</p> <hr/> <p>REVISED: 2026</p>	\$6,500	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION
93	RIVERSIDE	WILDOMAR	3A04WT126	RIV200104	LOCAL HIGHWAY		<p>EXISTING: IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR: RECONSTRUCT/WIDEN BAXTER ROAD AT I-15 IC BETWEEN THE ON-RAMPS FROM 2 TO 4 LANES INCLUDING RECONSTRUCTION OF RAMPS AND INSTALL TRAFFIC SIGNALS.</p> <hr/> <p>REVISED: IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR: RECONSTRUCT/WIDEN WILDOMAR TRAIL AT I-15 IC BETWEEN THE ON-RAMPS FROM 2 TO 4 LANES INCLUDING RECONSTRUCTION OF RAMPS AND INSTALL TRAFFIC SIGNALS.</p>	<p>EXISTING: 2025</p> <hr/> <p>REVISED: 2028</p>	\$1,851	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
94	RIVERSIDE	RIVERSIDE COUNTY	3A04WT137A	RIV090903	LOCAL HIGHWAY	0	<p>EXISTING: IN RIVERSIDE COUNTY ON CAJALCO RD – CAJALCO RD. WIDENING FROM 2 TO 4 THRU LNS (2 IN EA DIR) FROM TEMESCAL CANYON RD. TO HARVILL AVE AND FROM 4 TO 6 LANES FROM HARVILL AVE TO I-215, INCLUDING TURN POCKETS AND A BRIDGE RECONSTRUCTION OVER A WATER CROSSING (RTP IDS: 3A04WT137 AND 3A04WT138) (PA&ED ONLY) (\$803 IN FY 09/10 AND \$344.01 IN FY 15/16 OF TC USED FOR STPL MATCH IN PA&ED).</p> <hr/> <p>REVISED: IN RIVERSIDE COUNTY ON CAJALCO RD - WIDENING FROM 2TO4 THRU LNS (2 IN EA DIR) FROM TEMESCAL CANYON BRIDGE/EAGLE CANYON ROAD TO HARVILL AVE AND FROM 4 TO 6 LANES W/3 LANES IN THE WB DIR FROM TEMESCAL CANYON RD TO TEMESCAL CANYON BRIDGE, 3 LANES IN THE EB DIR FROM TEMESCAL CANYON ROAD TO JUST EAST OF EAGLE CANYON ROAD, & 3 LANES EB & WB FROM HARVILL AVE TO I-215, INCLUDING TURN POCKETS & THE CONSTRUCTION OF NEW, AND RECONSTRUCTION OF EXISTING BRIDGES AS NEEDED (TC USED FOR STPL MATCH).</p>	2028	\$173,185	NONE	REVISED PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
95	RIVERSIDE	LAKE ELSINORE	3A04WT198	RIV111203	LOCAL HIGHWAY	0	<p>EXISTING: IN LAKE ELSINORE - TEMESCAL CANYON RD BRIDGE REPLACEMENT/REALIGNMENT: REPLACE TEMESCAL CANYON RD. 2 LANE BRIDGE WITH A 4 LANE OVER TEMESCAL WASH, 0.42 MI. W/O LAKE STREET AND PROVIDE TRANSITION TO A 2 LANE ROADWAY (BOTH SIDES). OTHER IMPROVEMENTS INCLUDE CONS OF 706 FT OF SIDEWALK AND 8 FT CLASS II BIKE LNS ON EACH SIDE OF THE BRIDGE. (BRIDGE NO. 56C0050).</p> <hr/> <p>REVISED: IN LAKE ELSINORE - TEMESCAL CANYON RD BRIDGE REPLACEMENT/REALIGNMENT: REPLACE TEMESCAL CANYON RD. 2 LANE BRIDGE WITH A 4 LANE OVER TEMESCAL WASH, 0.35 MI. W/O LAKE STREET AND PROVIDE TRANSITION TO A 2 LANE ROADWAY (BOTH SIDES). OTHER IMPROVEMENTS INCLUDE CONS OF 880 LF OF SIDEWALK AND 8 FT CLASS II BIKE LNS ON EACH SIDE OF THE BRIDGE. (BRIDGE NO. 56C0050).</p>	<p>EXISTING: 2022</p> <hr/> <p>REVISED: 2025</p>	\$22,412	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION
96	RIVERSIDE	MORENO VALLEY	3A0801	RIV080911	LOCAL HIGHWAY	0	<p>EXISTING: IN THE CITY OF MORENO VALLEY - WIDEN HEACOCK ST BETWEEN SAN MICHELE RD AND HARLEY KNOX RD, FROM 2 TO 4 LANES; REALIGN HEACOCK ST WITHIN PROJECT LIMITS BETWEEN NANDINA AND HARLEY KNOX; REPLACE BRIDGE OVER PVSD LATERAL B.</p> <hr/> <p>REVISED: IN THE CITY OF MORENO VALLEY - WIDEN HEACOCK ST BETWEEN NANDINA AVE AND HARLEY KNOX RD, FROM 2 TO 4 LANES; REALIGN HEACOCK ST WITHIN PROJECT LIMITS; REPLACE BRIDGE OVER PVSD LATERAL B.</p>	<p>EXISTING: 2025</p> <hr/> <p>REVISED: 2030</p>	\$9,911	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
97	RIVERSIDE	PALM SPRINGS	3AL104	RIV120206	LOCAL HIGHWAY		IN EASTERN RIVERSIDE COUNTY IN PALM SPRINGS - WIDENING OF WEST SAN RAFAEL RD: WIDENING OF WEST SAN RAFAEL RD FROM TWO TO FOUR LANES (2 LANES IN EACH DIRECTION) WITH A CONTINUOUS LEFT TURN LANE FROM N. INDIAN CANYON DR. TO N. VIRGINIA RD.	EXISTING: 2029 REVISSED: 2035	\$4,900	NONE	REVISED SCHEDULE
98	RIVERSIDE	CORONA	RIV011240	RIV011240	LOCAL HIGHWAY	0	EXISTING: IN CORONA ON EXISTING MCKINLEY ST - CONSTRUCT UP TO 6 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. REVISED: 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.	2023	EXISTING: \$90,500 REVISED: \$111,000	RTP PROJECT COST INCREASE	REVISED PROJECT DESCRIPTION
99	RIVERSIDE	PALM SPRINGS	RIV031205	RIV031205	LOCAL HIGHWAY	0	IN THE CITY OF PALM SPRINGS - WIDEN RAMON RD FROM 4 TO 6 LNS (3 IN EA DIR), FROM EL CIELO RD TO SUNRISE WY., WITH INTERSECTION WIDENING AT EL CIELO RD (ADD WB RT TURN LANE), AT FARRELL DR (ADD SB LEFT TURN LANE), & AT SUNRISE WY (ADD SB LEFT, NB LEFT, AND WB LEFT). (PA&ED ONLY).	EXISTING: 2026 REVISED: 2030	\$4,750	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
100	RIVERSIDE	TEMECULA	RIV060113	RIV060113	LOCAL HIGHWAY	0	CONSTRUCT NEW 4 LANE BRIDGE OVER MURRIETA CREEK (PART OF WESTERN BYPASS CORRIDOR) INCLUDING APPROACHES, CURB & GUTTER, SIDEWALKS, & STORM DRAIN FACILITIES	EXISTING: 2025 REVISIED: 2028	EXISTING: \$10,327 REVISIED: \$14,327	RTP PROJECT COST INCREASE	REVISED SCHEDULE
101	RIVERSIDE	TEMECULA	RIV060114	RIV060114	LOCAL HIGHWAY	0	IN SOUTHWEST TEMECULA: DESIGN AND CONSTRUCT 4 LANE WESTERN BYPASS CORRIDOR (PHASE 1) FROM SR79 SOUTH TO RANCHO CALIFORNIA RD	EXISTING: 2025 REVISIED: 2028	EXISTING: \$13,500 REVISIED: \$23,500	RTP PROJECT COST INCREASE	REVISED SCHEDULE
102	RIVERSIDE	BEAUMONT	RIV180129	RIV180129	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF BEAUMONT - GRADE SEPERATION UNDER CROSSING AT PENNSYLVANIA AVE AND UPRR, INCLUDING WIDENING OF PENNSYLVANIA AVE FROM 1ST ST TO 6TH ST FROM 2 TO 4 LANES TO INCLUDE SIDEWALK IMPROVEMENTS (APPROX. 4,435 LF) AND TRAFFIC SIGNALIZATION.	EXISTING: 2022 REVISIED: 2030	EXISTING: \$2,200 REVISIED: \$2,000	RTP PROJECT COST DECREASE	REVISED SCHEDULE
103	RIVERSIDE	TEMECULA	991203	991203A	LOCAL HIGHWAY		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.	EXISTING: 2026 REVISIED: 2030	EXISTING: \$9,271 REVISIED: \$24,199	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

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TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
104	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RTC)	3200T005	RIV141203A	PASSENGER RAIL		<p>EXISTING: RIVERSIDE-DOWNTOWN STATION IMPROVEMENTS - INSTALL AN ADDITIONAL CENTER PLATFORM AND SIDING TRACK, EXTEND THE EXISTING PEDESTRIAN OVERPASS AND CONSTRUCT AN ADDITIONAL ELEVATOR FOR ADA COMPLIANCE. (SCORE PROJECT)</p> <hr/> <p>REVISED: METROLINK SCORE PROJECT - IN DOWNTOWN RIVERSIDE - PASSENGER LOADING PLATFORM, PED OVERCROSSING W/ELEVATORS, UTILITIES, LIGHTING, CANOPIES, AND PLATFORM FURNITURE, ADD'L TRACKS, ADD'L PARKING (APPROX. 500-560 SPACES), SIGNALS, PTC, CONNECT TO EXISTING SIGNALS, COMMUNICATION SYSTEMS, AND OTHER ANCILLIARY STATION IMPROVEMENTS (PAVED ONLY). THIS IS PH 2 OF RIV141203.</p>	2027	<p>EXISTING: \$42,000</p> <hr/> <p>REVISED: \$25,701</p>	RTP PROJECT COST DECREASE	REVISED PROJECT DESCRIPTION

Attachment: Draft 2020 Connect SoCal Amendment No. 1 (Release of Draft Connect SoCal Amendment

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
105	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3160001	RIV170901	STATE HIGHWAY	15	<p>EXISTING: IN WESTERN RIVERSIDE COUNTY – ON I-15, ADD 2 EXPRESS LANES IN EACH DIRECTION, GENERALLY IN THE MEDIAN, FROM CAJALCO ROAD IN THE CITY OF CORONA TO SR-74 (CENTRAL AVENUE) IN THE CITY OF LAKE ELSINORE. CONSTRUCT ONE AUXILIARY LANE IN THE SOUTHBOUND DIRECTION FROM CAJALCO ROAD TO WEIRICK ROAD.</p> <hr/> <p>REVISED: IN WESTERN RIVERSIDE COUNTY - ON I-15, ADD 2 EXPRESS LANES IN EACH DIRECTION, GENERALLY IN THE MEDIAN, FROM SR-74 (CENTRAL AVENUE) (PM 22.3) IN THE CITY OF LAKE ELSINORE TO EL CERRITO ROAD (PM 38.1) IN THE CITY OF CORONA. CONSTRUCT SOUTHBOUND AUXILIARY LANE FROM MAIN STREET (PM 21.2) TO SR-74 (CENTRAL AVENUE) (PM 22.3) AND FROM SR-74 (CENTRAL AVENUE) (PM 22.3) TO NICHOLS ROAD (PM 23.9). SIGNAGE AND TRANSITION STRIPING EXTENDS TO PM 20.3 TO THE SOUTH AND PM 40.1 TO THE NORTH.</p>	2027	<p>EXISTING: \$544,000</p> <hr/> <p>REVISED: \$523,828</p>	RTP PROJECT COST DECREASE	REVISED PROJECT DESCRIPTION
106	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3200S010	RIV181113	STATE HIGHWAY	15	<p>EXISTING: IN WESTERN RIVERSIDE COUNTY - CONSTRUCT 1 AUX LN SB FROM CAJALCO ROAD TO WEIRICK ROAD. EXTEND 1 EXPRESS LN NB FROM ABOUT 2,000' S/O BEDFORD CANYON WASH TO CAJALCO ROAD.</p> <hr/> <p>REVISED: IN WESTERN RIVERSIDE COUNTY – ON I-15: CONSTRUCT 1 AUX LN SB FROM WEIRICK RD TO CAJALCO RD AND WIDEN BEDFORD WASH BRIDGE. PM FOR ADVANCED SIGNAGE AND ANCILLARY IMPROVEMENTS: 35.6 TO 37.2</p>	<p>EXISTING: 2026</p> <hr/> <p>REVISED: 2025</p>	<p>EXISTING: \$28,000</p> <hr/> <p>REVISED: \$38,246</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
107	RIVERSIDE	MORENO VALLEY	3A07045	RIV071242	STATE HIGHWAY	60	IN THE CITY OF MORENO VALLEY - RECONSTRUCT INDIAN ST X-ING SR 60 FROM 150' S/O SUNNYMEAD BLVD., TO HEMLOCK AVE: COMPLETE RECONSTRUCT. OF THE BRIDGE TO PROVIDE 16'6" CLEARANCE & 4 THROUGH LANES (2 LNS IN EA DIR) & ASSOC. ST IMP. WITHIN THE PROJECT LIMITS (LEFT TURN POCKETS AT SUNNYMEAD AND HEMLOCK INTERSECT., RIGHT-TURN ONLY SB AT SUNNYMEAD, NEW TS AT HEMLOCK/ INDIAN ST., & INTERCONNECT MOD).	EXISTING: 2030 REVISIED: 2032	EXISTING: \$14,120 REVISIED: \$17,100	RTP PROJECT COST INCREASE	REVISED SCHEDULE
108	RIVERSIDE	MENIFEE	3M0719	RIV151218	STATE HIGHWAY	215	IN WESTERN RIVERSIDE COUNTY IN MENIFEE: RECONSTRUCT/WIDEN I-215 IC AT MC CALL BLVD. - WIDEN IC FROM 4 TO 6 LANES (SUN CITY BLVD TO EASTERLY OF ENCANTO DR), WIDEN ENTRY RAMPS (RAMP METERED / NON HOV PREFERENTIAL LANE), WIDEN EXIT RAMPS (DUAL LEFT @ SB & DUAL RIGHT @ NB WITH MCCALL), ADD DUAL LEFT-TURN AND DEDICATED RIGHT-TURN LANES (EA 1F700).	2030	EXISTING: \$32,300 REVISIED: \$36,200	RTP PROJECT COST INCREASE	REVISED MODELING DETAILS
109	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3TK04MA13	RIV120201	STATE HIGHWAY	60	ON SR-60 IN UNINCORPORATED RIVERSIDE CO: CONSTRUCT NEW EASTBOUND CLIMBING AND WESTBOUND DESCENDING TRUCK LANES FROM GILMAN SPRINGS RD TO APPROX. 1.37 MILES W/O JACK RABBIT TRAIL AND UPGRADE EXISTING INSIDE AND OUTSIDE SHOULDERS TO STANDARD WIDTHS (10-FT INSIDE SHOULDER AND 12-FT OUTSIDE SHOULDER) (EA: 0N69U) - CMAQ PM2.5 BENEFITS PROJECT.	EXISTING: 2021 REVISIED: 2023	EXISTINTG: \$138,375 REVISIED: \$146,380	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
110	RIVERSIDE	LAKE ELSINORE	RIV010206	RIV010206	STATE HIGHWAY	15	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-3 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, & CONS RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN	2027	\$78,294	RTP PROJECT COST REMOVED	PROJECT CANCELLED. PROJECT SPLIT INTO FTIP IDS RIV010206A AND RIV010206B
111	RIVERSIDE	LAKE ELSINORE	RIV010206	RIV010206A	STATE HIGHWAY	15	AT I-15/RR CYN RD IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), EXT 2-LN NB RAMP TO GORE, CNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-3 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, CONS RAMP ACCEL/DECEL LNS AT RR CYN RD & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	EXISTING: 2025 REVISD: 2023	EXISTING: \$45,295 REVISD: \$51,220	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
112	RIVERSIDE	LAKE ELSINORE	RIV010206	RIV010206B	STATE HIGHWAY	15	<p>EXISTING: AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TO EXISTING CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.</p> <hr/> <p>REVISED: CONS NEW I-15/FRANKLIN ST INC, CONST AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, RELAIGN & RECONSTRUCT MAIN ST SB ON RAMP FROM 1-2 LNS, ON WS OF I-15 CONST AUTO CENTER DR EXTNSN FROM EX FRANKLIN ST TO ADOBE ST & ON ES OF I-15 AND CONST CNY ESTATE DR EXT FROM EX FRANKLIN ST TO CAMINO DEL NORTE.</p>	2032	\$68,000	NONE	REVISED PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
113	RIVERSIDE	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV031218	RIV031218A	STATE HIGHWAY	215	<p>EXISTING: I-215/PLACENTIA (PL) AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE WEST FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, EAST FRONTAGE RD & RAMP INTRSTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.</p> <hr/> <p>REVISED: I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.</p>	<p>EXISTING: 2021</p> <hr/> <p>REVISED: 2024</p>	<p>EXISTING: \$76,975</p> <hr/> <p>REVISED: \$83,500</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
114	RIVERSIDE	MORENO VALLEY	RIV050533	RIV050533	STATE HIGHWAY	215	AT I-215/CACTUS AVE IC: WIDEN IC FROM 3 TO 6 THRU LNS (EB FROM 2 TO 3 BTWN W/O BNSF RR TO 1300' E/O VETERANS WAY, ADD 4TH EB LANE FROM NB EXIT RAMP TO E/O ELSWORTH ST, WIDEN WB FROM 1&2 TO 3 THRU LNS FROM COMMERCE CENTER DR TO BNSF RR), WIDEN RAMPS 1 TO 2&3 LNS (ENTRY RAMPS INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)	EXISTING: 2029 REVISIED: 2031	EXISTING: \$65,370 REVISIED: \$65,500	RTP PROJECT COST INCREASE	REVISED SCHEDULE
115	RIVERSIDE	LAKE ELSINORE	RIV060109	RIV060109	STATE HIGHWAY	15	EXISTING: AT I-15/SR74 (CENTRAL AVE) IC JCT MOD. BTWN 1,000 FT W/O COLLIER AVE TO RIVERSIDE ST: ADD NB LOOP ENTRY RAMP WITH ACCEL LN, REALIGN NB ENTRY & EXIT RAMPS, ADD SB ACCEL/DECEL LNS, ADD NB DECEL LN, WIDEN SR 74 FROM RIVERSIDE DR. TO CENTRAL AVE 2 TO 4 THROUGH LANES AND FROM COLLIER AVE TO CAMBERN AVE FROM 6 TO 8 THRU LNS, CONST NEW RIVERSIDE AVE OC & SR74 PM 15.5 TO 18.5 (EA: 0F3100). REVISIED: AT I-15/SR-74 (CENTRAL AVE) IC JCT BTWN 1,000 FT W/O COLLIER AVE TO CONARD AVE: REMOVE/ REPLACE EXIST NB ON-RAMP WITH NB HOOK ON- AND OFF- RAMPS AT DEXTER AVE NORTH OF CENTRAL AVE, ADD NB LOOP OFF-RAMP AT CENTRAL AVE, ADD AUX LANE SEGMENTS AT ON-/OFF-RAMPS, WIDEN SB ON-/OFF-RAMPS AND SEGMENTS OF CENTRAL AVE AND DEXTER AVE. PM LIMITS FOR SR-74: R15.97 TO 17.82 (EA: 0F3100).	EXISTING: 2026 REVISIED: 2030	EXISTING: \$58,250 REVISIED: \$62,650	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
116	RIVERSIDE	LAKE ELSINORE	RIV060109	RIV060109	STATE HIGHWAY	15	<p>EXISTING: AT I-15/SR74 (CENTRAL AVE) IC JCT MOD. BTWN 1,000 FT W/O COLLIER AVE TO RIVERSIDE ST: ADD NB LOOP ENTRY RAMP WITH ACCEL LN, REALIGN NB ENTRY & EXIT RAMPS, ADD SB ACCEL/DECEL LNS, ADD NB DECEL LN, WIDEN SR 74 FROM RIVERSIDE DR. TO CENTRAL AVE 2 TO 4 THROUGH LANES AND FROM COLLIER AVE TO CAMBERN AVE FROM 6 TO 8 THRU LNS, CONST NEW RIVERSIDE AVE OC & SR74 PM 15.5 TO 18.5 (EA: 0F3100).</p> <hr/> <p>REVISED: AT I-15/SR-74 (CENTRAL AVE) IC JCT BTWN 1,000 FT W/O COLLIER AVE TO CONARD AVE: REMOVE/ REPLACE EXIST NB ON-RAMP WITH NB HOOK ON- AND OFF- RAMPS AT DEXTER AVE NORTH OF CENTRAL AVE, ADD NB LOOP OFF-RAMP AT CENTRAL AVE, ADD AUX LANE SEGMENTS AT ON-/OFF-RAMPS, WIDEN SB ON-/OFF-RAMPS AND SEGMENTS OF CENTRAL AVE AND DEXTER AVE. PM LIMITS FOR SR-74: R15.97 TO 17.82 (EA: 0F3100).</p>	<p>EXISTING: 2026</p> <hr/> <p>REVISED: 2030</p>	<p>EXISTING: \$58,250</p> <hr/> <p>REVISED: \$62,650</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
117	RIVERSIDE	CALIMESA	RIV060117	RIV060117	STATE HIGHWAY	10	<p>EXISTING: ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMPS - EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, ADD EB EXIT RAMP (3 LNS), WB ENTRY RAMP (2 LNS W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS, RELOCATE CALIMESA BLVD/ SINGLETON RD INTERSECTION, ADD SB EXTENDED DEDICATED RIGHT-TURN LN (EA: 0F980)</p> <hr/> <p>REVISED: ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMPS - EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, EB EXIT RAMP (2 LNS), WB ENTRY RAMP (1 LN W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS AND RELOCATE CALIMESA BLVD/ SINGLETON RD INTERSECTION, AND ADD SB EXTENDED DEDICATED RIGHT-TURN LN (EA: 0F980)</p>	2035	<p>EXISTING: \$38,400</p> <hr/> <p>REVISED: \$37,600</p>	RTP PROJECT COST DECREASE	REVISED PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
118	RIVERSIDE	CALIMESA	RIV060117	RIV060117A	STATE HIGHWAY	10	EXISTING: ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/ WIDEN RAMPS – EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, ADD EB EXIT RAMP (3 LNS), WB ENTRY RAMP (2 LNS W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS, RELOCATE CALIMESA BLVD/ SINGLETON RD INTERSECTION, ADD SB EXTENDED DEDICATED RIGHT-TURN LN (EA: 0F980) REVISED: ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN RAMPS - ADD EB EXIT RAMP (1 LN), WB ENTRY RAMP (1 LN), INSTALL STOP SIGNS (EA: 0F981).	EXISTING: 2035 REVISED: 2024	\$4,310	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION
119	RIVERSIDE	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV070308	RIV070308	STATE HIGHWAY	91	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.)	EXISTING: 2023 REVISED: 2026	EXISTING: \$126,663 REVISED: \$163,844	RTP PROJECT COST INCREASE	REVISED SCHEDULE
120	SAN BERNARDINO	UPLAND	200630	201101	LOCAL HIGHWAY	0	ARROW ROUTE WIDENING FROM 2 TO 4 LANES. BRIDGE AND STREET WIDENING FOR ARROW ROUTE, FROM MONTE VISTA AVENUE TO CENTRAL AVENUE	EXISTING: 2022 REVISED: 2024	\$2,200	NONE	REVISED SCHEDULE
121	SAN BERNARDINO	HIGHLAND	200852	201180	LOCAL HIGHWAY	0	DEL ROSA DRIVE FROM 5TH STREET TO 6TH STREET-WIDEN FROM 2 TO 4 LANES (0.2 MILES)FORMERLY PART OF PROJECT ID 200852	EXISTING: 2023 REVISED: 2025	\$673	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
122	SAN BERNARDINO	HIGHLAND	4M01003	20190001	LOCAL HIGHWAY		<p>EXISTING: SR-210/5TH ST IC IMPROVEMENTS: WIDEN & RESTRIPE 5TH ST (4-6 LANES) FROM EAST EDGE OF CITY CREEK BRDG TO THE EB SR-210 RAMPS W/ADD:L TURN POCKETS PLUS 2 TRUCK ACCESS LANES; WIDEN & RESTRIPE 5TH ST (6-8 LANES) UNDER SR-210 B/W EB & WB RAMPS, INCL. ADD:L THRU & TURN LANES; WIDEN THE EB & WB ON-RAMPS 2-3 LANES, WIDEN THE EB & WB OFF-RAMPS 1-2 LANES, ALL RAMPS REMAIN 1 LN AT THE MAINLINE. (COMBINES PRIOR PROJS 2011153 & 2011154)</p> <hr/> <p>REVISED: SR-210/5TH ST IC IMPROVEMENTS: WIDEN & RESTRIPE 5TH ST (4-6 LANES) FROM EAST EDGE OF CITY CREEK BRDG TO THE EB SR-210 RAMPS W/ADD:L TURN POCKETS PLUS 2 TRUCK ACCESS LANES; WIDEN & RESTRIPE 5TH ST (6-8 LANES) UNDER SR-210 B/W EB & WB RAMPS, INCL. ADD:L THRU & TURN LANES; WIDEN THE EB & WB ON-RAMPS 2-3 LANES, WIDEN THE EB & WB OFF-RAMPS 1-2 LANES, ALL RAMPS REMAIN 1 LN AT THE MAINLINE. (COMBINES PRIOR PROJS 2011153 & 2011154)</p>	<p>EXISTING: 2025</p> <hr/> <p>REVISED: 2026</p>	<p>EXISTING: \$9,661</p> <hr/> <p>REVISED: \$12,408</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
123	SAN BERNARDINO	FONTANA	4200L002	20199902	LOCAL HIGHWAY		<p>EXISTING: IN FONTANA: IMPROVE VICTORIA/WALNUT AVE (REMAINS 2 LNS) FROM WEST OF THE I-15 TO REALIGNMENT OF INTERSECTION TO CHERRY AVE AND FROM CHERRY STREET NAME CHANGE TO WALNUT AVE FROM CHERRY AVE TO SAN SEVAINE RD; WIDEN & IMPROVE CHERRY AVE (4-6 LNS) FROM I-210 TO BASELINE AVE; IMPROVE S. HIGHLAND AVE (REMAINS 2 LNS) FROM CHERRY AVE TO SAN SEVAINE RD; IMPROVE SAN SEVAINE RD (REMAINS 2 LNS) FROM S. HIGHLAND AVE TO WALNUT ST; SEGMENTS WILL INCLUDE CENTER MEDIANS & CLASS I AND CLASS II BIKE LANES.</p> <p>REVISED: IN FONTANA: IMPROVE VICTORIA/WALNUT AVE (REMAINS 2 LNS) FROM EAST OF THE I-15 TO REALIGNMENT OF INTERSECTION TO CHERRY AVE AND FROM CHERRY STREET NAME CHANGE TO WALNUT AVE FROM CHERRY AVE TO SAN SEVAINE RD; WIDEN & IMPROVE CHERRY AVE (4-6 LNS) FROM I-210 TO BASELINE AVE; IMPROVE S. HIGHLAND AVE (REMAINS 2 LNS) FROM CHERRY AVE TO SAN SEVAINE RD; IMPROVE SAN SEVAINE RD (REMAINS 2 LNS) FROM S. HIGHLAND AVE TO WALNUT ST; SEGMENTS WILL INCLUDE CENTER MEDIANS & CLASS I AND CLASS II BIKE LANES.</p>	<p>EXISTING: 2023</p> <hr/> <p>REVISED: 2025</p>	\$20,234	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION
124	SAN BERNARDINO	FONTANA	4A01132	201147	LOCAL HIGHWAY	0	SLOVER AVENUE FROM ETIWANDA AVENUE TO 800 FEET EAST OF ETIWANDA AVENUE WIDEN FROM 2-4 LANES	<p>EXISTING: 2021</p> <hr/> <p>REVISED: 2022</p>	<p>EXISTING: \$6,551</p> <hr/> <p>REVISED: \$10,492</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
125	SAN BERNARDINO	SAN BERNARDINO COUNTY	4A01278	20210101	LOCAL HIGHWAY	0	EXISTING: WIDEN PHELAN RD FROM SHEEP CREEK RD TO BALDY MESA RD FROM 2 TO 6 LANES REVISED: WIDEN PHELAN ROAD 2-4 LANES FROM SR 138 TO LOS BANOS AVENUE	2025	EXISTING: \$24,798 REVISED: \$56,000	RTP PROJECT COST INCREASE	REVISED PROJECT DESCRIPTION
126	SAN BERNARDINO	FONTANA	4A04102	20190104	LOCAL HIGHWAY	0	EXISTING: WIDEN FOOTHILL BLVD FROM HEMLOCK AVE TO ALMERIA AVE FROM 4 TO 6 LANES REVISED: IN FONTANA: WIDEN FOOTHILL BLVD (4-6 LANES) FROM HEMLOCK AVE TO ALMERIA AVE; INCLUDES CLASS II BIKE LANES, RAISED MEDIAN, AND REPLACEMENT OF HISTORIC MALAGA BRIDGE TO ACCOMMODATE STREET WIDENING. EXISTING MALAGA BRIDGE TO BE RELOCATED.	EXISTING: 2021 REVISED: 2024	EXISTING: \$8,014 REVISED: \$24,695	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION
127	SAN BERNARDINO	COLTON	4A07226	201158	LOCAL HIGHWAY	0	AGUA MANSA FROM RIALTO CHANNEL TO RANCHO AVE. 2-4 LANE WIDENING	EXISTING: 2023 REVISED: 2024	\$6,652	NONE	REVISED SCHEDULE
128	SAN BERNARDINO	YUCAIPA	4A07248	20151505	LOCAL HIGHWAY		EXISTING: AVENUE E IMPROVEMENTS: WIDEN AVENUE E, 2-4 LANES, FROM 5TH ST TO 4TH ST. INSTALL ROUNDABOUTS ALONG AVE E AT 5TH, 4TH, 3RD, 2ND, AND BYRANT ST.. INSTALL ROUNDABOUT AT YUCAIPA BLVD & BRYANT ST. (PHASED PROJECT) REVISED: AVENUE E IMPROVEMENTS: WIDEN AVENUE E, 2-4 LANES, FROM 5TH ST TO 4TH ST. INSTALL ROUNDABOUTS ALONG AVE E AT 5TH, 4TH, 3RD, 2ND, AND BYRANT ST.. INSTALL ROUNDABOUT AT YUCAIPA BLVD & BRYANT ST. (PHASED PROJECT) CONSTRUCT SIDEWALK & BIKE LANES ALONG AVE E BETWEEN 2ND ST. & BRYANT STREET.	EXISTING: 2020 REVISED: 2022	EXISTING: \$2,338 REVISED: \$6,580	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
129	SAN BERNARDINO	MONTCLAIR	4G07421	20150001	LOCAL HIGHWAY	0	BRIDGE NO. 54C0112, CENTRAL AVE OVER UP RR AMTRAK METROLINK, 0.2 MI S HOLT AVENUE. BRIDGE REHABILITATE. REHABILITATE EXISTING FOUR LANE BRIDGE WITH SIX LANE BRIDGE WITH SIDEWALKS. PROJECT MUST APPEAR IN 20 YEAR RTP. TOLL CREDITS TO MATCH EARREPU.	2022	\$14,585	RTP PROJECT COST REMOVED	PROJECT CANCELLED DUPLICATE
130	SAN BERNARDINO	MONTCLAIR	4G07421	20150001	LOCAL HIGHWAY	0	WIDEN CENTRAL AVE GRADE SEPARATION ON THE ALHAMBRA AND LOS ANGELES LINES FROM 4 TO 6 LANES BRIDGE NO. 54C0112, CENTRAL AVE OVER UP RR AMTRAK METROLINK, 0.2 MI S HOLT AVENUE. BRIDGE REPLACEMENT. REPLACE AND WIDEN THE EXISTING FOUR LANE BRIDGE ON CENTRAL AVENUE OVER UPRR/ AMTRAK/METROLINK WITH A NEW SIX LANE BRIDGE WITH SIDEWALKS.	EXISTING: 2035 REVISSED: 2025	EXISTING: \$14,585 REVISSED: \$30,196	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION
131	SAN BERNARDINO	FONTANA	SBD031266	SBD031266	LOCAL HIGHWAY	0	SIERRA AVENUE FOOTHILL BOULEVARD TO BASELINE AVENUE- WIDEN FROM 4 TO 6 LANES	EXISTING: 2021 REVISSED: 2022	EXISTING: \$8,129 REVISSED: \$9,235	RTP PROJECT COST INCREASE	REVISED SCHEDULE
132	SAN BERNARDINO	VICTORVILLE	SBD97147	SBD97147	LOCAL HIGHWAY	0	GREEN TREE BLVD AT AT&SF RAILROAD CONSTRUCT 4-LANE BR & CONNECT TO HESPERIA & RIDGECREST RD (TOLL CREDITS USED TO MATCH EARREPU)	EXISTING: 2022 REVISSED: 2023	EXISTING: \$49,711 REVISSED: \$50,794	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
133	SAN BERNARDINO	VARIOUS AGENCIES	1830	1830	STATE HIGHWAY	10	I-10 AT CEDAR AVE. BETWEEN SLOVER AND BLOOMINGTON - FROM BLOOMINGTON TO ORANGE, RECONSTRUCT IC - WIDEN 4-6 LANES WITH LEFT AND RIGHT TURN LANES; ADD 1 LANE TO THE EB OFF RAMP WHICH GOES BEYOND THE GORE AREA; ADD 2 LANES ON THE WB OFF RAMP WITHIN THE GORE AREA; PAVEMENT REHAB FROM ORANGE TO SLOVER (REMAINS 4 LANES).	EXISTING: 2022 REVISSED: 2024	EXISTING: \$79,209 REVISSED: \$111,260	RTP PROJECT COST INCREASE	REVISED SCHEDULE
134	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	4122005	20159903	STATE HIGHWAY	10	EXISTING: I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K) REVISSED: I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	EXISTING: 2024 REVISSED: 2027	EXISTING: \$1,214,607 REVISSED: \$1,102,588	RTP PROJECT COST DECREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
135	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	4122005	20191301	STATE HIGHWAY	10	<p>EXISTING: I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)</p> <hr/> <p>REVISED: I-10 CORRIDOR CONTRACT 2A: THE PROJECT WILL PROVIDE TWO EXPRESS LANES IN EACH DIRECTION FROM JUST EAST OF I-15 TO SIERRA AVENUE TO FONTANA, CONNECTING TO THE I-10 CORRIDOR CONTRACT 1 EXPRESS LANES CURRENTLY UNDER CONSTRUCTION.</p>	<p>EXISTING: 2024</p> <hr/> <p>REVISED: 2027</p>	<p>EXISTING: \$1,214,607</p> <hr/> <p>REVISED: \$670,801</p>	RTP PROJECT COST DECREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION
136	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	4120198	20190010	STATE HIGHWAY	10	<p>COLTON: MT. VERNON AVE BRIDGE WIDENING OVER I-10: WIDEN MT. VERNON BRIDGE STRUCTURE (3-4 LANES; 1 NEW SB LANE) TO ACCOMMODATE NEW DEDICATED TURN AND BIKE LANES, WIDEN MT. VERNON AVE (2-4 LANES) FROM I-10 EB OFF/OFF-RAMPS TO APPROX. 300 FT SOUTH ALONG MT. VERNON; REALIGN MT. VERNON & E VALLEY BLVD INTERSECTION; RELOCATE WB ON-RAMP (REMAINS 1 LANE AT THE MAINLINE).</p>	<p>EXISTING: 2024</p> <hr/> <p>REVISED: 2025</p>	<p>EXISTING: \$53,869</p> <hr/> <p>REVISED: \$71,173</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
137	SAN BERNARDINO	SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)	4122003	20179901	STATE HIGHWAY	10	ON I-10 CONTINUE THE EXISTING EASTBOUND TRUCK CLIMBING LANE ON I-10 FROM THE 16TH ST BRIDGE IN THE CITY OF YUCAIPA FOR ABOUT 3 MILES TO JUST EAST OF THE COUNTY LINE ROAD UNDERCROSSING. THE PROJECT INCLUDES A TRANSITION LANE TO ALLOW TRUCKS TO MERGE WITH GENERAL TRAFFIC AND MAY INCLUDE MINOR STRUCTURAL IMPROVEMENTS TO ACCOMMODATE FOR LANE WIDENING.	2023	\$34,596	RTP PROJECT COST REMOVED	PROJECT CANCELLED DUPLICATE
138	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	4M01005	20111625	STATE HIGHWAY	210	SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE. TO SAN BERNARDINO AVE (REDLANDS) INCLUDES AUX. LANES BETWEEN BASE LINE AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. E/B ON RAMP AND DECELERATION LANE AT HIGHLAND AVE E/B OFF RAMP EXTENDING TO STERLING AVENUE, AND INCLUDES ROAD REHAB. (UNDER 1/4 MILES LENGTH)	EXISTING: 2021 REVISSED: 2023	EXISTING: \$187,050 REVISSED: \$218,396	RTP PROJECT COST INCREASE	REVISED SCHEDULE
139	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	REG0701	201186	STATE HIGHWAY	210	AT SR-210/BASE LINE IC: RECONSTRUCT/WIDEN BASE LINE BETWEEN CHURCH AVE AND BOULDER AVE FROM 4 TO 6 THROUGH LANES AND EXTEND LEFT TURN LANES, WIDEN RAMPS - WB EXIT 1 TO 3 LANES, WB AND EB ENTRANCES 1 TO 3 LANES INCLUDING HOV PREFERENTIAL LANES (EA 1C970) AT SR-210/BASE LINE IC: RECONSTRUCT/WIDEN BASE LINE BETWEEN CHURCH AVE AND BOULDER AVE FROM 4 TO 6 THROUGH LANES AND EXTEND LEFT TURN LANES, WIDEN RAMPS : WB EXIT 1 TO 3 LANES, WB AND EB ENTRANCES 1 TO 3 LANES INCLUDING HOV PREFERENTIAL LANES (EA 1C970)	EXISTING: 2021 REVISSED: 2022	EXISTING: \$34,933 REVISSED: \$35,583	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
140	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	4160049	20192702	TRANSIT		EXISTING: PASSENGER RAIL SERVICE FROM SAN BERNARDINO TO METROLINK LINE TO ONTARIO AIRPORT REVISD: ZERO-EMISSION, RUBBER TIRE, DIRECT TRANSIT CONNECTION BETWEEN THE RANCHO CUCAMONGA METROLINK STATION AND THE ONTARIO INTERNATIONAL AIRPORT	EXISTING: 2045 REVISED: 2024	EXISTING: \$1,202,699 REVISED: \$85,000	RTP PROJECT COST DECREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION
141	SAN BERNARDINO	VICTOR VALLEY TRANSIT AUTHORITY	20190011	20190011	TRANSIT		VVTA REGIONAL EXPANSION BUSES: ROUTE 59 (1 BUS) & ROUTE 65 (2 BUSES)	EXISTING: 2022 REVISED: 2024	\$1,145	NONE	REVISED SCHEDULE
142	VENTURA	THOUSAND OAKS	620A1L01	VEN210201	LOCAL HIGHWAY		WIDEN HAMPSHIRE ROAD TO PROVIDE ONE ADDITIONAL LEFT-TURN LANE IN NB DIRECTION BETWEEN SB AND NB RAMPS, IN SB DIRECTION PROVIDE ONE ADDITIONAL THROUGH LANE BETWEEN NB RAMPS AND WILLOW LN AND ONE ADDITIONAL LEFT-TURN LANE BETWEEN SB AND NB RAMPS, CLASS II BIKE LANES, AND WIDEN NB ON-RAMP TO 3 LANES.	2031	\$76,500	NEW RTP PROJECT COST	NEW PROJECT

TABLE 2 Modifications to RTP Projects

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
1	IMPERIAL	EL CENTRO	1161L001	LOCAL HIGHWAY	0	EXISTING: 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. REVISED: IMPERIAL AVENUE EXTENSION SOUTH - NEW ROADWAY FROM I-8 TO MCCABE ROAD.	2026	EXISTING: \$6,852 REVISED: \$10,230	RTP PROJECT COST INCREASE	REVISED PROJECT DESCRIPTION
2	IMPERIAL	VARIOUS AGENCIES	6120006	TRANSIT	0	CONSTRUCT CALEXICO INTERMODAL TRANSPORTATION CENTER	EXISTING: 2023 REVISED: 2027	\$9,467	NONE	REVISED SCHEDULE
3	IMPERIAL	IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)	IMP33000-IMP171101	TRANSIT		REGIONAL MOBILITY MANAGEMENT PROGRAM.	EXISTING: 2021 REVISED: 2023	\$800	NONE	REVISED SCHEDULE
4	IMPERIAL	IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)	IMP33000	TRANSIT		COUNTY WIDE TRANSIT SYSTEM - OPERATING AND CAPITAL ASSISTANCE	EXISTING: 2020 REVISED: 2025	\$353	NONE	REVISED SCHEDULE
5	IMPERIAL	IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)	IMP33023	TRANSIT		IVT MEDTRANS	EXISTING: 2022 REVISED: 2025	\$5,528	NONE	REVISED SCHEDULE
6	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L01	LOCAL HIGHWAY		NEW RAMP INBOUND TO LAX CENTRAL TERMINAL AREA (CTA) AS A FLYOVER ABOVE SEPULVEDA BOULEVARD DROPPING TO AT-GRADE AROUND VICKSBURG AVENUE THEN RISING AND CONTINUING AS AN ELEVATED ROADWAY TURNING SOUTH AND THEN WEST INTO THE CTA WITH A SPLIT FOR UPPER AND LOWER LEVELS IN THE CTA.	2028	\$108,500	NEW RTP PROJECT COST	NEW PROJECT

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TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
7	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L02	LOCAL HIGHWAY		NEW INBOUND TO THE LAX CENTRAL TERMINAL AREA (CTA) AS AN AT-GRADE EXIT FROM NORTHBOUND SEPULVEDA BOULEVARD CONTINUING EAST ADJACENT TO 96TH STREET, THEN SOUTH ALONG VICKSBURG AVENUE, AND THEN TURNING EAST TO RAMP-UP TO AND CONNECT WITH STATION A TO THE CTA.	2028	\$6,500	NEW RTP PROJECT COST	NEW PROJECT
8	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L03	LOCAL HIGHWAY		ELEVATED ROADWAY FROM THE LAX CENTRAL TERMINAL AREA (CTA) NORTH OF CENTURY BOULEVARD, TURNING WEST ALONG 98TH STREET AND OVER SEPULVEDA BOULEVARD, AND THEN TURNING SOUTH TO DROP DOWN TO, AND MERGE WITH, THE SOUTHBOUND SEPULVEDA BOULEVARD.	2028	\$76,000	NEW RTP PROJECT COST	NEW PROJECT
9	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L04	LOCAL HIGHWAY		MINOR MODIFICATIONS OF THE WESTBOUND 96TH STREET TO ALLOW ACCESS FROM JETWAY BOULEVARD TO NORTHBOUND SEPULVEDA BOULEVARD.	2028	\$7,700	NEW RTP PROJECT COST	NEW PROJECT
10	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L05	LOCAL HIGHWAY		AT-GRADE DEFLECTION OF EASTBOUND 96TH STREET TO ALLOW FOR STATION G TO CONNECT TO WESTBOUND 96TH STREET AND KEEP ELEVATED ROADWAYS OUT OF THE RUNWAY PROTECTION ZONE (RPZ).	2028	\$6,600	NEW RTP PROJECT COST	NEW PROJECT
11	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L06	LOCAL HIGHWAY		ELEVATED ROADWAY THAT EXITS FROM STATION D THAT DROPS DOWN TO GRADE ALONG 96TH STREET AND CONNECTS TO INTERSECTION OF 96TH STREET/SEPULVEDA BOULEVARD FOR A RIGHT TURN ONTO NORTHBOUND SEPULVEDA BOULEVARD.	2028	\$10,200	NEW RTP PROJECT COST	NEW PROJECT
12	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L07	LOCAL HIGHWAY		NEW ELEVATED ROADWAY THAT EXITS FROM STATION D THAT DROPS DOWN TO GRADE ADJACENT TO SAID SUBSTATION AND IS A LANE ADDITION TO EASTBOUND 96TH STREET FOR CENTRAL TERMINAL AREA OUTBOUND ACCESS TO THE INTERMODAL TRANSPORTATION FACILITY WEST.	2028	\$10,200	NEW RTP PROJECT COST	NEW PROJECT
13	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L08	LOCAL HIGHWAY		WESTBOUND CENTURY BOULEVARD INBOUND TO THE LAX CENTRAL TERMINAL AREA UPPER AND LOWER LEVELS; WIDENING OF THE EXISTING BRIDGE.	2028	\$22,000	NEW RTP PROJECT COST	NEW PROJECT

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TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
14	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L09	LOCAL HIGHWAY		JETWAY BOULEVARD INTERSECTION WITH CENTURY BOULEVARD.	2028	\$9,100	NEW RTP PROJECT COST	NEW PROJECT
15	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L10	LOCAL HIGHWAY		AN AT-GRADE ROAD THAT LEAVES CENTER WAY AND CROSSES OVER SEPULVEDA BOULEVARD TO MERGE WITH WORLD WAY SOUTH TRAFFIC AND CONTINUES ON TO ELEVATE OVER CENTURY BOULEVARD AND TIE INTO STATION D.	2028	\$36,600	NEW RTP PROJECT COST	NEW PROJECT
16	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L11	LOCAL HIGHWAY		UPPER LEVEL OF WORLD WAY SOUTH RECONSTRUCTION OF EXISTING LOOP RAMP AROUND OLD AIR TRAFFIC CONTROL TOWER TO MERGE TRAFFIC AT GRADE WITH CENTER WAY AND LEAD OUT TO STATION K.	2028	\$3,900	NEW RTP PROJECT COST	NEW PROJECT
17	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L12	LOCAL HIGHWAY		UPPER LEVEL OF WORLD WAY SOUTH NEW ELEVATED RAMP TO TIE INTO STATION P FOR EASTBOUND CENTURY BOULEVARD ACCESS.	2028	\$5,300	NEW RTP PROJECT COST	NEW PROJECT
18	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L13	LOCAL HIGHWAY		WORLD WAY SOUTH LOWER LEVEL RETURN-TO-TERMINAL ROAD THAT TUNNELS UNDER STATIONS K AND P.	2028	\$14,000	NEW RTP PROJECT COST	NEW PROJECT
19	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L14	LOCAL HIGHWAY		AT GRADE ROAD LEAVES WORLD WAY SOUTH AND CROSSES OVER SEPULVEDA BOULEVARD TO MERGE WITH CENTER WAY TRAFFIC AND THEN CONTINUES ON AT GRADE TO CENTURY BOULEVARD.	2028	\$4,800	NEW RTP PROJECT COST	NEW PROJECT
20	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L15	LOCAL HIGHWAY		TERMINAL 9 UPPER LEVEL RECIRCULATION ROAD	2028	\$33,100	NEW RTP PROJECT COST	NEW PROJECT
21	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L16	LOCAL HIGHWAY		TERMINAL 9 LOWER LEVEL RETURN-TO-TERMINAL ROAD.	2028	\$9,500	NEW RTP PROJECT COST	NEW PROJECT
22	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L17	LOCAL HIGHWAY		T9 LOWER LEVEL RECIRCULATION ROAD	2028	\$20,400	NEW RTP PROJECT COST	NEW PROJECT

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TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
23	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L18	LOCAL HIGHWAY		LAX CENTRAL TERMINAL AREA (CTA) UPPER LEVEL CONNECTOR TO THE TERMINAL 9 UPPER LEVEL; WILL REBUILD EXISTING SEPULVEDA BOULEVARD CROSSING TO TIE UPPER LEVEL CTA TO UPPER LEVEL TERMINAL 9.	2028	\$45,600	NEW RTP PROJECT COST	NEW PROJECT
24	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L19	LOCAL HIGHWAY		TERMINAL 9 UPPER LEVEL CURB FRONT EXIT TO JETWAY BOULEVARD AND CENTURY BOULEVARD.	2028	\$57,100	NEW RTP PROJECT COST	NEW PROJECT
25	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L20	LOCAL HIGHWAY		TERMINAL 9 LOWER LEVEL CURB FRONT EXIT TO JETWAY BOULEVARD.	2028	\$8,800	NEW RTP PROJECT COST	NEW PROJECT
26	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L21	LOCAL HIGHWAY		TERMINAL 9 LOWER LEVEL COMMERCIAL CURB.	2028	\$2,400	NEW RTP PROJECT COST	NEW PROJECT
27	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1L22	LOCAL HIGHWAY		NEW AT-GRADE RAMP FROM NORTHBOUND SEPULVEDA BOULEVARD TO EASTBOUND CENTURY BOULEVARD	2028	\$4,500	NEW RTP PROJECT COST	NEW PROJECT
28	LOS ANGELES	LONG BEACH	220A1L39	LOCAL HIGHWAY		ESTABLISHING A GREAT STREET (OR MULTIMODAL CORRIDOR) IN LONG BEACH - IMPLEMENTING THE CITY'S STREET PRIORITIZATION FRAMEWORK. IMPROVEMENT INCLUDES ROUND-ABOUT, BUS SHELTER UPGRADE, BULB-OUT, ENHANCED CROSSING, AND CLASS II BIKE LANE (3 MILES)	2024	\$7,198	NEW RTP PROJECT COST	NEW PROJECT
29	LOS ANGELES	LANCASTER	LA0D447	LOCAL HIGHWAY		AVENUE L GAP CLOSURE FROM 60TH STREET WEST TO 30TH WEST, ADDING AN ADDITIONAL LANE IN EACH DIRECTION, INCLUDING A MEDIAN (WITHIN CITY JURISDICTION)	2021	\$4,620	RTP PROJECT COST REMOVED	PROJECT CANCELLED
30	LOS ANGELES	LANCASTER	1AL04-LA0G931	LOCAL HIGHWAY		SR-138 (SR-14) AVENUE M INTERCHANGE. PROJECT WILL WIDEN AVENUE M FROM 10TH STREET TO 20TH STREET WEST TO PROVIDE A CENTER TURN-LANE, BIKE LANES AND SIDEWALKS. THE PROJECT INCLUDES GEOMETRIC CHANGES TO THE SR-138 (SR-14) RAMPS, INTERSECTION CONTROLS, AND BIKE AND PEDESTRIAN IMPROVEMENTS FROM WEST OF 20TH STREET WEST TO 10TH STREET WEST.	EXISTING: 2019 REVISD: 2021	EXISTING: \$20,000 REVISD: \$32,446	RTP PROJECT COST INCREASE	REVISED SCHEDULE

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TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
31	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	220A1S01	STATE HIGHWAY	405	ADD AUXILIARY LANES BETWEEN INTERCHANGE ON- AND OFF-RAMPS AT FIVE LOCATIONS ALONG NORTHBOUND AND SOUTHBOUND I-405 BETWEEN WILMINGTON AVENUE AND MAIN STREET.	2027	\$123,335	NEW RTP PROJECT COST	NEW PROJECT
32	LOS ANGELES	LOS ANGELES WORLD AIRPORTS	220A1S02	STATE HIGHWAY	1	NEW EASTWARD DEFLECTION OF NORTHBOUND AND SOUTHBOUND SEPULVEDA BOULEVARD.	2028	\$55,000	NEW RTP PROJECT COST	NEW PROJECT
33	LOS ANGELES	ALHAMBRA	220A1S04	STATE HIGHWAY	10 (ATLANTIC)	RECONFIGURE THE ON AND OFF RAMPS TO IMPROVE MOBILITY INCLUDING INTERSECTION CONTROL IMPROVEMENTS ALONG THE LOCAL ROADWAY.	2028	\$20,000	NEW RTP PROJECT COST	NEW PROJECT
34	LOS ANGELES	ALHAMBRA	220A1S05	STATE HIGHWAY	10 (GARFIELD)	RECONFIGURE THE ON AND OFF RAMPS TO IMPROVE MOBILITY INCLUDING INTERSECTION CONTROL IMPROVEMENTS ALONG THE LOCAL ROADWAY.	2028	\$20,000	NEW RTP PROJECT COST	NEW PROJECT
35	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1163S003	STATE HIGHWAY	605	SB I-605 LOOP ON AND OFF RAMP REMOVAL AND RECONFIGURATION OF THE EXISTING INTERCHANGE AT BEVERLY BLVD. THE SOUTHBOUND I-605 COLLECTOR-DISTRIBUTOR ROAD WILL BE REMOVED FROM THE MAINLINE AND THE NEW RAMPS WILL MERGE/DIVERGE DIRECTLY FROM THE MAINLINE	EXISTING: 2022 REVISSED: 2023	\$25,607	NONE	REVISED SCHEDULE
36	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1163S005	STATE HIGHWAY	91	ADD ONE EASTBOUND AUXILIARY LANE FROM I-710 RAMPS AT ATLANTIC AVENUE TO PAST CHERRY AVENUE UNDERCROSSING.	EXISTING: 2024 REVISSED: 2025	\$84,878	NONE	REVISED SCHEDULE
37	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1163S010	STATE HIGHWAY	605	I-605 FROM FAIRTON ST. UC TO BRADWELL OH: ADD GP LANE, HOT, OR HOV LANE &/OR CONVERT HOV TO HOT LANE. I-105 FROM BELLFLOWER BLVD OC TO STUDEBAKER RD: ADD HOV LANE BOTH DIRECTIONS THROUGH THE I-605/I-5 INTERCHANGE. I-5 FROM FLORENCE AVE OC TO RIO HONDO CHANNEL: ADD HOT/HOV DIRECT CONNECTORS AT I-605/I-105 INTERCHANGE (NB TO WB, WB TO NB & SB TO WB, WB TO SB). IMPROVE I-605 & I-5 MAINLINE, RAMPS, INTERCHANGES, & AUX LANES.	2031	\$2,200,000	RTP PROJECT COST REMOVED	PROJECT CANCELLED. DUPLICATE PROJECT.

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
38	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1163S012	STATE HIGHWAY	91	IMPROVEMENTS CONSIST OF ADDING AN ADDITIONAL GENERAL PURPOSE LANE AND ON/OFF RAMP IMPROVEMENTS.	2025	\$174,800	RTP PROJECT COST REMOVED	PROJECT CANCELLED. DUPLICATE PROJECT.
39	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1M1003-LA0G1454	STATE HIGHWAY	91	SR-91 CENTRAL AVE INTERCHANGE IMPROVEMENTS PROPOSED IMPROVEMENTS WOULD RECONFIGURE CENTRAL AVE. INTERCHANGE TO A MODIFIED DDI (DIVERGING DIAMOND INTERCHANGE). PROJECT FALLS UNDER LA0G1563 SCOPE.	2024	\$50,697	RTP PROJECT COST REMOVED	PROJECT CANCELLED
40	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1TR0704A	TRANSIT		EXISTING: PHASE 2 OF THE GOLD LINE EASTSIDE EXTENSION TO SOUTH EL MONTE ALONG SR-60 REVISED: PHASE 2 OF THE GOLD LINE EASTSIDE EXTENSION TO WHITTIER	2035	\$4,530,700	NONE	REVISED PROJECT DESCRIPTION
41	LOS ANGELES	INGLEWOOD	1200T100	TRANSIT		INGLEWOOD TRANSIT CONNECTOR	2027	\$1,016,000	NEW RTP PROJECT COST	NEW PROJECT
42	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2121001	LOCAL HIGHWAY		STATE COLLEGE GRADE SEPARATION (LOSSAN) - CONSTRUCT AN UNDERCROSSING UNDER THE SCRRRA TRACKS ON STATE COLLEGE BLVD IN THE CITY OF ANAHEIM BETWEEN HOWELL AVE AND KATELLA AVE. (NOT CAPACITY ENHANCING)	EXISTING: 2025 REVISED: 2030	\$92,000	NONE	REVISED SCHEDULE
43	ORANGE	CALTRANS	2M0731	STATE HIGHWAY	5	ADD 1 MF LANE NB FROM TRUCK BYPASS ON RAMP TO SR-55; ADD 1 MF LANE SB FROM SR-55 TO ALTON; IMPROVE MERGING. (PROJECT B)	EXISTING: 2028 REVISED: 2029	\$438,299	NONE	REVISED SCHEDULE
44	ORANGE	VARIOUS AGENCIES	2M0733	STATE HIGHWAY	55	ADD 1 MF LANE 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 RAMPS AND OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS	EXISTING: 2025 REVISED: 2027	EXISTING: \$410,907 REVISED: \$475,100	RTP PROJECT COST INCREASE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
45	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2M0736	STATE HIGHWAY	91	<p>EXISTING: ADD 1 MF LANE EB FROM 57 TO 55; ADD 1 MF LANE WB FROM NB SR57 CONNECTOR TO STATE COLLEGE; IMPROVE INTERCHANGES AND MERGING FROM LAKEVIEW TO RAYMOND</p> <hr/> <p>REVISED: ADD 1 MF LANE ON EB SR-91 BETWEEN SR-57 AND SR-55; ADD 1 MF LANE ON WB SR-91 FROM NB SR-57 TO WB SR-91 CONNECTOR; RESTORE AND EXTEND AUX LANES AS NEEDED THROUGHOUT SEGMENT LIMITS; IMPROVE INTERCHANGES/CONNECTORS AND MERGING (FTIP PROJECTS ORA150110, ORA210001 & ORA210002).</p>	2030	456190	NONE	REVISED PROJECT DESCRIPTION
46	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2TR0704-ORA085004	TRANSIT	0	<p>EXISTING: ANAHEIM CANYON STATION PROJECT WILL ADD DOUBLE TRACK AND ANOTHER PLATFORM AS WELL AS EXTEND THE EXISTING PLATFORM TO BE IN CONFORMANCE WITH THE METROLINK STANDARDS FOR PASSENGER PLATFORM LENGTH. (PROJECT UTILIZES \$2,657 IN TOLL CREDIT IN FY16/17 FOR CON)</p> <hr/> <p>REVISED: ANAHEIM CANYON STATION PROJECT WILL ADD DOUBLE TRACK AND ANOTHER PLATFORM AS WELL AS EXTEND THE EXISTING PLATFORM TO BE IN CONFORMANCE WITH THE METROLINK STANDARDS FOR PASSENGER PLATFORM LENGTH. (TDCS IN FY18/19 \$136 FOR DES, \$29 FOR ROW AND \$2,532 FOR CON; 5307 FHWA TRANSFER: \$43 IN FY19/20 FROM ORANGE PARKING STRUCTURE SAVINGS ALREADY IN FTA GRANT CA-2017-072)</p>	<p>EXISTING: 2021</p> <hr/> <p>REVISED: 2022</p>	<p>EXISTING: \$27,906</p> <hr/> <p>REVISED: \$34,153</p>	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION
47	RIVERSIDE	RIVERSIDE	RRC0702-RIV151130	LOCAL HIGHWAY	0	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE JACKSON ST. GRADE SEPARATION: GRADE SEPARATION EXISITING JACKSON ST/BNSF RAIL CROSSING BY CONSTRUCTING A 4-LN (2 LNS IN EA DIR) NONCAPACITY ENHANCING UNDERPASS ON JACKSON ST BTWN INDIANA AVE & 200 FT S/O SAGURADO RD	2035	\$35,000	NEW RTP PROJECT COST	NEW PROJECT

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
48	RIVERSIDE	BEAUMONT	420A1L01	LOCAL HIGHWAY	0	CONSTRUCT A 4 LANE EXTENSION OF POTRERO BLVD. FROM 4TH STREET INTERSECTION TO 400' WEST OF THE MICHIGAN AVE. INTERSECTION WITH RAISED MEDIAN.	2035	\$10,000	NEW RTP PROJECT COST	NEW PROJECT
49	RIVERSIDE	DESERT HOT SPRINGS	3120017	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2022 REVISED: 2030	\$9,486	NONE	REVISED SCHEDULE
50	RIVERSIDE	DESERT HOT SPRINGS	3120018	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2022 REVISED: 2030	\$1,064	NONE	REVISED SCHEDULE
51	RIVERSIDE	DESERT HOT SPRINGS	3120021	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2023 REVISED: 2030	\$2,150	NONE	REVISED SCHEDULE
52	RIVERSIDE	DESERT HOT SPRINGS	3120022	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2023 REVISED:2030	\$7,531	NONE	REVISED SCHEDULE
53	RIVERSIDE	DESERT HOT SPRINGS	3120023	LOCAL HIGHWAY	0	WIDEN FROM 4 TO 6 LANES. OTHER IMPROVEMENTS INCLUDE SHOULDERS AND MEDIANS	EXISTING: 2023 REVISED: 2030	\$7,153	NONE	REVISED SCHEDULE
54	RIVERSIDE	DESERT HOT SPRINGS	3120024	LOCAL HIGHWAY	0	WIDEN FROM 4 TO 6 LANES. OTHER IMPROVEMENTS INCLUDE SHOULDERS AND MEDIANS	EXISTING: 2023 REVISED: 2030	\$5,298	NONE	REVISED SCHEDULE
55	RIVERSIDE	DESERT HOT SPRINGS	3120025	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2023 REVISED: 2030	\$13,676	NONE	REVISED SCHEDULE
56	RIVERSIDE	LAKE ELSINORE	3161L009	LOCAL HIGHWAY	0	IN LAKE ELSINORE - CONS OF A NEW 4-LANE DIVIDED ROADWAY, REALIGNING EXISTING TEMESCAL CANYON ROAD AND REPLACE EXISTING 2-LANE UNIMPROVED TEMESCAL CANYON ROAD FROM LAKE STREET TO 650 FT EASTERLY OF CITY'S WESTERLY BOUNDARY. SEGMENT OF THIS REALIGNED ROAD INCLUDES A 706' BRIDGE FUNDED BY HBP LISTED SEPARATELY UNDER RIV111203.	2025	\$5,750	RTP PROJECT COST REMOVED	PROJECT CANCELLED. DUPLICATE OF RTP ID RIV160902-3161L009

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
57	RIVERSIDE	CALIMESA	3200L001	LOCAL HIGHWAY		IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN CALIMESA BLVD FROM 2 TO 4 LANES AND REALIGN CALIMESA BLVD AT CHERRY VALLY BLVD	EXISTING: 2022 REVISIED: 2030	\$2,600	NONE	REVISED SCHEDULE
58	RIVERSIDE	CALIMESA	3200L002	LOCAL HIGHWAY		IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN CALIMESA BLVD FROM TO 2 TO 4 LANES BETWEEN 1200 FEET N/O CHERRY VALLEY BLVD TO 600 FEET S/O SINGLETON ROAD	EXISTING: 2024 REVISIED: 2030	\$900	NONE	REVISED SCHEDULE
59	RIVERSIDE	CALIMESA	3200L003	LOCAL HIGHWAY		IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN CALIMESA BOULEVARD FROM 2 TO 4 LANES AND REALIGN CALIMESA BLVD AT SINGLETON ROAD	EXISTING: 2026 REVISIED: 2030	\$5,100	NONE	REVISED SCHEDULE
60	RIVERSIDE	CALIMESA	3200L004	LOCAL HIGHWAY		IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN CALIMESA BLVD FROM TO 2 TO 4 LANES BETWEEN 600 FEET N/O SINGLETON ROAD AND SANDALWOOD DRIVE	EXISTING: 2028 REVISIED: 2030	\$5,200	NONE	REVISED SCHEDULE
61	RIVERSIDE	CALIMESA	3200L006	LOCAL HIGHWAY		IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN FROM 2 LANE TO 4 LANE MAJOR ARTERIAL ROADWAY ON ROBERTS ROAD BETWEEN CHERRY VALLEY BLVD AND OLD ROBERTS ROAD INTERSECTION	EXISTING: 2024 REVISIED: 2030	\$6,000	NONE	REVISED SCHEDULE
62	RIVERSIDE	CALIMESA	3200L007	LOCAL HIGHWAY		IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN FROM 2 LANE TO 4 LANE MAJOR ARTERIAL ROADWAY ON ROBERTS ROAD BETWEEN OLD ROBERTS ROAD INTERSECTION AND 500 FEET N/O SINGLETON ROAD	EXISTING:2026 REVISIED: 2030	\$4,550	NONE	REVISED SCHEDULE
63	RIVERSIDE	CALIMESA	3200L011	LOCAL HIGHWAY		IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - CONSTRUCT NEW 4 LANE ARTERIAL HIGHWAY ROADWAY AND SECONDARY ROADWAY FOR SINGLETON ROAD FROM ROBERTS ROAD TO SAN TIMOTEO CANYON ROAD. PROJECT WILL INCLUDE AN ALIGNMENT STUDY DURING DESIGN PHASE. IN ADDITION, A BRIDGE IS REQUIRED OVER THE SAN TIMOTEO WASH.	EXISTING: 2020 REVISIED: 2030	\$26,000	NONE	REVISED SCHEDULE
64	RIVERSIDE	CATHEDRAL CITY	3200L012	LOCAL HIGHWAY		WIDEN 2 TO 4 LANES	EXISTING: 2028 REVISIED:2030	\$1,500	NONE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
65	RIVERSIDE	TEMECULA	3200L079	LOCAL HIGHWAY		WIDEN FROM 4 TO 6 LANES	EXISTING: 2022 REVISD: 2025	\$10,000	NONE	REVISED SCHEDULE
66	RIVERSIDE	RANCHO MIRAGE	3200L082	LOCAL HIGHWAY	0	PEDESTRIAN SIDEWALK CONNECTING SHOPPING/PARKING AREA TO COMMUNITY PARK.	EXISTING: 2021 REVISD: 2030	\$1,000	NONE	REVISED SCHEDULE
67	RIVERSIDE	DESERT HOT SPRINGS	3A01CV047A	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES (2 LANES IN EACH DIRECTION) FROM CHOLLA DR. TO PALM DR.	EXISTING: 2025 REVISD: 2030	\$3,629	NONE	REVISED SCHEDULE
68	RIVERSIDE	DESERT HOT SPRINGS	3A01CV047B	LOCAL HIGHWAY	0	CONSTRUCT NEW FOUR 12-FT LANES WITH 14-FT MEDIANS BETWEEN LITTLE MORONGO RD AND CHOLLA DR.	EXISTING: 2025 REVISD: 2030	\$8,447	NONE	REVISED SCHEDULE
69	RIVERSIDE	DESERT HOT SPRINGS	3A01CV048	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$6,901	NONE	REVISED SCHEDULE
70	RIVERSIDE	DESERT HOT SPRINGS	3A01CV049	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$12,356	NONE	REVISED SCHEDULE
71	RIVERSIDE	DESERT HOT SPRINGS	3A01CV053	LOCAL HIGHWAY	0	IN THE COACHELLA VALLEY IN THE CITY OF DESERT HOT SPRINGS - INDIAN AVE. WIDENING: WIDENING OF INDIAN AVE. FROM 2 TO 6 THROUGH LANES (3 IN EA DIR) BETWEEN MISSION LAKES BLVD., AND PIERSON BLVD.	EXISTING: 2022 REVISD: 2030	\$27,783	NONE	REVISED SCHEDULE
72	RIVERSIDE	DESERT HOT SPRINGS	3A01CV067	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$13,331	NONE	REVISED SCHEDULE
73	RIVERSIDE	DESERT HOT SPRINGS	3A01CV068	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$6,901	NONE	REVISED SCHEDULE
74	RIVERSIDE	DESERT HOT SPRINGS	3A01CV071	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$9,201	NONE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
75	RIVERSIDE	DESERT HOT SPRINGS	3A01CV075	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$14,947	NONE	REVISED SCHEDULE
76	RIVERSIDE	DESERT HOT SPRINGS	3A01CV076	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$9,904	NONE	REVISED SCHEDULE
77	RIVERSIDE	DESERT HOT SPRINGS	3A01CV085	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$7,496	NONE	REVISED SCHEDULE
78	RIVERSIDE	DESERT HOT SPRINGS	3A01CV086	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$5,319	NONE	REVISED SCHEDULE
79	RIVERSIDE	DESERT HOT SPRINGS	3A01CV103	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$16,632	NONE	REVISED SCHEDULE
80	RIVERSIDE	DESERT HOT SPRINGS	3A01CV104	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$4,600	NONE	REVISED SCHEDULE
81	RIVERSIDE	DESERT HOT SPRINGS	3A01CV105	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISD: 2030	\$13,331	NONE	REVISED SCHEDULE
82	RIVERSIDE	MENIFEE	3A01WT152	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES INCL. GRADE SEPARATION OVER BNSF RR (GRADE SEP PORTION IS NOT PART OF GRADE SEP LIST AND SHOULD REMAIN HERE)	EXISTING: 2027 REVISD: 2030	\$62,922	NONE	REVISED SCHEDULE
83	RIVERSIDE	MENIFEE	3A01WT166	LOCAL HIGHWAY	0	WIDEN FROM 4 TO 6 LANES	EXISTING: 2027 REVISD: 2030	\$5,330	NONE	REVISED SCHEDULE
84	RIVERSIDE	MENIFEE	3A01WT170	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2027 REVISD: 2030	\$28,593	NONE	REVISED SCHEDULE
85	RIVERSIDE	MENIFEE	3A01WT171	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES INCL. GRADE SEPARATION OVER RR (GRADE SEP PORTION IS NOT PART OF GRADE SEP LIST AND SHOULD REMAIN HERE)	EXISTING: 2027 REVISD: 2030	\$57,290	NONE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
86	RIVERSIDE	MENIFEE	3A01WT207	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	2024	\$27,580	RTP PROJECT COST REMOVED	PROJECT CANCELLED
87	RIVERSIDE	SAN JACINTO	3A01WT213	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2022 REVISSED: 2030	\$10,000	NONE	REVISED SCHEDULE
88	RIVERSIDE	TEMECULA	3A01WT218	LOCAL HIGHWAY	0	WIDEN FROM 6 TO 8 LANES	EXISTING: 2023 REVISSED: 2025	\$2,164	NONE	REVISED SCHEDULE
89	RIVERSIDE	LAKE ELSINORE	3A04A13	LOCAL HIGHWAY	0	WIDEN BRIDGE OVER SAN JACINTO RIVER FROM 2 TO 4 LANES	EXISTING: 2025 REVISSED: 2035	\$9,587	NONE	REVISED SCHEDULE
90	RIVERSIDE	LAKE ELSINORE	3A04A14	LOCAL HIGHWAY	0	WIDEN STREET AND BRIDGE OVER I-15 FROM 2 TO 4 LANES	2035	\$1,782	RTP PROJECT COST REMOVED	PROJECT CANCELLED
91	RIVERSIDE	PALM SPRINGS	3A04A22	LOCAL HIGHWAY	0	CONSTRUCT/EXTEND 4 LANE ARTERIAL CONNECTOR	EXISTING: 2025 REVISSED: 2030	\$13,529	NONE	REVISED SCHEDULE
92	RIVERSIDE	MENIFEE	3A04A31	LOCAL HIGHWAY	0	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	2030	\$3,617	NONE	REVISED MODELING DETAILS
93	RIVERSIDE	MENIFEE	3A04A32	LOCAL HIGHWAY	0	CONSTRUCT 4-LANE ARTERIAL	2030	\$4,110	NONE	REVISED MODELING DETAILS
94	RIVERSIDE	MENIFEE	3A04WT155	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2027 REVISSED: 2030	\$2,925	NONE	REVISED SCHEDULE
95	RIVERSIDE	MENIFEE	3A04WT156	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2027 REVISSED: 2030	\$10,987	NONE	REVISED SCHEDULE
96	RIVERSIDE	EASTVALE	3A04WT186	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2026 REVISSED: 2019	\$22,643	NONE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
97	RIVERSIDE	DESERT HOT SPRINGS	3A07001	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISSED: 2030	\$2,300	NONE	REVISED SCHEDULE
98	RIVERSIDE	JURUPA VALLEY	3A07016	LOCAL HIGHWAY	0	WIDEN EB LANE FROM 1 LANE TO 2 LANES.	EXISTING: 2020 REVISSED: 2030	\$7,000	NONE	REVISED SCHEDULE
99	RIVERSIDE	RANCHO MIRAGE	3A07024	LOCAL HIGHWAY	0	REPLACE A 4 LANE AT GRADE LOW-WATER CROSSING WITH A NEW 4 LANE BRIDGE	2022	\$43,433	RTP PROJECT COST REMOVED	PROJECT CANCELLED
100	RIVERSIDE	PALM SPRINGS	3A07054	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISSED: 2030	\$8,807	NONE	REVISED SCHEDULE
101	RIVERSIDE	PALM SPRINGS	3A07095	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISSED: 2030	\$3,364	NONE	REVISED SCHEDULE
102	RIVERSIDE	PALM SPRINGS	3A07112	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES	EXISTING: 2023 REVISSED: 2030	\$2,184	NONE	REVISED SCHEDULE
103	RIVERSIDE	PALM DESERT	3A07136	LOCAL HIGHWAY	0	WIDEN FROM 4 TO 6 LANES	2025	\$10,859	RTP PROJECT COST REMOVED	PROJECT CANCELLED
104	RIVERSIDE	RANCHO MIRAGE	3A07138	LOCAL HIGHWAY	0	WIDEN FROM 4 TO 6 LANES	2023	\$6,319	RTP PROJECT COST REMOVED	PROJECT CANCELLED
105	RIVERSIDE	PALM DESERT	3A07299	LOCAL HIGHWAY	0	WIDEN FROM 4 TO 6 LANES	2025	\$13,785	RTP PROJECT COST REMOVED	PROJECT CANCELLED
106	RIVERSIDE	PALM DESERT	3A07301	LOCAL HIGHWAY	0	WIDEN FROM 4 TO 6 LANES	2025	\$10,650	RTP PROJECT COST REMOVED	PROJECT CANCELLED
107	RIVERSIDE	PALM DESERT	3A07311	LOCAL HIGHWAY	0	WIDEN FROM 4 TO 6 LANES	2025	\$3,292	RTP PROJECT COST REMOVED	PROJECT CANCELLED

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
108	RIVERSIDE	RIVERSIDE, CITY OF	3G01G22	LOCAL HIGHWAY	0	GRADE SEPARATION - 4 LANES OVER BNSF RR TRACKS	EXISTING: 2030 REVISD: 2035	\$124,620	NONE	REVISED SCHEDULE
109	RIVERSIDE	RIVERSIDE, CITY OF	3G01G31	LOCAL HIGHWAY	0	GRADE SEPARATION - 3 LANES OVER BNSF RR TRACKS	EXISTING: 2030 REVISD: 2035	\$49,848	NONE	REVISED SCHEDULE
110	RIVERSIDE	MENIFEE	RIV180137	LOCAL HIGHWAY		EXISTING: MURRIETA RD WIDENING FROM 2 TO 4-LANES FROM HOLLAND RD TO SCOTT RD (2-MILES). REVISD: IN WESTERN RIV CO IN THE CITY OF MENIFEE - MURRIETA RD WIDENING FROM 2 TO 4-LANES FROM HOLLAND RD TO SCOTT RD (2-MILES).	2030	\$8,100	NONE	REVISED PROJECT DESCRIPTION
111	RIVERSIDE	DESERT HOT SPRINGS	3A07023	LOCAL HIGHWAY	0	IN THE COACHELLA VALLEY IN THE CITY OF DESERT HOT SPRINGS - INDIAN AVE WIDENING: WIDENING OF INDIAN AVE FROM 2 TO 6 THROUGH LANES (3 IN EA DIR), BETWEEN HWY 62 AND MISSION LAKES BLVD., INCLUDING THE CONSTRUCTION OF AN ALL WEATHER BRIDGE OVER MISSION CREEK (PA&ED).	EXISTING: 2025 REVISD: 2030	\$44,000	NONE	REVISED SCHEDULE
112	RIVERSIDE	RIVERSIDE, CITY OF	3G01G10	LOCAL HIGHWAY		IN RIVERSIDE ON MARY STREET: REPLACE EXISTING 4 LN (2 LNS IN EA DIR) R/R X-ING WITH A 4 LN (2 LNS IN EA DIR - NON-CAPACITY) U.C. GRADE SEPARATION ON MARY ST BETWEEN MARGUERITE AVE AND INDIANA AVE.	EXISTING: 2025 REVISD: 2035	\$38,000	NONE	REVISED SCHEDULE
113	RIVERSIDE	BEAUMONT	3G01G26	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF BEAUMONT - GRADE SEPERATION UNDER CROSSING AT CALIFORNIA AVE UPRR, INCLUDING WIDENING OF CALIFORNIA AVE FROM 1ST ST TO 6TH ST FROM 2 TO 4 LANES.	EXISTING: 2025 REVISD: 2030	\$36,000	NONE	REVISED SCHEDULE
114	RIVERSIDE	MENIFEE	RIV180133	LOCAL HIGHWAY		BRADLEY RD BRIDGE REPLACEMENT OF 400-FT, 4-LANES OVER EXISTING SALT CREEK CHANNEL FROM RIO VISTA DR TO POTMAC DR.	EXISTING: 2026 REVISD: 2030	\$10,930	NONE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
115	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	2M0737	STATE HIGHWAY	91	EXISTING: ADD 1 LANE EACH DIRECTION FROM SR 241 TO COUNTY LINE, AND OTHER OPERATIONAL IMPROVEMENTS. (LINKED WITH RIV071250B) PROPOSED: ADD 1 LANE EACH DIRECTION FROM SR-241 TO SR-71 AND OTHER OPERATIONAL IMPROVEMENTS (LINKED WITH RIV071250B)	EXISTING: 2037 REVISED: 2035	\$292,530	NONE	REVISED SCHEDULE AND REVISED PROJECT DESCRIPTION
116	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3200S011	STATE HIGHWAY	91	CONSTRUCT 1 LN WESTBOUND FROM GREEN RIVER ROAD TO SR-241	2022	\$50,000	RTP PROJECT COST REMOVED	PROJECT CANCELLED. DUPLICATE OF RTP ID RIV071250B
117	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3200S012	STATE HIGHWAY		CONSTRUCT 4 EXPRESS LNS (2 LN EA DIR) FROM I-15 TO I-215/SR-91 INTERCHANGE.	EXISTING: 2033 REVISED: 2036	\$381,000	NONE	REVISED SCHEDULE
118	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3200S013	STATE HIGHWAY	60	CONSTRUCT 4 EXPRESS LNS (2 LN EA DIR) FROM SR-91/SR-60/I-215 INTERCHANGE TO SR-60/I-215 INTERCHANGE. CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM SR-60/I-215 INTERCHANGE TO GILMAN SPRINGS ROAD (SR-60). CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM SR-60/I-215 INTERCHANGE TO VAN BUREN BLVD (I-215).	EXISTING: 2028 REVISED: 2031	\$508,000	NONE	REVISED SCHEDULE
119	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3200S014	STATE HIGHWAY		CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM I-15 TO I-215/SR-60 INTERCHANGE.	EXISTING: 2030 REVISED: 2033	\$220,000	NONE	REVISED SCHEDULE
120	RIVERSIDE	BEAUMONT	3M04WT001	STATE HIGHWAY	10	RECONSTRUCT/WIDEN SR-79/BEAUMONT AVE IC FROM 4 TO 6 LANES AND RECONSTRUCT/WIDEN RAMPS	EXISTING: 2027 REVISED: 2030	\$28,130	NONE	REVISED SCHEDULE
121	RIVERSIDE	LAKE ELSINORE	3M0736	STATE HIGHWAY	15	RECONSTRUCT/WIDEN IC FROM 2 TO 6 LANES AND RECONSTRUCT/WIDEN RAMPS	EXISTING: 2025 REVISED: 2030	\$47,122	NONE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
122	RIVERSIDE	LAKE ELSINORE	3M0737	STATE HIGHWAY	15	RECONSTRUCT/WIDEN IC FROM 2 TO 6 LANES AND RECONSTRUCT/WIDEN RAMPS	EXISTING: 2025 REVISSED: 2030	\$20,275	NONE	REVISED SCHEDULE
123	RIVERSIDE	BANNING	RIV180104	STATE HIGHWAY	10	IN WESTERN RIVERSIDE COUNTY IN THE CITIES OF BANNING AND BEAUMONT: I-10/ HIGHLAND SPRINGS IC IMPROVEMENTS - IMPROVE EXISTING W/B OFFRAMP AND W/B ONRAMP	2029	\$37,300	NONE	REVISED MODELING DETAILS
124	RIVERSIDE	LAKE ELSINORE	3A04WT047	STATE HIGHWAY	74	IN MID-WESTERN RIVERSIDE COUNTY IN THE CITY OF LAKE ELSINORE: WIDENING OF SR-74 FROM 2 TO 6 THROUGH LANES (3 LANES IN EACH DIRECTION), WEST OF I-15 TO THE ORTEGA MOUNTAINS. OTHER IMPROVEMENTS INCLUDE TURN POCKETS AND ONE TRAFFIC SIGNAL AT INTERSECTION OF SR74 (RIVERSIDE DR) AND GRAND AVE (RIV131127).	EXISTING: 2026 REVISSED: 2035	\$11,500	NONE	REVISED SCHEDULE
125	RIVERSIDE	LAKE ELSINORE	3AL204-RIV131127	STATE HIGHWAY	74	EXISTING: IN LAKE ELSINORE - INTERSECTION WIDENING AND TRAFFIC SIGNAL INSTALLATION - RIVERSIDE DR/SR74 AT GRAND AVE: WIDEN RIVERSIDE DR/SR74 FROM 3 TO 6 LANES AND GRAND AVENUE FROM 2 TO 4 LANES AND INSTALL TRAFFIC SIGNAL AT THE T-INTERSECTION OF RIVERSIDE DR/SR74 AT GRAND AVE. REVISSED: IN LAKE ELSINORE - INTERSECTION WIDENING - RIVERSIDE DR/SR74 AT GRAND AVE: WIDEN RIVERSIDE DR/SR74 FROM 3 TO 6 LANES AND GRAND AVENUE FROM 2 TO 4.	EXISTING: 2021 REVISSED: 2030	\$3,026	NONE	REVISED SCHEDULE AND PROJECT DESCRIPTION
126	RIVERSIDE	RIVERSIDE TRANSIT AGENCY	3120028	TRANSIT	0	40' BUS EXPANSION - EQUIPMENT FOR TRANSIT SERVICE EXPANSION AS POPULATION AND URBAN DEVELOPMENT GROWS THROUGHOUT THE RTA SERVICE AREA THAT WILL IMPROVE FREQUENCY, SCHEDULE ADHERENCE, AND EXTENSIONS OF EXISTING BUS ROUTES.	EXISTING: 2028 REVISSED: 2045	\$21,466	NONE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
127	RIVERSIDE	RIVERSIDE TRANSIT AGENCY	3120030	TRANSIT	0	40' BUS REPLACEMENTS - EQUIPMENT FOR TRANSIT SERVICE SUSTAINABILITY THROUGHOUT THE RTA SERVICE AREA WITH OPERATIONAL LEVELS FROM 10-MIN. TO 60-MIN. HEADWAYS.	EXISTING: 2026 REVISSED: 2045	\$328,254	NONE	REVISED SCHEDULE
128	RIVERSIDE	CORONA	3200T002	TRANSIT		EXPANSION OF FIXED ROUTE SERVICE AS POPULATION AND DEVELOPMENT CONTINUES TO GROW THROUGHOUT THE SERVICE AREA. EXPANSION OF SERVICE WILL BE DEPENDENT UPON THE OUTCOME AND RECOMMENDATIONS FROM THE COMPREHENSIVE OPERATIONS ANALYSIS.	2026	\$1,500	RTP PROJECT COST REMOVED	PROJECT CANCELLED
129	RIVERSIDE	CORONA	3200T003	TRANSIT	0	SERVICE IMPROVEMENTS TO CURRENT ROUTES WHICH INCLUDES BUT NOT LIMITED TO IMPROVING FREQUENCY, SCHEDULE ADHERENCE, EXTENSION OF EXISTING ROUTES (INCLUDE ADDING/ DELETING STOPS WITH MORE FREQUENT STOPS TO THE METROLINK STATION). THESE IMPROVEMENTS WILL BE DEPENDENT UPON THE OUTCOME AND RECOMMENDATIONS FROM THE COMPREHENSIVE OPERATIONS ANALYSIS.	2027	\$1,500	RTP PROJECT COST REMOVED	PROJECT CANCELLED
130	RIVERSIDE	CORONA	3200T004	TRANSIT		EXPANSION AND/OR SERVICES IMPROVEMENTS OF CORONA TRANSIT FIXED ROUTE SERVICE AS POPULATION AND DEVELOPMENT CONTINUES TO GROW THROUGHOUT THE SERVICE AREA. IMPROVEMENTS INCLUDE BUT NOT LIMITED TO IMPROVING FREQUENCY, SCHEDULE ADHERENCE AND EXTENSION OF EXISTING ROUTES (INCLUDE ADDING/DELETING STOPS WITH MORE FREQUENT STOPS TO THE METROLINK STATION) AND EXPANSION OF SERVICE TO INCLUDE ADDITIONAL ROUTE(S). THESE IMPROVEMENTS TO THE TRANSIT SERVICE WILL BE DEPENDENT UPON THE OUTCOME AND RECOMMENDATIONS FROM THE COMPREHENSIVE OPERATIONS ANALYSIS.	EXISTING: 2026 REVISSED: 2027	\$3,000	NONE	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
131	SAN BERNARDINO	REDLANDS	20020202	LOCAL HIGHWAY	0	REDLANDS PARK ONCE PROGRAM - NEW PARKING STRUCTURE BETWEEN EUREKA AND 3RD ST. S/O STUART AND N/O RR APPROX. 200 SPACES (NOT PNR) (THIS PROJECT REPLACES 200421)	EXISTING: 2035 REVISED: 2022	\$2,000	NONE	REVISED SCHEDULE
132	SAN BERNARDINO	SAN BERNARDINO COUNTY	20040210	LOCAL HIGHWAY	0	SUMMIT VALLEY ROAD - FROM SH138 TO RANCHERO ROAD-WIDEN FROM 2-4 LANES	EXISTING: 2018 REVISED: 2035	\$21,000	NONE	REVISED SCHEDULE
133	SAN BERNARDINO	BARSTOW	20150015	LOCAL HIGHWAY		I-15 @ MORTON ST; CONSTRUCT NEW INTERCHANGE WITH A 6 LANE BRIDGE OVER I-15; 2 THROUGH LANES EACH DIRECTION; CONSTRUCT NEW 4 LANE ROADWAY FROM IC TO OUTLET CENTER DR	2024	\$43,000	RTP PROJECT COST REMOVED	PROJECT CANCELLED. DUPLICATE OF RTP ID 4M1041-20150015
134	SAN BERNARDINO	COLTON	4A07106	LOCAL HIGHWAY	0	WASHINGTON ST. FROM 0.90 MILES WEST OF MT. VERNON AVE TO LA CADENA CONSTRUCT NEW 4 LANE ROADWAY (PA&ED ONLY)	2025	\$28,000	RTP PROJECT COST REMOVED	PROJECT CANCELLED. DUPLICATE OF RTP ID 4120123
135	SAN BERNARDINO	COLTON	4A07226	LOCAL HIGHWAY	0	WIDEN AGUA MANSA RD FROM 80 METERS W/O RANCHO AVE TO 73 METERS E/O RANCHO AVE FROM 2 TO 4 LANES	2030	\$890	RTP PROJECT COST REMOVED	PROJECT CANCELLED
136	SAN BERNARDINO	FONTANA	SBD031217	LOCAL HIGHWAY	0	BEECH AVENUE FOOTHILL TO MILLER AVE WIDEN FROM 2 LANES TO 4 LANES	EXISTING: 2021 REVISED: 2022	\$5,055	NONE	REVISED SCHEDULE
137	SAN BERNARDINO	TWENTYNINE PALMS	SBD41427	LOCAL HIGHWAY	0	AMBOY ROAD - LEAR AVE TO ADOBE RD. (5.5 MILES) CONSTRUCT NEW 2 LANE ROAD (ONE LANE IN EACH DIRECTION)(PA&ED ONLY)	2030	\$40	RTP PROJECT COST REMOVED	PROJECT CANCELLED
138	SAN BERNARDINO	SAN BERNARDINO COUNTY	520A1L01	LOCAL HIGHWAY	15	ON I-15 AT LAKE DOLORES WATERPARK - CONSTRUCT NEW AT BRAGDON RD IC (4 THROUGH LANES) AND RAMP (2 LANES) AND NB/SB AUX LANE	2026	\$50,000	NEW RTP PROJECT COST	NEW PROJECT
139	SAN BERNARDINO	SAN BERNARDINO COUNTY	520A1L02	LOCAL HIGHWAY		JOSHUA ST - WIDEN FROM 2 TO 4 LANES WITH A TURN LANE IN CONJUNCTION WITH BRIGHTLINE INSTALLATION. MAY BE REMOVED IF BRIGHTLINE IS NOT COMPLETED.	2025	\$50,000	NEW RTP PROJECT COST	NEW PROJECT

Attachment: Draft 2020 Connect SoCal Amendment No. 1 (Release of Draft Connect SoCal Amendment

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
140	SAN BERNARDINO	DESERTXPRESS ENTERPRISES / BRIGHTLINE WEST	520A1P01	PASSENGER RAIL		DESERTXPRESS ENTERPRISES, LLC DBA BRIGHTLINE WEST TO CONSTRUCT AND OPERATE ELECTRIFIED HIGH SPEED RAIL SERVICE FROM THE VICTOR VALLEY TO RANCHO CUCAMONGA ALONG THE I-15 CORRIDOR AND METROLINK SAN BERNARDINO LINE	2025	\$2,000,000	NEW RTP PROJECT COST	NEW PROJECT
141	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	200452	STATE HIGHWAY	395	EXISTING: WIDEN US-395 FROM I-15 TO SR-18 (PALMDALE RD) FROM 2 TO 6 LANES OR 4 TO 6 LANES PROPOSED: WIDEN US-395 FROM I-15 TO SR-18 (PALMDALE RD) FROM 4 TO 6 LANES	2035	\$24,000	NONE	REVISED PROJECT DESCRIPTION
142	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	200453	STATE HIGHWAY	395	EXISTING: US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM 0.16 MI N/O INTERSTATE ROUTE 15 JUNCTION TO SR18 - INTERIM WIDENING - WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS (EA 0F633 PHASE III SEG 1-4)(PA&ED ONLY) REVISED: US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM 0.16 MI N/O INTERSTATE ROUTE 15 JUNCTION TO SR18 - WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS (EA 0F633)	EXISTING: 2025 REVISED: 2026	\$58,000	NONE	REVISED SCHEDULE
143	SAN BERNARDINO	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	4122006	STATE HIGHWAY	15	I-15 EXPRESS LANES: CONST 2 NEW EX LNS IN EACH DIRECTION B/W SR-60 & SR-210, CONST 1 EX LN IN EACH DIRECTION B/W CANTU-GALLEANO RANCH RD & SR-60 AND 1 EXP LN IN EACH DIRECTION B/W SR-210 AND DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO AUX LN WIDENING, UNDERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED (FTIP #'S 20159901, 20190903).	EXISTING: 2030 REVISED: 2026	\$476,590	NONE	REVISED SCHEDULE
144	SAN BERNARDINO	CALTRANS	0A6410	STATE HIGHWAY	138	NEAR THE I-215/SR-138 CAJON JUNCTION: ABOUT 1/2 A MILE WEST ALONG SR-138; WIDEN 2 BNSF BRIDGE STRUCTURES 2-4 LANES.	2035	\$2,733	RTP PROJECT COST REMOVED	PROJECT CANCELLED. DUPLICATE OF RTP ID 20190009-20190009

Attachment: Draft 2020 Connect SoCal Amendment No. 1 (Release of Draft Connect SoCal Amendment

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
145	SAN BERNARDINO	SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)	4120219	TRANSIT	0	EXISTING: FULL BRT - SAN BERNARDINO, SAN MANUEL CASINO IN HIGHLAND TO KAISER HOSPITAL IN FONTANA REVISED: EXPRESS BUS - SAN BERNARDINO, SAN MANUEL CASINO IN HIGHLAND TO KAISER HOSPITAL IN FONTANA	2045	EXISTING: \$422,223 REVISED: \$34,000	RTP PROJECT COST DECREASE	REVISED PROJECT DESCRIPTION
146	SAN BERNARDINO	SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)	4160048	TRANSIT		DIRECT SHUTTLE BUS CONNECTION FROM RANCHO CUCAMONGA METROLINK STATION TO ONTARIO AIRPORT	2035	\$4,000	RTP PROJECT COST REMOVED	PROJECT CANCELLED. DUPLICATE OF RTP ID 4160049
147	VARIOUS	BRIGHTLINE WEST	720003	PASSENGER RAIL	0	EXISTING: DESERTXPRESS ENTERPRISES, LLC DBA XPRESSWEST TO CONSTRUCT AND OPERATE HIGH SPEED RAIL SERVICE FROM THE VICTOR VALLEY TO LAS VEGAS ALONG THE I-15 CORRIDOR REVISED: DESERTXPRESS ENTERPRISES, LLC DBA BRIGHTLINE WEST TO CONSTRUCT AND OPERATE HIGH SPEED RAIL SERVICE FROM THE VICTOR VALLEY TO LAS VEGAS WITHIN THE I-15 CORRIDOR	EXISTING: 2023 REVISED: 2025	EXISTING: \$3,250,000 REVISED: \$5,000,000	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT DESCRIPTION
148	VENTURA	OXNARD	6201A1501	STATE HIGHWAY	101	IN OXNARD, IMPROVE INTERCHANGE AT DEL NORTE, TO REALIGN RAMPS AND CONSTRUCT NEW DEL NORTE BRIDGE OVER 101 TO WIDEN DEL NORTE FROM 2 LANES TO 4 LANES BETWEEN THE 101 NB AND SB RAMPS	2032	\$84,500	NEW RTP PROJECT COST	NEW PROJECT

TABLE 3 Modifications to Strategic Projects

#	COUNTY	PROPOSED LEAD AGENCY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	REASON FOR AMENDMENT
1	LOS ANGELES	CITY OF INGLEWOOD	S1200T100	TRANSIT	MARKET-MANCHES-TER	INGLEWOOD TRANSIT CONNECTOR	PROJECT REMOVED AND INCLUDED IN CONSTRAINED PORTION OF CONNECT SO CAL-2020RTP/SCS UNDER RTP ID 1200T100
2	ORANGE	TCA	SORA052	STATE HIGHWAY	SR-241	FOOTHILL TRANSPORTATION CORRIDOR-SOUTH — OSO PKWY TO I-5 (SAN DIEGO).	PROJECT REMOVED PER OCTA'S REQUEST
3	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION	S420A1S001	STATE HIGHWAY	SR-91	SR-91 GENERAL PURPOSE AND TOLL LANE EXTENSIONS EAST OF I-15: EXTEND EB GP LANE FROM PROMENADE AVE (PM 8.10) TO PIERCE ST (PM 10.81). EXTEND EB EXPRESS TOLL LANES FROM PROMENADE AVE (PM 8.10) TO BUCHANAN ST (PM 10.29). EXTEND WB EXPRESS TOLL LANE FROM TEMESCAL WASH BOH (PM 6.93) TO BUCHANAN ST (PM 10.29).	NEW PROJECT
4	VARIOUS	TBD	S7120007	TRANSIT	METRO GOLD LINE	GOLD LINE FOOTHILL EXTENSION	PROJECT REMOVED PER SBCTA'S REQUEST.

FISCAL IMPACT

Amendment #1 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 Financial Plan, cost increases from changes to existing projects and the addition of new projects total \$6.815 billion, which are offset by \$5.168 billion in cost decreases as a result of changes to existing projects and deletions. Therefore, the modifications result in an overall net cost increase of \$1.647 billion to the Connect SoCal Financial Plan.

Cost increases resulting from new projects and changes to existing projects added as part of Amendment #1 are being funded by a variety of sources. This includes private funding for the Brightline West high speed rail project, covering costs for the newly-added segment between Victor Valley to Rancho Cucamonga and a cost increase for the segment between Victor Valley and Las Vegas currently included in Connect SoCal.

Based on a review of the funding considerations for each project documented herein, SCAG finds that Amendment #1 does not adversely impact the financial constraint of Connect SoCal. Connect SoCal remains financially constrained.

TABLE 4 Fiscal Impact Summary

(Amounts in \$1,000's)	Total
Cost Increases: Changes to Existing Projects and New Projects	\$6,815,099
Cost Decreases: Changes to Existing Projects and Deleted Projects	\$(5,168,017)
Net Cost Increase (Decrease)	\$1,647,082

SENATE BILL 375 AND THE SUSTAINABLE COMMUNITIES STRATEGY

Upon the adoption of Connect SoCal, SCAG determined that the Plan met and/or exceeded all requirements for a Sustainable Communities Strategy (SCS) as set forth in SB 375. A description of the SCS and how the requirements are addressed is included in the adopted Plan in Chapters 3 and 5, as well as in the SCS Technical Report. At the time of adoption SCAG concluded that the State established per-capita greenhouse gas (GHG) emission reduction target of 19 percent by 2035 had been met and/or exceeded. The California Air Resources Board (ARB) reviewed and approved this conclusion in October 2020 by their Executive Order G-20-239, specifying that SCAG's adopted SCS would, when implemented, achieve the applicable GHG emissions reduction target for automobiles and light trucks of 19 percent per capita reduction by 2035, relative to 2005 levels, as established for the region. This Amendment to Connect SoCal incorporates certain changes to transportation projects and other Plan assumptions as described in this document. Staff has reviewed the Amendment relative to the adopted Plan and to the requirements of SB 375 and has determined that with the Amendment, Connect SoCal remains in compliance with SB 375 and continues to meet and/or exceed the greenhouse gas emission reduction targets.

PERFORMANCE MEASURE

In 2012 and 2015 Transportation funding legislation was approved deemed as the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST Act) respectively which calls for establishing performance based measures and standards. To this end, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are now requiring State Departments of Transportation (DOTs) to work with metropolitan planning organizations (MPOs) to develop performance targets for safety, system preservation, and system performance, amongst other measures. At this time and under federal requirements MPOs must incorporate safety measures and regional transit safety targets as part of their short and long-range transportation plans.

ROADWAY SAFETY

FHWA issued the National Performance Management Measures: Safety Performance Management Measures Final Rule, effective April 14, 2016, to establish performance measures for State DOTs to carry out the Highway Safety Improvement Program (HSIP). The Final Rule calls for State DOTs, working with MPOs, to assess fatalities and injuries on all public roads, regardless of ownership or functional classification. Specifically, the Final Rule establishes the following five performance measures for five-year rolling averages for:

- Number of Fatalities;
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT);
- Number of Serious Injuries;
- Rate of Serious Injuries per 100 million VMT; and
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

In February 2021, SCAG’s Regional Council adopted Calendar Year 2021 targets, which are supportive of achieving Toward Zero Deaths. This means that SCAG will work towards achieving annual reductions of 3.5 percent in fatalities and serious injuries until 2050 (roughly aligning with the horizon year of Connect SoCal, 2045), at which time the region is anticipated to experience zero traffic-related fatalities.

The region’s Calendar Year 2021 targets are as follows:

- Number of Fatalities: 1,608.9
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT): 1.31
- Number of Serious Injuries: 6,490.1
- Rate of Serious Injuries per 100 million VMT: 5.30
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries: 2,162.59

Because the Calendar Year 2021 targets were recently set, it is challenging to evaluate the region’s progress towards achieving these targets, particularly

considering the delay in access to current collision data. However, based on a review of FTIP projects, projects with committed funding in the first six years of the long-range plan, nearly 20 percent of projects (407, 18.4%) are safety-related projects which are consistent with Connect SoCal. SCAG anticipates that with continued work with its Transportation Safety Group to implement a Regional Safety Strategy, the region will make progress towards achieving its annual safety targets.

TRANSIT SAFETY

The Federal Transit Administration on July 19, 2018, published a Final Rule for Public Transportation Agency Safety Plans (PTASPs), as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141 (2012)). The Final Rule, which became effective on July 19, 2019, requires states and certain providers of public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53 to develop PTASPs, and requires Metropolitan Planning Organizations (MPOs), states and transit providers to collaborate, to the maximum extent practicable, in the development of safety performance targets.

The required safety performance measures are as follows.

- **Fatalities:** Total number of fatalities reported to National Transit Database (NTD) and rate per total vehicle revenue miles (VRM) by mode.
- **Injuries:** Total number of injuries reported to NTD and rate per total VRM by mode.
- **Safety Events:** Total number of safety events reported to NTD and rate per total VRM by mode.
- **System Reliability:** Mean distance between major mechanical failures by mode.

The thresholds for “reportable” fatalities, injuries, and safety events are defined in the NTD Safety and Security Reporting Manual.

The PTASP Final Rule requires the safety plan to include these safety

performance targets, and transit operators must certify they have a safety plan in place meeting the requirements of the rule by July 20, 2021.¹ As such, the first MPO Regional Transportation Plan (RTP) update or amendment to be approved on or after July 20, 2021, must include the adopted transit safety targets for the region. Each subsequent full RTP update (not an amendment) must include adopted transit safety targets in its system performance report.

SCAG’s approach to developing the initial regional transit safety targets follows the approach approved by the Regional Council and used for the initial regional Transit Asset Management (TAM) targets, including coordination with the County Transportation Commissions (CTCs) and the transit agencies on the Regional Transit Technical Advisory Committee (RTTAC).

SCAG worked with the CTCs and RTTAC to determine the methodology to develop the initial targets and concurred on a reasonable approach. In developing the targets, SCAG reviewed and considered the transit operators’ PTASPs (including identified goals, objectives, measures, and targets), thereby incorporating them into the metropolitan planning process. The PTASP are identified in **TABLE 5** by county and plan date. The initial safety targets are based on safety targets submitted by each operator and developed as part of the PTASPs. Bus mode includes fixed route and commuter bus services. Demand Response mode includes all demand response modes: American with Disabilities Act (ADA) services, demand response taxi and general purpose demand response services. The initial targets (**TABLES 6-12**) were approved by SCAG’s Regional Council on June 3, 2021.

The safety targets indicate the commitment of the transit operators to support safety management and provide resources and training, integrate safety as a primary principle and responsibility for all staff, and to ensure data-driven compliance measures and realistic targets inform operations and safety performance standards. They also reflect the aspirational goals towards zero (0) injuries, zero (0) fatalities, zero (0) safety events and fewer mechanical

breakdowns between miles travelled to provide safe and reliable public transportation in Southern California region.

RELATIONSHIP BETWEEN SAFETY PERFORMANCE AND TRANSIT ASSET MANAGEMENT (TAM)

The safety and overall performance of a public transit systems depend, to an extent, on the condition of its assets. When transit assets are not in a state of good repair, the consequences include increased safety risks (injuries, fatalities, safety events), decreased system reliability, leading to higher maintenance costs, and lower system performance.

Once safety targets are established in the 2024 RTP/SCS, future RTPs must report on progress achieved in meeting the targets, in comparison with system performance recorded in previous reports (23 CFR 450.324(f)(4) (i)). Additionally, future FTIPs must describe the anticipated effect toward achieving the TAM targets set in the RTP, linking investment priorities to those targets (23 CFR 450.326(d)). It is expected that SCAG will require additional information from lead agencies as part of future RTP and FTIP development and project submittal processes, to support these new reporting requirements

¹ See Notice of Enforcement Discretion Public Transportation Agency Safety Plan Regulation dated December 11, 2020 (<https://www.transit.dot.gov/sites/fta.dot.gov/files/2020-12/PTASP-Notice-of-Enforcement-Discretion-12-11-2020.pdf>)

TABLE 5 Public Transportation Agency Safety Plans

County	Operator	Plan Date
Imperial	Imperial County Transportation Commission	5/27/2020
Los Angeles	Antelope Valley Transit Authority	7/23/2020
Los Angeles	Beach Cities Transit (City of Redondo Beach)	12/3/2020
Los Angeles	City of Commerce Municipal Bus Lines	2/4/2020
Los Angeles	Culver CityBus, Culver City Municipal Bus Lines	7/20/2020
Los Angeles	Foothill Transit	1/31/2020
Los Angeles	Gardena Municipal Bus Lines	9/8/2020
Los Angeles	Long Beach Transit	12/10/2020
Los Angeles	City of LaMirada Transit	2/25/2021
Los Angeles	Los Angeles County Metropolitan Transportation Authority	3/20/2020
Los Angeles	Montebello Bus Lines	8/31/2020
Los Angeles	Norwalk Transit System	6/19/2020
Los Angeles	City of Santa Clarita Transit	11/25/2020
Los Angeles	City of Santa Monica Big Blue Bus	10/13/2020
Los Angeles	Torrance Transit	12/15/2020
Orange	Anaheim Transportation Network	6/24/2020
Orange	Orange County Transportation Authority	4/27/2020
Riverside	City of Corona Transit	4/15/2020
Riverside	Riverside Transit Agency	3/26/2020
Riverside	City of Riverside	11/3/2020
Riverside	SunLine Transit	9/30/2020
San Bernardino	Omnitrans	5/6/2020
San Bernardino	Victor Valley Transit Authority	11/16/2020
Ventura	Camarillo Area Transit	11/4/2020
Ventura	Gold Coast Transit District	6/3/2020
Ventura	City of Moorpark Transit	12/2/2020
Ventura	City of Simi Valley Transit	11/2/2020
Ventura	City of Thousand Oaks Transit	10/27/2020
Ventura	Ventura County Transportation Commission (VCTC)	7/10/2020

TABLE 6 Imperial County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	0	1
Injuries (rate per 100k VRM)	0	0.2
Safety Events	2	1
Safety Events (rate per 100k VRM)	0.24	0.16
System Reliability (Mean Distance between failures)	42,264	34,998

TABLE 7 Los Angeles County Targets

Performance Measures	Bus	Demand Response	Rail
Fatalities (Total)	0	0	0
Fatalities (rate per 100k VRM)	0	0	0
Injuries (Total)	419	1	12
Injuries (rate per 100k VRM)	0.44	0.06	0.06
Safety Events	773	8	78
Safety Events (rate per 100k VRM)	0.83	0.16	0.4
System Reliability (Mean Distance between failures)	9,246	55,594	41,980

TABLE 8 Orange County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	84	0
Injuries (rate per 100k VRM)	0.56	0
Safety Events	136	0
Safety Events (rate per 100k VRM)	0.97	0
System Reliability (Mean Distance between failures)	14,848	14,823

TABLE 9 Riverside County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	26	5
Injuries (rate per 100k VRM)	0.23	0.16
Safety Events	34	16
Safety Events (rate per 100k VRM)	0.29	0.44
System Reliability (Mean Distance between failures)	9,261	13,219

TABLE 10 San Bernardino County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	28	8
Injuries (rate per 100k VRM)	0.24	0.24
Safety Events	29	2
Safety Events (rate per 100k VRM)	0.25	0.05
System Reliability (Mean Distance between failures)	23,933	34,592

TABLE 11 Ventura County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	7	2
Injuries (rate per 100k VRM)	0.13	0.09
Safety Events	21	3
Safety Events (rate per 100k VRM)	0.12	0.53
System Reliability (Mean Distance between failures)	23,312	31,593

TABLE 12 SCAG Region Targets

Performance Measures	Bus	Demand Response	Rail
Fatalities (Total)	0	0	0
Fatalities (rate per 100k VRM)	0	0	0
Injuries (Total)	564	16	12
Injuries (rate per 100k VRM)	0.41	0.08	0.06
Safety Events	995	30	78
Safety Events (rate per 100k VRM)	0.74	0.14	0.4
System Reliability (Mean Distance between failures)	11,850	23,620	41,980

TRANSPORTATION CONFORMITY

Transportation conformity is required under the Section 176(c) of the Federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the air quality goals established by the State Implementation Plan (SIP). Conformity, to the goals of the SIP, means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards (NAAQS). Conformity applies to nonattainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

Under the U.S. DOT metropolitan planning regulations and EPA's transportation conformity regulations, Amendment #1 needs to pass five tests: consistency with the adopted 2020 RTP/SCS, regional emissions analysis, timely implementation of transportation control measures (TCMs), financial constraint, and interagency consultation and public involvement.

The findings of the conformity determination for Amendment #1 are presented below. Details of the regional emissions analysis follow the findings.

CONFORMITY FINDINGS

SCAG's findings for the approval of the 2020 RTP/SCS Amendment #1 are as follows:

- **Consistency with 2020 RTP/SCS Test**

Inclusion of the amended projects in the 2020 RTP/SCS would not change any other policies, programs or projects in the federally approved 2020 RTP/SCS.

- Finding: Amendment #1 to the 2020 RTP/SCS are consistent with the federally approved 2020 RTP/SCS and meet all federal and state requirements and regulations.

- **Regional Emissions Tests**

- Finding: The regional emissions analyses for Amendment #1 to the 2020 RTP/SCS update the regional emissions analyses for the 2021 FTIP.
- Finding: Amendment #1 to the 2020 RTP/SCS regional emissions analysis for PM_{2.5} and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB) (Pechanga excluded under 2012 annual PM_{2.5} NSAQS). Finding: Amendment #1 to the 2020 RTP/SCS regional emissions for ozone precursors (2008 and/or 2015 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).
- Finding: Amendment #1 to the 2020 RTP/SCS regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.
- Finding: Amendment #1 to the 2020 RTP/SCS regional emissions for PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley and Imperial County portions).
- Finding: Amendment #1 to the 2020 RTP/SCS regional emissions for PM₁₀ meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion and Searles Valley portion of San Bernardino County).
- Finding: Amendment #1 to the 2020 RTP/SCS regional emissions analysis for PM_{2.5} and its precursors (2006 and 2012 NAAQS) meet

the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).

- **Timely Implementation of TCMs Test**
 - Finding: The TCM project categories listed in the 1994/1997/2003/2007/2012/2016 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.
 - Finding: The TCM strategies listed in the 1994 (as amended in 1995)/2007/2016 Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.
- **Financial Constraint Test**
 - Finding: All projects listed in Amendment #1 to the 2020 RTP/SCS are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Financial Plan Section of this report.
- **Interagency Consultation and Public Involvement Test**
 - Finding: Amendment #1 to the 2020 RTP/SCS comply with all federal requirements for interagency consultation and public involvement. Amendment #1 was discussed at the Transportation Conformity Working Group (TCWG) which includes representatives from the federal, state, and local air quality and transportation agencies, on five occasions (January 26, February 23, March 23, April 27, and May 25, 2021). The draft conformity analysis will be released for a 30-day public review commencing July 1, 2021 and concluding July 31, 2021. In addition, public hearings are scheduled to be held on July 15, 2021. All public comments received will be documented and responded to.

REGIONAL EMISSIONS ANALYSIS

The following tables summarize the required regional emission analyses for each of the nonattainment and maintenance areas within SCAG’s jurisdiction based on EMFAC2014 which is the emission model approved by U.S. EPA for regional transportation conformity analysis in California through August 15, 2021. To account for the emission impact of the federal “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program,” all the plan and no-build emissions set forth in all the tables below in this Section reflect the EMFAC2014 off-model adjustment factors released by ARB on November 20, 2019 and approved by U.S. EPA on March 12, 2020.

In anticipation of possible final approval of new emission budgets currently under U.S. EPA review, two tables have been included to present the results of the pending new budget tests for each of the areas with pending emission budgets. Placed immediately below the corresponding tables based on

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

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

Pollutant		2026	2035	2045
ROG*	Budget	5	5	5
	Plan	3	2	2
Budget – Plan		2	3	3
NO _x	Budget	7	7	7
	Plan	3	2	2
Budget – Plan		4	5	5

SOUTH COAST AIR BASIN

TABLE 14 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	0.2	0.2	0.2	0.2	0.1	0.1
		Pechanga	0.1	0.1	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	65.3	57.9	52.0	48.4	40.5	36.9
		Sum	65.5	58.1	52.3	48.6	40.6	37.0
		SCAB	66.0	59.0	53.0	49.0	41.0	37.0
	Budget - Plan			2	1	1	1	9
NO _x	Budget	SCAB	89	77	69	66	66	66
	Plan	Morongo	0.9	0.7	0.6	0.5	0.4	0.4
		Pechanga	0.5	0.4	0.3	0.3	0.2	0.2
		SCAB excluding Morongo and Pechanga	80.7	69.5	61.1	57.3	51.3	52.7
		Sum	82.1	70.6	62.0	58.1	51.9	53.2
		SCAB	83	71	62	59	52	54
	Budget - Plan			6	6	7	7	14

TABLE 15 1997, 2006 and 2012 (Excluding Pechanga) PM_{2.5} (Annual Planning Emissions [tons/day])

Pollutant		2021	2022	2025	2035	2045
ROG	Budget	83	69	69	69	69
	Plan	71	67	58	41	36
Budget - Plan		12	2	11	28	33
NO _x	Budget	169	127	127	127	127
	Plan	128	117	80	57	56
Budget - Plan		41	10	47	70	71
PM _{2.5}	Budget	20	20	20	20	20
	Plan	18	19	18	18	19
Budget - Plan		2	1	2	2	1

TABLE 16 PM₁₀ (Annual Planning Emissions [Tons/Day])

Pollutant		2025	2030	2035	2045
ROG	Budget	110	81	81	81
	Plan	54	46	38	33
Budget - Plan		56	35	43	48
NO _x	Budget	180	116	116	116
	Plan	78	64	57	56
Budget - Plan		102	52	59	60
PM ₁₀	Budget	164	175	175	175
	Plan Emission	79	80	82	85
Budget - Plan		85	95	93	90

TABLE 17 CO (Winter Planning Emissions [tons/day])

Pollutant		2025	2035	2045
CO	Budget	2,137	2,137	2,137
	Plan	394	269	238
Budget - Plan		1743	1868	1899

WESTERN MOJAVE DESERT AIR BASIN – LOS ANGELES COUNTY (ANTELOPE VALLEY PORTION)

TABLE 18 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2026	2032	2035	2045
ROG	Budget	22	22	22	22
	Plan	5	5	4	4
Budget - Plan		17	17	18	18
NO _x	Budget	77	77	77	77
	Plan	8	7	7	9
Budget - Plan		69	70	70	68

TABLE 19 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day], Budgets pending U.S. EPA Approval)

Pollutant		2023	2026	2032	2035	2045
ROG	Budget	6.8	6.2	6.2	6.2	6.2
	Plan	5.7	5.1	4.2	3.9	3.6
Budget - Plan		1.1	1.1	2.0	2.3	2.6
NO _x	Budget	11.0	10.2	10.2	10.2	10.2
	Plan	9.0	7.9	6.9	6.9	8.4
Budget - Plan		2.0	2.3	3.3	3.3	1.8

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

TABLE 20 PM₁₀ (Annual Planning Emissions [tons/day])

Pollutant		2021	2025	2035	2045
PM ₁₀	No Build	8.9	9.4	11.0	13.1
	Build	8.9	9.3	10.6	12.4
No Build - Build		0.0	0.1	0.4	0.7

MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION

TABLE 21 PM₁₀ (Annual Planning Emissions [tons/day])

Pollutant		2021	2025	2035	2045
PM ₁₀	No Build	0.0	0.0	0.0	0.0
	Build	0.0	0.0	0.0	0.0
No Build - Build		0.0	0.0	0.0	0.0

SALTON SEA AIR BASIN – RIVERSIDE COUNTY COACHELLA VALLEY PORTION

TABLE 22 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2023	2026	2032	2035	2045
ROG	Budget	3.3	3.0	3.0	3.0	3.0
	Plan	2.9	2.7	2.4	2.2	2.1
Budget - Plan		0.4	0.3	0.6	0.8	0.9
NO _x	Budget	4.6	4.2	4.2	4.2	4.2
	Plan	3.9	3.5	3.2	3.1	3.7
Budget - Plan		0.7	0.7	1.0	1.1	0.5

TABLE 23 PM₁₀ (Annual Planning Emissions [tons/day])

Pollutant		2025	2035	2045
PM ₁₀	Budget	10.9	10.9	10.9
	Plan	4.6	4.9	5.3
Budget - Plan		6.3	6	5.6

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

TABLE 24 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2025	2035	2045
ROG*	Budget	4	4	4
	Plan	3	3	3
Budget - Plan		1	1	1
NO _x	Budget	7	7	7
	Plan	4	4	4
Budget - Plan		3	3	3

TABLE 25 2006 24-hour and 2012 Annual PM_{2.5} (Planning Emissions [tons/day])

Pollutant		2021	2025	2035	2045
NO _x	No Build	2.6	1.8	1.8	2.0
	Build	2.6	1.8	1.7	1.9
No-Build - Build		0.0	0.0	0.0	0.1
PM _{2.5}	No Build	0.2	0.2	0.3	0.3
	Build	0.2	0.2	0.2	0.3
No-Build - Build		0.1	0.1	0.1	0.1

TABLE 26 2006 24-hour and 2012 Annual PM_{2.5} (Planning Emissions [tons/day], Budgets pending U.S. EPA Approval)

Pollutant		2021	2025	2035	2045
PM _{2.5}	Budget	1.8	1.7	1.7	1.7
	Build	0.2	0.2	0.3	0.3
Budget - Plan		1.6	1.5	1.4	1.4

TABLE 27 PM₁₀ (Annual Planning Emissions [tons/day])

Pollutant		2025	2030	2035	2045
PM ₁₀	Budget	20	19	19	19
	Build	2	2	2	2
Budget - Plan		18	17	17	17

currently approved budgets or interim tests, these tables are included for information only and would supersede any preceding budget or interim emissions test tables after any of the new budgets have been approved by the U.S. EPA prior to FHWA/FTA approval of the final transportation conformity determination of Connect SoCal Amendment No. 1.

For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by California Air Resources Board to set the budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas. For paved road dust (PM_{2.5} and PM₁₀), SCAG uses the approved South Coast AQMD methodology, which uses EPA's AP-42 for the updated Base Year and a combination of additional growth in center-line miles and VMT for future years.

PUBLIC COMMENT AND REVIEW

SCAG is required to provide a 30-day public review and comment period for the draft amendment. A Notice of Availability and Public Hearing and the Draft Amendment were posted on SCAG's website as of July 1, 2021, at <https://scag.ca.gov/post/draft-amendment-1>. Written comments will be accepted from July 1, 2021, until 5:00 p.m. on July 31, 2021, via email to:

LO@scag.ca.gov

or via U.S. mail to:

Southern California Association of Governments
 Attention: Nancy Lo
 900 Wilshire Blvd., Ste. 1700
 Los Angeles, CA 90017

A public hearing will be held via teleconference on Thursday, July 15, 2021. Due to the COVID-19 pandemic only teleconference option will be available. SCAG has also fully coordinated this draft amendment 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).

CONCLUSION

This Amendment maintains the integrity of the transportation conformity findings of the adopted Connect SoCal. This Amendment also remains valid under SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets. Appropriate and adequate procedures have been followed in ensuring coordination of this Amendment, allowing all concerned parties, stakeholders, and the public ample opportunities to voice concern and provide input. In conclusion, this draft Amendment to the Connect SoCal complies with all applicable federal and state requirements, including the Transportation Conformity Rule.



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DRAFT AMENDMENT #1

INCLUDING THE
2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
CONSISTENCY AMENDMENT #21-05

DRAFT | JULY 1, 2021

scag.ca.gov/connect-socal





Southern California Association of Governments
Remote Participation Only
July 1, 2021

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Marisa Laderach, Senior Regional Planner
(213) 236-1927, laderach@scag.ca.gov
Subject: 2020 Sustainable Communities Program - Smart Cities & Mobility
Innovations Call for Applications - Proposed Project List

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD and EEC:

Receive and File

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council approve the 2020 Sustainable Communities Program (SCP) Smart Cities & Mobility Innovations (SCMI) Award Recommendations and authorize staff to initiate projects.

RECOMMENDED ACTION FOR RC:

Approve 2020 Sustainable Communities Program (SCP) Smart Cities & Mobility Innovations (SCMI) Award Recommendations and authorize staff to initiate the projects.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

On September 3, 2020, the Regional Council approved the 2020 Sustainable Communities Program (SCP) Guidelines, which consisted of multiple Calls for Applications. The SCP is a multi-year program designed to support and implement the policies and initiatives of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and continues the themes of the previous round of funded projects. On February 4, 2021, Regional Council approved the Smart Cities & Mobility Innovations (SCMI) Guidelines and authorized staff to release the 2021 Call for Applications for SCMI project types. SCMI project types support the implementation of three Connect SoCal Key Connections, focusing on Smart Cities & Job Centers, Go Zones, and

Shared Mobility/Mobility as a Service, to expand upon our mobility ecosystems and advance the region's vision.

Staff released the SCP Call for Proposals on February 8, 2021. Applications were submitted through April 23, 2021. SCAG received a total of twenty-one (21) project proposals by the April 23 deadline, valued at approximately \$4.96 million across all project categories and types. Staff has completed a ranking of proposals and has identified eight (8) top ranked projects for funding totaling approximately \$2.5 million. Staff is seeking RC approval of award recommendations and authorization to begin contacting project sponsors in order to develop a program schedule and initiate projects.

BACKGROUND:

Call for Applications

The SCP Smart Cities & Mobility Innovations (SCMI) guidelines and scoring criteria were developed by SCAG staff to support innovative approaches for addressing and solving regional issues. The program identified specific project types that provide practical, relevant strategies for meeting SB 375 greenhouse gas (GHG) reduction targets and queue jurisdictions for future funding opportunities. This approach allows SCAG to maximize benefits from available resources. Rather than providing direct grants to jurisdictions, the SCP serves as a broad resource program and provides direct technical assistance to complete projects. Resources will be provided for projects that meet SCP and SCMI goals and are within the following four defined project types:

- ***Curb Space Data Collection & Inventory:*** Expands and updates the curb space data inventory through innovative data collection methods to advance plans, studies, and activities, and ultimately help the region understand and regulate the growing need for curb space use.
- ***Technology Assessment or Adoption Plan:*** Provides opportunities for jurisdictions to assess technology frameworks and demonstrations related to curb space management, curb regulating, on-street and off-street parking management, last mile delivery solutions and other curb and mobility challenges, to enhance infrastructure and prepare for an increasingly connected world.
- ***Parking Management Plan:*** Advances parking management to help achieve a balanced transportation system. Strategies will be used to regulate supply, reduce street congestion, and encourage transit use.
- ***Permitting Process Evaluation:*** Evaluates existing and/or new permitted uses for the curb space to improve safety and equitable access for all users.

Following Regional Council's approval on February 4, 2021, the 2020 SCP Smart Cities & Mobility Innovations guidelines and scoring criteria were released by staff alongside a Call for Applications.

By the deadline of April 23, 2021, SCAG received a total of twenty-one (21) project proposals valued at approximately \$4.96 million in funding across all project categories and types.

Evaluation Process

The evaluation process involved four (4) evaluation teams that reviewed and scored applications submitted to the SCP SCMI Call. Each team comprised staff from partner agencies, community-based organizations (CBOs), and SCAG. Final award recommendations are based on application score, regional funding equity targets, and regional geographic equity.

Award Recommendations

Staff completed a ranking of proposals and is recommending eight (8) top ranked projects for funding totaling approximately \$2.5 million. The highest-ranking proposals reflect stated SCMI program goals, including but not limited to:

- Encourage jurisdictions to partner with SCAG to find innovative solutions to challenges associated with the ever-changing nature of parking, freight and last mile deliveries, and commerce at the curb;
- Create dynamic, connected, built environments that support multimodal mobility, reduce reliance on single-occupant vehicles, and reduce VMT;
- Reduce greenhouse gas emissions and improve air quality by reducing driving alone, idling, or searching for parking;
- Support healthy and equitable communities by allocating public resources like curb space more equitably;
- Encourage shared modes, manage parking effectively, and support commerce and the growth of housing and employment in job centers;
- Employ strategies to mitigate negative community impacts associated with congestion, GHGs and issues that stem from inflexible, inefficient, inequitable, or outdated parking systems.

Following the eight (8) projects recommended for award below, SCAG staff identified three (3) projects as a contingency list to receive funding, should additional funds become available. These three (3) projects will be considered for project award if additional funds become available, either through state or regional funding sources or cost savings realized during procurement and/or implementation. Any of the three (3) projects on the contingency list may be funded, in no particular order. If additional resources become available to fund projects beyond the contingency list, staff may revisit the SCMI project list to recommend additional projects for funding.

The following SCP SCMI Project List contains the eight (8) projects recommended to be funded through the SCP and includes the contingency list. The projects will be administered by SCAG

through the SCP. The individual project budgets will be determined through the scoping and procurement process.

Rank	Jurisdiction	Project	Score	Project Type
1	City of Rialto	Smart Cities Plan for Warehousing and Logistics	88.6	Technology
2	Los Angeles Dept. of Transportation	Curb Zone Data Inventory for Digital Curb Management	88.2	Curb Space
3	City of Long Beach	Long Beach Curb Space Management Study	87.2	Curb Space
4	City of Stanton	Stanton Citywide Curb Management Plan	86.0	Curb Space
5	San Gabriel Valley Council of Govts	GoSGV Engagement & Evaluation	83.4	Technology
6	City of Desert Hot Springs	Downtown and Light Industrial Parking Plan	79.5	Parking
7	City of Laguna Woods	Laguna Woods Mobility Technology Plan	78.8	Technology
8	City of Garden Grove	Garden Grove Curb Data Study	77.8	Parking
<i>Potential Awardees* Should Contingency or Additional Funds Become Available (no particular order, many dependent variables)</i>				
9*	City of Culver City	Fox Hills Area Parking Management Plan	76.0	Parking
10*	City of San Clemente	San Clemente Parking Management Plan	71.9	Parking
11*	City of Torrance	Torrance Parklet Program	69.2	Permitting

Next Steps

Pending RC approval, staff will contact all project applicants and notify awardees to discuss details of their award, define scopes of work, and develop Requests for Proposals (RFPs). A project initiation schedule and expectations regarding period of performance will be determined by mid-August, and will be based on project complexity, funding source, and SCAG staff capacity.



FISCAL IMPACT:

Staff's work budget for the SCP is included in FY 2020-2021 Overall Work Program (OWP) 275-4881.01 – Sustainable Communities Program (SCP) Call for Applications (FY20 SB1 Formula). Additional funding for staff time and selected SCP projects is also anticipated to be available in 275-4882.01 for FY 2021-2022, pending approval of the FY 2021-22 OWP.



Southern California Association of Governments
Remote Participation Only
July 1, 2021

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Cory Wilkerson, Program Manager II
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Subject: How A Local Agency Can Better Compete For Active Transportation
Program (ATP) Funds

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

The State of California Active Transportation Program is one of the most in-demand and competitive grant programs in the State. Staff will outline and present on best practices for local agencies to improve their chances in securing these grant funds.

BACKGROUND:

On March 29, 2020, the California Transportation Commission (CTC) adopted the 2021 Active Transportation Program (ATP) Statewide Guidelines and announced the Cycle 5 ATP call for projects. The 2021 ATP funding estimate includes approximately \$445 million and will cover fiscal years 2021/2022 through 2024/25. Approximately sixty percent (60%) of the total funding awards are adopted by the CTC through the Statewide Program and Small Urban/Rural Program components, while the remaining forty percent (40%) are recommended by the Metropolitan Planning Organizations (MPOs) such as SCAG.

Project applications were received for the statewide call for projects on September 15, 2020, following a time extension due to the COVID-19 pandemic. The CTC made their initial announcement of statewide recommendations on February 8, 2021 and adopted the recommendations on March 24, 2021. On May 6, 2021, the Regional Council approved SCAG's Regional Program recommendations, which were subsequently adopted by the CTC on June 23, 2021.

Between the statewide recommendations and the regional recommendations, the SCAG region received \$185 million in ATP funding for 37 projects. ATP continues to be incredibly competitive. In the statewide recommendations, the scoring cut-off was 92 points out of 100. As such, every point counts. The following are a few best practices and strategies to aid local agencies in maximizing their points and increasing their competitiveness.

LOCATION: Most grant programs prioritize funding to locations with the highest need. These are frequently based on collision patterns, health risks, and communities that have been identified as historically dis-invested. ATP uses multiple tools to identify locations of need, including:

- [CalEnviroScreen](#)
- [Healthy Places Index](#)
- [Free and Reduced-Price Meal Eligibility](#)
- [Median Household Income](#)
- [Transportation Injury Mapping System \(TIMS\)](#)

Given the competitiveness of the program, it is critical that a local agency use these tools to identify projects that will directly benefit communities with the greatest need.

COMMUNITY-BASED ENGAGEMENT: Local agencies can no longer rely on a single workshop or council meeting as the outreach basis for a project. Engagement must now focus on community-led decision making and comprehensive planning strategies. Open streets events and demonstrations become excellent tools for gaining community input and support for new infrastructure projects. Walking and biking audits also allow community members to show local agency staff specific areas of concern. These concerns should then be addressed in the conceptual design. Engagement activities should continue throughout the design process, leading up to construction. Local agencies should not be afraid to try something new in the community. Bold and transformative projects tend to score better in the evaluation process. Finally, infrastructure projects should consider adding non-infrastructure components like safety education or walking/biking encouragement programs. For more resources and strategies, go to <https://scag.ca.gov/go-human>.

GRANT WRITING: ATP offers a very comprehensive scoring rubric that describes how the evaluators will be scoring the application. This rubric is perhaps the grant writers' most valuable tool. Follow the rubric and do not leave any information out. Incomplete applications can be disqualified or scored incredibly low. As a grant writer, it is important to remember the writer's audience. ATP uses evaluators from across the state that include community stakeholders and state/local agency staff. Evaluators do not review applications from their community. As such, most evaluators are not familiar with the community submitting the application. It is crucial to tell a compelling story. The project narrative needs to introduce the evaluator to the project and sell them on the project's benefits.

ATP applications can be incredibly time consuming and represent an investment from applicant agency. If the steps outlined above have been followed, the application is likely a valuable investment with potential for funding a truly transformative project in the applicant's community. Conversely, if these steps are not followed the agency should consider whether the risk is worth the time investment. Any local agency that has not completed an Active Transportation Plan, should strongly consider investing in a comprehensive plan prior to pursuing ATP funding.

FISCAL IMPACT:

No Fiscal Impact

ATTACHMENT(S):

1. PowerPoint Presentation - Compete For ATP

How A Local Agency Can Better Compete For ATP Funds

Cory Wilkerson
Mobility Planning & Management
July, 2021

www.scag.ca.gov



Attachment: PowerPoint Presentation - Compete For ATP (How A Local Agency Can Better Compete For Active Transportation Program (ATP))

How do you make your application stand out in the pile?



Use community-based planning strategies.

- Community Outreach vs Community Engagement
 - Who identified the project?



Use community-based planning strategies.

- Walk/Bike Audits



Identify the project location.

- Use the data tools available to identify the project location based on need:
 - Disadvantaged Communities
 - Cal Enviro Screen
 - School Enrollment Boundaries
 - Median Household Income
 - Environmental Justice Areas/Communities of Concern
 - Health Disparities
 - Healthy Places Index
 - Collision Patterns
 - High Injury Network
 - TIMS
 - OTS Rankings

Collect additional location specific feedback.

- Community Events
 - Demonstrations
 - Go Human Kit of Parts



Design your project first based on the needs.

- Address Needs?
 - Safety Countermeasures?
 - Community Concerns?
 - Health Impacts?
 - Students?



Set your project up to be a success.

- Transformative?
 - Is the project exciting?



Final touches.

- Consider adding Non-infrastructure to an Infrastructure Project
 - Education Programs
 - Demonstration Events
 - Community walks or rides



Now you just need to write the application.

- Scoring Rubrics:
 - Most grant programs have a scoring rubric available
 - The rubric is your best friend!
- Tell a story!
 - Remember your audience

Thank You!

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Southern California Association of Governments
Remote Participation Only
July 1, 2021

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Sarah Dominguez, Senior Regional Planner
(213) 236-1918, dominguezs@scag.ca.gov
Subject: California Air Resources Board (CARB) 2022 Scoping Plan Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD AND RC:

Receive and File

RECOMMENDED ACTION FOR EEC AND TC:

Information Only - No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

In early June 2021, the California Air Resources Board (CARB) held a series of kickoff meetings to initiate the Assembly Bill (AB) 32 Climate Change Scoping Plan. The update to the Scoping Plan is due in Fall/Winter 2022 and will reflect California’s goal to assess progress towards the Senate Bill (SB) 32 target of reducing GHG emission to 40 percent below 1990 levels in 2030, and to achieve climate neutrality by 2045. There are not currently any draft materials out for review, but CARB is seeking comments by July 9, 2021. SCAG staff are considering submitting a brief letter by the deadline to request clarification or assessment of greenhouse gas reduction pathways that would lead to future policies or regulations, provide insights on the challenges and opportunities for advancing proposed pathways in the SCAG region, and seek alignment between the Scoping Plan and SCAG’s regional policies for reducing GHG emission in Connect SoCal.

BACKGROUND:

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (Assembly Bill 32), which required the California Air Resources Board (CARB) to develop a Scoping Plan to describe how California can reduce greenhouse gas (GHG) emissions in California to 1990 levels by 2020.

Then in 2016, the Legislature passed Senate Bill 32 which added a new target of 40 percent reduction from 1990 levels by 2030. CARB is required to update the Scoping Plan at least once every 5 years. The first Scoping Plan was adopted in 2008, followed by updates in 2013 and 2017. CARB is now preparing the 2022 Scoping Plan to identify how California can become carbon neutral by 2045.

The Scoping Plan is an actionable statewide blueprint to achieve climate goals and is directed to achieve the maximum, technologically feasible and cost-effective greenhouse gas emission reductions. It does not go into detail about individual programs or regulation design, and does not supplant or create new statutes or regulations. Following the adoption of the Scoping Plan, state agencies and CARB will examine their regulations, programs and policies to assess alignment with the Scoping Plan and identify changes needed to be on track to reach the state's climate goals. Any changes to existing or proposals for new programs, policies or regulations will each have their own detailed public process and detailed analysis. The 2017 Climate Change Scoping Plan was developed while SCAG was working with CARB on the SB 375 target update process. The 2017 Scoping Plan had noted that stronger GHG reduction targets were needed to meet state goals, but that there was also a gap between what could be achieved through SB 375 alone. This 2022 Scoping Plan will provide the context for the next SB 375 target update process to occur by 2026.

On June 8 through June 10, 2021, CARB held a series of kickoff workshops to launch the start of the 2022 Scoping Plan update. Specific sessions focused on Natural and Working Lands, Equity and Environmental Justice, and Transportation and Energy. Workshop materials and recordings are available on CARB's website¹. CARB has also convened an Environmental Justice Advisory Committee and will consult with the Committee throughout the development of the 2022 Scoping Plan to ensure that environmental justice principles and actions are incorporated.

While no draft materials are currently posted, CARB is seeking written comments. Given the significance of the transportation sector in achieving the state's climate goals, making up 41 percent of state GHG emissions, SCAG staff is considering submitting a brief comment letter. The purpose of SCAG's comment letter would be to request clarification or assessment of potential GHG reduction pathways that would lead to future policies or regulations that would impact the SCAG region, provide insights on the challenges and opportunities for advancing proposed pathways in the SCAG region, and seek alignment between the Scoping Plan and SCAG's regional policies for reducing GHG emissions including in Connect SoCal and related board directives. Particular attention would be given to those policies and regulations mentioned in the CARB 2022 Scoping Plan workshops which could impact Connect SoCal GHG targets and infrastructure investment strategies. These relate to other state plans and policies that are building blocks for the Scoping Plan and which SCAG has been engaged in the development of such as the Revised Draft 2020 Mobile Source Strategy, to be

¹ <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/scoping-plan-meetings-workshops>



adopted by CARB in Fall 2021, and Climate Action Plan for Infrastructure Investment under both EO-N-19-19 and EO N-79-20.

Written comments are due July 9, 2021. CARB anticipates releasing the draft Scoping Plan in Spring 2022, with the final Scoping Plan released in Fall 2022 and considered for adoption in late 2022.

FISCAL IMPACT:

Work associated with this item is included in the FY 20-21 Overall Work Program (310.4874.01: Connect SoCal Development).