

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



AMENDMENT #3
INCLUDING THE
2023 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM
CONSISTENCY AMENDMENT #23-03

ADOPTED JUNE 1, 2023

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scag.ca.gov/connect-social
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CONNECT SOCAL

Final Amendment #3

INTRODUCTION

On September 3, 2020, the Southern California Association of Governments (SCAG) adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (“Connect SoCal 2020” or “Plan” herein) for the six-county region including Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. Connect SoCal 2020 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 federal transportation conformity requirements, as specified in and required by various federal laws.

Since the adoption of the Plan, SCAG’s Regional Council, which is SCAG’s governing board, has approved two amendments to the Connect SoCal 2020. The Connect SoCal 2020 Amendment #1 (Amendment 1) was approved on November 4, 2021, and Amendment #2 (Amendment 2) to the Connect SoCal 2020 was approved on October 6, 2022.

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 the Plan’s initial adoption, some of these projects have experienced technical changes that are time-sensitive and require that the Plan and the Federal Transportation Improvement Program (“FTIP”) be amended in order to allow these projects to move forward in a timely manner.

The purpose of this document is to identify the project changes made by way of the Draft Amendment #3 (Amendment 3) to the Plan and the associated Consistency Amendment #23-03 to the 2023 FTIP, and provide documentation demonstrating that the Plan, as amended by this Amendment 3, continues 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 (“MAP-21”) planning requirements, the Transportation Conformity Rule and SB 375. An environmental assessment (Connect SoCal 2020 Program Environmental Impact Report Addendum #4) is being conducted to evaluate the potential environmental impacts associated with the changes to the Project List as detailed herein.

PROJECT MODIFICATIONS

The project changes in this Draft Amendment 3 can be broadly categorized as follows:

- Project is new and not currently included in the Connect SoCal 2020 Project List.
- Project currently exists in the Connect SoCal 2020 - Project List, but has a:
 - revised description
 - revised schedule, and/or
 - change in total cost, or
 - has been deleted or cancelled

Draft Amendment 3 incorporates changes to the Connect SoCal 2020 projects in addition to changes to state and local highway, transit and passenger rail projects that will be carried forward as part of the 2023 FTIP.

The tables on the following pages detail the project changes from the current Connect SoCal 2020 and illustrate a before-and-after scenario for each of the listed projects. For a complete listing of projects please refer to the Connect SoCal 2020 – Project List. The Connect SoCal 2020 - Project List can be accessed via the following link:

https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_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	EL CENTRO	IMP220611	1161L001	LOCAL HIGHWAY		CONSTRUCTION OF AN EXTENSION OF S. IMPERIAL AVENUE FROM DANENBERG DR. TO MANUEL ORTIZ AVE. PHASE III.	2026	EXISTING: \$2,727 REVISSED: \$2,724	PROJECT COST DECREASE	REVISED MODELING DETAILS, REVISED PROJECT COST
2	IMPERIAL	IMPERIAL CITY	IMP190712	1A98L02	LOCAL HIGHWAY		LA BRUCHERIE ROAD WIDENING FROM 2 LANES TO 4 LANES FROM ATEN BLVD. TO TRESHILL ROAD.	EXISTING: 2022 REVISSED: 2024	\$4,630	NONE	REVISED SCHEDULE
3	IMPERIAL	CALTRANS	515	6120002	STATE HIGHWAY	8	RECONSTRUCT I-8 INTERCHANGE AT IMPERIAL AVE.: FROM A TWO-LANE TO A FOUR-LANE DIAMOND TYPE OVERCROSSING, REALIGN AND RECONSTRUCT ON AND OFF-RAMPS, AND PROVIDE ACCESS TO IMPERIAL AVE. SOUTH OF I-8 (DEMO ID 621 - HPP 2861). PROJECT USING TOLL CREDITS TO MATCH DEMO FUNDS.	EXISTING: 2026 REVISSED: 2023	EXISTING: \$44,240 PROPOSED: \$44,480	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
4	LOS ANGELES	LOS ANGELES COUNTY	LAF1311	220A1L30	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.	EXISTING: 2022 REVISSED: 2023	\$8,731	NONE	REVISED SCHEDULE
5	LOS ANGELES	BURBANK	LA9918856	LA9918856	LOCAL HIGHWAY		MR310.58 SYNCHRONIZE 30 INTERSECTIONS ALONG SAN FERNANDO BOULEVARD BETWEEN GRISMER AVENUE AND ALAMEDA AVE, FIRST STREET BETWEEN THIRD STREET AND VERDUGO AVENUE, AND THIRD STREET BETWEEN BURBANK BOULEVARD AND VERDUGO AVE	2029	\$250	NEW 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
6	LOS ANGELES	CARSON	LA0D173	LA0D173	LOCAL HIGHWAY		BRIDGE NO. 53C0652, SEPULVEDA BLVD, OVER DOMINGUEZ CHANNEL, 1/2 MI E/O ALAMEDA ST. REHABILITATE 4-LANE BRIDGE & WIDEN TO 6-LANE, UPGRADE BRIDGE RAILINGS.	EXISTING: 2025 REVISSED: 2029	EXISTING: \$6,000 REVISSED: \$7,091	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
7	LOS ANGELES	CULVER CITY	LAF7303	1ITS04	LOCAL HIGHWAY		NETWORK-WIDE SIGNAL SYNC WITH VID & ARTERIAL PERFORMANCE MEASUREMENT SYSTEM FOR ATCS : (1) OPTIMIZES SIGNAL COORDINATION TIMING NETWORK-WIDE. (2) UPGRADES MAJOR INTERSECTIONS WITH ENHANCED SYSTEM DETECTION AND ARTERIAL PERFORMANCE MEASUREMENT CAPABILITIES ALONG WASHINGTON BL, SEPULVEDA BL, JEFFERSON BL, AND OTHERS. (16 SIGNALS THAT ARE SYNCHED)	EXISTING: 2021 REVISSED: 2023	\$1,236	NONE	REVISED SCHEDULE
8	LOS ANGELES	CULVER CITY	LA0G451	LA0G451	LOCAL HIGHWAY		BRIDGE NO. 53C0876, HIGUERA ST, OVER BALLONA CR. BETWEEN EASTHAM DRIVE AND JEFFERSON BLVD. REPLACE 3 LANE BRIDGE WITH A NEW 4 LANE BRIDGE.	EXISTING: 2022 REVISSED: 2027	EXISTING: \$8,942 REVISSED: \$10,326	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
9	LOS ANGELES	DOWNEY	LAF7118	1AL04	LOCAL HIGHWAY		FLORENCE AVENUE BRIDGE OVER SAN GABRIEL RIVER : (1) REPLACES UNDIVIDED 4-LANE BRIDGE ON FLORENCE AV BETWEEN LESTERFORD AV AND LITTLE LAKE RD AT THE SAN GABRIEL RIVER CROSSING WITH DUAL 45-FT-WIDE, 3-LANE BRIDGE (6 LANES TOTAL, 14 FT SEPARATION). (2) IMPROVES 200-FT APPROACHES ON EACH SIDE OF THE BRIDGE WITH WIDENED/ADA-COMPLIANT SIDEWALKS AND 2 FT WIDER SHOULDER TO IMPROVE CYCLIST SAFETY. SIDEWALKS ARE NEW. NO BIKE FACILITIES.	EXISTING: 2022 REVISSED: 2027	EXISTING: \$1,236 REVISSED: \$16,474	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST

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	DOWNEY	LAF9525	1O1007	LOCAL HIGHWAY		THIS PROJECT IMPLEMENTS 17 MILES OF CLASS II BIKE LANES ON EIGHT ROADWAYS (SEVEN OF THEM WITH ROAD DIETS) PROVIDING ENHANCED ACCESS TO ACTIVITY CENTERS AND MULTI-MODAL ASSETS SUCH AS THE GREEN LINE AND BIKE PATHS.	EXISTING: 2022 REVISSED: 2024	\$2,847	NONE	REVISED SCHEDULE
11	LOS ANGELES	GARDENA	LATR02020	1ITS04	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: 2022 REVISSED: 2024	\$2,800	NONE	REVISED SCHEDULE
12	LOS ANGELES	HAWTHORNE	LA0G1548	1AL04	LOCAL HIGHWAY		WIDEN INTERSECTIONS MODIFY AND UPGRADE FOUR TRAFFIC SIGNAL SYSTEM, TRAFFIC STRIPING, ADJUSTMENT OF UTILITIES, EXCAVATION AND REMOVAL OF EXISTING PAVEMENT, CONCRETE, ASPHALT AND CONSTRUCTION OF CURB, GUTTER, SIDEWALKS, DRIVEWAYS AND ADA RAMPS. SIGNAL SYNCHRONIZATION AT: EL SEGUNDO BLVD AT RAMONA AVE. EL SEGUNDO BLVD. AT AVIATION AVE. EL SEGUNDO BLVD. AT ISIS AVE. EL SEGUNDO BLVD. AT VAN NESS AVE.	EXISTING: 2022 REVISSED: 2024	\$2,000	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
13	LOS ANGELES	HAWTHORNE	LA0G1321	1ITS04	LOCAL HIGHWAY		THE SCOPE INVOLVES ALL PHASES PA/ED, PS&E, ROW AND, CONSTRUCTION. THE PROJECT WILL ENVIRONMENTALLY CLEAR AND DESIGN TRAFFIC SIGNAL MODIFICATIONS, TRAFFIC STRIPING, ADJUSTMENT OF UTILITIES, EXCAVATION AND REMOVAL OF EXISTING PAVEMENT, CONCRETE, ASPHALT, CONSTRUCTION OF CURB, GUTTER, SIDEWALKS, DRIVEWAYS, RETAINING WALLS, STORM DRAIN, RAISED MEDIANS AND ADA RAMPS. ADDITIONALLY, OTHER ITEMS NOT LISTED HERE MAY BE NECESSARY TO COMPLETE THE IMPROVEMENTS.	EXISTING: 2021 REVISSED: 2027	EXISTING: \$2,300 REVISSED: \$16,474	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
14	LOS ANGELES	HAWTHORNE	LA0G1546	1ITS04	LOCAL HIGHWAY		IMPERIAL HWY SIGNAL IMPROVEMENTS AND INTERSECTION. PA/ED, PS&E, ROW, CONSTRUCTION. MODIFY AND UPGRADE 5 TRAFFIC SIGNAL, TRAFFIC STRIPING, UTILITIES, EXCAVATION, REMOVAL OF EXISTING PAVEMENT, CONCRETE, ASPHALT AND CONSTRUCTION OF CURB, GUTTER, SIDEWALKS AND DRIVEWAYS. SIGNAL SYNCHRONIZATION AT: IMPERIAL HIGHWAY AT PRAIRIE AVENUE IMPERIAL HIGHWAY AT FREEMAN AVENUE IMPERIAL HIGHWAY AT HAWTHORNE BOULEVARD IMPERIAL HIGHWAY AT RAMONA AVENUE IMPERIAL HIGHWAY AT INGLEWOOD AVENUE	EXISTING: 2022 REVISSED: 2024	\$1,995	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
15	LOS ANGELES	HAWTHORNE	LAF9102	1O1007	LOCAL HIGHWAY		5 INTERSECTION LOCATIONS; SIGNAL IMPROVEMENT INCLUDE UPGRADE TRAFFIC SIGNAL CONTROLLER AND CABINET ENABLING, REWIRING OF THE SIGNALIZED INTERSECTION TO ENSURE COMMUNICATION BETWEEN SIGNAL EQUIPMENT; UPGRADE PEDESTRIAN SIGNALS TO COUNT DOWN TYPE AND PUSH BUTTONS, INSTALL BATTERY BACKUP SYSTEM TO MINIMIZE DISRUPTION OF TRAFFIC DURING POWER OUTAGE NEW VEHICLE DETECTION INCLUDING BICYCLE LOOPS/SENSORS; NEW BIKE LANE WILL BE ONE MILE (EACH WAY).	EXISTING: 2021 REVISD: 2023	\$4,562	NONE	REVISED SCHEDULE
16	LOS ANGELES	INDUSTRY	LAF5100	LAF5100	LOCAL HIGHWAY		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.	EXISTING: 2025 REVISD: 2027	EXISTING: \$16,819 REVISD: \$16,474	PROJECT COST DECREASE	REVISED SCHEDULE, REVISED PROJECT COST
17	LOS ANGELES	INGLEWOOD	LAF9307	1ITS04	LOCAL HIGHWAY		CITY OF INGLEWOOD ITS PHASE VI PROJECT: 5,280 FEET OF FIBER OPTIC ALONG PINCAY DRIVE; REPLACE 170 CONTROLLERS WITH TYPE 2070 CONTROLLERS AT TWELVE INTERSECTIONS; TRAFFIC SIGNAL SYNCHRONIZATION ALONG PINCAY DRIVE BETWEEN PRAIRIE AND CRENSHAW; INSTALL CHANGEABLE MESSAGE SIGN AT CENTURY/PRAIRIE; AND MODERNIZING CITY HALL TMC TO PROVIDE ADAPTIVE TRAFFIC CONTROL AND MEET CURRENT STANDARDS.	EXISTING: 2022 REVISD: 2024	\$1,508	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	LAKEWOOD	LA0G937	1AL04	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: 2025 REVISSED: 2021	\$6,004	NONE	REVISED SCHEDULE
19	LOS ANGELES	LANCASTER	LA0G927	1AL04	LOCAL HIGHWAY		SR-138 (SR-14) AVENUE G INTERCHANGE. PROJECT WILL WIDEN AVENUE G FOR A CENTER TURN-LANE, BIKE LANES AND SIDEWALKS BETWEEN 10TH STREET WEST AND 25TH STREET WEST, AND WILL INCLUDE GEOMETRIC CHANGES TO THE SR-138 (SR-14) RAMPS, INTERSECTION CONTROLS, AND PEDESTRIAN IMPROVEMENTS.	EXISTING: 2025 REVISSED: 2029	\$15,000	NONE	REVISED SCHEDULE
20	LOS ANGELES	LANCASTER	LA0G929	1AL04	LOCAL HIGHWAY		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.	EXISTING: 2025 REVISSED: 2029	\$29,638	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
21	LOS ANGELES	LANCASTER	LAF9131	1AL04	LOCAL HIGHWAY		CONSTRUCT 2 MILES OF NEW COMPLETE STREETS TO ALLEVIATE BURDEN TO EXISTING ARTERIAL NETWORK, WHILST PROVIDING NECESSARY ACCESS TO EXISTING AND PROPOSED MEDICAL FACILITIES	EXISTING: 2025 REVISSED: 2029	EXISTING: \$12,931 REVISSED: \$11,413	PROJECT COST DECREASE	REVISED SCHEDULE, REVISED PROJECT COST
22	LOS ANGELES	LONG BEACH	LA9918954	220A1L38	LOCAL HIGHWAY		STUDEBAKER RD BETWEEN CARSON ST AND 2ND ST AND LOYNES DR BETWEEN STUDEBAKER RD AND BELLFLOWER BLVD IN THE CITY OF LONG BEACH. THE PROJECT FUNDS SIGNAL IMPROVEMENTS, INCLUDING FIBER-OPTIC INTERCONNECT AND POLE 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.	EXISTING: 2023 REVISSED: 2028	EXISTING: \$17,500 REVISSED: \$19,767	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
23	LOS ANGELES	LONG BEACH	LATP17S013	1AL04	LOCAL HIGHWAY		CREATION OF 8-80 FACILITIES THROUGH THE CONSTRUCTION OF TWO BICYCLE BOULEVARDS (CLASS III) ALONG LOMA AVE. AND 20TH ST. (4 MILES), A ROAD DIET (0.9 MILE) ALONG PALO VERDE AVENUE WITH TRAFFIC CALMING, BUFFERED BIKE LANES (CLASS I) AND BRIDGE ADA UPGRADE, INTERSECTION SAFETY IMPROVEMENTS AND AN ENCOURAGEMENT PROGRAM TO REMOVE MENTAL BARRIERS TO WALKING/CYCLING FOR RESIDENTS, WORKERS, UNIVERSITY STUDENTS, SCHOOL CHILDREN, AND VISITORS TO LONG BEACH.	EXISTING: 2022 REVISSED: 2027	\$7,987	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
24	LOS ANGELES	LONG BEACH	LAF9314	1ITS04	LOCAL HIGHWAY		THE PROJECT CONSISTS OF SIGNAL ENHANCEMENTS THAT WILL INCLUDE SYNCHRONIZATION AND COMMUNICATIONS. ALSO ARE INCLUDED ARE BICYCLE AND PEDESTRIAN IMPROVEMENTS AND INCLUSION OF THE CORRIDOR INTO AN ADAPTIVE TRAFFIC CONTROL SYSTEM	EXISTING: 2022 REVISSED: 2024	\$3,258	NONE	REVISED SCHEDULE
25	LOS ANGELES	LONG BEACH	LAF7316	1ITS05	LOCAL HIGHWAY		EXISTING: MODIFICATION TO PROJ DESC: (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) NEW TRAFFIC SIGNALS IN SHARED JURISDICTIONS WITH COMPTON ON THE WEST END AND BELLFLOWER ON THE EAST END (5) INSTALL CLASS 4 BIKEWAYS IN BOTH DIRECTIONS (6) PEDESTRIAN IMPROVEMENTS REVISSED: MODIFICATION TO PROJ DESC: (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) NEW TRAFFIC SIGNALS IN SHARED JURISDICTIONS WITH COMPTON ON THE WEST END AND BELLFLOWER ON THE EAST END (5) INSTALL CLASS 4 BIKEWAYS IN BOTH DIRECTIONS (6) PEDESTRIAN IMPROVEMENTS	EXISTING: 2022 REVISSED: 2023	\$3,045	NONE	REVISED SCHEDULE, PROJECT SCOPE

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	LAF3136	1A1005	LOCAL HIGHWAY		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.	EXISTING: 2026 REVISD: 2029	\$87,677	NONE	REVISED SCHEDULE
27	LOS ANGELES	LOS ANGELES COUNTY	LAF5115	1AL04	LOCAL HIGHWAY		AVENUE L ROADWAY WIDENING PROJECT; WIDEN AVENUE L FROM ONE LANE TO TWO LANES IN EACH DIRECTION FROM 40TH ST WEST TO 57TH ST (TOTAL DISTANCE 1.7 MI) INCLUDE LEFT- AND RIGHT-TURN POCKETS WHERE AVENUE L INTERSECTS WITH 40TH, 42ND, 45TH, 50TH AND 55TH STREETS, CURBS AND GUTTER RECONSTRUCTION, A 12-FOOT WIDE CLASS II BIKE LANE IN EACH DIRECTION AND 8-FOOT WIDE SIDEWALKS ON BOTH SIDES OF THE STREET.	2022	\$11,297	PROJECT COST REMOVED	DELETED PROJECT (CANCELLED)
28	LOS ANGELES	LOS ANGELES COUNTY	LAF5315	1AL04	LOCAL HIGHWAY		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: 2022 REVISD: 2024	\$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
29	LOS ANGELES	LOS ANGELES COUNTY	LAF1312	1ITS04	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: 2022 REVISSED: 2024	\$16,893	NONE	REVISED SCHEDULE
30	LOS ANGELES	LOS ANGELES COUNTY	LAF1321	1ITS04	LOCAL HIGHWAY		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: 2022 REVISSED: 2023	\$18,786	NONE	REVISED SCHEDULE
31	LOS ANGELES	LOS ANGELES COUNTY	LAF3309	1ITS04	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: 2022 REVISSED: 2023	\$14,786	NONE	REVISED SCHEDULE
32	LOS ANGELES	LOS ANGELES COUNTY	LAF3310	1ITS04	LOCAL HIGHWAY		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: 2022 REVISSED: 2023	\$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
33	LOS ANGELES	LOS ANGELES COUNTY	LAF5316	1ITS04	LOCAL HIGHWAY		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: 2022 REVISSED: 2024	\$1,880	NONE	REVISED SCHEDULE
34	LOS ANGELES	LOS ANGELES COUNTY	LAF7306	1ITS04	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: 2022 REVISSED: 2024	\$3,660	NONE	REVISED SCHEDULE
35	LOS ANGELES	LOS ANGELES COUNTY	LAF7307	1ITS04	LOCAL HIGHWAY		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: 2022 REVISSED: 2024	\$4,531	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
36	LOS ANGELES	LOS ANGELES COUNTY	LAF7310	1ITS04	LOCAL HIGHWAY		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: 2022 REVISSED: 2024	\$7,550	NONE	REVISED SCHEDULE
37	LOS ANGELES	LOS ANGELES COUNTY	LAF9305	1ITS04	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: 2023 REVISSED: 2028	\$2,758	NONE	REVISED SCHEDULE
38	LOS ANGELES	LOS ANGELES COUNTY	LATR02018	1ITS04	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: 2022 REVISSED: 2024	\$615	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
39	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	LA TP16S003	1AL04	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: 2023 REVISSED: 2028	\$12,340	NONE	REVISED SCHEDULE
40	LOS ANGELES	LOS ANGELES, CITY OF	LA0G1472	1200L005	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: 2025 REVISSED: 2029	\$43,500	NONE	REVISED SCHEDULE
41	LOS ANGELES	LOS ANGELES, CITY OF	LAF7207	1AL04	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: 2025 REVISSED: 2029	\$6,566	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
42	LOS ANGELES	LOS ANGELES, CITY OF	LA0C8046	LA0C8046	LOCAL HIGHWAY		PROJECT IS LOCATED ALONG BURBANK BLVD FROM LANKERSHIM BLVD TO CLEON AVE AND WILL CREATE GREATER SAFETY ENHANCEMENTS FOR ALL ROADWAY USERS AND PEDESTRIANS. THE PROJECT WILL ALIGN WITH THE RECENTLY ADOPTED "COMPLETE STREETS" POLICIES AND THE COMMUNITY'S CURRENT NEEDS. SIGNAL SYNC AT BURBANK/VINELAND AND BURBANK/LANKERSHIM & TUJUNGA. ADDITIONAL SAFER CROSSINGS THROUGH NEW TRAFFIC CONTROLS WITH PEDESTRIAN HYBRID BEACONS AT FOUR INTERSECTIONS: CASE AVE., ELMER AVE., FULCHER AVE. AND KLUMP AVE.	EXISTING: 2025 REVISD: 2029	\$15,416	NONE	REVISED SCHEDULE
43	LOS ANGELES	MAYWOOD	LA9918792	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	2028	\$18,534	NEW PROJECT COST	NEW PROJECT
44	LOS ANGELES	MONTEREY PARK	LAMIPMR103	LAMIPMR103	LOCAL HIGHWAY		IMPROVE RAMONA RD/I-710 OFF-RAMP SOUTH OF I-10 FREEWAY TO EXTEND 2 LANES ON THE I-710 OFF-RAMP FURTHER SOUTH; CREATE A THIRD LANE AS A FREE RIGHT-TURN LANE ONTO SB CORPORATE CENTER DRIVE; AND ADD A THIRD SB LANE ON CORPORATE CENTER DRIVE FOR APPROXIMATELY 300' FEET WHICH WILL TRANSITION INTO EXISTING CURB LANE. WORK WILL REQUIRE RETAINING WALL AND COORDINATION WITH CALTRANS.	2029	\$2,400	NEW 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
45	LOS ANGELES	MONTEREY PARK	LAMIPMR104	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.	2028	\$700	NEW PROJECT COST	NEW PROJECT
46	LOS ANGELES	MONTEREY PARK	LAMIPMR105	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.	2029	\$18,202	NEW PROJECT COST	NEW PROJECT
47	LOS ANGELES	MONTEREY PARK	LAMIPMR106	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.	2028	\$1,900	NEW 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
48	LOS ANGELES	PALMDALE	LA0G895	1AL04	LOCAL HIGHWAY		WIDEN 10TH ST WEST FROM 6 LANES TO 8 LANES 600' S/O RANCHO VISTA BLVD (RVB) TO AVE O-4; ADDITIONAL RIGHT TURN LANES FROM 10TH WEST UNTO NB SR138/14 ON RAMP AND AV MALL ENTRANCE; TRAFFIC SIGNAL UPGRADES AND MODIFICATIONS AT THE INTERSECTIONS OF 10TH ST WEST AND RVB, AV MALL ENTRANCE, DESTINATION O-8, AND SR 138/14 SB OFF-RAMP; ADD NB AND SB RIGHT TURN LANES ON 10TH ST WEST AT RVB; MODIFY EXISTING SR 138/14 ON AND OFF-RAMPS AT 10TH ST WEST; AND OTHER REQUIRED IMPROVEMENTS.	EXISTING: 2025 REVISSED: 2029	EXISTING: \$39,400 REVISSED: \$27,600	PROJECT COST DECREASE	REVISED SCHEDULE, REVISED PROJECT COST
49	LOS ANGELES	PALMDALE	LAF1300	1ITS04	LOCAL HIGHWAY		NORTH COUNTY TRAFFIC FORUM ITS EXPANSION. MULTIJURISDICTIONAL PROJECT WILL UPGRADE CENTRAL TOC SOFTWARE AND SIGNAL CONTROLLERS; CONNECT TO LA COUNTY IEN; AND ADD TRAFFIC SIGNALS/CORRIDORS TO EXISTING INTERCONNECT SYSTEM. (5 SIGNALS)	EXISTING: 2025 REVISSED: 2029	\$15,603	NONE	REVISED SCHEDULE
50	LOS ANGELES	PARAMOUNT	LA0G1147	1AL04	LOCAL HIGHWAY		GARFIELD AVENUE IMPROVEMENTS FROM 70TH STREET TO HOWERY STREET - WIDEN STREET 1 TO 4 FEET FOR 2 MILES TO ACCOMMODATE A THIRD LANE IN EACH DIRECTION REQUIRING PARTIAL TAKES FROM 2 PARCELS, ADD MEDIANS, NARROW EXISTING MEDIANS, ADD SECOND LEFT TURN LANE IN ALL DIRECTIONS AT TWO INTERSECTIONS, ROSECRANS AVE. AND ALONDRA BLVD., RESURFACE STREET, CONCRETE INTERSECTIONS, TRAFFIC SIGNAL IMPROVEMENTS, STREET LIGHTS, UNDERGROUND UTILITIES, "GREEN STREET" IMPROVEMENTS, AND STORMWATER AND WATERSHED BMPS.	EXISTING: 2025 REVISSED: 2029	\$33,143	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
51	LOS ANGELES	PASADENA	LATP17M021	1AL04	LOCAL HIGHWAY		THE CITY OF PASADENA WILL INSTALL A 1.5-MILE, TWO-WAY, PROTECTED CYCLE TRACK (CLASS I) ON UNION STREET FROM HILL AVENUE TO ARROYO PARKWAY, INCLUDING NECESSARY SIGNAL UPGRADES WITH ROAD DIET FROM 3 TO 2 LANES. ALSO INSTALLING BIKE BOULEVARD (0.3 MILES, CLASS III) ALONG HOLLISTON AVENUE BETWEEN UNION ST AND CORDOVA ST (NO ROAD DIET). UTILIZING TOLL CREDITS TO MATCH CMAQ & ATP FOR CON PHASE.	EXISTING: 2022 REVISSED: 2024	EXISTING: \$6,619 REVISSED: \$8,892	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
52	LOS ANGELES	PICO RIVERA	LA0G1106	1AL04	LOCAL HIGHWAY		BRIDGE NO. 53C0471 - WASHINGTON BOULEVARD OVER RIO HONDO RIVER BRIDGE - REPLACING EXISTING 6-LANE BRIDGE WITH AN 8-LANE BRIDGE INCREASING CAPACITY.	EXISTING: 2026 REVISSED: 2029	\$33,144	NONE	REVISED SCHEDULE
53	LOS ANGELES	PICO RIVERA	LA0G1105	LA0G1105	LOCAL HIGHWAY		BRIDGE NO. 53C0057 - TELEGRAPH ROAD OVER SAN GABRIEL RIVER BRIDGE; 1. DEMOLISH EXISTING BRIDGE WITH FOUR LANES. 2. CONSTRUCT, TWO PARALLEL, 3-LANE STRUCTURES W/ CIP/PS BOX GIRDERS. PROJECT COMBINED WITH LAF9122, I.E. LAF9122 FUNDS WERE ADDED HERE.	2029	\$22,095	NEW PROJECT COST	NEW PROJECT
54	LOS ANGELES	ROSEMEAD	LAF9110	2016A319	LOCAL HIGHWAY		GARVEY AVENUE REGIONAL ACCESS & CAPACITY IMPROVEMENT PROJECT FOCUSES ON RELIEVING HEAVY TRAFFIC CONGESTION THROUGH IMPROVED LEVEL OF SERVICE (LOS) AND CAPACITY.	2024	\$192	PROJECT COST REMOVED	DELETED 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
55	LOS ANGELES	SAN GABRIEL VALLEY COG	LA990359	LA990359	LOCAL HIGHWAY		GRADE SEP XINGS SAFETY IMPR; 35- MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY - EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA & L.A. SUBDIV - ITS 2318 SAFETEA #2178;1436 #1934 PPNO 2318. NOGALES(LA) PROJECT INCLUDES WIDENING FROM 2 TRAVEL LANES TO 4 TRAVEL LANES OF E.WALNUT DRIVE NO. EAST OF NOGALES FOR 2600 LINEAR FEET AND WIDENING FROM 2 TRAVEL LANES TO 4 TRAVEL LANES OF GALE AVE. WEST OF NOGALES FOR 1900 LINEAR FEET.	EXISTING: 2022 REVISIED: 2027	\$1,599,708	NONE	REVISED SCHEDULE
56	LOS ANGELES	SANTA CLARITA	LA0G1436	1AL04	LOCAL HIGHWAY		ORCHARD VILLAGE ROAD/ WILEY CANYON ROAD BRIDGE REHABILITATION. PROJECT MAY INCREASE CAPACITY FROM 4 LANES TO 6 LANES	EXISTING: 2024 REVISIED: 2028	\$6,375	NONE	REVISED SCHEDULE
57	LOS ANGELES	SANTA CLARITA	LA0G742	LA0G742	LOCAL HIGHWAY		RESTRIPE ORCHARD VILLAGE ROAD FROM MCBEAN PARKWAY TO LYONS AVENUE FROM 4 TO 6 LANES; APPROXIMATELY 1.3 MILES	EXISTING: 2025 REVISIED: 2029	\$1,850	NONE	REVISED SCHEDULE
58	LOS ANGELES	SANTA CLARITA	LA0G744	LA0G744	LOCAL HIGHWAY		CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE RAILROAD AVENUE FROM NEWHALL AVENUE TO BOUQUET CANYON ROAD TO ACCOMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 3 MILES	EXISTING: 2025 REVISIED: 2029	\$2,300	NONE	REVISED SCHEDULE
59	LOS ANGELES	SANTA CLARITA	LA0G745	LA0G745	LOCAL HIGHWAY		CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE BOUQUET CANYON ROAD FROM SECO CANYON ROAD TO PLUM CANYON ROAD TO ACCOMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 2.2 MILES	EXISTING: 2025 REVISIED: 2029	\$920	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
60	LOS ANGELES	SANTA CLARITA	LA0G746	LA0G746	LOCAL HIGHWAY		CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE PLUM CANYON ROAD FROM BOUQUET CANYON ROAD TO CITY LIMIT TO ACCOMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 0.5 MILES	EXISTING: 2025 REVISIED: 2029	\$575	NONE	REVISED SCHEDULE
61	LOS ANGELES	SANTA CLARITA	LA0G747	LA0G747	LOCAL HIGHWAY		CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE WHITES CANYON ROAD FROM SOLEDAD CANYON ROAD TO CITY LIMIT TO ACCOMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 2 MILES	EXISTING: 2025 REVISIED: 2029	\$920	NONE	REVISED SCHEDULE
62	LOS ANGELES	SANTA CLARITA	LA0G751	LA0G751	LOCAL HIGHWAY		CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE SIERRA HIGHWAY FROM VIA PRINCESSA TO CITY LIMIT TO ACCOMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 5.5 MILES	EXISTING: 2025 REVISIED: 2029	\$3,700	NONE	REVISED SCHEDULE
63	LOS ANGELES	SANTA CLARITA	LA0G754	LA0G754	LOCAL HIGHWAY		VISTA CANYON ROAD BRIDGE OVER THE SANTA CLARA RIVER AND ROADWAY FROM VISTA CANYON COMMUNITY (JAKES WAY/LOST CANYON) TO SOLEDAD CANYON ROAD. INCLUDES 750-FOOT LONG BRIDGE, 1 LANE IN EACH DIRECTION, CLASS I BIKE LANE. (BIKE LANE LESS THAN 1 MILE)	EXISTING: 2021 REVISIED: 2027	EXISTING: \$10,850 REVISIED: \$22,000	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
64	LOS ANGELES	SANTA CLARITA	LA0G755	LA0G755	LOCAL HIGHWAY		NEWHALL RANCH ROAD BRIDGE WIDENING OVER THE SAN FRANCISQUITO CREEK 6 TO 8 LANES. FROM MCBEAN PKWY TO AVENUE TIBBITTS. BRIDGE NO. 53C2164	EXISTING: 2024 REVISIED: 2028	\$16,616	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
65	LOS ANGELES	SANTA CLARITA	LA960170	LA960170	LOCAL HIGHWAY		MAGIC MOUNTAIN PARKWAY EXTENSION FROM THE INTERSECTION OF BOUQUET CANYON/RAILROAD AVENUE TO VIA PRINCESSA: CONSTRUCT A NEW ROAD AND BRIDGE WITH 3 LANES IN EACH DIRECTION	EXISTING: 2025 REVISSED: 2029	\$19,478	NONE	REVISED SCHEDULE
66	LOS ANGELES	SANTA CLARITA	LA9910013	LA9910013	LOCAL HIGHWAY		VIA PRINCESSA (1 OF 3) EXTENSION FROM GOLDEN VALLEY ROAD TO APPROXIMATELY 350M WEST OF RAINBOW GLEN DRIVE, EAST OF ISABELLA PKWY	EXISTING: 2025 REVISSED: 2029	\$46,075	NONE	REVISED SCHEDULE
67	LOS ANGELES	SANTA CLARITA	LA9910016	LA9910016	LOCAL HIGHWAY		SANTA CLARITA PKWY FROM SOLEDAD CYN RD TO VIA PRINCESSA (1.6 MILES); FROM 0 TO 6 LANES.	EXISTING: 2025 REVISSED: 2029	\$2,500	NONE	REVISED SCHEDULE
68	LOS ANGELES	SANTA CLARITA	LA9910017	LA9910017	LOCAL HIGHWAY		SANTA CLARITA PKWY FROM VIA PRINCESSA TO STATE HWY 14 (1 MILE) FROM 0 TO 6 LANES.	EXISTING: 2024 REVISSED: 2029	\$2,750	NONE	REVISED SCHEDULE
69	LOS ANGELES	SOUTH GATE	LAF7309	1ITS04	LOCAL HIGHWAY		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: 2022 REVISSED: 2024	\$1,817	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
70	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: 2024 REVISSED: 2028	\$20,288	NONE	REVISED SCHEDULE
71	LOS ANGELES	SOUTH PASADENA	LAF5308	1ITS04	LOCAL HIGHWAY		SOUTH PASADENA'S ATMS, CENTRAL TCS AND FOIC FOR FAIR OAKS AV. THIS PROJECT IS LOCATED IN SOUTH PASADENA ON FAIR OAKS AV BETWEEN COLUMBIA ST AND HUNTINGTON DR. IT WILL ESTABLISH A FIBER-OPTIC BACKBONE COMMUNICATION SYSTEM CONNECTION BETWEEN 12 SIGNALS ON FAIR OAKS AV AND CITY HALL AND INSTALL THE ATMS/CENTRAL MANAGEMENT/CONTROL SYSTEM AT ITS CITY HALL BUILDING. FUNDS ARE FOR DESIGN AND CONSTRUCTION COSTS.	EXISTING: 2021 REVISSED: 2023	\$580	NONE	REVISED SCHEDULE
72	LOS ANGELES	TORRANCE	LA0G1589	1O1008	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: 2022 REVISSED: 2024	\$7,820	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
73	LOS ANGELES	WHITTIER	LAF5314	1AL04	LOCAL HIGHWAY		GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - IMPROVE TRAFFIC SIGNAL OPERATIONS BY UPGRADING EACH TRAFFIC SIGNAL TO FEDERAL AND STATE STANDARDS, PROVIDING ADDITIONAL VEHICLE DETECTION TO ENABLE OPERATION AS A FULLY TRAFFIC-ACTUATED SIGNAL, INSTALLING THE APPROPRIATE COMPONENTS TO ENABLE EACH SIGNAL TO BE CAPABLE OF TIME-BASED COORDINATION AND RETIMING SIGNALS TO IMPROVE THE OVERALL PROGRESSION OF TRAFFIC. (APPROXIMATELY 17 SIGNALS INCLUDED)	EXISTING: 2020 REVISSED: 2023	\$2,481	NONE	REVISED SCHEDULE
74	LOS ANGELES	AGOURE HILLS	LA0G1024	REG0703	STATE HIGHWAY	101	(US 101 @ KANAN) KANAN ROAD CORRIDOR, BETWEEN THOUSAND OAKS BOULEVARD AND CORNELL WAY. PSR-PDS PHASE TO INCLUDE ANALYSIS OF KANAN CORRIDOR BETWEEN THOUSAND OAKS BLVD AND CORNELL WAY IN AGOURA HILLS. PROJECT WILL ANALYZE VARIOUS OPTIONS TO IMPROVE SAFETY AND MOBILITY THROUGH THE CORRIDOR FOR MULTIPLE MODES OF TRANSPORT (VEHICLE, PED, BIKE), AND WILL CONSIDER, AMONG OTHER THINGS, SIGNAL TIMING, INTERCHANGE IMPROVEMENTS, ROAD WIDENING, LANE RECONFIGURING, ETC.	EXISTING: 2024 REVISSED: 2028	EXISTING: \$700 REVISSED: \$3,968	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
75	LOS ANGELES	CALTRANS	LA0D451	LA0D451	STATE HIGHWAY	138	ROUTE 138: ROUTE 138 FROM AVE. T TO ROUTE 18-WIDEN 2 TO 4 THRU LANES WITH MEDIAN TURN LANE.	EXISTING: 2023 REVISSED: 2027	\$248,265	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
76	LOS ANGELES	CALTRANS	LA0G874	REG0703	STATE HIGHWAY	405	ROUTE 405: RECONFIGURE CRENSHAW BLVD ON / OFF RAMPS: CONSTRUCT A NEW SB I-405 ON-RAMP AND FREEWAY & LOCAL STREETS WIDENING [EA 29360 PPNO 4551]	EXISTING: 2022 REVISIED: 2025	EXISTING: \$46,840 REVISIED: \$98,430	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
77	LOS ANGELES	LOS ANGELES, CITY OF	LA0G1679	LA0G1679	STATE HIGHWAY		PLANNING, DESIGN AND PRELIMINARY ENGINEERING OF ON/OFF RAMP SYSTEM AT INTERSECTION OF I-10 AND ROBERTSON/NATIONAL BLVD.	2029	\$5,000	NEW PROJECT COST	NEW PROJECT
78	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	LA0G1451	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: 2023 REVISIED: 2028	\$26,792	NONE	REVISED SCHEDULE
79	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	LA0G1452	1163S004	STATE HIGHWAY	605	PROPOSED IMPROVEMENTS ON THE I-605 CONNECTOR SOUTH ST. OFF RAMP BY ADDING STORAGE CAPACITY AND IMPROVING OPERATIONS.	EXISTING: 2023 REVISIED: 2028	\$22,261	NONE	REVISED SCHEDULE
80	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	LA0G1453	1163S005	STATE HIGHWAY	91	ADD ONE EASTBOUND AUXILIARY LANE FROM I-710 RAMPS AT ATLANTIC AVENUE TO PAST CHERRY AVENUE UNDERCROSSING.	EXISTING: 2025 REVISIED: 2029	EXISTING: \$84,878 REVISIED: \$94,750	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST

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	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	LA0G1457	1163S009	STATE HIGHWAY	605	RECONFIGURE THE SB I-605 ON-RAMP BY REPLACING THE HORSESHOE ON-RAMP WITH A THREE LANE ON-RAMP, WIDEN THE SB LOOP OFF-RAMP TO THREE LANES, WIDEN THE NB I-605 OFF-RAMP, MODIFY THE NB I-605 LOOP ON-RAMP, AND ADD A LANE TO DIRECTLY CONNECT THE NB I-605 ON-RAMP TO BOTH VALLEY BLVD AND TEMPLE AVE. ADD A WB THROUGH LANE ON VALLEY BLVD WEST OF TEMPLE AVE, ADD A THREE-LANE LEFT TURN POCKET FOR THE SB I-605 ON-RAMP, WIDEN SB TEMPLE AVE TO THREE LANES THROUGH THE VALLEY BLVD SIGNALIZED INTERSECTION.	EXISTING: 2024 REVISSED: 2028	EXISTING: \$17,031 REVISSED: \$18,462	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
82	LOS ANGELES	MANHATTAN BEACH	LA0C8080	LA0C8080	STATE HIGHWAY	1	ROUTE 1: MANHATTAN BEACH: ON ROUTE 1 BETWEEN 33RD STREET & ROSECRANS AV; ADD ONE THROUGH LN TO NORTH BOUND SEPULVEDA BLVD. TO WIDEN EXISTING STRUCTURE FROM 6 TO 7 THROUGH LANES PPNO 2947. PROJECT USING \$1,440 OF FEDERAL FUNDS (80%) AND \$360 AGENCY MATCH (20%, PROP. C) IN ENG PHASE. UTILIZING TOLL CREDITS.	EXISTING: 2021 REVISSED: 2025	EXISTING: \$21,129 REVISSED: \$21,269	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
83	LOS ANGELES	PALMDALE	LA0G894	1AL04	STATE HIGHWAY	138	SR138 5TH E - 10TH E. PHASE 1 IMPROVEMENTS AT PALMDALE BL AND 6TH E. AND PALMDALE BL AT SIERRA HWY. RELOCATION OF RR MAST-ARMS AND EQUIPMENT	EXISTING: 2025 REVISSED: 2027	\$25,000	NONE	REVISED SCHEDULE, 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
84	LOS ANGELES	PALMDALE	LA0G896	1AL04	STATE HIGHWAY	14	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	EXISTING: 2024 REVISD: 2028	\$37,920	NONE	REVISED SCHEDULE
85	LOS ANGELES	PALMDALE	LA0G898	1AL04	STATE HIGHWAY	14	CONSTRUCT TWO ROUNDABOUTS AT AVENUE N AND SR-14 INTERCHANGE. WIDEN AVENUE N TO ACCOMMODATE ADDITIONAL TRAFFIC LANES, A RAISED CENTER MEDIAN, SIDEWALK AND BIKE LANES BETWEEN 10TH STREET WEST AND 17TH STREET WEST. INSTALL TRAFFIC SIGNALS/SIGNAL INTERCONNECT.	EXISTING: 2024 REVISD: 2028	EXISTING: \$20,000 REVISD: \$45,100	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
86	LOS ANGELES	PALMDALE	LA0G894P2	LA0G894P2	STATE HIGHWAY	138	SR138 5TH E - 10TH E. PHASE 2 PORTION OF LA0G894. PHASE 2 WILL WIDEN TO 3 LANES IN EACH DIRECTION 5TH E - 10TH E, SOUTH OF PALMDALE BL. WIDEN SIERRA HWY TO 6 LANES WITH RT. TURN LANE AT AVE R, NORTH OF PALMDALE BL WIDEN SIERRA HWY TO 6 LANES TO AVE Q, EXTEND CLASS 1 BIKE LANE 800 FT WEST SIDE OF SIERRA HWY TO AVE R.	2029	\$23,000	NONE	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
87	LOS ANGELES	CULVER CITY	LA0G1259	1TR1017	TRANSIT		CULVER CITY MULTI-MODAL TRANSIT CENTER (PE ONLY)	EXISTING: 2025 REVISSED: 2029	\$2,000	NONE	REVISED SCHEDULE
88	LOS ANGELES	FOOTHILL TRANSIT ZONE	LA0G1234	7120006	TRANSIT		MT. SAN ANTONIO COLLEGE (MSAC) TRANSIT CENTER. THE TRANSIT CENTER INCLUDES 10 BUS BAYS, 2 CHARGERS FOR ELECTRIC BUSES, A TRANSIT STORE, LIGHTED SHELTERED WAIT AREAS, REAL-TIME BUS ARRIVAL KIOSKS, AND UPGRADED ADA AND PEDESTRIAN ACCESS.	EXISTING: 2022 REVISSED: 2024	\$10,300	NONE	REVISED SCHEDULE
89	LOS ANGELES	LOS ANGELES COUNTY	LAF7412	1TR1010	TRANSIT		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: 2022 REVISSED: 2028	\$515	NONE	REVISED SCHEDULE
90	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	LA0G1169	7120010	TRANSIT		BRIGHTON TO ROXFORD DOUBLE TRACK: THIS PROJECT ADDS 11 MILES OF 2ND TRACK BETWEEN BURBANK AND SYLMAR ON METROLINK'S ANTELOPE VALLEY LINE (AVL). THE PROJECT WILL ELIMINATE THE CURRENT BOTTLENECK AND IMPROVE ON TIME PERFORMANCE AND OPERATIONAL RELIABILITY ON THE AVL. THIS PROJECT WILL BE DESIGNED TO BE COMPATIBLE WITH THE POTENTIAL FUTURE HIGH SPEED RAIL ALIGNMENT.	EXISTING: 2021 REVISSED: 2023	\$17,501	NONE	REVISED SCHEDULE
91	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	LA0G1162	1TR0101	TRANSIT		AIRPORT METRO CONNECTOR. TOLL CREDITS - LOCAL AND STATE HWY OF \$2,174 WILL BE USED TO MATCH FY18 FEDERAL FUNDS FOR THE PE PHASE	EXISTING: 2023 REVISSED: 2024	\$525,200	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
92	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	LA0G010	1TR0404	TRANSIT		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: 2022 REVISSED: 2024	\$1,770,142	NONE	REVISED SCHEDULE
93	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	LA0G626	1TR0704	TRANSIT		EASTSIDE TRANSIT CORRIDOR PHASE 2 - METRO GOLD LINE EASTSIDE EXTENSION FROM ITS TERMINUS AT ATLANTIC STATION IN EAST LOS ANGELES INTO EASTERN L.A. COUNTY. (PA&ED ONLY)	EXISTING: 2022 REVISSED: 2027	\$44,259	NONE	REVISED SCHEDULE
94	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	LA0G1092	2016A319	TRANSIT		LONE HILL AVENUE TO CONTROL POINT (CP) WHITE DOUBLE TRACK. WITH THE PROPOSED 3.9 MILE PROJECT SEGMENT, AN EXISTING SIDING WILL BE LENGTHENED TO PROVIDE 8.1 MILES OF CONTINUOUS DOUBLE TRACK BETWEEN LONE HILL AVE AND CP CENTRAL. THE PROJECT IS CURRENTLY IN THE PAED PHASE.	EXISTING: 2021 REVISSED: 2029	\$11,643	NONE	REVISED SCHEDULE
95	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	LA0D198	LA0D198	TRANSIT		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: 2022 REVISSED: 2024	\$2,058,000	NONE	REVISED SCHEDULE
96	LOS ANGELES	LOS ANGELES, CITY OF	LA0G1566	1TR1010	TRANSIT		PURCHASE OF UP TO 120 ELECTRIC 30' TO 35' BUSES FOR THE DASH PROGRAM EXPANSION	EXISTING: 2022 REVISSED: 2024	\$99,137	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
97	LOS ANGELES	LOS ANGELES, CITY OF	LAF9422	1TR1010	TRANSIT		LADOT WILL PROCURE SEVEN (7) 30-FT CLEAN FUEL VEHICLES TO REDUCE HEADWAYS ON SIX SELECTED DASH ROUTES	EXISTING: 2022 REVISSED: 2024	\$3,411	NONE	REVISED SCHEDULE
98	LOS ANGELES	SANTA CLARITA	LA0G774	REG0703	TRANSIT		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: 2022 REVISSED: 2024	\$44,869	NONE	REVISED SCHEDULE
99	LOS ANGELES	TORRANCE	LA9919142	LA9919142	TRANSIT		THE PARKING STRUCTURE WILL SERVE AS AN INTERMODAL TRANSFER FACILITY AND PARK AND RIDE AT THE TORRANCE PARK AND RIDE REGIONAL TRANSIT CENTER. PROJECT IS THE FUTURE TERMINUS FOR THE METRO C LINE IN THE SOUTH BAY AND WILL BE MULTI-LEVEL (LIKELY 5 LEVELS) FOR APPROXIMATELY 1,500 VEHICLES. LOCATION IS 465 CRENSHAW BLVD, TORRANCE, CA 90503. PE&AD ONLY.	2029	\$35,000	NEW PROJECT COST	NEW PROJECT
100	LOS ANGELES	LONG BEACH TRANSPORTATION COMPANY	LA0G1762	1TR1010	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.	EXISTING: 2025 REVISSED: 2029	EXISTING: \$4,306 REVISSED: \$7,911	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST

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
101	LOS ANGELES	COMPTON	LA9918939	220A1T02	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.	EXISTING: 2022 REVISD: 2027	\$230	NONE	REVISED SCHEDULE
102	LOS ANGELES	LOS ANGELES, CITY OF	LAMIP108	220A1T06	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	EXISTING: 2025 REVISD: 2029	\$2,000	NONE	REVISED SCHEDULE
103	LOS ANGELES	LONG BEACH	LAMATFLM110	LAMATFLM110	LOCAL HIGHWAY		THE 6TH STREET DOWNTOWN BIKEWAY PROJECT WILL TRANSFORM 6TH STREET FROM MAINE AVENUE TO ATLANTIC AVENUE (.9 MILES) FROM A THREE LANE ONE-WAY ARTERIAL TO A CALM NEIGHBORHOOD STREET WITH A SINGLE ONE-WAY THROUGH LANE, TWO-WAY PROTECTED CYCLETRACK, AND A TREE-LINED MEDIAN. PEDESTRIANS WILL ALSO BENEFIT FROM SIGNIFICANTLY SHORTER STREET CROSSINGS, STOP CONTROLLED INTERSECTIONS, AND REDUCED VEHICLE SPEEDS AND VOLUMES.	2027	\$4,510	NEW 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
104	LOS ANGELES	ALHAMBRA	LAMIPMR101	2A98L01	LOCAL HIGHWAY		WIDEN FREMONT AVE AT BRIDGE OVER RAILROAD ROW & NORTH OF MISSION RD TO ADD A NB THRU LANE; EXTEND NB LEFT-TURN POCKET AT MISSION. WIDEN N SIDE OF MISSION RD TO ADD A DEDICATED WB RIGHT-TURN LANE. RESTRIPE MISSION RD TO EXTEND EXISTING EB RIGHT-TURN LANE. RESTRIPE FREMONT AVE TO EXTEND SB LEFT-TURN POCKET AT VALLEY AND NB LEFT-TURN AT MISSION; REMOVE EXIST MEDIAN. IMPROVE LANE ALIGNMENTS WITHIN INTERSECTIONS. INSTALL NEW TRAFFIC SIGNAL POLES, STREET LIGHTING, CURB/GUTTER, PAVING, ETC.	EXISTING: 2026 REVISSED: 2029	EXISTING: \$1,615 REVISSED: \$14,400	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
105	LOS ANGELES	PARAMOUNT	LA9918916	2A98L00	LOCAL HIGHWAY		ALONDRA BLVD IMPROVEMENTS FROM HUNSAKER AVE TO LAKEWOOD BLVD PROPOSES TO WIDEN ROADWAY FROM 2 LANES TO 3 LANES IN EACH DIRECTION BY REDUCING THE MEDIAN AND PARKWAY WIDTHS WITHIN THE EXISTING CITY ROW INCLUDING NEW CATCH BASINS, UTILITY UNDERGROUNDING, TRAFFIC SIGNAL MODIFICATIONS, LED STREET LIGHTING, ADA ENHANCEMENTS, AND GREEN STREET IMPROVEMENTS SUCH AS LANDSCAPED MEDIANS, PARKWAY TREES, AND STORMWATER RETENTION. THIRD TRAVEL LANES WILL ALLOW ON-STREET PARKING DURING OFF-PEAK HOURS. PE ONLY	EXISTING: 2025 REVISSED: 2029	\$4,600	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
106	ORANGE	SAN CLEMENTE	ORA190914	2L220	LOCAL		SOUTH EL CAMINO REAL LANE RECONFIGURATION AND BUFFERED BIKE LANE PROJECT - NEW CLASS II, 1.10-MILE BUFFERED BICYCLE LANES ON SOUTH EL CAMINO REAL, FROM AVENIDA MENDOCINO TO THE SOUTH CITY LIMIT. THROUGH TRAVEL LANES WILL GENERALLY BE REDUCED FROM FOUR LANES TO TWO LANES WITH A CONTINUOUS TWO-WAY LEFT TURN LANE AND/OR EXCLUSIVE LEFT TURN LANE.	EXISTING: 2024 REVISSED: 2026	\$1,476	NONE	REVISED SCHEDULE
107	ORANGE	SANTA ANA	ORA190901	7120004	LOCAL HIGHWAY		FREMONT ELEMENTARY AND SPURGEON INTERMEDIATE SRTS - PEDESTRIAN/BICYCLIST TRAFFIC SAFETY IMPROVEMENTS FOR FREMONT ELEMENTARY AND SPURGEON INTERMEDIATE SAFE ROUTES TO SCHOOL. WORK INCLUDES BULBOUTS, CURB RAMPS, 2,383 LINEAR FEET (LF) OF NEW SIDEWALK, 10,824 LF OF CLASS 3 BIKEWAYS AND A ROAD DIET WITH 5,280 LF OF CLASS 2 BIKEWAYS. STATE ONLY FUNDS.	EXISTING: 2024 REVISSED: 2026	\$5,776	NONE	REVISED SCHEDULE
108	ORANGE	SANTA ANA	ORA190904	2L220	LOCAL HIGHWAY		MCFADDEN AVE. PROTECTED BIKE LANE AND BICYCLE BLVD. PROJECT - MCFADDEN AVE. 15,050 LINEAR FEET OF CLASS IV PROTECTED BIKE LANES AND ROAD DIETS AND 6,365 LINEAR FEET OF CLASS III BICYCLE BLVD FROM HARBOR BLVD TO GRAND AVE IN THE CITY OF SANTA ANA. ATP TOLL CREDITS.	EXISTING: 2024 REVISSED: 2026	\$3,140	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
109	ORANGE	SANTA ANA	ORA190905	2L220	LOCAL HIGHWAY		STANDARD AVENUE CLASS IV PROTECTED BIKE LANE AND CLASS II BUFFERED BIKE LANE FROM 3RD STREET TO WARNER AVENUE AND PROTECTED INTERSECTION PROJECT AT MCFADDEN IN THE CITY OF SANTA ANA. PROJECT INCLUDES 9,900 LINEAR FEET (LF) OF ROAD DIETS, 4,000 LF CLASS II, 1,700 LF CLASS III, AND 5,900 LF CLASS IV BIKEWAYS. ATP TOLL CREDITS.	EXISTING: 2024 REVISSED: 2026	\$6,666	NONE	REVISED SCHEDULE
110	ORANGE	CALTRANS	ORA151401	ORA150201	STATE HIGHWAY	5	EXISTING: I-5 HOV LANE EXTENSION FROM AVENIDA PICO TO SAN DIEGO COUNTY LINE (PSR/PDS). SPLIT PROJECT. TOLL CREDIT FOR RSTP. REVISSED: I-5 MANAGED LANES FROM AVENIDA PICO TO SAN DIEGO COUNTY LINE. TOLL CREDIT FOR RSTP AND CMAQ.	EXISTING: 2030 REVISSED: 2036	\$221,270	NONE	REVISED PROJECT SCOPE
111	ORANGE	VARIOUS AGENCIES	ORA120535	ORA120507	STATE HIGHWAY	74	EXISTING: WIDEN ROUTE 74 (ORTEGA HIGHWAY) - IN SAN JUAN CAPISTRANO FROM CALLE ENTRADERO TO CITY/COUNTY LINE. WIDEN FROM 2 LANES TO 4 LANES. REVISSED: SR-74 ORTEGA HIGHWAY GAP CLOSURE FOR 0.9 MILE & MULTIMODAL IMPROVEMENTS - IN SAN JUAN CAPISTRANO FROM CALLE ENTRADERO TO REATA ROAD. WIDEN FROM 2 LANES TO 4 LANES. GAP CLOSURE FOR 0.9 MILES AND MULTIMODAL IMPROVEMENTS.	EXISTING: 2025 REVISSED: 2031	EXISTING: \$75,713 REVISSED: \$88,513	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT SCOPE, REVISED PROJECT COST

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	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA080909	2TR1001	TRANSIT		OC STREETCAR BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE.	EXISTING: 2022 REVISSED: 2024	EXISTING: \$479,275 REVISSED: \$526,140	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT SCOPE
113	RIVERSIDE	BANNING	RIV210510	3G01G19	LOCAL HIGHWAY		EXISTING: GRADE SEPARATION - 2 LANES OVER UPRR REVISSED: IN WESTERN RIV. CO. IN THE CITY OF BANNING - GRADE SEPARATION UNDERCROSSING AT HARGRAVE STREET UPRR, INCLUDING WIDENING OF HARGRAVE STREET FROM RAMSEY STREET TO LINCOLN STREET AND MODIFICATIONS TO I-10 EB ON/OFF RAMPS TO MEET WITH NEW GRADE SEPARATION. TOTAL DISTANCE OF .25 MILES (.05 + .20)	2028	\$56,750	NONE	REVISED PROJECT SCOPE
114	RIVERSIDE	BEAUMONT	RIV180105	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: 2030 REVISSED: 2040	EXISTING: \$45,646 REVISSED: \$36,000	PROJECT COST DECREASE	REVISED SCHEDULE, REVISED PROJECT COST
115	RIVERSIDE	EASTVALE	RIV180116	3120002	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF EASTVALE - WIDENING OF LIMONITE AVE FROM 4 TO 6 LANES (3-LANES EA DIR) BETWEEN ARCHIBALD AVE AND HAMNER AVE (APPROX 2 MILES).	2026	\$8,034	PROJECT COST REMOVED	DELETED PROJECT (CANCELLED)
116	RIVERSIDE	EASTVALE	RIV180115	3A01WT158	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF EASTVALE - WIDENING OF HAMNER AVE FROM 2 TO 6 LANES (3-LANES EA DIR) BETWEEN MISSION BLVD AND LIMONITE AVE.	2026	\$14,542	PROJECT COST REMOVED	DELETED 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
117	RIVERSIDE	COACHELLA	RIV110825	RIV110825	LOCAL HIGHWAY		IN THE CITY OF COACHELLA - AVE 50 OVER COACHELLA STORMWATER CHANNEL: (PHASE 1) REPLACEMENT OF A 2-LN LOW WATER X-ING (BRIDGE NO. 00L0055) WITH A 6-LN (3-LNS IN EA DIR) BRIDGE ON NEW ROADWAY ALIGNMENT FROM APPROX. 300-FT W/O APACHE TRAIL TO SR-86 INTRSCN. INCLUDING BIKE LANES, SIDEWALKS, RECONSTRUCT TRAFFIC SIGNAL/DRIVEWAYS, CHANNEL SCOUR PRTCTN, & RETAINING EXISTING LOW WATER X-ING & CULVERTS.	EXISTING: 2025 REVISSED: 2030	EXISTING: \$29,915 REVISSED: \$52,365	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
118	RIVERSIDE	EASTVALE	RIV180114	3A01WT124	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	2026	\$0	PROJECT COST REMOVED	DELETED PROJECT (CANCELLED)
119	RIVERSIDE	EASTVALE	RIV180118	3A04WT188	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF EASTVALE - WIDENING OF SCHLEISMAN RD FROM 2 TO 4 LANES (2-LANES EA DIR) BETWEEN SUMNER AVE AND SCHOLAR WAY	2026	\$0	PROJECT COST REMOVED	DELETED PROJECT (CANCELLED)
120	RIVERSIDE	INDIO	RIV210623	3A07052	LOCAL HIGHWAY		IN COACHELLA VALLEY IN THE CITY OF INDIO, WIDEN AVENUE 50 FROM MONROE STREET TO JACKSON STREET FROM 3 TO 4 LANES INCLUDING A CENTER MEDIAN/LEFT TURN LANE. THE IMPROVEMENTS INCLUDE INSTALLING A NEW SIDEWALK ALONG THE SOUTHSIDE AND BIKE LANES ALONG THE BOTH SIDES OF AVENUE 50.	EXISTING: 2025 REVISSED: 2030	\$7,426	NONE	REVISED SCHEDULE
121	RIVERSIDE	INDIO	RIV210622	3A07056	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 REVISSED: 2030	\$14,850	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	RIVERSIDE	INDIO	RIV210621	3A07086	LOCAL HIGHWAY		IN COACHELLA VALLEY IN THE CITY OF INDIO: WIDEN JACKSON STREET FROM APPROX. 0.5 MILES N/O AVENUE 50 TO APPROX. 0.25 MILES S/O AVENUE 52 FROM 3 TO 4 LANES. IMPROVEMENTS INCLUDE ADDING SIDEWALK ALONG THE EAST SIDE OF JACKSON STREET AND BIKE LANES ALONG BOTH SIDES. NEW TRAFFIC SIGNALS WILL BE INSTALLED AT AVENUE 50, AVENUE 51, AND AVENUE 52.	EXISTING: 2023 REVISSED: 2025	\$14,250	NONE	REVISED SCHEDULE
123	RIVERSIDE	LA QUINTA	RIV160901	3161L001	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: 2030 REVISSED: 2035	\$14,020	NONE	REVISED SCHEDULE
124	RIVERSIDE	LA QUINTA	RIV121202	3A07061	LOCAL HIGHWAY		IN EASTERN RIVERSIDE COUNTY IN THE CITY OF LA QUINTA - ON DUNE PALMS RD: REPLACE 3-LANE LOW WATER CROSSING WITH 4 LANE BRIDGE OVER THE COACHELLA VALLEY STORMWATER CHANNEL (WHITEWATER RIVER - BRIDGE NO.00L0070)	EXISTING: 2025 REVISSED: 2030	EXISTING: \$17,510 REVISSED: \$21,034	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST

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	RIVERSIDE	MARCH JOINT POWERS AUTHORITY	RIV180121	2016A319	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE MARCH JPA - CONSTRUCT EXTENSION OF SAN GORGONIO DR FROM ALESSANDRO BLVD TO CACTUS AVE WITH 4-LANE ARTERIAL WITH CENTER MEDIAN.	2030	\$4,000	NONE	REVISED MODELING DETAILS
126	RIVERSIDE	MARCH JOINT POWERS AUTHORITY	RIV170130	3AL304	LOCAL HIGHWAY		IN WESTERN RIVERSIDE COUNTY IN MARCH JPA AREA - CONSTRUCT NEW EXTENSION OF VAN BUREN BLVD FROM MARCH FIELD AIR MUSEUM TO NANDINA AVE WITH 4 LANE ARTERIAL WITH CENTER TURN MEDIAN.	EXISTING: 2022 REVISED: 2023	\$8,800	NONE	REVISED SCHEDULE
127	RIVERSIDE	MORENO VALLEY	RIV151103	3160036	LOCAL HIGHWAY		EXISTING: IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF MORENO VALLEY - CONSTRUCT NEW BRIDGE (MINIMUM 2 LNS IN EA DIR) AND STREET IMPROVEMENTS ON INDIAN ST OVER PERRIS VALLEY STORM DRAIN LATERAL A FROM 150FT S/O SUPERIOR AVE TO S/S OF CHANNEL. IMPROVEMENTS INCLUDE: SIDEWALKS/BIKE LANES, ROADWAY APPROACHES, CHANNEL IMPROVEMENTS, UTILITY RELOCATIONS AND RELATED WORK. REVISED: IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF MORENO VALLEY - CONSTRUCT NEW BRIDGE (MINIMUM 2 LNS IN EA DIR) AND STREET IMPROVEMENTS ON INDIAN ST OVER PERRIS VALLEY STORM DRAIN LATERAL A FROM N/S TO S/S OF CHANNEL. IMPROVEMENTS INCLUDE: NEW BRIDGE, SIDEWALKS/BIKE LANES, ROADWAY APPROACHES, CHANNEL IMPROVEMENTS, UTILITY RELOCATIONS AND RELATED WORK.	2030	EXISTING: \$4,900 REVISED: \$8,000	PROJECT COST INCREASE	REVISED PROJECT SCOPE, REVISED PROJECT COST

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
128	RIVERSIDE	MORENO VALLEY	RIV080908	3A01WT053	LOCAL HIGHWAY		IN THE CITY OF MORENO VALLEY - WIDEN GILMAN SPRINGS RD BETWEEN SR-60 AND ALESSANDRO BLVD FROM 2 TO 6 LANES. IMPROVEMENTS INCLUDE MEDIANS, TRAFFIC SIGNALS, CHANNELIZATION, LEFT TURN POCKETS, DEDICATED RIGHT TURN, DRAINAGE, ACCESS ROADS, LANDSCAPING, SIDEWALKS, AND BIKE LANES. (PA&ED ONLY)	EXISTING: 2026 REVISD: 2028	\$41,500	NONE	REVISED SCHEDULE
129	RIVERSIDE	MORENO VALLEY	RIV080909	3A01WT153	LOCAL HIGHWAY		IN THE CITY OF MORENO VALLEY - WIDEN GILMAN SPRINGS RD BETWEEN ALESSANDRO BLVD AND BRIDGE ST FROM 2 TO 6 LANES. IMPROVEMENTS INCLUDE MEDIANS, TRAFFIC SIGNALS, CHANNELIZATION, LEFT TURN POCKETS, DEDICATED RIGHT TURN, DRAINAGE, ACCESS ROADS, LANDSCAPING, SIDEWALKS, AND BIKE LANES.	EXISTING: 2026 REVISD: 2028	\$51,000	NONE	REVISED SCHEDULE
130	RIVERSIDE	MORENO VALLEY	RIV090910	3A0806	LOCAL HIGHWAY		EXISTING: IN MORENO VALLEY, WIDEN WORLD LOGISTICS CENTER PARKWAY/THEODORE ST FROM 2 TO 4 LANES FROM SR-60 WB RAMPS TO IRONWOOD AVE, INCLUDING TRAFFIC SIGNALS, CHANNELIZATION IMPROVEMENTS, LEFT-TURN POCKETS, DEDICATED RIGHT-TURN LANES, DRAINAGE IMPROVEMENTS, LANDSCAPING, SIDEWALKS, AND BIKE LANES. REVISD: IN MORENO VALLEY, WIDEN WORLD LOGISTICS CENTER PARKWAY ST FROM 2 TO 4 LANES FROM SR-60 WB RAMPS TO IRONWOOD AVE, INCLUDING TRAFFIC SIGNALS, CHANNELIZATION IMPROVEMENTS, LEFT-TURN POCKETS, DEDICATED RIGHT-TURN LANES, DRAINAGE IMPROVEMENTS, LANDSCAPING, SIDEWALKS, AND BIKE LANES.	2035	\$513	NONE	REVISED PROJECT SCOPE

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
131	RIVERSIDE	PALM SPRINGS	RIV110124	3A07100	LOCAL HIGHWAY		IN THE COACHELLA VALLEY IN THE CITY OF PALM SPRINGS - RAMON RD. WIDENING BETWEEN SAN LUIS REY DR & LANDAU BLVD.: WIDENING OF RAMON RD. FROM A 4-LN ARTERIAL TO A 6-LN ARTERIAL (3-LNS IN EA DIR) BETWEEN SAN LUIS REY DR & LANDAU BLVD., INCLUDING THE WIDENING/REPLACEMENT OF THE WHITEWATER RIVER BRIDGE (BRIDGE NO. 56C0287), INCLUDING SEISMIC RETROFIT AND SCOUR COUNTERMEASURES AS NECESSARY.	EXISTING: 2025 REVISSED: 2030	EXISTING: \$28,506 REVISSED: \$36,794	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
132	RIVERSIDE	PALM SPRINGS	RIV990727	RIV990727	LOCAL HIGHWAY		IN PALM SPRINGS: WIDEN INDIAN CANYON DR FROM 2 TO 6 LANES (3 IN EACH DIRECTION), FROM UPRR OVERCROSSING TO GARNET AVE (HBRR#:56C0025).	EXISTING: 2025 REVISSED: 2030	EXISTING: \$26,514 REVISSED: \$27,084	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
133	RIVERSIDE	RIVERSIDE COUNTY	RIV121204	3A01WT159	LOCAL HIGHWAY		IN WESTERN RIVERSIDE COUNTY IN THE CITY OF NORCO - ON HAMNER AVE OVER SANTA ANA RIVER .5 MILES N/O OF SIXTH STREET, REPLACE 2 LANE BRIDGE WITH A 6 LANE BRIDGE (BRIDGE NO.56C0446).	EXISTING: 2023 REVISSED: 2026	EXISTING: \$71,207 REVISSED: \$69,366	PROJECT COST DECREASE	REVISED SCHEDULE, REVISED PROJECT COST
134	RIVERSIDE	RIVERSIDE COUNTY	RIV121203	3A04CV027	LOCAL HIGHWAY		IN EASTERN RIVERSIDE COUNTY IN THE COACHELLA VALLEY - ON AVE 56/AIRPORT DR, REPLACE 2 LANE BRIDGE WITH A 4 LANE BRIDGE OVER WHITEWATER RIVER .21 MILES E/O HWY 111 (BRIDGE NO.56C0020).	EXISTING: 2026 REVISSED: 2026	\$15,755	NONE	REVISED SCHEDULE
135	RIVERSIDE	RIVERSIDE COUNTY	RIV111003	3A04WT165	LOCAL HIGHWAY		IN WESTERN RIVERSIDE COUNTY IN THE CITY OF JURUPA VALLEY - MARKET STREET BRIDGE REPLACEMENT: REPLACE THE EXISTING TWO LANE (ONE LANE IN EACH DIRECTION) MARKET STREET BRIDGE OVER THE SANTA ANA RIVER, 0.4 MILES NORTHWEST OF SR60 WITH A FOUR LANE (TWO LANES IN EACH DIRECTION).	EXISTING: 2026 REVISSED: 2030	EXISTING: \$44,520 REVISSED: \$44,751	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
136	RIVERSIDE	RIVERSIDE COUNTY	RIV140401	3A04WT179	LOCAL HIGHWAY		IN WESTERN RIVERSIDE COUNTY NEAR THE CITY OF MENIFEE - ON NUEVO ROAD, REHABILITATE AND WIDEN EXISTING 2 LANE BRIDGE TO A 4 LANE BRIDGE OVER SAN JACINTO RIVER 1.2 MILES W/O LAKEVIEW AVENUE. (BRIDGE NO. 56C0004).	EXISTING: 2029 REVISSED: 2031	\$7,040	NONE	REVISED SCHEDULE
137	RIVERSIDE	RIVERSIDE COUNTY	RIV150901A	3A04WT197	LOCAL HIGHWAY		IN WESTERN RIV. CO. SOUTHEAST OF CORONA - (GAP CLOSURE) WIDEN TEMESCAL CYN ROAD FROM TWO TO FOUR LANES INCLUDING BUT NOT LIMITED TO CURB&GUTTER, SIDEWALK, BIKE LANES, AND CURB RAMPS IN SEGMENT 1: N/O EL CERRITO RD TO TOM BARNES ST, PLUS 200' SEGMENT OF WIDENING N/O CAJALCO RD (SEGMENT 1 OF RIV150901- NEW SPLIT PROJECT) (PA&ED ONLY).	2027	\$46,952	NONE	REVISED MODELING DETAILS
138	RIVERSIDE	RIVERSIDE COUNTY	RIV031202	RIV031202	LOCAL HIGHWAY		I-10 BYPASS SOUTH (FORMERLY RAMSEY ST. EXT.): CONSTRUCT TWO LANES OF AN ULTIMATE 4-LANE ROADWAY TO PROVIDE A BY-PASS/ NETWORK FACILITY FOR THE I-10, APPROX. 1/2 MILE S/O I-10 BETWEEN THE EASTERN END OF THE CITY OF BANNING AND APACHE TRAIL IN CABAZON. OTHER IMPROVEMENTS INCLUDE THE CONSTRUCTION OF BRIDGE CROSSINGS AT SMITH CREEK AND SAN GORGONIO RIVER.	2030	EXISTING: \$98,225 REVISSED: \$11,6096	PROJECT COST INCREASE	REVISED PROJECT COST, REVISED MODELING DETAILS
139	RIVERSIDE	TEMECULA	991203A	991203	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: 2030 REVISSED: 2035	\$24,199	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
140	RIVERSIDE	TEMECULA	RIV180134	3160042	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: 2024 REVISSED: 2026	EXISTING: \$5,567 REVISSED: \$4,637	PROJECT COST DECREASE	REVISED SCHEDULE, REVISED PROJECT COST
141	RIVERSIDE	TEMECULA	RIV180135	3A01WT222A	LOCAL HIGHWAY		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)	2026	EXISTING: \$6,500 REVISSED: \$10,642	PROJECT COST INCREASE	REVISED PROJECT SCOPE
142	RIVERSIDE	CALIMESA	RIV060116	RIV060116	STATE HIGHWAY	10	I-10/CHERRY VALLEY BLVD IC: REPLACEMENT OF EXISTING CURVED OVERCROSSING EXTENDING 1800 LINEAR FEET FROM ROBERTS ROAD (SOUTH) TO APPROXIMATELY 500 FT E/O CALIMESA BLVD. ASSOCIATED PROJECT IMPROVEMENTS INCLUDE REALIGNMENT OF CALIMESA BLVD AND RAMP REALIGNMENT FOR ALL FOUR RAMPS WITH MINOR RAMP WIDENING. ADD WB AUX LANE (CHERRY VALLEY IC TO SINGLETON IC-APPROX. 3200') (CMAQ PM 2.5 BENEFITS PROJECT).	EXISTING: 2030 REVISSED: 2025	EXISTING: \$34,543 REVISSED: \$72,456	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
143	RIVERSIDE	MENIFEE	RIV201101	RIV201101	STATE HIGHWAY	215	IN WESTERN RIVERSIDE COUNTY IN MENIFEE: CONSTRUCT I-215 IC AT GARBANI ROAD WITH A NEW DIAMOND CONFIGURATION FROM ANTELOPE ROAD TO HAUN ROAD. CONSTRUCT NEW 4 LANE ROAD AND OVERPASS (2 LANES EACH DIRECTION) AND RAMPS.	2035	\$97,050	NEW 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
144	RIVERSIDE	RIVERSIDE COUNTY TRANS COMMISSION (RTC)	RIV071267A	3200S010	STATE HIGHWAY	15	<p>EXISTING: IN WESTERN RIVERSIDE COUNTY ON I-15: TO IMPROVE TRAFFIC OPERATIONS OF I-15 ELP, RESTRIPE LANE DROP FROM PM 37.1 AS LANE EXTENSION (IE. TRAP LANE) FOR ABOUT 1.19 MILE IN SB DIRECTION TO EXIT AT WEIRICK ROAD. PM FOR ADVANCED SIGNAGE AND ANCILLARY IMPROVEMENTS: 35.6 TO 37.4.</p> <hr/> <p>REVISED: IN WESTERN RIVERSIDE COUNTY ON I-15: RESTRIPE LANE DROP FROM PM 37.1 AS LANE EXTENSION IN SB DIRECTION TO EXIT AT WEIRICK ROAD. JOIN EXISTING I-15 STRIPING AT PM 35.7. PM FOR TEMPORARY STRIPING AND ANCILLARY IMPROVEMENTS: 35.6 TO 37.4.</p>	2025	\$41,936	NONE	REVISED PROJECT SCOPE
145	RIVERSIDE	RIVERSIDE COUNTY TRANS COMMISSION (RTC)	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.)	<p>EXISTING: 2026</p> <hr/> <p>REVISED: 2028</p>	<p>EXISTING: \$163,844</p> <hr/> <p>REVISED: \$179,558</p>	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
146	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RTC)	RIV120201	3TK04MA13	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.	<p>EXISTING: 2023</p> <hr/> <p>REVISED: 2028</p>	\$146,380	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
147	SAN BERNARDINO	CHINO HILLS	200401	200401	LOCAL HIGHWAY		FAIRFIELD RANCH RD: CONSTRUCT BOX CULVERT (APPROX. 0.40 MILES SOUTH OF STANFIELD CT.) TO RE-OPEN 0.76 MILES OF FAIRFIELD RANCH RD AT CURRENT CLOSURE SOUTH TO PINE AVE. CONSTRUCT RD IMPROVEMENTS AND ADD MARKED BIKE LANES IN BOTH DIRECTIONS.	EXISTING: 2025 REVISD: 2029	EXISTING: \$4,530 REVISD: \$5,121	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
148	SAN BERNARDINO	COLTON	201158	4A07226	LOCAL HIGHWAY		AGUA MANSA FROM RIALTO CHANNEL TO RANCHO AVE. 2-4 LANE WIDENING	EXISTING: 2024 REVISD: 2026	\$6,652	NONE	REVISED SCHEDULE
149	SAN BERNARDINO	GRAND TERRACE	201105	4A07268	LOCAL HIGHWAY		MICHIGAN AVENUE WIDENING (2-4 LANES) FROM COMMERCE WAY TO MAIN STREET	EXISTING: 2022 REVISD: 2027	EXISTING: \$1,800 REVISD: \$1,300	PROJECT COST DECREASE	REVISED SCHEDULE, REVISED PROJECT COST
150	SAN BERNARDINO	HESPERIA	20084104	20084104	LOCAL HIGHWAY		JOSHUA STREET PARK & RIDE EXPANSION - ON JOSHUA STREET WEST OF US 395, CITY OF HESPERIA, EXISTING PNR HAS 188 SPACES AND NEEDS TO ADD 200 SPACES, TO INCLUDE LANDSCAPING, LIGHTING AND VARIOUS NON-CAPACITY STREET IMPROVEMENTS TO FACILITATE ADDITIONAL SPACES (M003). TOLL CREDITS TO MATCH CMAQ.	EXISTING: 2021 REVISD: 2022	EXISTING: \$743 REVISD: \$1,017	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
151	SAN BERNARDINO	HIGHLAND	20190003	20190003	LOCAL HIGHWAY		IN HIGHLAND: 3RD & 5TH ST CORRIDOR IMPROVEMENTS: WIDEN 0.4 MILES OF 3RD ST B/W PALM AVE & 5TH ST 2-4 LNS; EXTEND 3RD ST NE TO CONNECT TO/AT 5TH ST/CHURCH AVE INTERSECTION; RESTRIPE 0.1 MILE OF 5TH ST B/W CHURCH AVE & EAST EDGE OF CITY CREEK BRDG 4-6 LNS; SHOULDER IMPROVEMENTS ALONG 5TH ST, CENTRAL AVE & PALM AVE; ADD'L TURN LANES AT 3RD/PALM & 5TH/PALM INTERSECTIONS. (COMB 2017 FTIP ID 2011105)	EXISTING: 2022 REVISD: 2023	EXISTING: \$9,892 REVISD: \$12,380	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST

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
152	SAN BERNARDINO	HIGHLAND	201183	4A01368	LOCAL HIGHWAY		5TH ST FROM TIPPECANOE AVENUE TO DEL ROSA DR.-WIDEN FROM 2-4 LANES	EXISTING: 2025 REVISSED: 2026	\$5,255	NONE	REVISED SCHEDULE
153	SAN BERNARDINO	LOMA LINDA	SBD31876	SBD31876	LOCAL HIGHWAY		CALIFORNIA STREET BARTON ROAD TO REDLANDS BOULEVARD WIDEN FROM 2 TO 4 LANES	EXISTING: 2021 REVISSED: 2022	\$1,090	NONE	REVISED SCHEDULE
154	SAN BERNARDINO	SAN BERNARDINO COUNTY	200835	200835	LOCAL HIGHWAY		SAN BERNARDINO AVE. FROM CHERRY AVE. TO FONTANA CITY LIMITS (ELM AVE.) (1.27 MILES)-WIDEN 2-4 LANES (NORTH SIDE ONLY)	EXISTING: 2021 REVISSED: 2024	EXISTING: \$3,866 REVISSED: \$4,873	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
155	SAN BERNARDINO	SAN BERNARDINO	201170	4A07119	LOCAL HIGHWAY		5TH STREET FROM STERLING AVE TO VICTORIA AVE WIDEN FROM 2-4 LANES.	EXISTING: 2022 REVISSED: 2026	EXISTING: \$5,800 REVISSED: \$6,075	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
156	SAN BERNARDINO	SAN BERNARDINO	201169	4A07263	LOCAL HIGHWAY		H STREET FROM KENDALL DRIVE TO 40TH STREET WIDENING FROM 2-4 LANES	EXISTING: 2021 REVISSED: 2025	EXISTING: \$1,060 REVISSED: \$6,637	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
157	SAN BERNARDINO	SAN BERNARDINO	SBD59019	SBD59019	LOCAL HIGHWAY		40TH ST. FROM JOHNSON LANE TO ELECTRIC AVENUE; ACQUIRE ROW AND WIDEN ROAD FROM 2TO 4 LANES (1,200 FT.)	EXISTING: 2022 REVISSED: 2025	EXISTING: \$3,264 REVISSED: \$7,000	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
158	SAN BERNARDINO	SAN BERNARDINO	SBD59021	SBD59021	LOCAL HIGHWAY		STATE STREET FROM HANFORD ST TO FOOTHILL BLVD.; EXTEND AND CONSTRUCT (4) LANES OF ROADWAY (1.5 MILES) TO CONNECT STATE STREET TO RANCHO AVENUE (NEW ROAD)4 PHASES TOTAL IN PROJECT	EXISTING: 2021 REVISSED: 2025	\$17,628	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
159	SAN BERNARDINO	VARIOUS AGENCIES	SBD212504	SBD212504	LOCAL HIGHWAY		IN THE CITIES OF HIGHLAND & SAN BERNARDINO, WIDEN 3RD ST FROM TIPPECANOE AVE TO LELAND NORTON WAY FROM 4 TO 6 LANES, WIDEN 5TH STREET FROM STERLING AVE TO VICTORIA AVE FROM 2 TO 4 LANES AND CONSTRUCT CLASS 2 BIKE LANES; INCLUDES ROADWAY WIDENING TO PROVIDE TURN LANES, DRAINAGE SYSTEM, CURBS, GUTTERS, SIDEWALK, STREET LIGHTS AND TRAFFIC SIGNAL MODIFICATIONS ON 3RD ST FROM TIPPECANOE AVE TO VICTORIA AVE, 5TH ST FROM TIPPECANOE AVE TO VICTORIA AVE, AND ON DEL ROSA DR FROM 3RD TO 5TH ST. PA&ED ONLY	2026	\$31,825	NEW PROJECT COST	NEW PROJECT
160	SAN BERNARDINO	CALTRANS	20190009	20190009	STATE HIGHWAY		FROM CONE PINE INTERSECTION TO JUNCTION I-15: WIDEN TWO BNSF BRIDGE STRUCTURES FROM 2-4 LANES. CONSTRUCT RETAINING WALLS.	EXISTING: 2022 REVISSED: 2025	\$16,734	NONE	REVISED SCHEDULE
161	SAN BERNARDINO	CALTRANS	SBD990218	SBD990218	STATE HIGHWAY	15	INSTALL FOUR DYNAMIC CANTILEVER EMS SIGNS WHICH WILL ALLOW FOR PART-TIME TRAVEL ON SHOULDER ON I-15 SB	2023	\$2,140	NEW PROJECT COST	NEW PROJECT
162	SAN BERNARDINO	CALTRANS	20179701	4M07008	STATE HIGHWAY	60	IN ONTARIO, ON SR-60: FROM HAVEN AVE TO MILLIKEN AVENUE; CONSTRUCT AUXILIARY LANE AND WIDEN CONNECTOR RAMPS.	EXISTING: 2022 REVISSED: 2024	EXISTING: \$35,662 REVISSED: \$42,528	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
163	SAN BERNARDINO	HIGHLAND	SBD990215	4M0801	STATE HIGHWAY	210	SR-210 AT VICTORIA AVE - CONSTRUCT NEW INTERCHANGE	EXISTING: 2040 REVISSED: 2033	EXISTING: \$168,602 REVISSED: \$93,000	PROJECT COST DECREASE	REVISED SCHEDULE, REVISED PROJECT COST

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
164	SAN BERNARDINO	SANBAG	201114	4M04050	STATE HIGHWAY	60	WIDENING OF CENTRAL AVENUE BRIDGE CROSSING SR-60 TO ACCOMODATE WIDENING OF RAMPS AND THE DESIGNATED FREEWAY LANES.	EXISTING: 2020 REVISIED: 2022	EXISTING: \$24,226 REVISIED: \$36,034	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
165	SAN BERNARDINO	VARIOUS AGENCIES	20159902	4122004	STATE HIGHWAY	10	I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. TOLL CREDITS TO MATCH STP & CMAQ.	EXISTING: 2022 REVISIED: 2023	EXISTING: \$69,0623 REVISIED: \$692,656	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
166	SAN BERNARDINO	YUCAIPA	SBD990214	4M04033	STATE HIGHWAY	10	I-10 AT WILDWOOD CYN INTERCHANGE IMPROVEMENTS	EXISTING: 2035 REVISIED: 2030	\$48,626	NONE	REVISED SCHEDULE
167	VENTURA	MOORPARK	VEN051213	VEN051213	STATE HIGHWAY	23	IN MOORPARK RTE 23 MOORPARK AVE FROM THIRD ST TO CASEY RD WIDEN FROM 1 LANE IN EACH DIRECTION TO 1 LANE NB AND 2 LANES SB. REALIGN FIRST ST/ POINDEXTER INTERSECTION, BIKE LANES, AND UPGRADE RAIL CROSSING.	EXISTING: 2021 REVISIED: 2027	\$2,411	NONE	REVISED SCHEDULE
168	VENTURA	OXNARD	VEN040401	VEN040401	STATE HIGHWAY	34	IN OXNARD AT RICE AVE. RAILROAD GRADE SEPARATION - INCLUDES WIDENING OF RICE FROM STURGIS ROAD TO 1350' SOUTH OF FIFTH STREET	EXISTING: 2025 REVISIED: 2027	EXISTING: \$79,192 REVISIED: \$117,532	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST

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
169	VENTURA	VENTURA COUNTY TRANSPORTATION COMMISSION	VEN230106	VEN230106	TRANSIT		IN VENTURA COUNTY, VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC) TO EXPAND SERVICE OF THE VALLEY EXPRESS TO ESTABLISH A THREE-YEAR DEMO ROUTE THAT PROVIDES DIRECT ONE-SEAT RIDE CONNECTING FILLMORE TO MOORPARK VIA THE HIGHWAY 23/GRIMES CANYON CORRIDOR, APPROXIMATELY 15 MILES IN EACH DIRECTION. ROUTE WILL OPERATE SEVEN DAYS A WEEK WITH TWO BUSES TO MAINTAIN 60-90 MINUTE HEADWAYS DURING PEAK WEEKDAY HOURS, AND ONE BUS ON WEEKENDS.	2024	\$2,095	NEW 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		IMPERIAL AVENUE EXTENSION SOUTH - NEW ROADWAY FROM I-8 TO MCCABE ROAD.	EXISTING: 2026 REVISSED: 2030	\$10,230	NONE	REVISED SCHEDULE
2	IMPERIAL	IMPERIAL COUNTY	1161L002	LOCAL HIGHWAY		MENVIELLE ROAD WIDENING, FROM 2 TO 4 LANES BETWEEN CARR ROAD TO SR-98	EXISTING: 2027 REVISSED: 2030	\$4,432	NONE	REVISED SCHEDULE
3	IMPERIAL	VARIOUS AGENCIES	6120001	LOCAL HIGHWAY		WIDEN AND IMPROVE TO FOUR-LANE STATE HIGHWAY. PHASE 1 OPERATIONAL IMPROVEMENTS. PHASE 2 TO INCLUDE A FOUR (4) LANE ROAD WIDENING AND WESTMORLAND BYPASS.	EXISTING: 2030 REVISSED: 2035	\$307,168	NONE	REVISED SCHEDULE
4	IMPERIAL	CALTRANS	6120004	STATE HIGHWAY	98	PHASE 1C - FROM 30.9 TO 32.2 WIDEN FROM 2 TO 4 LANES	EXISTING: 2024 REVISSED: 2028	\$58,850	NONE	REVISED SCHEDULE
5	IMPERIAL	CALTRANS	6120007	STATE HIGHWAY	115	CONSTRUCT 4-LANE EXPRESSWAY	EXISTING: 2035 REVISSED: 2040	\$232,157	NONE	REVISED SCHEDULE
6	IMPERIAL	CALTRANS	6120008	STATE HIGHWAY		FROM SR-111 TO SR-7. WIDEN AND IMPROVE TO 4/6 LANES. ON EITHER JASPER ROAD OR SR-98	EXISTING: 2025 REVISSED: 2035	\$29,844	NONE	REVISED SCHEDULE
7	IMPERIAL	CALTRANS	6120009	STATE HIGHWAY	8	AT I-8/SR-186, IMPROVE INTERCHANGE - WIDEN AND IMPROVE RAMPS	EXISTING: 2024 REVISSED: 2026	\$44,240	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
8	IMPERIAL	CALTRANS	IMP0042A	STATE HIGHWAY	98	IN AND NEAR CALEXICO FROM 0.6 KM WEST OF SR 111 EASTERLY TO ALAMO RIVER BRIDGE WIDEN TO 4 LANE HWY (ENV. WORK & DOC. FOR SR98) ENVIRONMENTAL WORK AND DOCUMENTATION FOR SR 98	EXISTING: 2024 REVISIED: 2030	\$11,621	NONE	REVISED SCHEDULE
9	IMPERIAL	VARIOUS AGENCIES	6120006	TRANSIT		CONSTRUCT CALEXICO INTERMODAL TRANSPORTATION CENTER	2027	EXISTING: \$9,467 REVISIED: \$13,000	PROJECT COST INCREASE	REVISED PROJECT COST
10	IMPERIAL	VARIOUS AGENCIES	6160001	TRANSIT		CALEXICO EAST PORT OF ENTRY INTERMODAL TRANSPORTATION CENTER	EXISTING: 2025 REVISIED: 2038	EXISTING: \$7,000 REVISIED: \$10,000	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
11	LOS ANGELES	SANTA CLARITA	LA9708004	LOCAL HIGHWAY		SANTA CLARITA PARKWAY FROM BOUQUET CYN RD/SOLEDAD CYN INSTALL NEW ROADWAY (0 TO 4 LANES) (2.5 MILE)	EXISTING: 2025 REVISIED: 2029	\$17,550	NONE	REVISED SCHEDULE
12	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1TR1011	TRANSIT		WEST SANTA ANA BRANCH TRANSIT CORRIDOR LRT	EXISTING: 2028 REVISIED: 2035	EXISTING: \$6,433,400 REVISIED: \$4,902,193	PROJECT COST DECREASE	REVISED SCHEDULE, REVISED PROJECT COST
13	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1162T017	TRANSIT		EXISTING: BRT CONNECTOR ORANGE/RED LINE TO GOLD LINE REVISIED: BRT CONNECTOR G LINE (ORANGE)/B LINE (RED) TO PASADENA CITY COLLEGE	EXISTING: 2024 REVISIED: 2026	EXISTING: \$267,000 REVISIED: \$317,000	PROJECT COST INCREASE	REVISED PROJECT SCOPE, REVISED SCHEDULE, REVISED PROJECT COST

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 COUNTY MTA (METRO)	1200T001	TRANSIT		<p>EXISTING: DESIGN AND CONSTRUCTION OF THE EMERGENCY SECURITY OPERATIONS CENTER (ESOC) INCLUDING THE EMERGENCY OPERATIONS CENTER AND NEW SECURITY OPERATIONS CENTER.</p> <p>REVISD: METRO CENTER PROJECT COM-PRIZES OF CO-LOCATION OF THE EOC AND A NEW SOC TO ENHANCE METRO'S SECURITY, DISASTER AND COUNTER-TERRORISM RESPONSE CAPABILITIES.</p>	<p>EXISTING: 2022</p> <p>REVISD: 2024</p>	<p>EXISTING: \$112,700</p> <p>REVISD: \$130,688</p>	PROJECT COST INCREASE	REVISD PROJECT SCOPE, REVISD SCHEDULE, REVISD PROJECT COST
15	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1TL204	TRANSIT		GRADE SEPARATION AT THE INTERSECTION OF ROSECRANS/MARQUARDT IN THE CITY OF SANTA FE SPRINGS.	<p>EXISTING: 2023</p> <p>REVISD: 2025</p>	\$156,437	NONE	REVISD SCHEDULE
16	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1TR0101	TRANSIT		AIRPORT METRO CONNECTOR 96TH ST STATION/GREEN LINE EXT LAX	<p>EXISTING: 2023</p> <p>REVISD: 2024</p>	\$620,700	NONE	REVISD SCHEDULE
17	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1TR0704A	TRANSIT		PHASE 2 OF THE GOLD LINE EASTSIDE EXTENSION TO WHITTIER	<p>EXISTING: 2035</p> <p>REVISD: 2027</p>	\$4,530,700	NONE	REVISD SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
18	ORANGE	VARIOUS AGENCIES	2A0704	LOCAL HIGHWAY		COMPLETE MPAH, IMPROVE ARTERIAL CAPACITY	2041	\$7,011,333	NONE	NEW PROJECT (INCLUSION OF THE FOLLOWING: EXTEND LOS PATRONES PARKWAY FROM COW CAMP ROAD TO AVENIDA LA PATA AS A FOUR LANE (TWO IN EACH DIRECTION) DIVIDED HIGHWAY, TYPICALLY WITH A 14-FOOT-WIDE MEDIAN AND 100-FEET OF RIGHT-OF-WAY.
19	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	320A3T01	OTHER		INTEGRATED TRANSIT CENTER AND ADMINISTRATION BUILDING	2026	\$250,000	NEW PROJECT COST	NEW PROJECT
20	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2M0736	STATE HIGHWAY	91	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).	2030	\$456,190	NONE	REVISED MODELING DETAILS

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
21	ORANGE	TRANSPORTATION CORRIDOR AGENCIES (TCA)	10254	STATE HIGHWAY		<p>EXISTING: SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR (SJHTC – SR 73). 15 MI TOLL RD BETWEEN 1-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, CONSISTENT WITH SCAG/TCA MOU 4/5/01. EXISTING 3 M/F EA DIR. 1 ADDITIONAL M/F EA DIR, PLUS CLIMBING & AUX LANES BY 2020.</p> <p>REVISSED: SR 73 CATALINA VIEW IMPROVEMENT PROJECT: IN THE NORTHBOUND DIRECTION FROM SR 133 TO THE SAND CANYON UNDERCROSSING AND IN THE SOUTHBOUND DIRECTION FROM NEWPORT COAST DRIVE TO LAGUNA CANYON ROAD, ADD A FOURTH LANE THROUGH THE CATALINA VIEW MAINLINE TOLL POINT.</p>	<p>EXISTING: 2022</p> <hr/> <p>REVISSED: 2029</p>	<p>EXISTING: \$351,188</p> <hr/> <p>REVISSED: \$48,600</p>	PROJECT COST DECREASE	REVISED PROJECT SCOPE, REVISED SCHEDULE, REVISED PROJECT COST
22	ORANGE	TRANSPORTATION CORRIDOR AGENCIES (TCA)	ORA050	STATE HIGHWAY		<p>EXISTING: EASTERN TRANSPORTATION CORRIDOR (ETC- SR 241/261/133) 26.4 MI TOLL ROAD CONNECTS SR 91 TO I-5 VIA SR 261 AND SR 133, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F EA DIR. 2 ADDITIONAL M/F IN EA DIR, PLUS CLIMBING AND AUX LANES BY 2020.</p> <p>REVISSED: SR 241 LOMA SEGMENT IMPROVEMENT PROJECT: FROM THE JUNCTION OF SR 133 TO NORTH OF SR 261, ADD ONE LANE IN EACH DIRECTION.</p>	<p>EXISTING: 2022</p> <hr/> <p>REVISSED: 2030</p>	<p>EXISTING: \$631,902</p> <hr/> <p>REVISSED: \$133,000</p>	PROJECT COST DECREASE	REVISED PROJECT SCOPE, REVISED SCHEDULE, REVISED PROJECT COST
23	RIVERSIDE	MORENO VALLEY	420A3L02	LOCAL HIGHWAY		IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY: INSTALLATION OF STREET IMPROVEMENTS WHERE FULL-WIDTH IMPROVEMENTS DON'T EXIST, INCLUDING ASPHALT CONCRETE PAVEMENT, CURB, GUTTER, SIDEWALK, STRIPING, AND RELATED. INCLUDES RECONFIGURATION AND CONSTRUCTION OF NEW RAMPS AND NEW ON-RAMP LOOP AT STATE ROUTE 60 AND BRIDGE WIDENING.	2035	\$24,200	NEW 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
24	RIVERSIDE	PERRIS	420A3L01	LOCAL HIGHWAY		CONSTRUCT 4-LANE BRIDGE (2 LANES IN EACH DIRECTION), SIDEWALK IMPROVEMENTS, AND SHOULDER ROAD.	2035	\$30,000	NEW PROJECT COST	NEW PROJECT
25	RIVERSIDE	RIVERSIDE TRANSPORTATION COMMISSION (RCTC) <hr/> RIVERSIDE TRANSPORTATION COMMISSION /SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY	3200P200	PASSENGER RAIL		METROLINK LOW/ZERO EMISSION TECHNOLOGY TRAINS	2045	\$100,000	NONE	REVISED LEAD AGENCY
26	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3200T006	PASSENGER RAIL		EXISTING: MORENO VALLEY/ MARCH STATION IMPROVEMENT - STATION UPGRADE WITH ADDITIONAL PLATFORM AND A PEDESTRIAN OVERPASS. <hr/> REVISED: MORENO VALLEY/ MARCH STATION IMPROVEMENT - STATION UPGRADE WITH ADDITIONAL PLATFORM AND THREE MILES OF DOUBLE TRACK.	2027	\$41,000	NONE	REVISED PROJECT SCOPE
27	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3200T008	PASSENGER RAIL		PERRIS SOUTH METROLINK STATION IMPROVEMENTS - ADDITION OF A SECOND TRACK AND PLATFORM THROUGH STATION, STARTING EAST OF THE SAN JACINTO RIVER; INCLUDING A FOURTH LAYOVER TRACK AT THE SOUTH PERRIS LAYOVER FACILITY.	2030	EXISTING: \$18,000 <hr/> REVISED: \$25,000	PROJECT COST INCREASE	REVISED PROJECT COST

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
28	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3CR0702	PASSENGER RAIL		EXISTING: RAPID COMMUTER CORRIDOR FROM PERRIS TO SAN JACINTO REVISIED: COMMUTER RAIL CORRIDOR EXTENSION FROM PERRIS TO SAN JACINTO	2045	EXISTING: \$256,007 REVISIED: \$300,000	PROJECT COST INCREASE	REVISED PROJECT SCOPE
29	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3CR104	PASSENGER RAIL		METROLINK IMPROVEMENTS(TRACK AND ROLLING STOCK)	2035	EXISTING: \$10,000 REVISIED: \$20,000	PROJECT COST INCREASE	REVISED PROJECT COST
30	RIVERSIDE	BANNING	420A3S02	STATE HIGHWAY	10	IN THE SAN GORGONIO PASS FOR THE CITY OF BANNING AND THE MORONGO BAND OF MISSION INDIANS - CONSTRUCT COTTONWOOD AVE AS A NEW 6-LANE ROADWAY FROM FUTURE LINCOLN STREET TO FUTURE WILSON STREET (0.8 MI), INCLUDING 6-LANE BRIDGE AND RAMPS ACROSS I-10 AND 6-LANE BRIDGE OVER UPRR, CONSTRUCT WILSON STREET (1.0 MI) AS A NEW 4-LANE ROADWAY FROM HATHAWAY STREET TO COTTONWOOD AVE.	2030	\$70,000	NEW PROJECT COST	NEW PROJECT COST
31	RIVERSIDE	MENIFEE	3A04A27	STATE HIGHWAY	215	CONSTRUCT NEW 4 LANE (2 LNS EAC DIR) AND RAMPS	2030	\$60,573	REMOVE RTP PROJECT COST	DELETED PROJECT (DUPLICATE RIV201101)
32	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	420A3S01	STATE HIGHWAY	15	CONSTRUCT 1 EXPRESS LANE IN EACH DIRECTION.	2039	\$400,000	NEW PROJECT COST	NEW PROJECT COST

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
33	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	RIV220303	STATE HIGHWAY	91	IN WESTERN RIVERSIDE COUNTY IN THE CITIES OF CORONA AND RIVERSIDE: CONSTRUCT ONE EASTBOUND LANE ON SR-91 FROM I-15 TO MAGNOLIA AVE.	2030	\$100,000	NONE	NEW PROJECT
34	RIVERSIDE	TEMECULA	RIV031215	STATE HIGHWAY	15	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	\$218,840	NONE	REVISED PROJECT SCOPE
35	RIVERSIDE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	RIV151002	TRANSIT		IN EASTERN RIVERSIDE COUNTY FOR CALTRANS/RCTC/CVAG FEASIBILITY STUDY OF AN INTERCITY PASSENGER RAIL SERVICE BTWN INDIO AND LOS ANGELES (PH I), AND PROJECT SERVICE DEVELOPMENT PLAN AND ENVIRONMENTAL DOCUMENT (PH II) - PA&ED ONLY (FRA FUNDED PROJECT).	EXISTING: 2022 REVISED: 2034	EXISTING: \$409 REVISED: \$60,000	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
36	SAN BERNARDINO	MONTCLAIR	4A01183	LOCAL HIGHWAY		WIDEN MONTE VISTA AVE FROM SAN BERNARDINO ST TO ARROW HWY FROM 4 TO 6 LANES	EXISTING: 2025 REVISED: 2027	\$3,931	NONE	REVISED SCHEDULE
37	SAN BERNARDINO	MONTCLAIR	4A01184	LOCAL HIGHWAY		WIDEN SAN BERNARDINO ST FROM LA COUNTY LINE TO BENSON AVE FROM 4 TO 6 LANES	EXISTING: 2025 REVISED: 2027	\$4,848	NONE	REVISED SCHEDULE
38	SAN BERNARDINO	COLTON	4120116	LOCAL HIGHWAY		REALIGN RECHE CANYON ROAD TO HUNTS LANE/WASHINGTON STREET. CONSTRUCT NEW FOUR (4) LANE ROAD WITH TOTAL LENGTH OF 0.30 MILE. TOLL CREDITS TO MATCH EARREPU. (PA&ED ONLY)	EXISTING: 2021 REVISED: 2025	\$450	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
39	VENTURA	CAMARILLO	VEN051211	LOCAL HIGHWAY		LAS POSAS ROAD FROM VENTURA BLVD TO PLEASANT VALLEY ROAD WIDEN FROM 2 TO 6 LANES	EXISTING: 2026 REVISSED: 2029	EXISTING: \$4,417 REVISSED: \$10,521	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
40	VENTURA	VENTURA COUNTY	VEN011202	LOCAL HIGHWAY		HUENEME RD FROM OXNARD CITY LIMITS TO RICE RD - WIDEN FROM 2 TO 4 LANES (PHASE I)	EXISTING: 2025 REVISSED: 2027	EXISTING: \$6,953 REVISSED: \$18,318	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
41	VENTURA	CAMARILLO	VEN051210	STATE HIGHWAY		IN CAMARILLO RECONFIGURE CENTRAL AVENUE / ROUTE 101 INTERCHANGE (INCLUDES CENTRAL AVE BRIDGE WIDENING FROM 1 TO 2 LANES EACH DIRECTION)	EXISTING: 2026 REVISSED: 2030	EXISTING: \$37,861 REVISSED: \$50,000	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
42	VENTURA	MOORPARK	VEN34089	STATE HIGHWAY		IN MOORPARK L.A. AVE FROM ROUTE 23 (MOORPARK AVE) TO E/O SPRING (0.6 MI) RECONSTRUCT SIDEWALKS, REALIGN ROADWAY AND WIDEN FROM 4 TO 6 LANES	EXISTING: 2022 REVISSED: 2027	EXISTING: \$1,158 REVISSED: \$1,869	PROJECT COST INCREASE	REVISED SCHEDULE, REVISED PROJECT COST
43	VENTURA	SAN BUE-NAVENTURA	VEN010202	STATE HIGHWAY		RECONFIGURE N/B CALIFORNIA ST OFFRAMP (RECONFIGURE RAMP TO TERMINATE AT OAKS ST INSTEAD OF THE CURRENT CALIFORNIA ST LOCATION)	EXISTING: 2025 REVISSED: 2030	\$10,580	NONE	REVISED SCHEDULE

TABLE 3 Modifications to Strategic Plan Projects

#	COUNTY	PROPOSED LEAD AGENCY	RTP ID	SYSTEM	ROUTE NAME	DESCRIPTION	REASON FOR AMENDMENT
1	RIVERSIDE	PERRIS	S4SA320S01	STATE HIGHWAY	I-215 (08-RIV-215-24.7/26.1)	CONSTRUCT A STANDARD PARTIAL CLOVERLEAF INTERCHANGE ON I-215 AT THE EXTENSION OF EVANS ROAD BETWEEN 4TH ST. (RTE-74-WEST) AND CASE ROAD (ROUTE-74-EAST). CONSTRUCT A SIX-LAND OVERCROSSING (3-LNS IN EACH DIRECTION), WITH NB AND SB ON-OFF RAMPS, AUXILIARY LANES IN EACH DIRECTION BETWEEN NEW IC AND EXISTING 4TH ST. IC., LOCATED ONE MILE TO THE NORTH.	NEW PROJECT
2	RIVERSIDE	EXISTING: LOS ANGELES COUNTY MTA (METRO) <hr/> REVISED: RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	S3120001	PASSENGER RAIL	COACHELLA VALLEY RAIL SERVICE	ESTABLISH DAILY RAIL SERVICE BETWEEN DOWNTOWN LOS ANGELES AND THE COACHELLA VALLEY	REVISED LEAD AGENCY
3	RIVERSIDE	EXISTING: RIVERSIDE TRANSPORTATION COMMISSION <hr/> REVISED: RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	S3200P200	PASSENGER RAIL		2ND MAIN TRACK FROM MORENO VALLEY TO PERRIS	REVISED LEAD AGENCY

FISCAL IMPACT

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

In terms of overall impact on the Connect SoCal 2020 Financial Plan, cost increases from changes to existing projects and the addition of new projects total \$1.7 billion. However, these increases are offset by \$2.5 billion in cost decreases, which are the result of changes to existing projects and deletions. The modifications, therefore, result in an overall net cost decrease of \$802.6 million to the Connect SoCal 2020 Financial Plan. Cost decreases are largely due to scope changes (reductions) on multiple projects.

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

TABLE 4 Fiscal Impact Summary

(Amounts in \$1,000's)	Total
Cost Increases: Changes to Existing Projects and New Projects	\$1,703,813
Cost Decreases: Changes to Existing Projects and Deleted Projects	\$(2,506,437)

SENATE BILL 375 AND THE SUSTAINABLE COMMUNITIES STRATEGY

Upon the adoption of Connect SoCal 2020, SCAG determined that the Plan met and/or exceeded all requirements for a Sustainable Communities Strategy 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 Plan adoption, SCAG concluded that the state established per-capita 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 as evidenced in 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 Draft Amendment 3 to Connect SoCal 2020 incorporates certain changes to transportation projects and other Plan assumptions as described in this document. Staff has reviewed Draft Amendment 3 relative to the adopted Plan and to the requirements of SB 375, and has determined that with the adoption of Amendment 3, Connect SoCal 2020 remains in compliance with SB 375 and continues to meet and/or exceed the GHG emission reduction targets.

PERFORMANCE MEASURES

In 2012, the federal transportation authorization legislation known as MAP-21 became law. MAP-21 called for the establishment of a national performance-based transportation system monitoring program. The subsequent (2015) federal authorization package, FAST Act, furthered this performance-based reporting approach. To this end, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) now require state departments of transportation (DOTs) to work with metropolitan planning organizations (MPOs) such as SCAG to develop performance targets relative to transportation safety, infrastructure condition, and system performance, along with measures for assessing the safety and performance of the regional transit system.

The initial four-year federal performance period began in 2018 and ended in 2021. The second reporting cycle runs from 2022 through 2025. It should be noted that, while most of the federal performance targets are updated every four years, the Transportation Safety targets are updated annually in February of each year. The second federal performance reporting cycle includes two significant changes. The first of these changes includes the population threshold for reporting of the Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle (Non-SOV) Mode Share measures from one million to two hundred thousand. Previously, targets were only required for U.S. Census designated Urban Areas with 2010 populations exceeding one million that were also within either an air quality nonattainment or maintenance area. The lowering of the population threshold will require PHED and Non-SOV Mode Share target-setting and reporting for eight additional Urban Areas in the SCAG region in addition to the two Urban Areas reported for the first cycle (Los Angeles/Long Beach/Anaheim and Riverside/San Bernardino).

The second revision to the target-setting protocol for the second four-year federal reporting period is the establishment of a new national performance measure for GHG emissions related to mobile sources. Once finalized, the new GHG reduction metric will require the setting of targets for reduction of GHG emissions to achieve the federal goal of net zero emissions by 2050.

TRANSPORTATION CONFORMITY

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

Under the U.S. DOT metropolitan planning regulations and the Environmental Protection's Agency's (EPA's) transportation conformity regulations, Draft

Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03 need to pass five tests: consistency with the adopted 2020 RTP/SCS as amended, regional emissions analysis, timely implementation of transportation control measures (TCMs), financial constraint, and interagency consultation and public involvement.

The findings of the conformity determination for the Draft Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03 are presented below. Details of the regional emissions analysis follow the findings.

CONFORMITY FINDINGS

SCAG's findings for the approval of the Draft Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03 are as follows:

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

Inclusion of the amended projects contained in Draft Amendment 3 into the 2020 RTP/SCS would not change any other policies, programs or projects in the federally approved 2020 RTP/SCS. The 2023 FTIP Consistency Amendment #23-03 is consistent with the 2020 RTP/SCS as amended (policies, programs, and projects).

- Finding: Draft Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03 are consistent with the federally approved 2020 RTP/SCS, as amended, and meet all federal and state requirements and regulations.

- **Regional Emissions Tests**

- Finding: The regional emissions analysis for the Draft Amendment 3 to the Plan are identical to the regional emissions analysis for the Draft 2023 FTIP Consistency Amendment #23-03 and update the regional emissions analysis for the 2023 FTIP.

- Finding: Draft Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03 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} NAAQS).

- Finding: Draft Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03 regional emissions analysis 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: Draft Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03 regional emissions analysis for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.
- Finding: Draft Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03 regional emissions analysis 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: Draft Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03 regional emissions analysis 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: Draft Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03 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 Draft Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03 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: Draft Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03 comply with all federal requirements for interagency consultation and public involvement. Draft Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03 were discussed at the monthly meetings of the Transportation Conformity Working Group (TCWG) which includes representatives from the federal, state, and local air quality and transportation agencies throughout the Draft Amendments development process. The draft conformity analysis for the Draft Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03 will be released for a 30-day public review and comment period commencing January 6, 2023 and concluding February 5, 2023. In addition, a public hearing on the Draft Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03 will be held on January 17, 2023. Given public health directives recommending limited public gatherings due to on-going COVID-19 concerns, the hearing will be held virtually via

Zoom. The public hearing will be noticed in numerous newspapers throughout the region. The notice will be published in English, Spanish, Korean, Chinese and Vietnamese languages. The Draft Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03 will be posted on the SCAG website and virtually distributed to libraries throughout the region, and physically distributed to libraries by request. All comments received on the Draft Amendments during the public review and comment period will be documented and responded to.

REGIONAL EMISSIONS ANALYSIS

The following tables summarize the required regional emission analysis for each of the nonattainment and maintenance areas within SCAG's jurisdiction based on EMFAC2021 which is the emission model approved by U.S. EPA for regional transportation conformity analysis in California, effective November 15, 2022. In addition, ARB's adjustment factors for EMFAC2021 had been applied to the regional emission analysis tables in the Draft 2020 RTP/2023 FTIP Consistency Amendments document to account for the emission benefits of California's Heavy-Duty Vehicle Inspection and Maintenance Program adopted by ARB after and thus not included in EMFAC2021. Following the 30-day public review of the Draft Amendments document in January 2023, ARB developed and officially submitted to EPA updated and interim off-model adjustment factors for EMFAC2021 for Metropolitan Planning Organizations (MPOs) to use for regional transportation conformity determinations. Upon EPA approval, the interim transportation conformity off-model adjustment factors will remain applicable until the first California nonattainment area 70 parts per billion 8-hour ozone attainment demonstration and/or reasonable further progress demonstration and associated motor vehicle emissions budgets are approved by EPA. The interim off-model adjustment factors account for only 50 percent of the emissions benefits of the previous EMFAC2021 adjustment factors. Impacting emissions of NOx, PM2.5, and PM10 but not CO nor ROG, the interim off-model adjustment factors were applied and reflected in the following regional emission analysis tables of the revised Draft Connect SoCal

2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 for an additional 15-day public review. Note that at the time of release of the revisions for the additional 15-day public review, EPA has not approved these interim off-model adjustment factors, and EPA must approve them before SCAG's Regional Council adoption of the Final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 including the associated transportation conformity analysis.

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 the Imperial County 2006 24-hour and 2012 annual PM_{2.5} nonattainment areas with pending emission budgets. Placed immediately below the corresponding table based on interim tests, this table is included for information only and would supersede the preceding interim emissions test table after the new budgets are approved by the U.S. EPA prior to FHWA/FTA approval of the final transportation conformity determination of Draft Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03.

For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by ARB 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. The VMT by vehicle class values were estimated by linear interpolation before performing regional emissions modeling for two analysis years (2029 and 2030) because they are neither attainment years nor horizon years for the adopted 2020 RTP/SCS, Draft Amendment 3 to the Plan, and 2023 FTIP Consistency Amendment #23-03.

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

TABLE 5 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	EMFAC2021 Emissions	3.1	2.0	1.7
		Interim Off-Model Adjustment Factors*	-0.2	-0.3	-0.3
		Sum	2.9	1.7	1.4
		Plan Emissions	3	2	2
	Budget - Plan	4	5	5	

*The interim off-model adjustment factors were approved by U.S. EPA on May 26, 2023.

SOUTH COAST AIR BASIN

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

Pollutant		Nonattainment Area	2023	2026	2029	2031	2037	2045
ROG	Budget	SCAB	68	60	54	50	50	50
	Plan	Morongo	0.3	0.3	0.2	0.2	0.2	0.1
		Pechanga	0.1	0.1	0.1	0.1	0.0	0.0
		SCAB excluding Morongo and Pechanga	67.3	57.5	50.7	47.0	41.2	36.4
		Sum	67.7	57.8	51.0	47.3	41.5	36.6
		SCAB	68	58	51	48	42	37
	Budget - Plan			0	2	3	2	8
NO _x	Budget	SCAB	89	77	69	66	66	66
	Plan	Morongo	1.2	0.9	0.7	0.6	0.4	0.3
		Pechanga	0.4	0.4	0.3	0.2	0.1	0.1
		SCAB excluding Morongo and Pechanga	88.2	75.2	65.0	59.9	50.8	50.1
		EMFAC2021 Emissions Sum	89.8	76.5	66.0	60.7	51.3	50.5
		Interim Off-Model Adjustment Factors*	-1.0	-7.4	-8.7	-8.9	-9.1	-10.3
		Sum	88.8	69.1	57.3	51.8	42.2	40.2
		Plan Emissions SCAB	89	70	58	52	43	41
Budget - Plan			0	7	11	14	23	25

*The interim off-model adjustment factors were approved by U.S. EPA on May 26, 2023.

TABLE 7 1997, 2006 and 2012 (Excluding Pechanga) PM_{2.5} (Annual Planning Emissions [tons/day])

Pollutant		2025	2035	2045	
ROG	Budget	69	69	69	
	Plan	59	42	37	
	Budget - Plan	10	27	32	
NO _x	Budget	127	127	127	
	Plan	EMFAC2021 Emissions	86.9	59.3	52.2
		Interim Off-Model Adjustment Factors*	-7.0	-9.8	-10.2
		Sum	79.9	49.5	42.0
		Plan Emissions	80	50	42
	Budget - Plan	47	77	85	
PM _{2.5}	Budget	20	20	20	
	Plan	EMFAC2021 Emissions and Road Dust	12.1	12.2	12.6
		Interim Off-Model Adjustment Factors*	-0.1	-0.0	-0.1
		Sum	12.0	12.2	12.5
		Plan Emissions	12	13	13
	Budget - Plan	8	7	7	

*The interim off-model adjustment factors were approved by U.S. EPA on May 26, 2023.

TABLE 8 PM₁₀ (Annual Planning Emissions [Tons/Day])

Pollutant		2025	2030	2030	2045	
ROG	Budget	110	81	81	81	
	Plan	56	46	40	34	
	Budget - Plan	54	35	41	47	
NO _x	Budget	180	116	116	116	
	Plan	EMFAC2021 Emissions	85.2	69.8	59.3	52.2
		Interim Off-Model Adjustment Factors*	-7.0	-9.6	-9.8	-10.2
		Sum	78.2	60.2	49.5	42.0
		Plan Emissions	79	61	50	42
	Budget - Plan	101	55	66	74	
PM ₁₀	Budget	164	175	175	175	
	Plan	EMFAC2021 Emissions and Road Dust	66.3	67.8	68.9	71.5
		Interim Off-Model Adjustment Factors*	-0.1	-0.1	-0.0	-0.1
		Sum	66.2	67.7	68.9	71.4
		Plan Emissions	67	68	69	72
	Budget - Plan	97	107	106	103	

*The interim off-model adjustment factors were approved by U.S. EPA on May 26, 2023.

TABLE 9 CO (Winter Planning Emissions [tons/day])

Pollutant		2025	2035	2045
CO	Budget	2,137	2,137	2,137
	Plan	534	369	320
	Budget - Plan	1,603	1,768	1,817

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

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

Pollutant		2023	2026	2032	2035	2045	
ROG	Budget	6.8	6.2	6.2	6.2	6.2	
	Plan	5.6	4.8	3.9	3.6	3.2	
	Budget – Plan	1.2	1.4	2.3	2.6	3.0	
NO _x	Budget	11.0	10.2	10.2	10.2	10.2	
	Plan	EMFAC2021 Emissions	11.06	10.09	9.59	9.40	11.21
		Interim Off-Model Adjustment Factors*	-0.10	-1.71	-2.25	-2.34	-3.09
		Sum	10.96	8.38	7.34	7.06	8.12
		Plan Emissions	11.0	8.4	7.4	7.1	8.2
	Budget – Plan	0.0	1.8	2.8	3.1	2.0	

*The interim off-model adjustment factors were approved by U.S. EPA on May 26, 2023.

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

TABLE 11 PM₁₀ (Annual Planning Emissions [tons/day])

Pollutant		2025	2035	2045	
PM ₁₀	No Build	EMFAC2021 Emissions and Road Dust	8.79	10.30	12.24
		Interim Off-Model Adjustment Factors*	-0.06	-0.08	-0.10
		Sum	8.73	10.22	12.14
		No-Build Emissions	8.8	10.3	12.2
	Build	EMFAC2021 Emissions and Road Dust	8.70	9.90	11.63
		Interim Off-Model Adjustment Factors*	-0.03	-0.04	-0.05
		Sum	8.67	9.86	11.58
		Build Emissions	8.7	9.9	11.6
No Build – Build		0.1	0.4	0.6	

*The interim off-model adjustment factors were approved by U.S. EPA on May 26, 2023.

MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION

TABLE 12 PM₁₀ (Annual Planning Emissions [tons/day])

Pollutant		2025	2035	2045	
PM ₁₀	No Build	EMFAC2021 Emissions and Road Dust	0.00	0.00	0.00
		Interim Off-Model Adjustment Factors*	-0.00	-0.00	-0.00
		Sum	0.00	0.00	0.00
	No-Build Emissions		0.0	0.0	0.0
	Build	EMFAC2021 Emissions and Road Dust	0.00	0.00	0.00
		Interim Off-Model Adjustment Factors*	-0.00	-0.00	-0.00
		Sum	0.00	0.00	0.00
	Build Emissions		0.0	0.0	0.0
No Build – Build		0.0	0.0	0.0	

*The interim off-model adjustment factors were approved by U.S. EPA on May 26, 2023.

SALTON SEA AIR BASIN – RIVERSIDE COUNTY COACHELLA VALLEY PORTION

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

Pollutant		2023	2026	2029	2031	2037	2045	
ROG	Budget**	2.7	2.5	2.3	2.2	2.2	2.2	
	Plan	2.7	2.4	2.2	2.0	1.8	1.7	
	Budget - Plan	0.0	0.1	0.1	0.2	0.4	0.5	
NO _x	Budget**	6.0	5.8	5.8	5.7	5.7	5.7	
	Plan	EMFAC2021 Emissions	5.63	5.15	4.76	4.60	4.43	5.13
		Interim Off-Model Adjustment Factors*	-0.06	-0.91	-1.03	-1.07	-1.14	-1.39
		Sum	5.57	4.24	3.73	3.53	3.29	3.74
		Plan Emissions	5.6	4.3	3.8	3.6	3.3	3.8
Budget - Plan	0.4	1.5	2.0	2.1	2.4	1.9		

*The interim off-model adjustment factors were approved by U.S. EPA on May 26, 2023.

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

TABLE 14 PM₁₀ (Annual Planning Emissions [tons/day])

Pollutant		2025	2035	2045	
PM ₁₀	Budget	10.9	10.9	10.9	
	Plan	EMFAC2021 Emissions and Road Dust	4.16	4.54	4.81
		Interim Off-Model Adjustment Factors*	-0.01	-0.02	-0.02
		Sum	4.15	4.52	4.79
		Plan Emissions	4.2	4.6	4.8
Budget - Plan	6.7	6.3	6.1		

*The interim off-model adjustment factors were approved by U.S. EPA on May 26, 2023.

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

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

Pollutant		2025	2035	2045	
ROG	Budget	4	4	4	
	Plan	2	2	2	
	Budget – Plan	2	2	2	
NO _x	Budget	7	7	7	
	Plan	EMFAC2021 Emissions	3.5	3.2	3.9
		Interim Off-Model Adjustment Factors*	-0.5	-0.8	-1.1
		Sum	3.0	2.4	2.8
		Plan Emissions	3	3	3
	Budget – Plan	4	4	4	

*The interim off-model adjustment factors were approved by U.S. EPA on May 26, 2023.

TABLE 16 2006 24-hour and 2012 Annual PM_{2.5} (Planning Emissions [tons/day])

		Pollutant	2025	2035	2045
NO _x	No Build	EMFAC2021 Emissions	1.55	1.32	1.38
		Interim Off-Model Adjustment Factors*	-0.20	-0.29	-0.34
		Sum	1.35	1.03	1.04
		No-Build Emissions	1.4	1.1	1.1
	Build	EMFAC2021 Emissions	1.55	1.29	1.37
		Interim Off-Model Adjustment Factors*	-0.20	-0.29	-0.34
		Sum	1.35	1.00	1.03
		Build Emissions	1.4	1.0	1.1
No Build – Build			0.0	0.1	0.0
PM _{2.5}	No Build	EMFAC2021 Emissions	0.18	0.21	0.24
		Interim Off-Model Adjustment Factors*	-0.00	-0.00	-0.00
		Sum	0.18	0.21	0.24
		No-Build Emissions	0.2	0.3	0.3
	Build	EMFAC2021 Emissions and Road Dust	0.13	0.16	0.19
		Interim Off-Model Adjustment Factors*	-0.00	-0.01	-0.01
		Sum	0.13	0.15	0.18
		Build Emissions	0.2	0.2	0.2
No Build – Build			0.0	0.1	0.1

*The interim off-model adjustment factors were approved by U.S. EPA on May 26, 2023.

TABLE 17 2006 24-hour and 2012 Annual PM_{2.5} (Planning Emissions [tons/day], Budgets pending U.S. EPA Approval)

Pollutant		2025	2035	2045	
PM _{2.5}	Budget	1.7	1.7	1.7	
	Plan	EMFAC2021 Emissions and Road Dust	0.17	0.20	0.23
		Interim Off-Model Adjustment Factors*	-0.01	-0.01	-0.01
		Sum	0.16	0.19	0.22
		Plan Emissions	0.2	0.2	0.3
	Budget - Plan	1.5	1.5	1.4	

*The interim off-model adjustment factors were approved by U.S. EPA on May 26, 2023.

TABLE 18 PM₁₀ (Annual Planning Emissions [tons/day])

Pollutant		2025	2030	2035	2045	
PM ₁₀	Budget	20	19	19	19	
	Plan	EMFAC2021 Emissions and Road Dust	1.3	1.4	1.5	1.8
		Interim Off-Model Adjustment Factors*	-0.0	-0.0	-0.0	-0.0
		Sum	1.3	1.4	1.5	1.8
		Plan Emissions	2	2	2	2
	Budget - Plan	18	17	17	17	

*The interim off-model adjustment factors were approved by U.S. EPA on May 26, 2023.

PUBLIC COMMENT AND REVIEW

SCAG is required to provide a 30-day public review and comment period for the Draft Amendment 3 to the Plan. A Notice of Availability and Public Hearing and the Draft Amendment 3 to the Plan were posted on SCAG's website as of January 5, 2023, at scag.ca.gov/connect-socal. Written comments were accepted from January 6, 2023, until 5:00 p.m., February 5, 2023, via U.S. mail or email.

SCAG held a telephonic/videoconference public hearing on the Draft Amendment 3 to the Plan on January 17, 2023, from 10:00 am to 11:00 am. Given current public health directives and continuing recommendations of public health officials to limit public gatherings due to the threat of COVID-19, and in recognition of the continuing applicability of the Governor's March 4, 2020, declaration of a state of emergency pertaining to COVID-19, the public hearing was telephonically and by videoconference; there was no opportunity to participate physically/in-person.

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

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

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

As a precautionary measure, the revisions are shared here for another 15-day public review. The 15-day public review period also provides an opportunity

for CTCs to program STBG/CMAQ funds to projects in Consistency Amendment #23-03 and have those funds approved prior to June 30, 2023.

COMMENTS AND RESPONSES

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

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

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

TABLE 19 Comments and Responses

Format	Comment Summary	Response to Comment
Email/Letter	The Ventura County Transportation Commission (VCTC) hereby provides this public comment on RTP Amendment #3/ A23-03, to request inclusion of a proposed new bus service connecting Fillmore and Moorpark. The need for this service was identified during the past year during VCTC's Unmet Transit Need Process, and it has been determined that service can be deployed within the year to fulfill this important unmet need. Inclusion of the project in the RTP Amendment will allow VCTC to move forward quickly to implement this transit service which would be also serve as a Transportation Control Measure resulting in an air quality improvement.	Thank you for your comment. This project has been included and reflected as part of Table 1.
Email	Table 1 Modifications to FTIP Projects (Page 3) – Please underline REVISED PROJECT COST in REASON FOR AMENDMENT of #133.	Comment noted.
Email	Table 6 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day]) (Page 7) – Please change Sum of ROG Plan for 2026, 2037 and 2045 as follows: 57.8 to 57.9, 41.5 to 41.4 and 36.6 to 36.5.	The sum of Plan ROG emissions for 2026, 2037 and 2045 will be adjusted to reflect the correct rounding as follows: 57.8 to 57.9, 41.5 to 41.4 and 36.6 to 36.5.
Email	Please include the final adoption date of the off-model adjustment factors once approved by U.S. EPA	The final adoption date of the off-model adjustment factors once approved by U.S. EPA will be included in the Final Amendments document.
Email	Please include a copy of the Board adoption resolution (anticipated on June 1) in the final draft of the document.	A copy of the Board adoption resolution (anticipated on June 1) will be included in the final submittal.
Email	I understand that the Total Programmed should be match to the Total Project Cost when the project is programmed in all three phases - ENG, ROW, and CON. Please make sure to address one comment about changing the updated Total Project Cost \$24,979 to \$27,084 on the RCTC project (RTIPID & Project ID: RIV990727 and Amd 23-03) officially.	Comment noted. Total project cost will be addressed in the final submittal.
Email	RTP ID 1TL204 Grade Separation at the intersection of Rosecrans/Marquardt – is there a reason this project is listed as Transit? I recommend providing additional information noting that this is a rail grade separation project.	Comment noted. The project is under Transit system because it completes the triple tracking between Los Angeles and Fullerton which supports operating service for Metrolink, Amtrack and freight rail. It is also an advance improvement for the CA High Speed Rail corridor.
Email	RTP ID 320A3T01 – please provide additional information on the Integrated Transit Center and Administration building.	Comment noted: Per lead agency, the project is included as financially constrained only (non-capacity project). According to the information provided, the project would be considered exempt for regional transportation conformity purposes. https://www.octa.net/programs-projects/projects/transit-facility-projects/transit-security-and-operations-center/



Ventura County Transportation Commission

March 1, 2023

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

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

Dear Mr. Ajise:

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

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

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

Sincerely,

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

Martin R. Erickson
Executive Director

cc. Pablo Gutierrez, SCAG staff

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

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

To: Kahrs, Jacqueline J@DOT <jacqueline.kahrs@dot.ca.gov>

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

Subject: RE: SCAG FTIP Amendment #3

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Jackie,

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

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

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

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

-Mervin

Hi Pablo,

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

Thank you,

Peter Kang, PE

Senior Transportation Engineer

Office of Federal Programming and Data Management

Division of Financial Programming

California Department of Transportation

(916) 216-3908 (mobile)

Hi Pablo,

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

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

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

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

Comment

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

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

Please let me know if you have any questions.

Thank you,

Peter Kang, PE

Senior Transportation Engineer

Office of Federal Programming and Data Management

Division of Financial Programming

California Department of Transportation

(916) 216-3908 (mobile)

CONCLUSION

Amendment 3 to the Plan and 2023 FTIP Consistency Amendment #23-03 continue to demonstrate transportation conformity. Amendment 3 to the Plan also remains valid under SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets. Furthermore, the PEIR Addendum associated with this Amendment concludes that the proposed project changes would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Appropriate and adequate procedures have been followed in ensuring coordination of Amendment 3 to the Plan, allowing all concerned parties, stakeholders, and the public ample opportunities to voice concern and provide input. In conclusion, this Amendment 3 to the Plan complies with all applicable federal and state requirements, including the Transportation Conformity Rule.

ATTACHMENT: RESOLUTION NO. 23-656-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING AMENDMENT 3 TO THE 2020 - 2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (CONNECT SOCAL 2020), CONSISTENCY AMENDMENT #23-03 TO THE 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (2023 FTIP) (ALSO HEREIN REFERRED TO AS “AMENDMENTS”); AND ITS CORRESPONDING CONFORMITY DETERMINATION

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

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

WHEREAS, SCAG is the multi-county designated transportation planning agency under state law, and as such, is responsible for preparing, adopting and updating the RTP and SCS every four years pursuant to Government Code 65080 *et seq.*, and for preparing and adopting the FTIP (regional transportation improvement program, under state law) every two years pursuant to Government Code sections 14527 and 65082, and Public Utilities Code section 130301 *et seq.*; and

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code section 65080(b) *et seq.*, SCAG must prepare a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as determined by the California Air Resources Board (ARB); and

WHEREAS, the Connect SoCal 2020 must be consistent with all other applicable provisions of federal and state law including but not limited to: (1) The Fixing America’s Surface Transportation Act (FAST Act) (P.L. 114-94, December 4, 2015)

and the Moving Ahead for Progress in the 21st Century (MAP-21) (P.L. 112-141); (2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C; (3) California Government Code section 65080 *et seq.*; Public Utilities Code sections 130058 and 130059; and Public Utilities Code section 44243.5; (4) 174 and 176(c) and (d) of the federal Clean Air Act [(42 U.S.C. §§ 7504 and 7506(c) and (d))] and the United States Environmental Protection Agency (U.S. EPA) Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93; (5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. section 324; (6) The Department of Transportation’s Final Environmental Justice Strategy (60 Fed. Reg. 33896; June 29, 1995) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment; (7) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. § 12101 *et seq.*) and accompanying regulations at 49 C.F.R. sections 27, 37, and 38; (8) Senate Bill 375 (Steinberg, 2008) as codified in California Government Code section 65080(b) *et seq.*;

WHEREAS, in nonattainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on the RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the applicable State Implementation Plan (SIP);

WHEREAS, transportation conformity of the Connect SoCal 2020 is based upon a positive conformity finding with respect to the following tests: (1) regional emissions analysis, (2) timely implementation of Transportation Control Measures (TCMs), (3) interagency consultation and public involvement, and (4) financial constraint;

WHEREAS, on May 7, 2020, the SCAG Regional Council adopted the Connect SoCal 2020 for federal transportation conformity purposes only, and on June 5, 2020, FHWA and FTA, in coordination with US EPA Region 9, determined that the Connect SoCal 2020 conforms to the applicable SIPs; On September 3, 2020, the SCAG Regional Council approved and adopted the Connect SoCal 2020 for all purposes;

WHEREAS, on November 4, 2021, the SCAG Regional Council approved Amendment 1 to the Connect SoCal 2020 and the 2021 FTIP Consistency Amendment 21-05 including the associated transportation conformity determination. On January 4, 2022, FHWA and FTA, in coordination with the US EPA Region 9, determined that Amendment 1 to the Connect SoCal 2020 and 2021 FTIP Consistency Amendment 21-05 conform to the applicable SIPs;

WHEREAS, on October 6, 2022, the SCAG Regional Council approved Amendment 2 to the Connect SoCal 2020 and 2023 FTIP, including the associated transportation conformity determination. On December 16, 2022, FHWA and FTA, in coordination with the US EPA Region 9, determined that Amendment 2 to the Connect SoCal 2020 and 2023 FTIP conform to the applicable SIPs;

WHEREAS, due to significant technical changes in the U.S. EPA's then-recently approved emission model (EMFAC2021), calculated regional emissions increased significantly in many nonattainment areas within the SCAG region even though the underlying travel activity projections remained the same. As a result, the entire SCAG region was under the transportation conformity lockdown. The conformity lockdown has been impacting over 26 billion worth of transportation projects, including critical transit projects because SCAG could not add new projects or amend current projects under the lockdown;

WHEREAS, staff from the South Coast Air Quality Management District, the California Air Resources Board (ARB), the U.S. EPA, and SCAG has made significant progress to address the regional transportation conformity lockdown;

WHEREAS, ARB's new emission model (EMFAC2021) received U.S. EPA's approval and became effective on November 15, 2022; **WHEREAS**, a Notice of Availability for a 30-day public review and comment period was posted on SCAG's website on July 7, 2022; public notices were emailed to regional stakeholders; the Draft Amendment 2 was made available on SCAG's website; and copies were provided for review throughout the region by special request; and

WHEREAS, the updated Coachella Valley ozone transportation conformity budgets received U.S. EPA's final approval and became effective April 12, 2023;

WHEREAS, ARB developed and officially submitted to U.S. EPA interim off-model adjustment factors for EMFAC2021 for MPOs to use for regional transportation conformity determinations in April 2023. The interim off-model adjustment factors are expected to receive U.S. EPA approval by the end of May 2023, thus fully lifting the transportation conformity lockdown in the SCAG region and in time for SCAG' Regional Council approval at its regular meeting on June 1, 2023;

WHEREAS, SCAG has received requests from the local county transportation commissions (CTCs) for additional project additions or modifications to the Connect SoCal 2020 and 2023 FTIP;

WHEREAS, 23 U.S.C. section 134(j)(3)(C) requires projects in the 2023 FTIP to be consistent with the Connect SoCal 2020;

WHEREAS, on January 5, 2023, SCAG's Regional Council authorized the release of the Draft Amendments including the associated transportation conformity analysis for a 30-day public review and comment period;

WHEREAS, a Notice of Availability for a 30-day public review and comment period was posted on SCAG's website on January 5, 2023; public notices were emailed to regional stakeholders; the Draft Amendments and the associated transportation conformity analysis were made available on SCAG's website; and copies were provided for review throughout the region by special request;

WHEREAS, 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 N29-20, one public hearings for the Amendments were held telephonically and electronically on January 17, 2023;

WHEREAS, following the 30-day public comment period, SCAG staff continued to revise the draft amendments document based on public comments and provided updates to Caltrans, County Transportation Commissions (CTCs), and federal and State agencies at SCAG's Transportation Conformity Working Group (TCWG). The revisions were minor and technical in nature and did not alter the draft amendments' conclusions or findings, including the associated

transportation conformity determination;

WHEREAS, as a precautionary measure, revisions to the Amendments including the revisions to the associated transportation conformity analysis were released for another 15-day public review and comment period. The general public and SCAG's TCWG were notified of the availability of the revisions;

WHEREAS, to the extent that SCAG has received any written comments on the Draft Amendment 3 and the revisions, those comments have been responded to, and those comments along with responses are summarized in the final versions of the Amendments;

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

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. section 93.105, SCAG consulted with the respective transportation and air quality planning agencies, including but not limited to, discussion of the draft conformity finding before the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) throughout the Amendment development process;

WHEREAS, the Amendment 3 includes a financial plan identifying the financial impact of the changes contained in the Amendment 3;

WHEREAS, the Amendment 3 contains a positive transportation conformity determination. Using the final motor vehicle emission budgets submitted by ARB and found to be adequate or approved by the U.S. EPA, this conformity determination is based upon staff's analysis of the applicable transportation conformity tests;

WHEREAS, the conformity analysis of Amendment 3 has been conducted simultaneously with that for the 2023 FTIP in order to address the consistency requirement of federal law; and

WHEREAS, the transportation conformity analysis and determination of the proposed final Amendments were considered by SCAG's Energy and

Environment Committee (EEC). At its June 1, 2023 meeting, SCAG's EEC approved staff's recommended action that the Regional Council approve the transportation conformity determination of the proposed final Amendments and direct staff to submit to the FHWA and FTA for approvals

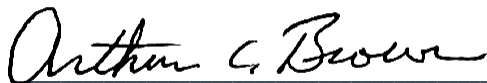
WHEREAS, SCAG's Regional Council has reviewed the Amendments including the associated transportation conformity determination and related staff reports and materials, which are incorporated herein by this reference;

NOW, THEREFORE BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, as follows:

1. The Regional Council approves Amendment 3 to the Connect SoCal 2020 and 2023 FTIP Consistency Amendment 23-03 for the purpose of complying with the requirements of the FAST Act, MAP-21, and all other applicable laws and regulations as referenced in the above recitals. In adopting this Amendment, the Regional Council finds as follows
 - a. Amendment 3 to the Connect SoCal 2020 comply with all applicable federal and state requirements, including the FAST Act and MAP-21 planning provisions;
 - b. Amendment 3 to the Connect SoCal 2020 comply with the greenhouse gas emission reduction targets established by the California Air Resources Board and meets the requirements of Senate Bill 375 (Steinberg, 2008) as codified in Government Code 65080(b) *et seq.* by achieving per capita GHG emission reductions at 8% below 2005 per capita emissions levels by 2020 and 19% below 2005 per capita emissions levels by 2035; and
 - c. Amendment 3 to the Connect SoCal 2020 are consistent with the policies, programs, and projects in the federally approved 2020 RTP/SCS as amended and meet all federal and state requirements and regulations.
2. The Regional Council hereby makes a positive transportation conformity determination of Amendment 3 to the Connect SoCal 2020. In making this determination, the Regional Council finds as follows:

- a. Amendment 3 to the Connect SoCal 2020 pass the five tests required for transportation conformity, namely: consistency with the adopted Connect SoCal 2020 as amended, regional emissions analysis, timely implementation of Transportation Control Measures, interagency consultation and public involvement, and financial constraint analysis; and
- 3. SCAG's Executive Director or his designee is authorized to transmit Amendment 3 to the Connect SoCal 2020 and associated conformity findings to the FHWA and the FTA to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93.

PASSED, APPROVED, AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 1st day of June, 2023.



Art Brown
President, SCAG
City of Buena Park

Attested by:



Kome Ajise
Executive Director

Approved as to Form:



Michael R.W. Houston
Chief Counsel



MAIN OFFICE

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
Tel: (213) 236-1800

REGIONAL OFFICES

IMPERIAL COUNTY

1405 North Imperial Ave., Ste. 104
El Centro, CA 92243
Tel: (213) 236-1967

ORANGE COUNTY

OCTA Building
600 South Main St., Ste. 741
Orange, CA 92868
Tel: (213) 236-1997

RIVERSIDE COUNTY

3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

SAN BERNARDINO COUNTY

1170 West 3rd St., Ste. 140
San Bernardino, CA 92410
Tel: (213) 236-1925

VENTURA COUNTY

4001 Mission Oaks Blvd., Ste. L
Camarillo, CA 93012
Tel: (213) 236-1960



AMENDMENT #3

INCLUDING THE
2023 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM
CONSISTENCY AMENDMENT #23-03

ADOPTED JUNE 1, 2023

scag.ca.gov/connect-social
scag.ca.gov/ftip