CONNECT SOCAL 2024

The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy
of the Southern California Association of Governments

Final Amendment 2

INCLUDING THE FINAL 2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

SEPTEMBER 2026

SCAG®

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Introduction

On April 4, 2024, the Southern California Association of Governments (SCAG) adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (referenced as Connect SoCal 2024 or RTP/SCS herein) for the six-county region including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. Connect SoCal 2024 reflects the region's commitment to improve mobility, communities, environment, and economy for all. To achieve these goals, the RTP/SCS demonstrates how the region will reduce greenhouse gas emissions from transportation sources to comply with California Senate Bill (S) 375 and meet Federal Transportation Conformity Requirements pursuant to the federal Clean Air Act (42 U.S.C. Section 7401 et seq.).

A major component of Connect SoCal 2024 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 Connect SoCal 2024's adoption, some of these projects have experienced time-sensitive technical changes that require that the RTP/SCS and the Federal Transportation Improvement Program (FTIP) be amended to allow these projects to move forward in a timely manner.

The Connect SoCal 2024 Amendment 2 (Amendment 2) serves as a concurrent amendment to the 2027 FTIP, proposing changes to projects in the RTP/SCS and the FTIP that will be carried forward as part of the 2027 FTIP.

The purpose of this document is to identify the project changes made via Amendment 2 to the RTP/SCS and provide documentation demonstrating that Connect SoCal 2024, as amended, will continue to be consistent with federal and state requirements, including the Infrastructure Investment and Jobs Act, the Fixing America's Surface Transportation Act and Moving Ahead for Progress for the 21st Century Act planning requirements, the Transportation Conformity Rule, and SB 375. An environmental assessment is also being conducted and an addendum to the certified Program Environmental Impact Report for Connect SoCal 2024 (State Clearinghouse No. 2022100337) has been prepared to evaluate the potential environmental impacts associated with the changes to the Project List as detailed herein.

Project Modifications

The project changes in Amendment 2 can be broadly categorized as follows:

- The project is new and not currently included in the Connect SoCal 2024 Project List,
- The project currently exists in the Connect SoCal 2024 Project List, but has a:
    - Revised description,
    - Revised schedule, and/or
    - Change in total cost.

Amendment 2 incorporates changes to the RTP/SCS projects in addition to changes to state and local highway, transit, and passenger rail projects that will be carried forward as part of the 2027 FTIP.

The tables on the following pages provide details of the project changes from the current RTP/SCS and are intended to illustrate a before-and-after scenario for each of the projects. For a complete listing of projects please refer to the Connect SoCal 2024 Project List Technical Report as well as Amendment 1 of Connect Socal 2024, which lists updates prior to Amendment 2. Both reports can be accessed on the Connect SoCal 2024 website.

Table 1. Modifications to FTIP Projects

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
1	Imperial	Brawley	IMP220601	IMP220601	LOCAL HIGHWAY		TRAFFIC SIGNAL SYNCHORINIZATION & INTELLIGENT TRANSPORTATION SYSTEMS PHASE I ON MAIN STREET FROM WESTERN AVENUE TO 6TH STREET.	EXISTING: 2024 - REVISED: 2026	$928	NONE	COMPLETED
2	Imperial	El Centro	IMP220604	IMP220604	LOCAL HIGHWAY		IMPERIAL AVE. TRAFFIC SIGNAL SYNCHRONIZATION FROM OCOTILLO DR. TO MAIN ST.	EXISTING: 2025 - REVISED: 2026	$741	NONE	SCHEDULE UPDATE
3	Imperial	EL CENTRO	IMP190704	1A98L00	LOCAL HIGHWAY		INTERCONNECT AND SYNCHRONIZE EXISTING INTERCONNECTED SIGNAL LIGHTS ALONG DOGWOOD AVENUE AND ALONG 8TH STREET TO THE CITY OF EL CENTRO'S MASTER COMPUTER.	2023	$443	NONE	COMPLETED
4	Imperial	IMPERIAL CITY	IMP190712	1A98L02	LOCAL HIGHWAY		LA BRUCHERIE ROAD WIDENING FROM 2 LANES TO 4 LANES FROM ATEN BLVD. TO TRESHILL ROAD.	2023	$2,445	NONE	COMPLETED
5	Imperial	VARIOUS AGENCIES	IMP250904	6120001	LOCAL HIGHWAY		EXISTING: 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. ---------- REVISED: IN THE CITIES OF EL CENTRO, IMPERIAL AND WESTMORLAND ALONG FORRESTER ROAD FROM INTERSTATE I-8 TO STATE RUTE 78/STATE ROUTE 86. INTERSECTION IMPROVEMENTS AT EVAN HEWES HWY/FORRESTER RD AND ROSS RD/FORRESTER RD; PASSINGS LANES ON FORRESTER RD AT THE NEW RIVER; PAVEMENT REHABILITATION/RECONSTRUCTION ON MARTIN RD AND BAUGHMAN RD; PAVEMENT OF DIRT ROAD AND REHABILITATION ON MARTIN RD AND ANDRE RD.	2035	$307,168	NONE	SCOPE UPDATE
6	Imperial	CALTRANS	IMP161001	6120003	STATE HIGHWAY	98	ROAD WIDENING FROM 4 TO 6 LANES ON SR98, FROM ROCKWOOD AVE TO OLLIE AVE IN THE CITY OF CALEXICO, IMPERIAL COUNTY.	EXISTING: 2025 - REVISED: 2024	$8,200	NONE	COMPLETED
7	Imperial	IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)	IMP100101	6OM0701	STATE HIGHWAY		PLANNING, PROGRAMMING, AND MONITORING (PPM) FUNDS TO PAY FOR ELIGIBLE STAFF AND PROGRAM EXPENSES FOR ICTC	EXISTING: 2028 - REVISED: 2031	$9,896	NONE	SCHEDULE UPDATE
8	Imperial	IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)	IMP33000	IMP33000	TRANSIT		COUNTY WIDE TRANSIT SYSTEM - OPERATING AND CAPITAL ASSISTANCE	EXISTING: 2024 - REVISED: 2027	EXISTING: $106,972 - REVISED: $120,550	COST INCREASE	SCHEDULE AND COST UPDATE
9	Imperial	IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)	IMP33003	IMP33003	TRANSIT		ADA PARATRANSIT SERVICE OPERATING ASSISTANCE	EXISTING: 2024 - REVISED: 2027	EXISTING: $35,862 - REVISED: $40,456	COST INCREASE	SCHEDULE AND COST UPDATE
10	Imperial	IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)	IMP33023	IMP33023	TRANSIT		IVT MEDTRANS	EXISTING: 2025 - REVISED: 2028	EXISTING: $7,793 - REVISED: $9,928	COST INCREASE	SCHEDULE AND COST UPDATE
11	Imperial	VARIOUS AGENCIES	IMP160410	6120006	TRANSIT		CONSTRUCT CALEXICO INTERMODAL TRANSPORTATION CENTER	EXISTING: 2027 - REVISED: 2026	EXISTING: $13,000 - REVISED: $18,735	COST INCREASE	SCHEDULE AND COST UPDATE
12	Los Angeles		LAMIP113	1ITS04			INSTALL NEW COMMUNICATION INFRASTRUCTURE AND/OR UPGRADE TRAFFIC SIGNAL INFRASTRUCTURE AND SYNCHRONIZE TRAFFIC SIGNALS FOR 7 INTERSECTIONS ON FORD BOULEVARD BETWEEN FLORAL DR. AND OLYMPIC BLVD.	2035	$2,290	NONE	NEW PROJECT - FOR MODELING INCLUSION
13	Los Angeles	ALHAMBRA	LAMIPMR113	220A1L24	LOCAL HIGHWAY		REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC CONTROLLERS AND FIRMWARE AT 12 SIGNALIZED INTERSECTIONS ALONG FREMONT AVENUE FROM NORTH CITY LIMITS TO MONTEZUMA/I-10 FREEWAY. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, ETHERNET SWITCHES, COMMUNICATION HUBS, VEHICLE DETECTION. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN A NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	EXISTING: 2032 - REVISED: 2035	$2,900	NONE	SCHEDULE UPDATE
14	Los Angeles	ALHAMBRA	LAMIPMR114	220A1L25	LOCAL HIGHWAY		REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC TRAFFIC SIGNAL CONTROLLERS AND FIRMWARE AT 14 SIGNALIZED INTERSECTIONS ALONG ATLANTIC BLVD FROM HUNTINGTON DRIVE TO I-10 FREEWAY. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, ETHERNET SWITCHES, COMMUNICATION HUBS, VEHICLE DETECTION. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN A NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	EXISTING: 2025 - REVISED: 2027	$3,600	NONE	SCHEDULE UPDATE
15	Los Angeles	ALHAMBRA	LAMIPMR116	220A1L26	LOCAL HIGHWAY		REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC TRAFFIC SIGNAL CONTROLLERS AND FIRMWARE AT 20 SIGNALIZED INTERSECTIONS ALONG VALLEY BLVD FROM WEST CITY LIMIT TO EAST CITY LIMIT. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, ETHERNET SWITCHES, COMMUNICATION HUBS, VEHICLE DETECTION. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN A NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	EXISTING: 2026 - REVISED: 2027	$4,600	NONE	SCHEDULE UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
16	Los Angeles	ALHAMBRA	LAMIPMR117	220A1L27	LOCAL HIGHWAY		REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC CONTROLLERS AND FIRMWARE AT 20 SIGNALIZED INTERSECTIONS ALONG GARFIELD AVENUE FROM HUNTINGTON DRIVE TO I-10 FREEWAY. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, COMMUNICATION HUBS, ETHERNET SWITCHES, VEHICLE DETECTION SYSTEMS. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	EXISTING: 2025 - REVISED: 2027	$4,600	NONE	SCHEDULE UPDATE
17	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 TO TURN RIGHT ON MISSION; 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 SIGNAL POLES, LIGHTING, CURB/GUTTER, PAVING, ETC.	2030	$14,400	COST REMOVAL	DELETED
18	Los Angeles	Alhambra	LAMIPMR123	LAMIPMR123	LOCAL HIGHWAY		RECONFIGURE 0.5 MILES OF 6-LANE FREEWAY BETWEEN THE I-10/SR-710 INTERCHANGE AND VALLEY BLVD TO A 4-LANE LOCAL ARTERIAL ROADWAY.	EXISTING: 2031 - REVISED: 2033	$62,400	NONE	SCHEDULE UPDATE
19	Los Angeles	BURBANK	LA9918844	1ITS04	LOCAL HIGHWAY		4 TRAFFIC SIGNALS UPGRADED TO ENABLE REAL TIME SIGNAL SYNCHRONIZATION PLANS AND MONITORING TRAFFIC. MAGNOLIA/MARIPOSA, MAGNOLIA/REESE, MAGNOLIA/SCREENLAND & VICTORY/ELMWOOD.	2029	$2,900	NEW COST	NEW PROJECT
20	Los Angeles	BURBANK	LA9918853	1ITS04	LOCAL HIGHWAY		SYNCHRONIZE 18 INTERSECTIONS ALONG VICTORY BLVD BETWEEN LINCOLN ST AND ALAMEDA AVE, SAN FERNANDO BLVD BETWEEN COHASSET STREET AND LINCOLN ST, AND BUENA VISTA ST BETWEEN SAN FERNANDO BLVD AND GLENOAKS BLVD.	2027	$375	NEW COST	NEW PROJECT
21	Los Angeles	BURBANK	LA9918855	LA9918855	LOCAL HIGHWAY		SYNCHRONIZE 32 TRAFFIC SIGNALS ALONG OLIVE AVE BETWEEN GLENOAKS BLVD AND ALAMEDA AVE AND ON GLENOAKS BLVD BETWEEN BUENA VISTA ST AND ALAMEDA AVE. REPLACE 4 TRAFFIC CABINETS AND ELECTRICAL UTILITY CABINETS.	EXISTING: 2025 - REVISED: 2027	EXISTING: $350 - REVISED: $525	COST INCREASE	SCHEDULE AND COST UPDATE
22	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	EXISTING: $250 - REVISED: $435	COST INCREASE	COST UPDATE
23	Los Angeles	CARSON, CITY OF	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: 2030 - REVISED: 2032	EXISTING: $7,091 - REVISED: $24,370	COST INCREASE	SCHEDULE AND COST UPDATE
24	Los Angeles	CERRITOS	LA9919483	LA9919483	LOCAL HIGHWAY		MULTI-COUNTY PROJECT BETWEEN LA COUNTY AND ORANGE COUNTY. REPLACE THE 270 FT. DEL AMO BOULEVARD BRIDGE OVER COYOTE CREEK WITH 2 LANES ADDED (ONE IN EACH DIRECTION), REMOVE THE ABANDONED RAILROAD BRIDGE OVER COYOTE CREEK, WIDEN AND REALIGN ROADWAY EAST OF THE BRIDGE TO PROVIDE TWO LANES IN EACH DIRECTION OVER COYOTE CREEK, FIVE NEW (5) SIGNAL SYNCHRONIZATIONS FROM BLOOMFIELD AVE TO I-605, TRAFFIC CALMING, AND BICYCLE AND PEDESTRIAN IMPROVEMENTS. DEMO ID# CAA90.	2031	$10,100	NEW COST	NEW PROJECT
25	Los Angeles	CITY OF LOS ANGELES	LAE3764	LAE3764	LOCAL HIGHWAY		SEPULVEDA BOULEVARD CLOSED-CIRCUIT TELEVISION TRAFFIC SIGNAL IMPROVEMENT SIGNAL SYNC	2027	$2,911	NEW COST	NEW PROJECT
26	Los Angeles	COMMERCE	LA0G1704	1ITS04	LOCAL HIGHWAY		PROJECT INCLUDES TRAFFIC SIGNAL UPGRADES, SIGNAL INTERCONNECT INSTALLATION, ADOPTIVE SIGNAL DETECTION, CONTROL SYSTEM, SOFTWARE, SIGNAL SYNC, TRAFFIC LANE ALIGNMENTS, TRAFFIC SIGNAGE, FREEWAY ON AND OFF RAMP IMPROVEMENTS, AND OTHER ITEMS TO IMPROVE TRAFFIC FLOW AND CAPACITY. 4 INTERSECTIONS WILL RECEIVE SIGNAL SYNC: 1) TRIGGS ST, TELEGRAPH RD, ATLANTIC BLVD, GOODRICH BLVD, AND FERGUSON DR; 2) TELEGRAPH RD AND ATLANTIC BLVD; 3) ATLANTIC BLVD AND EASTERN AVE; AND 4) EASTERN AVE AND STEVENS PL.	EXISTING: 2026 - REVISED: 2028	$1,960	NONE	SCHEDULE UPDATE
27	Los Angeles	COMPTON	LA0G1713	1ITS04	LOCAL HIGHWAY		THIS PROJECT AIMS TO DEVELOP AND UPGRADE THE EXISTING AND OBSOLETE CITYWIDE TRAFFIC SIGNAL SYSTEM TO A STATE OF THE ART INTELLIGENT TRANSPORTATION SYSTEM THAT SYNCHRONIZES TRAFFIC SIGNAL ALONG ROSECRANS AV FROM CITY LIMITS TO CITY LIMITS. THERE ARE 20 SIGNAL INTERSECTIONS PLANNED FOR SYNCHRONIZATION.	EXISTING: 2025 - REVISED: 2027	$559	NONE	SCHEDULE UPDATE
28	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: 2027 - REVISED: 2024	$10,326	NONE	COMPLETED
29	Los Angeles	DOWNEY	LAF7118	1AL04-LAF7118	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.	2027	$16,474	COST REMOVAL	DELETED
30	Los Angeles	DOWNEY	LAF9525	1O1007-LAF9525	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: 2025 - REVISED: 2027	$2,847	NONE	SCHEDULE UPDATE
31	Los Angeles	EL SEGUNDO	LA0G321	1AL04-LA0G321	LOCAL HIGHWAY		PARK PLACE EXTENSION AND RAIL ROAD GRADE SEPARATION PROJECT. (GRADE SEPARATION IS NON-CAPACITY). COMPLETION OF PARK PLACE EXTENSION & CONNECTION BETWEEN ALASKA AVENUE AND SEPULVEDA BOULEVARD IN THE CITY OF EL SEGUNDO. PARK PLACE FOUR LANE ROADWAY EXTENSION BETWEEN NASH AND ALLIED WAY.	2029	$6,235	COST REMOVAL	DELETED
32	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: 2024 - REVISED: 2023	$2,800	NONE	COMPLETED

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33	Los Angeles	HAWTHORNE	LA9918845	1AL04	LOCAL HIGHWAY		PROJECT UPGRADES TRAFFIC SIGNAL SYSTEM, ADA RAMPS, STRIPING, ADJUSTMENT OF UTILITIES, PAVEMENT, CONCRETE, ASPHALT, CURB, GUTTER, SIDEWALKS, DRIVEWAYS, AND STORM DRAIN SYSTEM IMPROVEMENTS. INCLUDES 10 NEW SIGNAL SYNC ON 120TH ST. AT PRAIRIE AVE, YORK AVE, FREEMAN, BIRCH AVE, GREVILLEA AVE, RAMONA, EUCALYPTUS, INGLEWOOD, FELTON AVE AND 105 FWY RAMPS. WIDENINGS AT FOUR INTERSECTIONS TO ADD RIGHT OR LEFT TURN LANES OF 100FT TO 150FT. MAX (SEE UPLOADED DOC FOR LOCATION DETAILS).	2032	$3,600	NEW COST	NEW PROJECT
34	Los Angeles	HAWTHORNE	LA0G1547	1AL04-LA0G1547	LOCAL HIGHWAY		WIDEN INTERSECTIONS, UPGRADE 6 TRAFFIC SIGNAL (INCLUDING ADA RAMPS WHERE SIGNAL UPGRADE IMPACTS ADJACENT RAMP), TURN LANE, STRIPING, UTILITIES, CONCRETE, ASPHALT, CURB, GUTTER, SIDEWALKS, DRIVEWAYS, RETAINING WALLS, AND RAISED MEDIANS. ROSECRANS AVENUE AT HAWTHORNE BOULEVARD ROSECRANS AVENUE AT INGLEWOOD AVENUE ROSECRANS AVENUE AT OCEAN GATE AVENUE ROSECRANS AVENUE AT HINDRY AVENUE ROSECRANS AVENUE AT ISIS AVENUE ROSECRANS AVENUE AT AVIATION BOULEVARD	EXISTING: 2025 - REVISED: 2027	$4,000	NONE	SCHEDULE UPDATE
35	Los Angeles	HAWTHORNE	LA0G1548	1AL04-LA0G1548	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: 2026- REVISED: 2028	$2,000	NONE	SCHEDULE UPDATE
36	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: 2025 - REVISED: 2027	$1,995	NONE	SCHEDULE UPDATE
37	Los Angeles	HUNTINGTON PARK	LA0G1669	1ITS04	LOCAL HIGHWAY		THIS PROJECT WILL INCLUDE NEW SIGNAL POLES, CONDUIT, WIRING, CONTROLLER CABINETS AND VIDEO DETECTION (NOT CCTV). THE IMPROVEMENT LOCATIONS INCLUDE SLAUSON AVE AT ALAMEDA ST, SLAUSON AVE AT SANTA FE AVE, SLAUSON AVE AT MILES AVE/SOTO ST, SLAUSON AVE AT BOYLE AVE/STATE ST, SLAUSON AVE AT DOWNEY RD/MALBURG WAY. SIX NEW (6) SIGNAL SYNC INTERSECTIONS ON SLAUSON AT ALAMEDA, SANTA FE, PACIFIC, MILES, BICKETT, AND STATE.	2025	$7,481	NEW COST	NEW PROJECT - SUBMITTED AND CAPTURED AS COMPLETED
38	Los Angeles	INGLEWOOD	LAF9202	1AL04-LAF9202	LOCAL HIGHWAY		THE PROPOSED PROJECT WILL IMPROVE TRAFFIC CONDITIONS AND SAFETY ALONG MANCHESTER BOULEVARD AND LA CIENEGA BOULEVARD AT THREE INTERSECTION IN THE CITY OF INGLEWOOD. THEY INCLUDE, MANCHESTER/ASH/I-405, MANCHESTER/LA CIENEGA AND LA CIENEGA/FLORENCE. IMPROVEMENTS INCLUDE RAISED MEDIANS, INCREASE OF CURB RADII, TRAFFIC SIGNAL OPERATIONS/MODIFICATIONS AND RESTRIPING.	2029	$1,542	COST REMOVAL	DELETED
39	Los Angeles	INGLEWOOD	LA9919098	1ITS04	LOCAL HIGHWAY		UPGRADES CORRIDORS AND INTERSECTIONS TO BE COMPATIBLE WITH CITY CURRENT ITS SYSTEM FROM EXISTING COPPER TWISTED-PAIR COMMUNICATION TO A NEW CONDUIT WITH FIBER OPTICS. THIS INCLUDES DESIGN, IMPLEMENTATION, INTEGRATION, AND CONSTRUCTION OF CCTV, 2070 CONTROLLERS, TRAFFIC SIGNAL CABINETS AND POLES, PEDESTRIAN RAMPS, FIBER OPTICS AT THE PROJECT LIMITS TO BRING VARIOUS INTERSECTIONS ONLINE. 20 CCTV CAMERAS, SIGNAL SYNCHRONIZATION AT 20 INTERSECTIONS. OTHERS HAVE NOT YET BEEN DEFINED. PE ONLY.	2035	$13,000	NEW COST	NEW PROJECT
40	Los Angeles	LANCASTER	LA0G927	1AL04-LA0G927	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.	2032	EXISTING: $26,650 - REVISED: $17,560	COST DECREASE	COST UPDATE
41	Los Angeles	LANCASTER	LA0G931	1AL04	LOCAL HIGHWAY		SR-138 (SR-14) AVENUE M INTERCHANGE. PROJECT WILL WIDEN AVENUE M FROM 10TH STREET TO 20TH STREET WEST TO PROVIDE A CENTER TURN-LANE, BIKE LANES AND SIDEWALKS. THE PROJECT INCLUDES GEOMETRIC CHANGES TO THE SR-138 (SR-14) RAMPS, INTERSECTION CONTROLS, AND BIKE AND PEDESTRIAN IMPROVEMENTS FROM WEST OF 20TH STREET WEST TO 10TH STREET WEST.	2026	EXISTING: $38,441 - REVISED: $40,441	COST INCREASE	COST UPDATE
42	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: 2029 - REVISED: 2032	$11,413	NONE	SCHEDULE UPDATE
43	Los Angeles	LONG BEACH	LA9919426	1ITS04	LOCAL HIGHWAY		IMPROVE MULTI-MODAL SAFETY ALONG PACIFIC AVENUE FROM PACIFIC COAST HIGHWAY TO WARDLOW ROAD BY REDUCING LEFT TURN LANES TO REDUCED TRAFFIC CONFLICTS, INSTALL PEDESTRIAN CROSSINGS, IMPLEMENT ROAD DIET TREATMENTS, AND ADD 2 MILES OF CLASS IV PROTECTED BIKEWAY. INSTALL NEW SIGNAL SYNCHRONIZATION AT 6 INTERSECTIONS, UPGRADE EIGHT EXISTING TRAFFIC SIGNALS ALONG THE CORRIDOR FROM PCH TO WARDLOW, AND PROVIDE AMERICAN WITH DISABILITIES ACT IMPROVEMENTS.	2035	$25,000	NEW COST	NEW PROJECT
44	Los Angeles	LONG BEACH	LAF7314	1ITS04	LOCAL HIGHWAY		SANTA FE AVENUE SYNCHRONIZATION ENHANCEMENT PROJECT : (1) UPGRADES TRAFFIC SIGNALS ALONG THE SANTA FE AV CORRIDOR AND REPLACES OBSOLETE EQUIPMENT. (2) REPLACES EXISTING SIGNAL CONTROLLERS WITH ADVANCED TRAFFIC CONTROLLERS TO CONNECT WITH THE ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS). (3) INSTALLS CCTVS AND CLASS III BIKE ROUTE ALONG SANTA FE AV. (4) FURNISHES PEDESTRIAN PUSH BUTTONS AND LED COUNTDOWN PEDESTRIAN HEADS.	EXISTING: 2027 - REVISED: 2025	$3,199	NONE	COMPLETED
45	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: 2025 - REVISED: 2027	$3,258	NONE	SCHEDULE UPDATE
46	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: 2028 - REVISED: 2032	EXISTING: $19,767 - REVISED: $42,170	COST INCREASE	SCHEDULE AND COST UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
47	Los Angeles	LONG BEACH	LA0C8094	LA0C8094	LOCAL HIGHWAY		PIER B INTERMODAL RAILYARD EXPANSION. PROJECT WILL EXPAND PIER B INTERMODAL RAILYARD TO FACILITATE ADDITIONAL RAIL SHIPMENTS.	EXISTING: 2032 - REVISED: 2033	EXISTING: $440,007 - REVISED: $1,475,251	COST INCREASE	SCHEDULE AND COST UPDATE
48	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.	EXISTING: 2027 - REVISED: 2030	$4,510	NONE	SCHEDULE UPDATE
49	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.	2030	EXISTING: $87,677 - REVISED: $97,027	COST INCREASE	COST UPDATE
50	Los Angeles	LOS ANGELES COUNTY	LA0G1070	1AL04-LA0G1070	LOCAL HIGHWAY		THE PROJECT IS VARIOUS INTERSECTION IMPROVEMENTS AT CARMENITA ROAD AND TELEGRAPH RD. THE WORK CONSISTS OF: PROVIDE ADDITIONAL NB THRU LANE ALONG CARMENITA RD, PROVIDE ADDITIONAL EB LEFT TURN LANE ALONG TELEGRAPH RD, INCREASE WB LEFT TURN STORAGE ALONG TELEGRAPH RD AND TELEGRAPH RD TO BE SIGNED AS A CLASS III BIKE ROUTE IN ACCORDANCE WITH THE LA COUNTY BICYCLE MASTER PLAN.	EXISTING: 2029 - REVISED: 2025	$3,200	NONE	COMPLETED
51	Los Angeles	LOS ANGELES COUNTY	LAF5315	1AL04-LAF5315	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: 2026- REVISED: 2028	$1,241	NONE	SCHEDULE UPDATE
52	Los Angeles	LOS ANGELES COUNTY	LA25NOM118	1ITS04	LOCAL HIGHWAY		PROJECT IS ALONG ATLANTIC BLVD BETWEEN POMONA BLVD AND TELEGRAPH RD IN THE CITY OF COMMERCE AND UNINCORPORATED COUNTY COMMUNITY OF EAST LA. THE PROJECT WILL UPGRADE SIGNAL CONTROLLERS AT 10 INTERSECTIONS BETWEEN POMONA BOULEVARD AND TELEGRAPH ROAD, IMPLEMENTING SYNCHRONIZED SIGNAL TIMING AT 11 INTERSECTIONS BETWEEN POMONA BLVD AND TELEGRAPH RD, AND INSTALL CCTV CAMERAS AT 4 MAJOR INTERSECTIONS INCLUDING OLYMPIC BLVD, TELEGRAPH RD/FERGUSON DR, WHITTIER BLVD, AND POMONA BLVD.	2038	$1,159	NEW COST	NEW PROJECT
53	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: 2025 - REVISED: 2027	$16,893	NONE	SCHEDULE UPDATE
54	Los Angeles	LOS ANGELES COUNTY	LAF3308	1ITS04	LOCAL HIGHWAY		SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCH, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSPORTATION SYSTEM COMPONENTS ON REGIONAL ARTERIALS. APROX. 183 SIGNALS TOTAL.	EXISTING: 2024 - REVISED: 2027	$24,812	NONE	SCHEDULE UPDATE
55	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: 2024 - REVISED: 2027	$14,786	NONE	SCHEDULE UPDATE
56	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: 2025 - REVISED: 2027	$12,980	NONE	SCHEDULE UPDATE
57	Los Angeles	LOS ANGELES COUNTY	LAF5310	1ITS04	LOCAL HIGHWAY		EXISTING: RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP. IMPLEMENTATION OF A TRAFFIC SIGNAL SYNCHRONIZATION PROJECT (TSSP) ON RAMONA BL/BADILLO ST/COVINA BL FROM SANTA ANITA AV TO THE 57 FREEWAY. A BUS SIGNAL PRIORITY (BSP) PROJECT WILL BE IMPLEMENTED ON RAMONA BL/BADILLO ST FROM TYLER AV TO GRAND AV TO GIVE TRANSIT PRIORITY FOR FOOTHILL TRANSIT OPERATIONS (APROX. 48 SIGNAL LOCATIONS) ---------- REVISED: RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP. IMPLEMENTION OF A TRAFFIC SIGNAL SYNCHRONIZATION PROJECT (TSSP) ON RAMONA BL/BADILLO ST/COVINA BL FROM SANTA ANITA AV TO THE 57 FREEWAY. A BUS SIGNAL PRIORITY (BSP) PROJECT WILL BE IMPLEMENTED ON RAMONA BL/BADILLO ST FROM TYLER AV TO GRAND AV TO GIVE TRANSIT PRIORITY FOR FOOTHILL TRANSIT OPERATIONS (50 SIGNAL LOCATIONS).	EXISTING: 2025 - REVISED: 2027	$4,242	NONE	SCOPE AND SCHEDULE UPDATE
58	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: 2026 - REVISED: 2028	$1,880	NONE	SCHEDULE UPDATE
59	Los Angeles	LOS ANGELES COUNTY	LAF7305	1ITS04	LOCAL HIGHWAY		GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDOR PROJECT : DESIGNS AND CONSTRUCTS ITS IMPROVEMENTS ALONG NORWALK BL, SAN ANTONIO DR, PIONEER BL BETWEEN BEVERLY BL AND CARSON ST INCLUDING SYNCHRONIZATION AND RETIMING OF TRAFFIC SIGNALS, EQUIPMENT UPGRADES, SYSTEM DETECTION, CCTV CAMERAS (UP TO 14 CCTVS), AND CHANGEABLE MESSAGE SIGNS.	EXISTING: 2025 - REVISED: 2027	$4,048	NONE	SCHEDULE UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
60	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: 2025 - REVISED: 2027	$3,660	NONE	SCHEDULE UPDATE
61	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: 2025 - REVISED: 2027	$4,531	NONE	SCHEDULE UPDATE
62	Los Angeles	LOS ANGELES COUNTY	LAF7308	1ITS04	LOCAL HIGHWAY		EAST LOS ANGELES TRAFFIC SIGNAL CORRIDOR PROJECT : (1) SYNCHRONIZES TRAFFIC SIGNALS AND IMPLEMENTS UPGRADES AT 13 SIGNALIZED INTERSECTIONS ALONG 3.5 MILE SEGMENT OF EASTERN AV. BETWEEN MEDFORD ST AND OLYMPIC BLVD. (2) INSTALLS FIBER OPTIC COMMUNICATIONS ALONG CESAR CHAVEZ AV, RAMONA BL, AND ATLANTIC BL TO CONNECT TRAFFIC SIGNALS TO LADPW ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS).	EXISTING: 2025 - REVISED: 2027	$3,510	NONE	SCHEDULE UPDATE
63	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: 2025 - REVISED: 2027	$7,550	NONE	SCHEDULE UPDATE
64	Los Angeles	LOS ANGELES COUNTY	LAF9302	1ITS04	LOCAL HIGHWAY		THE DESIGN AND CONSTRUCTION OF TRAFFIC SIGNAL SYNCHRONIZATION AND INTELLIGENT TRANSPORTATION SYSTEM IMPROVEMENTS AND INSTALLATION OF PERFORMANCE MEASUREMENT DEVICES IN THE SAN GABRIEL VALLEY AREA.	EXISTING: 2025 - REVISED: 2027	$9,134	NONE	SCHEDULE UPDATE
65	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: 2024 - REVISED: 2023	$8,731	NONE	COMPLETED
66	Los Angeles	LOS ANGELES COUNTY	LA0D461	LA0D461	LOCAL HIGHWAY		RECONSTRUCT- THE OLD ROAD FROM HILLCREST PARKWAY TO LAKE HUGHES RD & WIDEN FROM 40' TO 68', 2 VEH. LANES AND A 5' CLASS II BIKELANE IN EA DIR & STRIPPED MEDIAN (FROM 2 TO 4 LNS 2 EA DIR) FOR 2.1 MILES.	EXISTING: 2026 - REVISED: 2028	$24,743	NONE	SCHEDULE UPDATE
67	Los Angeles	LOS ANGELES COUNTY	LA0D465	LA0D465	LOCAL HIGHWAY		COLIMA ROAD-CITY OF WHITTIER LIMITS TO FULLERTON ROAD, FOR A TOTAL DISTANCE OF 4.9 MILES. THE PROJECT WILL WIDEN COLIMA RD BY UP TO SIX FEET AT SPOT LOCATIONS AND RESTRIPE TO ACCOMMODATE THREE THROUGH LANES IN EACH DIRECTION. A CLASS II BIKEWAY FROM THE CITY OF WHITTIER WILL BE EXTENDED TO LARKVANE RD, A DISTANCE OF 1.2 MILES, AND BUS PADS WILL BE REPLACED. INCLUDES MEDIAN LANDSCAPING.	EXISTING: 2025- REVISED: 2027	$15,699	NONE	SCHEDULE UPDATE
68	Los Angeles	Los Angeles County	LA9918952	LA9918952	LOCAL HIGHWAY		THIS PROJECT INVOLVES SYNCHRONIZING THE TRAFFIC SIGNALS AT THE 35 INTERSECTIONS ON AVALON BOULEVARD BETWEEN 126TH STREET AND SEPULVEDA BOULEVARD. THE ATTACHED MAP IS MISSING THE TWO I-405 FREEWAY RAMPS, CARSON STREET, AND WATSON CENTER RD/228TH.	EXISTING: 2025 - REVISED: 2027	$1,530	NONE	SCHEDULE UPDATE
69	Los Angeles	Los Angeles County	LA9919317	LA9919317	LOCAL HIGHWAY		A MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION AND INTERSECTION OPERATIONAL IMPROVEMENTS PROJECT FOR UP TO 15 INTERSECTIONS ALONG 182ND STREET/ALBERTONI STREET BETWEEN HAWTHORNE BOULEVARD AND AVALON BOULEVARD. WILL IMPROVE TRAFFIC SIGNAL OPERATION BY UPGRADING TRAFFIC SIGNALS TO FEDERAL AND STATE STANDARDS, PROVIDING ADDITIONAL VEHICLE DETECTION, AND INSTALLING THE APPROPRIATE COMPONENTS TO ENABLE EACH SIGNAL TO BE CAPABLE OF TIME-BASED COORDINATION.	EXISTING: 2032 - REVISED: 2035	$4,229	NONE	SCHEDULE UPDATE
70	Los Angeles	Los Angeles County	LA9919318	LA9919318	LOCAL HIGHWAY		A MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION AND INTERSECTION OPERATIONAL IMPROVEMENTS PROJECT FOR UP TO 14 INTERSECTIONS ALONG VAN NESS AVENUE BETWEEN IMPERIAL HIGHWAY AND REDONDO BEACH BOULEVARD. WILL IMPROVE TRAFFIC SIGNAL OPERATION AND MOBILITY IN THE REGION BY UPGRADING TRAFFIC SIGNALS TO FEDERAL AND STATE STANDARDS, PROVIDING ADDITIONAL VEHICLE DETECTION, AND INSTALLING THE APPROPRIATE COMPONENTS TO ENABLE EACH SIGNAL TO BE CAPABLE OF TIME-BASED COORDINATION.	EXISTING: 2032 - REVISED: 2035	$1,702	NONE	SCHEDULE UPDATE
71	Los Angeles	LOS ANGELES COUNTY	LAE1228	LAE1228	LOCAL HIGHWAY		REPAIR ROSECRANS AND ALONDRA BRIDGES PER THE COUNTY OF LOS ANGELES TRIENNIAL INSPECTION REPORT. UTILIZING TOLL CREDITS FOR $40 IN CONSTRUCTION IN FY18/19.	EXISTING: 2026 - REVISED: 2029	$40	NONE	SCHEDULE UPDATE
72	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA29202N	LA29202N	LOCAL HIGHWAY		MTA TIP ADMINISTRATION PLANNING, PROGRAMMING AND MONITORING FOR STIP PROJECTS THROUGH OUT LA COUNTY (200 CFP 7116 STATE ONLY 3594,2001 CFP 8401, PPNO 3535, 9001A, 9001)	EXISTING: 2026 - REVISED: 2031	EXISTING: $100,558 - REVISED: $120,142	COST INCREASE	SCHEDULE AND COST UPDATE
73	Los Angeles	Los Angeles World Airports	LAWAATMP101	220A1L01	LOCAL HIGHWAY		NEW RAMP INBOUND TO LAX CENTRAL TERMINAL AREA (CTA) AS A FLYOVER ABOVE SEPULVEDA BOULEVARD DROPPING TO AT-GRADE AROUND VICKSBURG AVENUE THEN RISING AND CONTINUING AS AN ELEVATED ROADWAY TURNING SOUTH AND THEN WEST INTO THE CTA WITH A SPLIT FOR UPPER AND LOWER LEVELS IN THE CTA.	EXISTING: 2028 - REVISED: 2032	EXISTING: $108,500 - REVISED: $130,141	COST INCREASE	SCHEDULE AND COST UPDATE
74	Los Angeles	Los Angeles World Airports	LAWAATMP102	220A1L02	LOCAL HIGHWAY		NEW INBOUND TO THE LAX CENTRAL TERMINAL AREA (CTA) AS AN AT-GRADE EXIT FROM NORTHBOUND SEPULVEDA BOULEVARD CONTINUING EAST ADJACENT TO 96TH STREET, THEN SOUTH ALONG VICKSBURG AVENUE, AND THEN TURNING EAST TO RAMP-UP TO AND CONNECT WITH STATION A TO THE CTA.	EXISTING: 2028 - REVISED: 2032	EXISTING: $6,500 - REVISED: $72,021	COST INCREASE	SCHEDULE AND COST UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
75	Los Angeles	Los Angeles World Airports	LAWAATMP103	220A1L03	LOCAL HIGHWAY		ELEVATED ROADWAY FROM THE LAX CENTRAL TERMINAL AREA (CTA) NORTH OF CENTURY BOULEVARD, TURNING WEST ALONG 98TH STREET AND OVER SEPULVEDA BOULEVARD, AND THEN TURNING SOUTH TO DROP DOWN TO, AND MERGE WITH, THE SOUTHBOUND SEPULVEDA BOULEVARD.	EXISTING: 2028 - REVISED: 2032	EXISTING: $76,000 - REVISED: $102,276	COST INCREASE	SCHEDULE AND COST UPDATE
76	Los Angeles	Los Angeles World Airports	LAWAATMP104	220A1L04	LOCAL HIGHWAY		MINOR MODIFICATIONS OF THE WESTBOUND 96TH STREET TO ALLOW ACCESS FROM JETWAY BOULEVARD TO NORTHBOUND SEPULVEDA BOULEVARD.	EXISTING: 2028 - REVISED: 2032	EXISTING: $7,700 - REVISED: $5,492	COST DECREASE	SCHEDULE AND COST UPDATE
77	Los Angeles	Los Angeles World Airports	LAWAATMP105	220A1L05	LOCAL HIGHWAY		AT-GRADE DEFLECTION OF EASTBOUND 96TH STREET TO ALLOW FOR STATION G TO CONNECT TO WESTBOUND 96TH STREET AND KEEP ELEVATED ROADWAYS OUT OF THE RUNWAY PROTECTION ZONE (RPZ).	EXISTING: 2028 - REVISED: 2032	EXISTING: $6,600 - REVISED: $8,832	COST INCREASE	SCHEDULE AND COST UPDATE
78	Los Angeles	Los Angeles World Airports	LAWAATMP106	220A1L06	LOCAL HIGHWAY		ELEVATED ROADWAY THAT EXITS FROM STATION D THAT DROPS DOWN TO GRADE ALONG 96TH STREET AND CONNECTS TO INTERSECTION OF 96TH STREET/SEPULVEDA BOULEVARD FOR A RIGHT TURN ONTO NORTHBOUND SEPULVEDA BOULEVARD.	EXISTING: 2028 - REVISED: 2032	EXISTING: $10,200 - REVISED: $28,939	COST INCREASE	SCHEDULE AND COST UPDATE
79	Los Angeles	Los Angeles World Airports	LAWAATMP107	220A1L07	LOCAL HIGHWAY		NEW ELEVATED ROADWAY THAT EXITS FROM STATION D THAT DROPS DOWN TO GRADE ADJACENT TO SAID SUBSTATION AND IS A LANE ADDITION TO EASTBOUND 96TH STREET FOR CENTRAL TERMINAL AREA OUTBOUND ACCESS TO THE INTERMODAL TRANSPORTATION FACILITY WEST.	EXISTING: 2028 - REVISED: 2032	EXISTING: $10,200 - REVISED: $16,721	COST INCREASE	SCHEDULE AND COST UPDATE
80	Los Angeles	Los Angeles World Airports	LAWAATMP108	220A1L08	LOCAL HIGHWAY		WESTBOUND CENTURY BOULEVARD INBOUND TO THE LAX CENTRAL TERMINAL AREA UPPER AND LOWER LEVELS; WIDENING OF THE EXISTING BRIDGE.	EXISTING: 2028 - REVISED: 2032	EXISTING: $22,000 - REVISED: $17,399	COST DECREASE	SCHEDULE AND COST UPDATE
81	Los Angeles	Los Angeles World Airports	LAWAATMP109	220A1L09	LOCAL HIGHWAY		JETWAY BOULEVARD INTERSECTION WITH CENTURY BOULEVARD.	EXISTING: 2028 - REVISED: 2032	$9,100	NONE	SCHEDULE UPDATE
82	Los Angeles	Los Angeles World Airports	LAWAATMP110	220A1L10	LOCAL HIGHWAY		AN AT-GRADE ROAD THAT LEAVES CENTER WAY AND CROSSES OVER SEPULVEDA BOULEVARD TO MERGE WITH WORLD WAY SOUTH TRAFFIC AND CONTINUES ON TO ELEVATE OVER CENTURY BOULEVARD AND TIE INTO STATION D.	EXISTING: 2028 - REVISED: 2032	EXISTING: $36,600 - REVISED: $73,778	COST INCREASE	SCHEDULE AND COST UPDATE
83	Los Angeles	Los Angeles World Airports	LAWAATMP111	220A1L11	LOCAL HIGHWAY		UPPER LEVEL OF WORLD WAY SOUTH RECONSTRUCTION OF EXISTING LOOP RAMP AROUND OLD AIR TRAFFIC CONTROL TOWER TO MERGE TRAFFIC AT GRADE WITH CENTER WAY AND LEAD OUT TO STATION K.	EXISTING: 2028 - REVISED: 2032	EXISTING: $3,900 - REVISED: $34,548	COST INCREASE	SCHEDULE AND COST UPDATE
84	Los Angeles	Los Angeles World Airports	LAWAATMP112	220A1L12	LOCAL HIGHWAY		UPPER LEVEL OF WORLD WAY SOUTH NEW ELEVATED RAMP TO TIE INTO STATION P FOR EASTBOUND CENTURY BOULEVARD ACCESS.	EXISTING: 2028 - REVISED: 2032	EXISTING: $5,300 - REVISED: $31,431	COST INCREASE	SCHEDULE AND COST UPDATE
85	Los Angeles	Los Angeles World Airports	LAWAATMP113	220A1L13	LOCAL HIGHWAY		WORLD WAY SOUTH LOWER LEVEL RETURN-TO-TERMINAL ROAD THAT TUNNELS UNDER STATIONS K AND P.	EXISTING: 2028 - REVISED: 2032	EXISTING: $14,000 - REVISED: $9,494	COST DECREASE	SCHEDULE AND COST UPDATE
86	Los Angeles	Los Angeles World Airports	LAWAATMP114	220A1L14	LOCAL HIGHWAY		AT GRADE ROAD LEAVES WORLD WAY SOUTH AND CROSSES OVER SEPULVEDA BOULEVARD TO MERGE WITH CENTER WAY TRAFFIC AND THEN CONTINUES ON AT GRADE TO CENTURY BOULEVARD.	EXISTING: 2028 - REVISED: 2032	EXISTING: $4,800 - REVISED: $39,184	COST INCREASE	SCHEDULE AND COST UPDATE
87	Los Angeles	Los Angeles World Airports	LAWAATMP115	220A1L15	LOCAL HIGHWAY		TERMINAL 9 UPPER LEVEL RECIRCULATION ROAD	EXISTING: 2028 - REVISED: 2032	EXISTING: $33,100 - REVISED: $215,866	COST INCREASE	SCHEDULE AND COST UPDATE
88	Los Angeles	Los Angeles World Airports	LAWAATMP116	220A1L16	LOCAL HIGHWAY		TERMINAL 9 LOWER LEVEL RETURN-TO-TERMINAL ROAD.	EXISTING: 2028 - REVISED: 2032	EXISTING: $9,500 - REVISED: $215,866	COST INCREASE	SCHEDULE AND COST UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
89	Los Angeles	Los Angeles World Airports	LAWAATMP117	220A1L17	LOCAL HIGHWAY		T9 LOWER LEVEL RECIRCULATION ROAD	EXISTING: 2028 - REVISED: 2032	EXISTING: $20,400 - REVISED: $215,866	COST INCREASE	SCHEDULE AND COST UPDATE
90	Los Angeles	Los Angeles World Airports	LAWAATMP118	220A1L18	LOCAL HIGHWAY		LAX CENTRAL TERMINAL AREA (CTA) UPPER LEVEL CONNECTOR TO THE TERMINAL 9 UPPER LEVEL; WILL REBUILD EXISTING SEPULVEDA BOULEVARD CROSSING TO TIE UPPER LEVEL CTA TO UPPER LEVEL TERMINAL 9.	EXISTING: 2028- REVISED: 2032	EXISTING: $45,600- REVISED: $26,922	COST DECREASE	SCHEDULE AND COST UPDATE
91	Los Angeles	Los Angeles World Airports	LAWAATMP119	220A1L19	LOCAL HIGHWAY		TERMINAL 9 UPPER LEVEL CURB FRONT EXIT TO JETWAY BOULEVARD AND CENTURY BOULEVARD.	EXISTING: 2028 - REVISED: 2032	EXISTING: $57,100 - REVISED: $215,866	COST INCREASE	SCHEDULE AND COST UPDATE
92	Los Angeles	Los Angeles World Airports	LAWAATMP120	220A1L20	LOCAL HIGHWAY		TERMINAL 9 LOWER LEVEL CURB FRONT EXIT TO JETWAY BOULEVARD.	EXISTING: 2028 - REVISED: 2032	EXISTING: $8,800 - REVISED: $215,866	COST INCREASE	SCHEDULE AND COST UPDATE
93	Los Angeles	Los Angeles World Airports	LAWAATMP121	220A1L21	LOCAL HIGHWAY		TERMINAL 9 LOWER LEVEL COMMERCIAL CURB.	EXISTING: 2028 - REVISED: 2032	EXISTING: $2,400 - REVISED: $215,866	COST INCREASE	SCHEDULE AND COST UPDATE
94	Los Angeles	Los Angeles World Airports	LAWAATMP122	220A1L22	LOCAL HIGHWAY		NEW AT-GRADE RAMP FROM NORTHBOUND SEPULVEDA BOULEVARD TO EASTBOUND CENTURY BOULEVARD	EXISTING: 2028 - REVISED: 2032	EXISTING: $4,500 - REVISED: $4,188	COST DECREASE	SCHEDULE AND COST UPDATE
95	Los Angeles	LOS ANGELES, CITY OF	LAWALAMP102	1160031	LOCAL HIGHWAY		EAST INTERMODAL TRANSPORTATION FACILITY: A FACILITY PROVIDING REMOTE PASSENGER PICK UP AND DROP OFF AREAS, PUBLIC PARKING, AND OTHER CONNECTIONS TO PUBLIC TRANSIT, INCLUDING THE METRO CRENSHAW/LAX LIGHT RAIL, AND OTHER COMMERCIAL VEHICLES.	EXISTING: 2022 - REVISED: 2032	EXISTING: $156,804 - REVISED: $179,117	COST INCREASE	SCHEDULE AND COST UPDATE
96	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: 2029 - REVISED: 2031	$43,500	NONE	SCHEDULE UPDATE
97	Los Angeles	LOS ANGELES, CITY OF	LAF7109	1AL04-LAF7109	LOCAL HIGHWAY		SOTO STREET WIDENING FROM MULTNOMAH STREET TO MISSION ROAD : (1) WIDENS SOTO ST BETWEEN MULTNOMAH ST AND NORTH MISSION RD (0.6 MILE) FROM A BI-DIRECTIONAL 1-LANE ROADWAY TO 2-LANE ROADWAY IN EACH DIRECTION. (2) WIDENS EXISTING SIDEWALKS FROM 4 FT TO 8 FT FOR WHEELCHAIR ACCESSIBILITY. (3) CONSTRUCTS CLASS II BIKE LANE IN BOTH DIRECTIONS, PEDESTRIAN LIGHTING, A NEW STRIPED MEDIAN, AND SHOULDERS ON BOTH SIDES OF THE STREET.	EXISTING: 2025 - REVISED: 2027	EXISTING: $35,660 - REVISED: $33,903	COST DECREASE	SCHEDULE AND COST UPDATE
98	Los Angeles	LOS ANGELES, CITY OF	LAF7205	1AL04-LAF7205	LOCAL HIGHWAY		ALAMEDA STREET WIDENING FROM ANAHEIM STREET TO 300 FT. SOUTH OF PCH : (1) WIDENS ALAMEDA ST BETWEEN ANAHEIM ST AND 300 FT SOUTH OF PACIFIC COAST HIGHWAY FROM 2 TO 3 LANES IN EACH DIRECTION FOR CONGESTION RELIEF AND IMPROVE GOODS MOVEMENT MOBILITY. THE SEGMENT WILL BE FULLY UPGRADED TO A MAJOR HWY CLASS II WITH MIN. OF 86' OF ROADWAY AND 104' OF ROW. FOR THIS EFFECT ALAMEDA ST. WILL BE WIDENED IN BOTH SIDES OF THE ARTERIAL.	EXISTING: 2029 - REVISED: 2031	$14,572	NONE	SCHEDULE UPDATE
99	Los Angeles	LOS ANGELES, CITY OF	LAF7207	1AL04-LAF7207	LOCAL HIGHWAY		ANAHEIM STREET WIDENING - FARRAGUT AVENUE TO DOMINGUEZ CHANNEL : WIDEN ANAHEIM ST BETWEEN FARRAGUT AV AND DOMINGUEZ CHANNEL FROM 2 TO 3 LANES IN EACH DIRECTION FOR CONGESTION RELIEF AND IMPROVE GOODS MOVEMENT MOBILITY. THIS UPGRADES THE ARTERIAL TO MAJOR HIGHWAY STANDARDS.	2029	EXISTING: $9,708 - REVISED: $6,566	COST DECREASE	COST UPDATE
100	Los Angeles	LOS ANGELES, CITY OF	LATP17S005	1AL04-LATP17S005	LOCAL HIGHWAY		THE CITY OF LOS ANGELES WILL BE IMPLEMENTING COMPLETE STREET TREATMENTS TO IMPROVE JEFFERSON BOULEVARD BETWEEN VERMONT AVENUE AND WESTERN AVENUE, WHICH INCLUDES BUFFERED CLASS II (0.35 MI) AND CLASS IV (0.65 MI) BICYCLE FACILITIES, CURB EXTENSIONS, PEDESTRIAN REFUGE AREAS, PATH IMPROVEMENTS, PEDESTRIAN LIGHTING, AND ADDITIONAL SHADE TREES WITH ROAD DIET FROM 4 TO 2 LANES (1 MILE).	EXISTING: 2024 - REVISED: 2027	$11,589	NONE	SCHEDULE UPDATE
101	Los Angeles	LOS ANGELES, CITY OF	LAMIP103	1M0101	LOCAL HIGHWAY		ON VALLEY BOULEVARD, BETWEEN SOTO STREET AND THE 710 FWY RAMP, IMPLEMENT MULTI-MODAL MOBILITY AND ACCESS IMPROVEMENTS; PED ENHANCEMENTS; BIKE LANES; TRANSIT INFRASTRUCTURE IMPROVEMENTS INCLUDING A DEDICATED BUS RAPID TRANSIT ROUTE TO IMPROVE MOBILITY/SAFETY IN CORRIDOR.	2035	EXISTING: $34,100 - REVISED: $53,470	COST INCREASE	COST UPDATE
102	Los Angeles	LOS ANGELES, CITY OF	LAF1520	1NL04	LOCAL HIGHWAY		IMPERIAL HIGHWAY BIKE LANES. THIS PROJECT INVOLVES THE MODIFICATION OF THE MEDIAN ISLAND AND THE WIDENING OF IMPERIAL HIGHWAY ALONG 1000 FT EAST OF PERSHING DRIVE TO ACCOMMODATE BIKE LANES. BIKE LANE LENGTH OF 0.25.	EXISTING: 2022 - REVISED: 2026	$2,322	NONE	COMPLETED
103	Los Angeles	LOS ANGELES, CITY OF	LAF3726	1TDL04	LOCAL HIGHWAY		FIRST AND LAST MILE TRANSIT CONNECTIVITY OPTIONS. IMPLEMENT A PILOT SHARED FLEET VEHICLE PROGRAM THAT INCLUDES, BIKES, ALTERNATIVE GREEN VEHICLES FOR FIRST & LAST MILES FROM UNION STATION TO AND OTHER DOWNTOWN LOCATIONS.	EXISTING: 2026 - REVISED: 2029	$1,641	NONE	SCHEDULE UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
104	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.	2029	$15,416	COST REMOVAL	DELETED
105	Los Angeles	LOS ANGELES, CITY OF	LA0F007	LA0F007	LOCAL HIGHWAY		GLENDALE BLVD.-HYPERION AVE. COMPLEX OF BRIDGES OVER LA RIVER, I-5 AND RIVERSIDE DR, REHABILITATION/SEISMIC RETROFIT; UPGRADE BRIDGE RAILING; INCLUDES BRIDGES 53C-1881, 53C-1882, 53C-1883, 53C-1884, 53C-1179 AND 53-1069. NO ADDITIONAL LANES. REALIGN I-5 NORTH BOUND OFF RAMP. CONSTRUCT A PEDESTRIAN BRIDGE OVER LA RIVER (APPROX. 426 FEET).(FED PROJECT ID: BHLS-5006(181)	EXISTING: 2022 - REVISED: 2030	EXISTING: $94,360 - REVISED: $250,749	COST INCREASE	SCHEDULE AND COST UPDATE
106	Los Angeles	LOS ANGELES, CITY OF	LA0F008	LA0F008	LOCAL HIGHWAY		GLENDALE BLVD. OVER L.A RIVER, REHABILITATE / RETROFIT BRIDGE AND WIDEN BY 12 FEET, UPGRADE BRIDGE RAILINGS. NO ADDED LANES. PRELIMINARY ENGINEERING ONLY. CONSTRUCTION TO BE DONE UNDER LA0F007 (53C1881) GLENDALE-HYPERION COMPLEX OF BRIDGES. (#53C-1883)	2022	$1,930	COST REMOVAL	DELETED
107	Los Angeles	LOS ANGELES, CITY OF	LAE1440	LAE1440	LOCAL HIGHWAY		RECONFIGURE SAN FERNANDO RD. FROM FLETCHER DR. TO I-5 FWY.INSTALL LEFT-TURN CHANNELIZATION, IMPROVE PEDESTRIAN AMENITIES, INSTALL WIDER SIDEWALKS, MEDIAN ISLANDS AND LANDSCAPING WHERE FEASIBLE BETWEEN CAZADOR STREET TO JUST SOUTH OF ALICE STREET.	EXISTING: 2019 - REVISED: 2030	EXISTING: $6,450 - REVISED: $5,805	COST DECREASE	SCHEDULE AND COST UPDATE
108	Los Angeles	LOS ANGELES, CITY OF	LAE2279	LAE2279	LOCAL HIGHWAY		STREETSCAPE IMPROVMENTS ALONG CENTRAL AVE FROM WASHINGTON BLVD TO VERNON AVE INCLUDING PED LIGHTING, NEW BUS STOPS AND STREET FURNITURE, SIDEWALK WIDENING, CROSSWALK ENHANCEMENTS, TREES ETC.	EXISTING: 2027- REVISED: 2030	$4,000	NONE	SCHEDULE UPDATE
109	Los Angeles	Lynwood	LA9918793	2A98L02	LOCAL HIGHWAY		EXISTING: RELIEVE CONGESTION ON IMPERIAL HWY BETWEEN STATE ST AND WRIGHT RD DURING PEAK HOURS BY IMPLEMENTING GEOMETRIC AND SIGNAL SYNCHRONIZATION IMPROVEMENTS AT 11 SIGNALIZED INTERSECTIONS. PE ONLY ---------- REVISED: RELIEVE CONGESTION ON IMPERIAL HWY BETWEEN STATE ST AND WRIGHT RD DURING PEAK HOURS BY IMPLEMENTING GEOMETRIC AND SIGNAL SYNCHRONIZATION IMPROVEMENTS AT 11 SIGNALIZED INTERSECTIONS.	EXISTING: 2030 - REVISED: 2025	$3,965	NONE	COMPLETED
110	Los Angeles	MAYWOOD	LA9918792	220A1L31	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	2031	EXISTING: $18,534 - REVISED: $10,499	COST DECREASE	COST UPDATE
111	Los Angeles	Monrovia	LA9919397	1ITS04	LOCAL HIGHWAY		IMPROVEMENTS ON CENTRAL AVE. AND EVERGREEN AVE. FROM MAGNOLIA AVE. TO MYRTLE AVE., AND MAGNOLIA AVE. FROM CENTRAL AVE. TO EVERGREEN AVE. CONSTRUCT 2,700 FT. CLASS 1 BIKE/PEDESTRIAN PATH, CONSTRUCT 3 TRAFFIC SIGNALS WITH SIGNAL SYNCHRONIZATION AND LEADING PEDESTRIAN INTERVAL, CONVERT 702 FEET OF ONE-WAY STREET TO A TWO-WAY STREET.	2035	$4,156	NONE	NEW PROJECT - FOR MODELING INCLUSION
112	Los Angeles	Monterey Park	LA9919133	1ITS04	LOCAL HIGHWAY		TRAFFIC SIGNAL SYSTEM UPGRADES AND SYNC AT POSSIBLY 8 INTERSECTIONS; BUS STOP UPGRADES; INSTALLATION OF 1.6-MILES OF CLASS II OR III BIKE LANES WITH OPPORTUNITIES FOR PLANTER BUFFERS; UPGRADE EXISTING OR FILL IN MISSING SIDEWALKS FOR APPROXIMATELY 1.6 MILES; PAVEMENT REHAB; SIGNING AND STRIPING. PROJECT WILL IMPROVE TRAFFIC FLOW, OPERATIONS, AND SAFETY FOR VEHICLES, BICYCLISTS, AND PEDESTRIANS ALONG THE CORRIDOR. SCOPE TO BE REFINED DURING PRELIMINARY ENGINEERING PHASE.	2035	$20,840	NONE	NEW PROJECT - FOR MODELING INCLUSION
113	Los Angeles	MONTEREY PARK	LAMIPMR104	220A1L32	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.	EXISTING: 2028 - REVISED: 2032	$700	NONE	SCHEDULE UPDATE
114	Los Angeles	MONTEREY PARK	LAMIPMR105	LAMIPMR105	LOCAL HIGHWAY		EXISTING: 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. ---------- REVISED: IMPROVE GARVEY AVENUE FROM WEST OF ATLANTIC BOULEVARD TO NEW AVENUE TO INCREASE CAPACITY, IMPROVE TRAFFIC FLOW, AND REDUCE CONGESTION. WIDEN SIDEWALKS, ADA ENHANCEMENTS, HIGH VISIBILITY CROSSWALKS, MODIFIED BUS FACILITIES, ROADWAY IMPROVEMENTS, LIGHTING, TRAFFIC SIGNAL OPERATIONAL IMPROVEMENTS, BIKEWAYS AND BIKE AMENITIES.	2030	$18,202	NONE	PROJECT SCOPE UPDATE
115	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.	EXISTING: 2030 - REVISED: 2032	$1,900	NONE	SCHEDULE UPDATE
116	Los Angeles	MONTEREY PARK	LAMIPMR115	LAMIPMR115	LOCAL HIGHWAY		UPGRADE EXISTING TRAFFIC SIGNALS & CONTROLLERS & FIRMWARE AT 35 SIGNALIZED INTERSECTIONS; PROVIDE FIBER OPTIC CONNECTIVITY TO TRAFFIC SIGNAL INTERSECTIONS ALONG MAJOR ARTERIALS; INSTALL ETHERNET SWITCHES, COMMUNICATION HUBS, & VEHICLE DETECTION; UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. MAY INCLUDE ADAPTIVE TRAFFIC CONTROL SYSTEM OR TRAFFIC RESPONSIVE FEATURES AS APPROPRIATE OR FEASIBLE.	EXISTING: 2030 - REVISED: 2033	$9,000	NONE	SCHEDULE UPDATE
117	Los Angeles	NORWALK	LA0G1342	1ITS04	LOCAL HIGHWAY		IMPERIAL HIGHWAY ITS PROJECT, FROM SAN GABRIEL RIVER TO SHOEMAKER ROAD: TRAFFIC SIGNAL SYNCHRONIZATION	EXISTING: 2025 - REVISED: 2026	$3,381	NONE	SCHEDULE UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
118	Los Angeles	NORWALK	LA9919538	LA9919538	LOCAL HIGHWAY		FIRESTONE BLVD IMPROVEMENTS FROM HOXIE AVENUE (AT CALTRANS ROW) TO STUDEBAKER RD (1405 FT). INCLUDES WIDENING FROM 4 LANES TO 6 LANES BY NARROWING CENTER MEDIAN ON FIRESTONE BLVD, INSTALL 1405 FT OF CLASS II BIKE LANE ON ENTIRE PROJECT SEGMENT FROM HOXIE AVENUE TO STUDEBAKER RD. IMPROVEMENTS ALSO INCLUDE PAVEMENT REHABILITATION AND PEDESTRIAN ACCESSIBILITY UPGRADES (SIDEWALK, CURB AND GUTTER, CURB RAMPS).	2032	$8,331	NEW COST	NEW PROJECT
119	Los Angeles	PALMDALE	LA0G895	1AL04-LA0G895	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: 2029 - REVISED: 2030	EXISTING: $39,400 - REVISED: $27,500	COST DECREASE	SCHEDULE AND COST UPDATE
120	Los Angeles	PALMDALE	LAF1104B	1AL04-LAF1104B	LOCAL HIGHWAY		EXISTING: PHASE 2-CONSTRUCT A RAILROAD GRADE SEPARATION OF RANCHO VISTA BOULEVARD AT BOTH SIERRA HIGHWAY AND THE DOUBLE-TRACK AT-GRADE CROSSING OF THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA) METRO-LINK AND UNION PACIFIC RAILROAD (UPRR) TRACKS. THE PROJECT EXTENDS ON RANCHO VISTA BOULEVARD FROM FAIRWAY DRIVE TO 10TH STREET EAST AND SOUTHERLY ON SIERRA HIGHWAY FROM APPROXIMATELY 400 FEET NORTH OF EAST AVENUE O-8 TO AVENUE P-8 ---------- REVISED: THE PROJECT PROPOSES THE CONSTRUCTION OF A RAILROAD GRADE SEPARATION OF RANCHO VISTA BOULEVARD AT BOTH SIERRA HIGHWAY AND THE DOUBLE-TRACK AT-GRADE CROSSING OF THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY AND UNION PACIFIC RAILROAD TRACKS. THIS WILL CONSIST OF A SIX-LANE GRADE SEPARATION (BRIDGE) OF RANCHO VISTA BOULEVARD AT ITS INTERSECTION WITH THE RAILROAD TRACKS EAST OF SIERRA HIGHWAY, TO INCLUDE ACCESS RAMPS TO SIERRA HIGHWAY.	EXISTING: 2030 - REVISED: 2032	$79,977	NONE	SCOPE AND SCHEDULE UPDATE
121	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: 2029- REVISED: 2032	$15,603	NONE	SCHEDULE UPDATE
122	Los Angeles	PARAMOUNT	LA0G1147	1AL04-LA0G1147	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: 2029 - REVISED: 2025	$33,143	NONE	COMPLETED
123	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.	EXISTING: 2030 - REVISED: 2032	$4,600	NONE	SCHEDULE UPDATE
124	Los Angeles	Pasadena	LAMIPMR120	1ITS04	LOCAL HIGHWAY		THE WALNUT STREET ITS PROJECT CONSIST OF THE IMPLEMENTATION OF ITS ASSETS ALONG THE CORRIDOR AND INTEGRATION OF THESE ASSETS INTO THE DOT TRANSPORTATION NETWORK. INTEGRATION WILL FEATURE POINT TO POINT CONNECTIVITY VIA FIBER OPTICS, UPGRADE IN TRAFFIC SIGNAL HARDWARE, INCLUSION OF TWO (2) VIDEO SURVEILLANCE SYSTEMS, HIGH RESOLUTION CAPABLE CONTROLLERS, TRAFFIC SAFETY ANALYTICS AND COLLISION PREDICTION AND SHORT WAVE RADIO FOR VEHICLE TO INFRASTRUCTURE OR V2I APPLICATIONS	2027	$4,100	NONE	NEW PROJECT - FOR MODELING INCLUSION
125	Los Angeles	RANCHO PALOS VERDES	LA9919479	1ITS04	LOCAL HIGHWAY		IMPROVEMENTS (W/IN CALTRANS ROW IN THE CITIES OF RANCHO PALOS VERDES, LOMITA, AND LOS ANGELES) INCLUDE EXTENDING EXISTING LEFT TURN POCKETS AT 7 LOCATIONS (TOTALING LESS THAN 660 FT. OR 1/8 MILE) AND RELATED MEDIAN MODIFICATIONS; INSTALLING FLASHING YELLOW ARROW AT ONE INTERSECTION; GEOMETRIC ALTERATIONS VIA RESTRIPING AT ONE INTERSECTION. PROJECT ALSO ADDRESSES DEFICIENCIES BY INSTALLING NEW SIGNAL SYNC AT 13 INTERSECTIONS AND FIBER OPTICS FOR COMMUNICATIONS ALONG THE WESTERN AVE CORRIDOR.	2030	$4,980	NEW COST	NEW PROJECT
126	Los Angeles	REDONDO BEACH	LAF5301	1ITS04	LOCAL HIGHWAY		GRANT AVENUE SIGNAL IMPROVEMENTS. THIS PROJECT IS LOCATED IN REDONDO BEACH IN THE SOUTH BAY SUBREGION ON GRANT AV BETWEEN INGLEWOOD AV AND AVIATION BL. THE PROJECT WILL UPGRADE SIX EXISTING TRAFFIC SIGNALS. THE PROJECT INVOLVES SYNCHRONIZATION, BIKE DETECTION, SIGNAL REPLACEMENT, VIDEO DETECTION, ADAPTIVE SIGNAL COORDINATION, WIRELESS CONNECTION AND INTEGRATION INTO THE REDONDO BEACH TRAFFIC MANAGEMENT CENTER (TMC).	EXISTING: 2025 - REVISED: 2024	$1,535	NONE	COMPLETED
127	Los Angeles	SAN FERNANDO	LAF9313	1ITS04	LOCAL HIGHWAY		THIS PROJECT IMPROVES OPERATION OF 6 MAJOR ARTERIALS BY SYNCHRONIZING 35 INTERSECTIONS ALONG 6 CORRIDORS, MINOR LANE/SIGNAL MODIFICATION & INSTALLATION OF 3 CHANGEABLE MESSAGE SIGNS.	EXISTING: 2024 - REVISED: 2027	$968	NONE	SCHEDULE UPDATE
128	Los Angeles	SAN GABRIEL VALLEY COG	LA990359	LA990359	LOCAL HIGHWAY		ALAMEDA CORRIDOR-EAST 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	EXISTING: 2028 - REVISED: 2029	EXISTING: $1,987,600 - REVISED: $1,656,113	COST DECREASE	SCHEDULE AND COST UPDATE
129	Los Angeles	SANTA CLARITA	LAF7105	1AL04-LAF7105	LOCAL HIGHWAY		DOCKWEILER DR EXTENSION (1 OF 2): THE PROJECT CONSISTS OF EXTENSION OF TWO LANES TO CONNECT WITH A FUTURE EXTENSION PLANNED FOR DOCKWEILER DRIVE. IT INCLUDES NEW SIDEWALKS, CLASS II BIKE LANE, PEDESTRIAN SIGNAL HEADS, HIGH VISIBILITY CROSSWALKS, LIGHTING, LANDSCAPING, BICYCLE ACTUATION SIGNALS AND WAYFINDING SIGNS.	EXISTING: 2024 - REVISED: 2030	$9,332	NONE	SCHEDULE UPDATE
130	Los Angeles	SANTA CLARITA	LAF9118	1AL04-LAF9118	LOCAL HIGHWAY		LYONS AV/DOCKWEILER DR EXTENSION (2 OF 2): CONSTRUCT DOCKWEILER DRIVE GAP CLOSURE BETWEEN 13TH ST. AND EXISTING TERMINUS OF DOCKWEILER DR, JUST WEST OF VALLE DEL ORO. CONSTRUCTS 8-FT SIDEWALKS AND CLASS II BIKE LANES ON BOTH SIDES.	EXISTING: 2024 - REVISED: 2027	$10,421	NONE	SCHEDULE UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
131	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: 2029 - REVISED: 2033	$1,850	NONE	SCHEDULE UPDATE
132	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: 2029 - REVISED: 2032	$2,300	NONE	SCHEDULE UPDATE
133	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)	2035	EXISTING: $22,000 - REVISED: $29,182	COST INCREASE	COST UPDATE
134	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: 2029 - REVISED: 2032	$46,075	NONE	SCHEDULE UPDATE
135	Los Angeles	Signal Hill	LA9919305	LA9919305	LOCAL HIGHWAY		PROJECT IMPROVEMENTS INCLUDE: ADDITION OF A 210 FT. RIGHT TURN LANE WB AND 234 FT. RIGHT TURN LANE EB ON WILLOW STREET. ADDITION OF A DEDICATED 150 FT. LEFT TURN LANE NB ON CHERRY AVENUE. A TOTAL OF 8 SIGNALS WILL BE SYNCED, 4 ARE NEW.	EXISTING: 2033 - REVISED: 2035	$7,612	NONE	SCHEDULE UPDATE
136	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)	2032	EXISTING: $21,336 - REVISED: $28,488	COST INCREASE	COST UPDATE
137	Los Angeles	South Pasadena	LA9918928	LAOB422	LOCAL HIGHWAY		DEPLOY ADVANCED ADAPTIVE TRAFFIC MANAGEMENT SYSTEM ALONG THE NORTH SOUTH FAIR OAKS AVENUE FROM THE NORTH CITY LIMIT TO HUNTINGTON DRIVE (12 SIGNALS: 11 SOUTH PASADENA AND 1 PASADENA). ALL TRAFFIC SIGNAL SYSTEMS NEED FULL SCALE UPGRADES TO ACCOMMODATE INTELLIGENT TRANSPORTATION SYSTEMS TECHNOLOGIES. THE PROJECT INCLUDES ADA UPGRADES. ADD FIBER OPTIC CABLING FROM CITY HALL TO PUBLIC WORKS OFFICE GARFIELD RESERVOIR SITE.	2026	$10,553	NEW COST	NEW PROJECT
138	Los Angeles	TORRANCE	LA0G724	1AL04-LA0G724	LOCAL HIGHWAY		INTERSECTION IMPROVEMENTS TO ADD NORTHBOUND, EASTBOUND AND WESTBOUND DEDICATED RIGHT TURN-LANES; ADD SECOND EASTBOUND LEFT-TURN LANE; AND TRAFFIC SIGNAL UPGRADES THROUGH WIDENING AND RE-CHANNELIZATION.	EXISTING: 2019 - REVISED: 2024	$20,847	NONE	COMPLETED
139	Los Angeles	VARIOUS AGENCIES	LA710NB	1M0101	LOCAL HIGHWAY		SR RT. 710 NORTH - TRANSPORTATION SYSTEM MANAGEMENT (TSM) & TRANSPORTATION DEMAND MANAGEMENT (TDM) AS IDENTIFIED IN THE EIR/EIS.	2030	$111,000	COST REMOVAL	DELETED
140	Los Angeles	VERNON	LA0D279	LA0D279	LOCAL HIGHWAY		ATLANTIC BLVD. BRIDGE OVER THE L.A RIVER 5/8 MILE N SLAUSON AVE, WIDEN 6 LANE BRIDGE TO ADD RIGHT TURN LANE (BRIDGE #53C0252)	EXISTING: 2030 - REVISED: 2032	EXISTING: $41,345 - REVISED: $39,573	COST DECREASE	SCHEDULE AND COST UPDATE
141	Los Angeles	WEST COVINA	LA9919473	1ITS04	LOCAL HIGHWAY		PROJECT INCLUDES: PEDESTRIAN HANDICAP ACCESSIBILITY IMPROVEMENTS (SIDEWALK, DRIVEWAY APPROACHES, CURB/GUTTER, CURB RAMPS, PUSH BUTTON UPGRADES, CROSSWALKS, LPI, PED COUNTDOWN HEADS, LED STREETLIGHTS); TRAFFIC SIGNAL SYNCHRONIZATION AT 19 INTERSECTIONS BY MODIFYING TRAFFIC SIGNAL STANDARDS (POLES, MAST ARMS, CABINETS, CONTROLLERS, CONDUITS, ETC.); SIGNAL INTERCONNECT IMPROVEMENTS; AND PAVEMENT REHAB WITH STRIPING, SIGNAGE, RELATED IMPROVEMENTS. DEMO ID# CA985.	2035	$7,907	NEW COST	NEW PROJECT
142	Los Angeles	LOS ANGELES, CITY OF	LAWALAMP101	1122002	OTHER		WEST INTERMODAL TRANSPORTATION FACILITY: A FACILITY PROVIDING REMOTE PASSENGER PICK UP AND DROP OFF AREAS, PUBLIC PARKING, AND OTHER CONNECTIONS TO PUBLIC TRANSIT AND OTHER COMMERCIAL VEHICLES (I.E. DOOR-TO-DOOR SHUTTLES AND SCHEDULED BUSES).	EXISTING: 2022 - REVISED: 2032	EXISTING: $267,625 - REVISED: $179,117	COST DECREASE	SCHEDULE AND COST UPDATE
143	Los Angeles	PORT OF LONG BEACH	LA9918957	1200P003	OTHER		THIS COMPONENT (FOURTH TRACK AT OCEAN BOULEVARD) WILL ADD A 3,000-FOOT RAILROAD TRACK TO ELIMINATE A BOTTLENECK AT THE OCEAN BOULEVARD OVERCROSSING, REALIGN THE EXISTING LEAD TRACK, AND RECONFIGURE CROSSOVERS AND TURNOUTS, PROJECT INCLUDES 1) ADD A 3,000-FOOT RAILROAD TRACK 2) SLIDE EXISTING TRACK EASTWARD, 3) RELOCATE RETAINING WALL, 4) RELOCATE HARBOR SCENIC DRIVE 15 FT EASTWARD, 5) NARROW HARBOR SCENIC DRIVE'S SHOULDERS, 6) CONSTRUCT RETAINING WALLS ALONG THE AFFECTED ROADWAY, 7) PROTECT UTILITY CASING, 8) MODIFY CENTRALIZED TRAFFIC CONTROL (CTC), CONTROL POINT OCEAN, 9) PROTECT BRIDGE COLUMN	EXISTING: 2028 - REVISED: 2023	$30,300	NONE	COMPLETED
144	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA0G1169	7120010	PASSENGER RAIL		BRIGHTON TO ROXFORD DOUBLE TRACK ADDS 11 MILES OF 2ND TRACK BETWEEN BURBANK AND SYLMAR ON METROLINK'S ANTELOPE VALLEY LINE (AVL). PROJECT ELIMINATES CURRENT BOTTLENECK & IMPROVES ON-TIME PERFORMANCE & OPERATIONAL RELIABILITY ON THE AVL. PROJECT IS DESIGNED TO BE COMPATIBLE WITH THE POTENTIAL FUTURE HIGH SPEED RAIL ALIGNMENT. PROJECT WILL BE CONSTRUCTED IN 4 SEGMENTS. SEG. 1, BRIGHTON TO MCKINLEY ST, IS FUNDED THROUGH CONSTRUCTION. SEGMENTS 2, 3, AND 4 ARE NOT FUNDED FOR DESIGN OR CONSTRUCTION.	EXISTING: 2031 - REVISED: 2037	$238,000	NONE	SCHEDULE UPDATE
145	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA0G1047	1TL204	PASSENGER RAIL		GRADE SEPARATION AT THE INTERSECTION OF ROSECRANS/MARQUARDT IN THE CITY OF SANTA FE SPRINGS.	EXISTING: 2025 - REVISED: 2024	$156,437	NONE	COMPLETED
146	Los Angeles	SOUTHERN CALIF REGIONAL RAIL AUTHORITY	LA25NOM137	LA25NOM137	PASSENGER RAIL		BALBOA DESIGNS A SECOND TRACK TO FORM A DOUBLE TRACK SECTION FROM CONTROL POINT BALBOA TO SIERRA HWY ROUGHLY 6336 FT WITH NO IMPACT TO TUNNEL 25. CANYON DESIGNS A SECOND TRACK FROM CONTROL POINT CANYON TO GOLDEN OAK ROAD ROUGHLY 8448 FT AND ADDS A SECOND PLATFORM AT SANTA CLARITA STATION. BRIGHTON TO MCGINLEY DESIGNS A SECOND TRACK TO FORM A DOUBLE TRACK FROM CONTROL POINT BRIGHTON TO MCGINLEY ROUGHLY 15312 FT AND ADDS A SECOND PLATFORM AT BURBANK AIRPORT NORTH AND SUN VALLEY STATIONS.	2039	$20,541	NEW COST	NEW PROJECT

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
147	Los Angeles	AGOURA HILLS	LA0G1024	REG0703-LA0G1024	STATE HIGHWAY	101	EXISTING: (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. ---------- REVISED: (US 101 @ KANAN) KANAN ROAD CORRIDOR, BETWEEN NORTHERN CITY LIMITS AND CORNELL WAY. PSR-PDS PHASE TO INCLUDE ANALYSIS OF KANAN CORRIDOR BETWEEN NORTHERN CITY LIMITS 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: 2028 - REVISED: 2030	EXISTING: $3,594 - REVISED: $9,299	COST INCREASE	SCOPE, SCHEDULE AND COST UPDATE
148	Los Angeles	Alhambra	LAMIPMR107	220A1S03	STATE HIGHWAY	710	RECONFIGURE THE ON AND OFF RAMPS TO IMPROVE MOBILITY, GRADE SEPARATE AND BRAID THE NB I-710 TO EB I-10 CONNECTION WITH FREMONT EB OFFRAMP, ADD AN AUXILIARY LANE FROM I-10/SR-710 INTERCHANGE TO THE I-10/FREMONT AVENUE EB OFF-RAMP, AND IMPROVE INTERSECTION CONTROL ALONG THE LOCAL ROADWAY.	EXISTING: 2030 - REVISED: 2032	$100,000	NONE	SCHEDULE UPDATE
149	Los Angeles	Alhambra	LAMIPMR108	220A1S04	STATE HIGHWAY	10	RECONFIGURE THE ON AND OFF RAMPS TO IMPROVE MOBILITY INCLUDING INTERSECTION CONTROL IMPROVEMENTS ALONG THE LOCAL ROADWAY.	EXISTING: 2030 - REVISED: 2032	$20,000	NONE	SCHEDULE UPDATE
150	Los Angeles	Alhambra	LAMIPMR109	220A1S05	STATE HIGHWAY	10	RECONFIGURE THE ON AND OFF RAMPS TO IMPROVE MOBILITY INCLUDING INTERSECTION CONTROL IMPROVEMENTS ALONG THE LOCAL ROADWAY.	EXISTING: 2030 - REVISED: 2032	$20,000	NONE	SCHEDULE UPDATE
151	Los Angeles	CALTRANS	LA0B951	LA0B951	STATE HIGHWAY	71	ROUTE 71: ROUTE 10 TO 0.14 MILE SOUTH SAN BERNARDINO COUNTY LINE - EXPRESSWAY TO FREEWAY CONVERSION - ADD 1 HOV LANE AND 1 MIXED FLOW LANE .	EXISTING: 2028 - REVISED: 2032	EXISTING: $352,184 - REVISED: $432,184	COST INCREASE	SCHEDULE AND COST UPDATE
152	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: 2027 - REVISED: 2028	$248,265	NONE	SCHEDULE UPDATE
153	Los Angeles	CALTRANS	LA0G874	REG0703-LA0G874	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: 2026 - REVISED: 2025	$98,430	NONE	COMPLETED
154	Los Angeles	LANCASTER	LA0G930	7120005-LA0G930	STATE HIGHWAY	138	SR-138 (SR-14) AVENUE L INTERCHANGE IMPROVEMENTS. PROJECT WILL REDUCE THROUGH LANES FROM 4 TO 3 WESTBOUND ON AVENUE L BETWEEN 15TH WEST AND SR-138 (SR-14) RAMPS, AND REDUCE THROUGH LANES FROM 3 TO 2 EASTBOUND ON AVENUE L BETWEEN THE SR-138 (SR-14) RAMPS AND 10TH WEST TO PROVIDE BIKE LANES AND SIDEWALKS. PROJECT INCLUDES GEOMETRIC CHANGES TO THE SR-138 (SR-14) RAMPS, TRAFFIC SIGNAL IMPROVEMENTS AT 15TH WEST AND 10TH WEST TO IMPROVE VEHICLE, PEDESTRIAN, AND BICYCLE SAFETY.	EXISTING: 2028 - REVISED: 2030	$15,750	NONE	SCHEDULE UPDATE
155	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	1162S012	1162S012	STATE HIGHWAY	405	I-405 SEPULVEDA PASS (PHASE 1) EXPRESSLANES	EXISTING: 2030 - REVISED: 2035	$260,000	NONE	SCHEDULE UPDATE
156	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. INCREASING LANES FROM 3 TO 4 S/B AND 2 TO 3 N/B.	EXISTING: 2030 - REVISED: 2025	$22,261	NONE	COMPLETED
157	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.	2029	EXISTING: $94,750 - REVISED: $119,083	COST INCREASE	COST UPDATE
158	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA0G1456	1163S008	STATE HIGHWAY	60	IMPROVE 7TH AVENUE OFF RAMP AT WB SR-60. RECONFIGURE ON AND OFF RAMPS TO IMPROVE MOBILITY AND FREEWAY/ARTERIAL OPERATIONS.	EXISTING: 2027- REVISED: 2028	$23,075	NONE	SCHEDULE UPDATE
159	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: 2028 - REVISED: 2029	$53,250	NONE	SCHEDULE UPDATE
160	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA0G1118	1163S010	STATE HIGHWAY	605	EXISTING: I-605 FROM FAIRTON ST. UC TO BRADWELL OH: ADD GP LANE, HOT, OR HOV LANE &/OR CONVERT HOV TO HOT LANE. I-105 FROM BELLFLOWER BLVD OC TO STUDEBAKER RD: ADD HOV LANE BOTH DIRECTIONS THROUGH THE I-605/I-5 INTERCHANGE. I-5 FROM FLORENCE AVE OC TO RIO HONDO CHANNEL: ADD HOT/HOV DIRECT CONNECTORS AT I-605/I-105 INTERCHANGE (NB TO WB, WB TO NB & SB TO WB, WB TO SB). IMPROVE I-605 & I-5 MAINLINE, RAMPS, INTERCHANGES, & AUX LANES. ---------- REVISED: ADD HOV OR HOT LANES AND/OR CONVERT EXISTING HOV LANES TO HOT LANES ON I-605 FROM FAIRTON ST UC TO BRADWELL OH; IMPROVE MAINLINE, AUX LANE, RAMP, AND IC. CONSTRUCT NEW HOV LANES ON I-5 FROM SOUTH OF FLORENCE AVE THROUGH THE I-5/I-605 IC TO PARAMOUNT BLVD AND RECONSTRUCT I-5/I-605 IC TO MAINTAIN HOV CONTINUITY. ADD HOT/HOV DIRECT CONNECTORS AT THE I-605/I-105 IC. IMPROVEMENTS ON I-105 FROM BELLFLOWER BLVD. OC TO STUDEBAKER. INCORPORATE MULTIMODAL AND COMPLETE STREETS ELEMENTS ALONG THE CORRIDOR.	2031	$2,200,000	NONE	PROJECT SCOPE UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
161	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA0G1115	1163S011	STATE HIGHWAY	605	EXISTING: I-605 BRADWELL OH TO 0.5 MILE NORTH OF I-10: ADD GP, HOT, OR HOV LANE &/OR CONVERT HOV TO HOT LANE. SR-60 SANTA ANITA AVE OC TO 0.5 MILE EAST OF TURNBULL CYN RD UC: ADD GP LANE BOTH DIRECTIONS THROUGH I-605/SR-60 INTERCHANGE, AUX LANES FROM I-605/SR-60 INTERCHANGE TO 7TH AVE IN EB & HACIENDA BLVD IN WB. I-10 0.5 MILE WEST OF PECK RD UC TO AMAR RD OC: ADD HOT/HOV DIRECT CONNECTOR AT I-605/I-10 INTERCHANGE (NB TO WB/WB TO NB). IMPROVE I-605 & SR-60 MAINLINE, RAMPS, INTERCHANGES, & AUX LANES. ---------- REVISED: ADD AND/OR CONVERT HOV/HOT LANE ON I-605 FROM BRADWELL OH TO 0.5 MILE N OF I-10; IMPROVE MAINLINE, AUX LANE, RAMP, AND IC. SR-60 FROM SANTA ANITA OC TO 0.5 MILE EAST OF TURNBULL CYN UC: ADD HOV OR HOT LANE BOTH DIRECTIONS THROUGH 605/60 IC, AUX LANES FROM 605/60 IC TO 7TH AVE EB & HACIENDA BLVD WB. I-10 0.5 MILE WEST OF PECK RD UC TO AMAR RD OC: ADD HOT/HOV CONNECTOR AT 605/10 IC (NB/WB). IMPROVE MAINLINE, RAMPS, ICS, & AUX LANES & ADD MULTIMODAL AND COMPLETE STREETS ELEMENTS ALONG CORRIDOR.	2031	$2,200,000	NONE	PROJECT SCOPE UPDATE
162	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA0G1119	1163S012	STATE HIGHWAY	91/605	IMPROVEMENTS CONSIST OF ADDING AN ADDITIONAL GENERAL PURPOSE LANE AND ON/OFF RAMP IMPROVEMENTS.	EXISTING: 2027 - REVISED: 2033	EXISTING: $157,400 - REVISED: $266,046	COST INCREASE	SCHEDULE AND COST UPDATE
163	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA0G1563	1163S013	STATE HIGHWAY	91	IMPROVE THE WEAVING CONFLICT ON SR-91 BETWEEN CENTRAL AVENUE TO ACACIA COURT BY ADDING A TWO LANE C-D ROAD IN EACH DIRECTION. PROJECT INCLUDES PROPOSED IMPROVEMENTS TO THE TRUCK TURNING RADII AT SR-91 WILMINGTON AVENUE AND CENTRAL AVENUE INTERCHANGES.	EXISTING: 2027 - REVISED: 2030	EXISTING: $90,000 - REVISED: $227,006	COST INCREASE	SCHEDULE AND COST UPDATE
164	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA9919118	1200S001	STATE HIGHWAY	10	I-10 EXPRESSLANES FROM I-605 TO LA/SAN BERNARDINO COUNTY LINE.	EXISTING: 2029 - REVISED: 2033	$196,840	NONE	SCHEDULE UPDATE
165	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA0G1541	1M0104	STATE HIGHWAY	57/60	ROUTE 57/60 CONFLUENCE CHOKEPOINT RELIEF PROGRAM. RECONSTRUCT GRAND AVENUE OVERCROSSING. RECONSTRUCT NORTHBOUND SR-57 CONNECTOR TO EASTBOUND SR-60. CONSTRUCT EASTBOUND SR-60 BYPASS OFF-RAMP TO GRAND AVENUE. CONSTRUCT SOUTHBOUND GRAND AVENUE LOOP ENTRANCE RAMP TO EASTBOUND SR-60. CONSTRUCT GRAND AVENUE TO EASTBOUND SR-60 ENTRANCE RAMP. RECONSTRUCT THE DIAMOND BAR GOLF COURSE TUNNEL AND GOLF COURSE. RECONSTRUCT DIAMOND BAR BOULEVARD ENTRANCE RAMP TO EASTBOUND SR-60. ADDING ROW & CONSTRUCTION.	2030	EXISTING: $444,910 - REVISED: $461,290	COST INCREASE	COST UPDATE
166	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA9918955	220A1S06	STATE HIGHWAY	405	EXISTING: ADD AUXILIARY LANES BETWEEN INTERCHANGE ON- AND OFF-RAMPS AT FIVE LOCATIONS ALONG NORTHBOUND AND SOUTHBOUND I-405 BETWEEN WILMINGTON AVENUE (PM 9.6) AND MAIN STREET (PM 12.6). ---------- REVISED: THE PURPOSE OF THE I-405 FROM WILMINGTON AVENUE TO MAIN STREET IMPROVEMENTS PROJECT (PROJECT) IS TO PROVIDE CONNECTIVITY AND IMPROVE MULTI-MODAL ACCESS WITHIN THE PROJECT. THIS WILL BE ACCOMPLISHED BY ADDING FOUR AUXILIARY LANES, (TWO IN THE NORTHBOUND (NB) DIRECTION AND TWO IN THE SOUNDBOUND (SB) DIRECTION) BETWEEN POSTMILES (PM) 9.6 AND 12.6.	EXISTING: 2028 - REVISED: 2030	$123,335	NONE	SCOPE AND SCHEDULE UPDATE
167	Los Angeles	MALIBU	LA0G1289	7120005-LA0G1289	STATE HIGHWAY	1	PACIFIC COAST HIGHWAY (PCH) SIGNAL SYSTEMS IMPROVEMENTS FROM JOHN TYLER DRIVE TO TOPANGA CANYON BOULEVARD. THE PROJECT LIMITS ARE APPROXIMATELY 8 MILES AND INCLUDE 12 SIGNALS ALONG PCH. THE PROJECT INTENDS TO INTERCONNECT THE TRAFFIC SIGNALS TO ENABLE CALTRANS TO MONITOR AND CONTROL THE SIGNALS REMOTELY AND, IF POSSIBLE, FOR THE TRAFFIC SIGNALS TO ADJUST TO REAL TIME TRAFFIC CONDITIONS. THE PROJECT WILL ALSO INCLUDE ADDITIONAL INTERSECTION AND TRAFFIC IMPROVEMENTS.	2035	EXISTING: $13,700 - REVISED: $19,100	COST INCREASE	COST UPDATE
168	Los Angeles	PALMDALE	LA0G896	1AL04-LA0G896	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	2035	EXISTING: $37,920 - REVISED: $39,966	COST INCREASE	COST UPDATE
169	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 CETNER MEDIAN, SIDEWALK AND BIKE LANES BETWEEN 10TH STREET WEST AND 17TH STREET WEST. INSTALL TRAFFIC SIGNALS/SIGNAL INTERCONNECT.	EXISTING: 2028 - REVISED: 2025	$45,100	NONE	COMPLETED
170	Los Angeles	PALMDALE	LA0G894	LA0G894P2	STATE HIGHWAY	138	EXISTING: SR138 5TH E - 10TH E. PHASE 2 PORTION OF LAOG894. 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.----------REVISED: 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: 2035- REVISED: 2032	EXISTING: $23,000- REVISED: $25,000	COST INCREASE	SCOPE, SCHEDULE, AND COST UPDATE
171	Los Angeles	PORT OF LOS ANGELES	LA0G1290	1120007	STATE HIGHWAY	47	SR-47/VINCENT THOMAS BRIDGE ON/OFF RAMP IMPROVEMENTS: NEW WESTBOUND SR-47 ON- AND OFF-RAMPS AT FRONT STREET JUST WEST OF THE VINCENT THOMAS BRIDGE AND ELIMINATE THE EXISTING NON-STANDARD RAMP CONNECTION TO THE HARBOR BOULEVARD OFF-RAMP, FRONT STREET IS AN NHS CONNECTOR. THE PROJECT ALSO INCLUDES REALIGNED EASTBOUND AND WESTBOUND SR47 ON-RAMPS.	2031	EXISTING: $102,800 - REVISED: $122,340	COST INCREASE	COST UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
172	Los Angeles	PORT OF LOS ANGELES	LA9919515	LA9919515	STATE HIGHWAY		PROJECT AUGMENTS AN EXISTING PARTIAL INTERCHANGE AT SR-47/SEASIDE AVE/NAVY WAY WHICH INCLUDES REMOVAL OF THE LAST AT-GRADE TRAFFIC SIGNAL BETWEEN THE I-110 AND I-710 FREEWAYS. SCOPE INCLUDES NEW WESTBOUND AUXILIARY LANE, ADDITIONAL WESTBOUND OFF-RAMP LANE AND BRIDGE WIDENING TO TERMINATE AT THE INTERSECTION OF TERMINAL WAY/NAVY WAY AND ASSOCIATED LANE MODIFICATIONS, AND NEW EASTBOUND TWO-LANE COLLECTOR DISTRIBUTOR ROAD.	2034	$62,980	NEW COST	NEW PROJECT
173	Los Angeles	ACCESS SERVICES INC.	LA970501	LA970501	TRANSIT		ANNUAL EXPENDITURES INCLUDING SERVICE PROVIDER CONTRACTS FOR COMPLEMENTARY ADA PARATRANSIT IN LOS ANGELES COUNTY	2030	EXISTING: $1,088,988 - REVISED: $1,245,086	COST INCREASE	COST UPDATE
174	Los Angeles	ANTELOPE VALLEY TRANSIT AUTHORITY	LA0G012	1OM0702	TRANSIT		FEDERAL OPERATING ASSISTANCE	EXISTING: 2027 - REVISED: 2030	EXISTING: $117,921 - REVISED: $141,677	COST INCREASE	SCHEDULE AND COST UPDATE
175	Los Angeles	ANTELOPE VALLEY TRANSIT AUTHORITY	LA50200	LA50200	TRANSIT		PREVENTIVE MAINTENANCE (LANCASTER/PALMDALE UZA). ADDED TDC AS FOLLOWS: $960 IN FY19 AND $980 IN FY20 TO MATCH FTA 5307 FOR CON.	EXISTING: 2021 - REVISED: 2030	EXISTING: $69,257 - REVISED: $81,220	COST INCREASE	SCHEDULE AND COST UPDATE
176	Los Angeles	ARCADIA	LA50300	LA50300	TRANSIT		OPERATING ASSISTANCE - FIXED ROUTE TRANSIT OPERATIONS AND DIAL-A -RIDE SERVICE	EXISTING: 2027 - REVISED: 2029	$8,022	NONE	SCHEDULE UPDATE
177	Los Angeles	BURBANK AIRPORT	LA9919211	1200T004	TRANSIT		REPLACEMENT PASSENGER TERMINAL (RPT) AND ASSOCIATED SUPPORT FACILITIES (AIRCRAFT APRONS/RAMPS, PRIMARY AND SECONDARY ROADS, AUTO PARKING, REPLACEMENT AIRLINE CARGO BUILDING, REPLACEMENT GSE MAINTENANCE AND AN REPLACEMENT ARFF BUILDING. ALSO INCLUDES IS THE DEMOLITION OF THE EXISTING TERMINAL BUILDING AND ELEVATED PARKING STRUCTURE, AND THE CONSTRUCTION OF TAXIWAYS TO REPLACE EXISTING NON-STANDARD TAXILANES. THE AIRPORT WILL PROVIDE SHUTTLE SERVICES TO THE NORTH STATION (ANTELOPE VALLEY LINE) AND THE REGIONAL INTERMODAL TRANSPORTATION CENTER WHICH INCLUDES THE RENTAL CAR FACILITY AND ACCESS TO THE EMPIRE STATION (VENTURA LINE AND AMTRAK). THE REPLACEMENT TERMINAL WILL ALSO PROVIDE ACCESS TO CITY BUS SERVICES.	EXISTING: 2024 - REVISED: 2029	$1,200,000	NONE	SCHEDULE UPDATE
178	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: 2028 - REVISED: 2023	$230	NONE	COMPLETED
179	Los Angeles	Culver City	LAMATFLM109	224T010	TRANSIT		THE PROJECT WILL SAFELY CONNECT THE DOWNTOWN CULVER CITY COMMERCIAL DISTRICT TO THE CULVER CITY METRO E LINE STATION. PROJECT ELEMENTS INCLUDE CLASS IV SEPARATED BIKEWAY AND BUS ONLY LANE ALONG ROBERTSON BLVD (0.15 MILES) BETWEEN VENICE BLVD AND WASHINGTON BLVD. CLASS IV SEPARATED BIKEWAY AND BUS ONLY LANE ALONG WASHINGTON BLVD (0.3 MILES) BETWEEN LANDMARK AVE AND HELMS AVE. ESTABLISHMENT OF 10 BUS BOARDING ISLANDS PEDESTRIAN IMPROVEMENTS INCLUDING CROSSWALKS AND CURB RAMPS.	EXISTING: 2031 - REVISED: 2032	EXISTING: $1,957 - REVISED: $2,214	COST INCREASE	SCHEDULE AND COST UPDATE
180	Los Angeles	CULVER CITY MUNI BUS LINES	LA24NOM113	LA24NOM113	TRANSIT		PROJECT FOR ENVIRONMENTAL DOCUMENTATION, DESIGN, AND CONSTRUCTION OF BUS LANES ON THE SEPULVEDA CORRIDOR. SEPULVEDA CORRIDOR DETAILS: BUS LANE (NOT A BRT) PROJECT; 5.6 MILE PROJECT SEGMENT WITH 2.8 MILES OF BUS-ONLY LANES ON SEPULVEDA BLVD BETWEEN SEPULVEDA BLVD/VENICE BLVD AND SEPULVEDA BLVD/CENTINELA AVE.; BUS LANES WILL BE FULL-TIME, CENTER- OR SIDE-RUNNING.	2035	$1,921	NEW COST	NEW PROJECT
181	Los Angeles	CULVER CITY MUNI BUS LINES	LA52105	LA52105	TRANSIT		PAYMENTS FOR THE LEASING OF BUS TIRES FOR THE CULVER CITYBUS FLEET.	EXISTING: 2027 - REVISED: 2028	EXISTING: $1,944 - REVISED: $2,089	COST INCREASE	SCHEDULE AND COST UPDATE
182	Los Angeles	FOOTHILL TRANSIT ZONE	LA0G1752	220A1T03	TRANSIT		PROJECT WILL INSTALL AND UPGRADE BUS TRAFFIC SIGNAL PRIORITY AT KEY SEGMENTS ON AMAR ROAD CORRIDOR FOR TWO SERVICE LINES 486 AND 178. THE SIGNAL PRIORITY ON THIS CORRIDOR WILL IMPROVE THE COMMUNICATION BETWEEN THE BUS AND INTERSECTION EQUIPMENT TO HELP BUSES ALONG AMAR ROAD IMPROVE TRAVEL TIMES AND SCHEDULE PERFORMANCE.	EXISTING: 2026 - REVISED: 2028	EXISTING: $212 - REVISED: $290	COST INCREASE	SCHEDULE AND COST UPDATE
183	Los Angeles	FOOTHILL TRANSIT ZONE	LA0B310	LA0B310	TRANSIT		REPLACEMENT CNG/ELECTRIC BUSES AND ELECTRIC BUS CHARGING STATIONS	EXISTING: 2026 - REVISED: 2028	EXISTING: $109,610 - REVISED: $145,810	COST INCREASE	SCHEDULE AND COST UPDATE
184	Los Angeles	FOOTHILL TRANSIT ZONE	LA0F048	LA0F048	TRANSIT		PREVENTIVE MAINTENANCE - OPERATING	EXISTING: 2022 - REVISED: 2028	$27,500	NONE	SCHEDULE UPDATE
185	Los Angeles	FOOTHILL TRANSIT ZONE	LA963526	LA963526	TRANSIT		BUS STOP ENHANCEMENT/IMPROVEMENT	EXISTING: 2026 - REVISED: 2028	EXISTING: $3,147 - REVISED: $2,297	COST DECREASE	SCHEDULE AND COST UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
186	Los Angeles	GARDENA	LA973010	LA973010	TRANSIT		THE ONGOING BUS SERVICE EQUIPMENT INCLUDES: IT PROJECTS, BUS COMPONENTS, PROJECT ADMINISTRATION, FACILITY MAINTENANCE EQUIPMENT, SHOP/OFFICE SAFETY AND SECURITY EQUIPMENT AND MISCELLANEOUS SUPPORT EQUIPMENT. UTILIZING TOLL CREDIT (TDC) OF $160 FOR FY19, & $107 FOR FY20 TO MATCH FTA 5307 FOR CON PHASE	EXISTING: 2022- REVISED: 2029	EXISTING: $2,084- REVISED: $2,404	COST INCREASE	SCHEDULE AND COST UPDATE
187	Los Angeles	INGLEWOOD	LA99ITC101	1200T100	TRANSIT		INGLEWOOD TRANSIT CONNECTOR PROJECT; CONSTRUCTION OF A NEW 1.6 MILE ELECTRICALLY POWERED, ELEVATED, FIXED-GUIDEWAY TRANSIT SYSTEM WITH THREE TRANSIT STATIONS IN THE CITY OF INGLEWOOD LOCATED ALONG FLORENCE AVENUE, MARKET STREET, MANCHESTER BOULEVARD AND PRAIRIE AVENUE.	2030	EXISTING: $2,050,000 - REVISED: $1,800,332	COST DECREASE	COST UPDATE
188	Los Angeles	LONG BEACH PUBLIC 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 $1.887M AND FY20 IS $1.548M. ADDING AN ADDITIONAL (7) BUSES FOR A TOTAL OF (11) TO THE TIP.	EXISTING: 2025 - REVISED: 2027	$7,911	NONE	SCHEDULE UPDATE
189	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA9919405	1162T017	TRANSIT		BRT CONNECTOR G LINE (ORANGE)/B LINE (RED) TO PASADENA CITY COLLEGE	EXISTING: 2027 - REVISED: 2035	EXISTING: $309,000 - REVISED: $317,000	COST INCREASE	SCHEDULE AND COST UPDATE
190	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA0G1572	1162T020	TRANSIT		ORANGE LINE BRT IMPROVEMENTS	EXISTING: 2027 - REVISED: 2030	EXISTING: $321,400 - REVISED: $665,407	COST INCREASE	SCHEDULE AND COST UPDATE
191	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA9919435	1162T029	TRANSIT		EXISTING: VERMONT TRANSIT CORRIDOR --- REVISED: THE VERMONT TRANSIT CORRIDOR BUS RAPID TRANSIT (BRT) PROJECT IS A 12.4-MILE AT GRADE, SIDE-RUNNING BRT LINE WITH 26 STATIONS AT 13 INTERSECTION LOCATIONS FROM SUNSET BOULEVARD TO 120TH STREET.	2028	EXISTING: $524,000 - REVISED: $384,175	COST DECREASE	SCOPE AND COST UPDATE
192	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA9919132	1200O001	TRANSIT		ANTELOPE VALLEY LINE CAPACITY IMPROVEMENT PROJECT: ADD CAPACITY BETWEEN LOS ANGELES UNION STATION AND LANCASTER WHERE UP OPERATES FREIGHT TRAINS. PHASE I INCLUDES DOUBLE TRACK SECTIONS, BURBANK JUNCTION SPEED IMPROVEMENTS, AND SIGNAL RESPACING. THE PROJECT WILL ELIMINATE RAIL BOTTLENECKS AND IMPROVE TRAVEL TIME AND RELIABILITY FOR BOTH FREIGHT AND COMMUTER RAIL.	EXISTING: 2026 - REVISED: 2035	$856,348	NONE	SCHEDULE UPDATE
193	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA0G626	1TR0704	TRANSIT		EXISTING: EASTSIDE TRANSIT CORRIDOR PHASE 2 - METRO L LINE (GOLD) EASTSIDE EXTENSION FROM ITS TERMINUS AT ATLANTIC STATION IN EAST LOS ANGELES TO EASTERN L.A. COUNTY. --- REVISED: METRO E LINE EASTSIDE EXTENSION FROM ITS TERMINUS AT ATLANTIC STATION IN EAST LOS ANGELES TO LAMBERT STATION IN THE CITY OF WHITTIER, WITH THE 4.7-MILE INITIAL OPERATING SEGMENT TO GREENWOOD STATION.	EXISTING: 2035 - REVISED: 2040	EXISTING: $4,530,700 - REVISED: $7,902,314	COST INCREASE	SCOPE, SCHEDULE, AND COST UPDATE
194	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA0G1301	1TR0706	TRANSIT		THE EAST SAN FERNANDO VALLEY ESFV TRANSIT CORRIDOR A MAJOR MASS TRANSIT PROJECT THAT WOULD OPERATE IN THE CENTER OR CURBLANE ALONG VAN NUYS BOULEVARD AND SAN FERNANDO ROAD FROM THE METRO ORANGE LINE STATION IN THE SOUTH, TO THE SYLMAR/SAN FERNANDO METROLINK STATION TO THE NORTH A DISTANCE OF APPROXIMATELY 9.2 MILES.	2031	EXISTING: $3,650,101 - REVISED: $3,573,443	COST DECREASE	COST UPDATE
195	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA0G632	1TR1001	TRANSIT		THE GREEN LINE EXTENSION TO TORRANCE IS A PROPOSED 4.6-MILE LIGHT RAIL TRANSIT EXTENSION FROM THE EXISTING METRO GREEN LINE REDONDO BEACH MARINE STATION TO THE TORRANCE TRANSIT CENTER CURRENTLY UNDER CONSTRUCTION BY THE CITY OF TORRANCE.	EXISTING: 2030 - REVISED: 2039	$1,167,273	NONE	SCHEDULE UPDATE
196	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA0G1052	1TR1002	TRANSIT		METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 2 - WILSHIRE/LA CIENEGA TO CENTURY CITY	EXISTING: 2026 - REVISED: 2027	$2,663,664	NONE	SCHEDULE UPDATE
197	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA0G1450	1TR1003	TRANSIT		HEAVY RAIL TRANSIT FLEET UP TO 182 NEW RAIL CARS SYSTEMWIDE	2027	$393,000	COST REMOVAL	DELETED
198	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA0G1094	1TR1011	TRANSIT		EXISTING: LPA OF 14.8-MILE SEGMENT FROM PIONEER STATION IN THE CITY OF ARTESIA TO THE SLAUSON/A LINE STATION. --- REVISED: APPROVED PROJECT (LPA) OF 14.5 MILE SEGMENT FROM PIONEER STATION IN THE CITY OF ARTESIA TO THE SLAUSON/A LINE STATION.	2035	$7,100,000	NONE	PROJECT SCOPE UPDATE
199	Los Angeles	LOS ANGELES COUNTY MTA (METRO)	LA963543	LA963543	TRANSIT		PREVENTIVE MAINTENANCE (CAPITAL & OPERATING MAINTENANCE ITEMS ONLY)	2035	EXISTING: $10,194,879 - REVISED: $11,004,599	COST INCREASE	COST UPDATE
200	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: 2025 - REVISED: 2024	$99,137	NONE	COMPLETED
201	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: 2026 - REVISED: 2025	$3,411	NONE	COMPLETED

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
202	Los Angeles	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	LA29212XY	1120006	TRANSIT		METRO RAIL GOLD LINE FOOTHILL EXTENSION - AZUSA TO CLAREMONT (LA COUNTY LINE) 12 MILE, 5 STATION LRT EXTENSION. SAFETEA-LU # 285 LEAD AGENCY WILL CHANGE TO METRO GOLD LINE.	EXISTING: 2025 - REVISED: 2032	EXISTING: $1,406,900 - REVISED: $2,204,900	COST INCREASE	SCHEDULE AND COST UPDATE
203	Los Angeles	MONTEBELLO	LA55205	LA55205	TRANSIT		ASSOCIATED CAPITAL MAINTENANCE ITEMS (ONGOING). THE ASSOCIATED CAPITAL MAINTENANCE PROJECT PROVIDES FOR THE PURCHASE OF MAJOR BUS COMPONENTS ON AN AS NEEDED BASIS IN SUPPORT OF MONTEBELLO BUS LINES' FIXED ROUTE FLEET. TOLL CREDITS (TDC)OF $80 WILL BE USED TO MATCH FY18/19 FTA 5307 FOR THE CON PHASE.	EXISTING: 2022 - REVISED: 2024	$6,525	NONE	COMPLETED
204	Los Angeles	NORWALK	LA0C61	LA0C61	TRANSIT		RADIO EQUIPMENT (MOBILE RAY) - DIGITAL LAND MOBILE RADIO SYSTEM AND FLEET MAINTENANCE SYSTEM (ONGOING)	EXISTING: 2026 - REVISED: 2029	EXISTING: $631 - REVISED: $711	COST INCREASE	SCHEDULE AND COST UPDATE
205	Los Angeles	NORWALK	LA0C63	LA0C63	TRANSIT		PURCHASE OF MISC OFFICE EQUIPMENT- (ONGOING)	EXISTING: 2026 - REVISED: 2032	EXISTING: $709 - REVISED: $744	COST INCREASE	SCHEDULE AND COST UPDATE
206	Los Angeles	NORWALK	LA0C64	LA0C64	TRANSIT		ASSOCIATED CAPITAL MAINTENANCE (ENGINES, TRANSMISSIONS, PARTICULATE TRAPS, KITS, ETC) (ONGOING)	EXISTING: 2026- REVISED: 2029	EXISTING: $1,374- REVISED: $1,667	COST INCREASE	SCHEDULE AND COST UPDATE
207	Los Angeles	SANTA CLARITA	LA0D125	LA0D125	TRANSIT		BUS STOP AMENITIES (BENCHES AND SHELTERS) PROJECT (ONGOING). PROJECT USING $100 OF TDC(TOLL CREDITS) TO MATCH FTA 5307 FUNDS IN FY 19/20 FOR CON.	EXISTING: 2021 - REVISED: 2029	$5,269	NONE	SCHEDULE UPDATE
208	Los Angeles	TORRANCE	LA0G1280	1TR1010	TRANSIT		PURCHASE OF SEVEN (7) ALL ELECTRIC BUSES FOR A NEW CIRCULATOR SERVICE. RUBBER-WHEEL TROLLEY SERVICE WILL OPERATE IN OLD TOWN AREA, AS WELL AS HOTEL AND FINANCIAL DISTRICT ON HAWTHORNE BLVD. ORIGIN/TERMINUS IS AT THE TORRANCE TRANSIT PARK AND RIDE REGIONAL TERMINAL (465 CRENSHAW BLVD).	EXISTING: 2024 - REVISED: 2027	$4,500	NONE	SCHEDULE UPDATE
209	Los Angeles	TORRANCE	LA01B111	LA01B111	TRANSIT		BUS SYSTEM - PREVENTIVE MAINTENANCE. THIS IS AN ONGOING ANNUAL PROJECT.	EXISTING: 2025 - REVISED: 2030	EXISTING: $47,459 - REVISED: $49,822	COST INCREASE	SCHEDULE AND COST UPDATE
210	Los Angeles	TORRANCE	LA0D454	LA0D454	TRANSIT		REHAB TRANSIT ADMINISTRATIVE AND OPERATIONS OFFICES	EXISTING: 2028 - REVISED: 2030	EXISTING: $650 - REVISED: $663	COST INCREASE	SCHEDULE AND COST UPDATE
211	Los Angeles	TORRANCE	LA0D455	LA0D455	TRANSIT		REPLACE RELIEF AND SUPERVISOR VEHICLES	EXISTING: 2020 - REVISED: 2031	EXISTING: $680 - REVISED: $685	COST INCREASE	SCHEDULE AND COST UPDATE
212	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.	EXISTING: 2031 - REVISED: 2035	$35,000	NONE	SCHEDULE UPDATE
213	Orange	Laguna Nigel	ORA232704	720005	LOCAL HIGHWAY		CITY OF LAGUNA NIGUEL, IMPROVE 1.6 MILES OF LA PAZ ROAD, FROM ALISO CREEK ROAD TO CROWN VALLEY PARKWAY, TO ADDRESS CLIMATE THREATS AND GEOTECHNICAL INSTABILITY. ROAD DIET BY REDUCING THE NUMBER OF LANES IN EACH DIRECTION FROM 2 LANES TO 1 LANE AND TRANSFORM THE EXISTING CLASS II BIKE LANES TO CLASS IV PROTECTED BIKEWAYS. PAVEMENT REHAB USING HOT MIX ASPHALT (HMA) WITH A RUBBERIZED HMA CAP. MITIGATE THE SLOPE FAILURE THROUGH THE REMOVAL OF MATERIAL OR INSTALLATION OF SHEAR PINS OR RETAINING WALL.	2029	$19,429	NONE	NEW PROJECT - FOR MODELING INCLUSION
214	Orange	MISSION VIEJO	ORA000173	ORA000173	LOCAL HIGHWAY		LA PAZ RD (MURILANDS/I-5 TO CHRISANTA DR) WIDENING FROM 4 TO 6 LANES BRIDGE # 55C0215	EXISTING: 2025 - REVISED: 2024	EXISTING: $18,505 - REVISED: $25,740	COST INCREASE	SCHEDULE AND COST UPDATE
215	Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA230810	2L220	LOCAL HIGHWAY		EXISTING: PASEO DE VALENCIA AND CABOT ROAD ACTIVE TRANSPORTATION ENHANCEMENTS (OC LOOPS SEGMENT 39A) - REMOVAL OF ONE VEHICULAR TRAVEL LANE IN EACH DIRECTION ON PASEO DE VALENCIA BETWEEN ALICIA PARKWAY AND CABOT ROAD, CABOT ROAD BETWEEN PASEO DE VALENCIA AND EL PASO CONSTRUCT A CLASS IV TWO-WAY BIKEWAY ALONG THE ROADWAY. APPROXIMATELY 2.2-MILES OF PASEO DE VALENCIA AND CABOT ROAD BETWEEN THE EXISTING ALISO CREEK BIKEWAY AND EL PASO. ---------- REVISED: PASEO DE VALENCIA & CABOT ROAD ACTIVE TRANSPORTATION ENHANCEMENTS: 2.2 MI OF PEDESTRIAN SAFETY ENHANCEMENTS & HIGH COMFORT BIKEWAYS: 1. PASEO DE VALENCIA(LAGUNA HILLS DRIVE-ALICIA PKWY): MODIFY OFF-STREET PAVED TRAIL TO MEET CALTRANS HDM BIKEWAY STANDARD; 2. PASEO DE VALENCIA(200' S/O ALICIA PKWY-CABOT ROAD): ADD BIKE FACILITY, PEDESTRIAN ENHANCE, TRAFFIC CIRCULATION IMPROVEMENTS; 3. CABOT ROAD(PASEO DE VALENCIA-EL PASEO): ADD BIKE FACILITY, PEDESTRIAN ENHANCE, TRAFFIC CIRCULATION IMPROVEMENTS	2030	$5,693	NONE	SCOPE UPDATE
216	Orange	SAN CLEMENTE	ORA190914	2L220-ORA190914	LOCAL HIGHWAY		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: 2030 - REVISED: 2025	$1,476	NONE	COMPLETED

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
217	Orange	San Juan Capistrano	ORA250302	ORA250302	LOCAL HIGHWAY		LA NOVIA AVENUE BRIDGE REPLACEMENT PROJECT - LA NOVIA AVENUE BRIDGE OVER SAN JUAN CREEK FROM CALLE AROYO TO SAN JUAN CREEK ROAD IN SAN JUAN CAPISTRANO. REPLACING A 60-YEAR-OLD NARROW TWO-LANE BRIDGE THAT LACKS SIDEWALKS, BIKE LANES, AND LIGHTING WITH A FOUR-LANE BRIDGE WITH SIDEWALKS BIKE LANES. THE PROJECT WILL ENHANCE SAFETY FOR VEHICULAR TRAFFIC AND PEDESTRIANS, IMPROVE TRAFFIC FLOW, AND ROADWAY CAPACITY.	2029	$1,000	NEW COST	NEW PROJECT
218	Orange	SANTA ANA	ORA131306	2160001	LOCAL HIGHWAY		17TH STREET GRADE SEPARATION AT LOSSAN	EXISTING: 2030 - REVISED: 2032	$216,200	NONE	SCHEDULE UPDATE
219	Orange	Santa Ana	ORA190901	7120004	LOCAL HIGHWAY		FREEMONT 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: 2026 - REVISED: 2025	$5,776	NONE	COMPLETED
220	Orange	Santa Ana	ORA251201	2200L001	LOCAL HIGHWAY		SANTA ANA BOULEVARD GRADE SEPARATION - RECONSTRUCTION OF AN EXISTING RAIL CROSSING WITH THE SCRRA ORANGE LINE DOUBLE TRACKS AT SANTA ANA BOULEVARD, ADJACENT TO THE SANTA ANA REGIONAL TRANSPORTATION CENTER, WITH A NEW MULTIMODAL GRADE SEPARATED UNDERPASS. THE RECONSTRUCTED ROADWAY (0.3-MILE) WILL BE REDUCED FROM SIX-LANES TO FOUR-LANES WITH CLASS IV BIKEWAYS, SIDEWALKS, AND A PEDESTRIAN OVERCROSSING IS INCLUDED THAT PARALLELS THE RAIL LINE.	2032	$32,000	NONE	NEW PROJECT - FOR MODELING INCLUSION
221	Orange	SANTA ANA	ORA150004	ORA125	LOCAL HIGHWAY		BRISTOL STREET WIDENING FROM CIVIC CENTER DRIVE TO WASHINGTON AVENUE. WIDEN FROM 4 TO 6 LANES. PHASE IIIA. SPLIT FROM ORA125	2026	EXISTING: $8,826 - REVISED: $8,169	COST DECREASE	COST UPDATE
222	Orange	WESTMINSTER	ORA151507	2L220	LOCAL HIGHWAY		GARDEN GROVE BOULEVARD COMPLETE STREET PROJECT - EB SR-22 ON/OFF-RAMPS/NB I-405 OFF-RAMP TO THE WEST AND EB SR-22 OFF-RAMP TO THE EAST; EDWARDS ST BETWEEN GARDEN GROVE BLVD AND TRASK AVE; TRASK AVE BETWEEN EDWARDS ST AND HOOVER ST. INSTALL CLASS IV BIKEWAY WITH ROAD DIET AND CLASS II BIKEWAYS WITH ROAD DIET, TRAFFIC SIGNAL MODIFICATION, ROADWAY SIGNING AND STRIPING, WITH A NON-INFRASTRUCTURE BIKE SAFETY PILOT PROGRAM. TOLL CREDIT FOR ATP-MPO.	2024	$5,231	NONE	COMPLETED
223	Orange	CALTRANS	ORA131303	2M0735A	STATE HIGHWAY	57	SR-57 ORANGEWOOD TO KATELLA-ADD 1 MF LANE NORTHBOUND BETWEEN ORANGEWOOD AND KATELLA	2036	EXISTING: $71,780 - REVISED: $120,421	COST INCREASE	COST UPDATE
224	Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA131105	2M0717	STATE HIGHWAY	5	EL TORO ROAD INTERCHANGE - ON I-5 FROM LOS ALISOS BOULEVARD OVERCROSSING TO RIDGE ROUTE DRIVE	EXISTING: 2035 - REVISED: 2030	$120,520	NONE	SCHEDULE UPDATE
225	Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA111801	2M0730	STATE HIGHWAY	5	I-5 (ALICIA PARKWAY TO EL TORO ROAD) SEGMENT 3 - THE PROJECT WILL ADD ONE GENERAL PURPOSE LANE ON THE I-5 IN EACH DIRECTION BETWEEN ALICIA PARKWAY AND EL TORO ROAD (APPROXIMATELY 1.7 MILES), EXTEND THE 2ND HOV LANE IN BOTH DIRECTIONS AND ADD AUXILIARY LANES WHERE NEEDED.	2025	$201,050	NONE	COMPLETED
226	Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA131711	2M0730	STATE HIGHWAY	5	I-5 (SR-73 TO OSO PARKWAY) SEGMENT 1 - THE PROJECT WILL ADD ONE GENERAL PURPOSE LANE ON THE I-5 IN EACH DIRECTION BETWEEN SR-73 AND OSO CREEK (APPROXIMATELY 2.2 MILES), RECONSTRUCT AVERY PARKWAY INTERCHANGES AND ADD AUXILIARY LANES WHERE NEEDED. (PPNO 2655). PROJECT IS SPLIT WITH ORA111801 AND ORA131712. (UTILIZE TOLL CREDIT MATCH FOR RSTP/STBG)	EXISTING: 2026 - REVISED: 2025	$224,717	NONE	COMPLETED
227	Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA131712	2M0730	STATE HIGHWAY	5	I-5 (OSO CREEK TO ALICIA PARKWAY) SEGMENT 2 - THE PROJECT WILL ADD ONE GENERAL PURPOSE LANE ON THE I-5 IN EACH DIRECTION BETWEEN OSO CREEK AND ALICIA PARKWAY (APPROXIMATELY 2.6 MILES), RECONSTRUCT LA PAZ ROAD INTERCHANGE AND ADD AUXILIARY LANES WHERE NEEDED. (UTILIZE TOLL CREDIT MATCH FOR RSTP/STBG AND HIP)	2025	$230,355	NONE	COMPLETED
228	Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA040607	ORA040607	STATE HIGHWAY		ORANGE COUNTY - COUNTYWIDE ACTIVITIES: PLANNING, PROGRAMMING AND MONITORING (PPM)(PPNO 2132)	EXISTING: 2030 - REVISED: 2034	EXISTING: $28,405 - REVISED: $30,229	COST INCREASE	SCHEDULE AND COST UPDATE
229	Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA151401	ORA150201	STATE HIGHWAY	5	EXISTING: I-5 IMPROVEMENT FROM COUNTY LINE TO AVENIDA PICO - EXTEND THE EXISTING HOV LANE, REESTABLISH EXISTING AUXILIARY LANES, WIDEN EXISTING UNDER CROSSINGS, AND REPLACE TWO EXISTING OVERCROSSINGS TO ACCOMMODATE THE PROPOSED HOV LANES. ---------- REVISED: I-5 MANAGED LANE EXTENSION FROM AVENIDA PICO TO SAN DIEGO COUNTY LINE	2036	$250,000	NONE	PROJECT SCOPE UPDATE
230	Orange	ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)	ORA131301	2121002	STATE HIGHWAY	55	SR-55 (I-5 TO SR-91): ADD CAPACITY BETWEEN I-5 AND SR-22 AND IMPROVE OPERATIONS BETWEEN I-5 AND SR-91. (UTILIZE TOLL CREDIT MATCH FOR RSTP).	2035	EXISTING: $131,305 - REVISED: $202,135	COST INCREASE	COST UPDATE
231	Orange	ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)	ORA170005	2M0719	STATE HIGHWAY	605	I-605/KATELLA AVE INTERCHANGE - IMPROVE THE LOCAL INTERCHANGE TO IMPROVE FREEWAY ACCESS, TRAFFIC OPERATIONS, ENHANCE SAFETY, AND IMPROVE PEDESTRIAN AND BICYCLE FACILITIES WITHIN PROJECT LIMITS.	EXISTING: 2039 - REVISED: 2030	EXISTING: $34,464 - REVISED: $53,014	COST INCREASE	SCHEDULE AND COST UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
232	Orange	Various Agencies	ORA111207	2T01135	STATE HIGHWAY	241	241/91 EXPRESS LANES (HOT) CONNECTOR: NB SR-241 TO EB SR-91, WB SR-91 TO SB SR-241	2035	EXISTING: $423,000 - REVISED: $524,210	COST INCREASE	COST UPDATE
233	Orange	LAGUNA BEACH	ORA990933	ORA199	TRANSIT		TRANSIT OPERATING ASSISTANCE (LAGUNA BEACH)	2030	EXISTING: $39,821 - REVISED: $39,209	COST DECREASE	COST UPDATE
234	Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA080803	2OM0701	TRANSIT		CAPITAL COST OF CONTRACTING (COSTS ASSOCIATED WITH CONTRACTING FOR ACCESS AND CONTRACTED FIXED ROUTE SERVICES. - OCTA/MISSION VIEJO), CONTRACTED SERVICES (ACCESS - 5310 ONLY - OCTA, MISSION VIEJO AND RIV/SB). TRANSIT DEVELOPMENT CREDITS IN FY16/17 OF FTA 5307 @ $5,385, FY16/17 OF FTA 5310 @ $415, FY17/18 OF FTA 5307 @ $4,142, FY17/18 OF FTA 5310 @ $424, FY18/19 OF FTA 5307 @ $4,171, FY18/19 OF FTA 5310 @ $433, FY18/19 OF FTA 5339 @ $620, FY19/20 OF FTA 5307 @ $4,391, FY19/20 OF FTA 5310 @ $442, FY19/20 O	2030	EXISTING: $148,259 - REVISED: $422,006	COST INCREASE	COST UPDATE
235	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: 2025 - REVISED: 2026	EXISTING: $595,757 - REVISED: $665,600	COST INCREASE	SCHEDULE AND COST UPDATE
236	Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020106	ORA020106	TRANSIT		PREVENTIVE MAINTENANCE (OCTA): PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES2 AND TABLE 3 CATEGORIES - PURCHASE OF OFFICE, SHOP, AND OPERATING EQUIPMENT FOR EXISTING FACILITIES. TRANSIT DEVELOPMENT CREDITS/TOLL CREDITS: FY16/17 OF SECTION 5307 @ $3,525, FY16/17 OF SECTION 5337 @ $620, FY17/18 OF SECTION 5307 @ $2,936, FY 17/18 OF SECTION 5337 @ $631, FY18/19 OF SECTION 5307 @ $3,061, FY18/19 OF SECTION 5337 @ $642, FY19/20 OF SECTION 5307 @ $3,024, FY19/20 OF SECTION 5337 @ $653, FY20/21	EXISTING: 2030 - REVISED: 2034	EXISTING: $141,213 - REVISED: $208,220	COST INCREASE	SCHEDULE AND COST UPDATE
237	Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA021202	ORA021202	TRANSIT		BUS OPERATING ASSISTANCE FTA9 - FOR PARATRANSIT (MISSION VIEJO)	EXISTING: 2022 - REVISED: 2025	$36,096	NONE	COMPLETED
238	Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA021203	ORA021203	TRANSIT		PREVENTIVE MAINTENANCE (MISSION VIEJO) TRANSIT DEVELOPMENT CREDITS: FY16/17 OF FTA 5307 @ $29, FY16/17 OF FTA 5337 @ $7, FY17/18 OF FTA 5307 @ $1,791, FY17/18 OF FTA 5337 @ $8, FY18/19 OF FTA 5307 @ $1,828, FY18/19 OF FTA 5337 @ $8, FY19/20 OF FTA 5307 @ $1,865, FY19/20 OF FTA 5337 @ $8, FY20/21 OF FTA 5307 @ $1,865, FY20/21 OF FTA 5337 @ $8, FY21/22 OF FTA 5307 @ $1,865 AND FY21/22 OF FTA 5337 @ $8.	2030	EXISTING: $83,713 - REVISED: $160,287	COST INCREASE	COST UPDATE
239	Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA174	ORA174	TRANSIT		BUS OPERATING ASSISTANCE FTA9 - FOR PARATRANSIT (OCTA)	EXISTING: 2022- REVISED: 2030	EXISTING: $181,879- REVISED: $133,720	COST DECREASE	SCHEDULE AND COST UPDATE
240	Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA37111	ORA37111	TRANSIT		CAPITAL MAINTENANCE ON METROLINK SYSTEM - REHABILITATION, RECONSTRUCTION OR REPLACEMENT OF TRACK STRUCTURES, TRACK AND TRACKBED, SIGNALS, COMMUNICATION SYSTEMS, FACILITIES, STATIONS, PLATFORMS, SIGNAGE, FARE COLLECTION EQUIPMENT (TVM) AND SYSTEMS, AND ROLLING STOCK INCLUDING THE PURCHASE OF REPLACEMENT LOCOMOTIVES WITH TIER-4 TECHNOLOGY.(NON-CAPACITY INCREASING), TDC MATCH FOR FTA 5337: FY 15/16 $714, FY 16/17 $2,288, FY 17/18 $3,097, FY 18/19 $3,151, FY 19/20 $3,205, FY 20/21 $3,205, AND FY 21/22 $3,205.	2030	EXISTING: $192,169 - REVISED: $315,593	COST INCREASE	COST UPDATE
241	Riverside	BANNING	RIV210510	3G01G19	LOCAL HIGHWAY		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)	EXISTING: 2030 - REVISED: 2035	EXISTING: $59,250 - REVISED: $63,650	COST INCREASE	SCHEDULE AND COST UPDATE
242	Riverside	Banning	RIV180103	RIV180103	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF BANNING - CONSTRUCT SUN LAKES BLVD EASTERLY EXTENSION (APPROX 1.1 MILES) FROM HIGHLAND HOME RD TO WESTWARD AVE AND SUNSET AVE, INCLUDING 4 LANES (2 LANES EACH DIRECTION), RAISED MEDIAN, AND CONSTRUCTION OF TWO BRIDGES.	2030	EXISTING: $29,000 - REVISED: $37,000	COST INCREASE	COST UPDATE
243	Riverside	BEAUMONT	RIV180129A	RIV180129-RIV180129A	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF BEAUMONT - GRADE SEPARATION UNDER CROSSING AT PENNSYLVANIA AVE AND UPRR INCLUDING RETAINING WALLS AND DRAINAGE.	2030	EXISTING: $42,250 - REVISED: $78,891	COST INCREASE	COST UPDATE
244	Riverside	BEAUMONT	RIV230806	RIV230806	LOCAL HIGHWAY		IN WESTERN RIVERSIDE COUNTY IN THE CITY OF BEAUMONT: CONSTRUCT SECOND STREET EXTENSION (APPROX. 2,468 FEET) FROM THE CURRENT TERMINUS AT THE WESTERLY BOUNDARY OF FIRST STREET SELF AND RV STORAGE, TO PENNSYLVANIA AVENUE, INCLUDING 4 LANES (2 LANES IN EACH DIRECTION), CURB AND GUTTER, STORM DRAIN, AND THREE CULVERT CROSSINGS.	EXISTING: 2030 - REVISED: 2025	$6,800	NONE	COMPLETED
245	Riverside	CALIMESA	RIV060102	RIV060102	LOCAL HIGHWAY		IN CALIMESA - WIDEN EB COUNTY LN RD FROM 1 TO 2 LNS (I-10 TO 600' E/O CALIMESA BLVD), CONSTRUCT 90 FT. ROUNDABOUT AT INTERSECTION OF CALIMESA BLVD AND COUNTY LN RD, WIDEN ALL ADJACENT CORNERS FOR TRANSITION TO ROUNDABOUT INCLUDING CURB AND GUTTER AS REQUIRED. ADDITIONAL IMPROVEMENTS INCLUDE DRAINAGE AND CONCRETE WORK (SAFETEA-LU-DEMO ID 445, 1316)	2030	EXISTING: $7,207 - REVISED: $7,456	COST INCREASE	COST UPDATE
246	Riverside	CATHEDRAL CITY	RIV180107	3A01CV089	LOCAL HIGHWAY		IN COACHELLA VALLEY FOR CITY OF CATHEDRAL CITY - WIDENING OF VARNER ROAD FROM 2 TO 4 LANES BETWEEN PALM DRIVE AND MOUNTAIN VIEW AND 2 TO 6 LANES WITH CENTER MEDIAN FROM MOUNTAIN VIEW TO DATE PALM DRIVE INCLUDING CROSSING AT LONGS CREEK CROSSING.	EXISTING: 2030 - REVISED: 2035	$33,500	NONE	SCHEDULE UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
247	Riverside	CATHEDRAL CITY	RIV180106	3A01CV091	LOCAL HIGHWAY		IN COACHELLA VALLEY FOR CITY OF CATHEDRAL CITY - WIDENING OF VARNER ROAD FROM 2 TO 4 LANES (2 LANES EA DIRECTION) WITH CENTER MEDIAN FROM DATE PALM DR TO BOB HOPE DR.	EXISTING: 2030 - REVISED: 2035	$47,000	NONE	SCHEDULE UPDATE
248	Riverside	CATHEDRAL CITY	RIV110501	3A07028	LOCAL HIGHWAY		IN COACHELLA VALLEY IN THE CITY OF CATHEDRAL CITY - DATE PALM DR WIDENING FROM I-10 TO VARNER RD.: WIDENING OF DATE PALM DR. FROM 2 TO 6 LNS (3 LNS IN EA DIR) FROM I-10 TO VARNER RD INCLUDING A BOX CULVERT SPANNING THE LONG CANYON WASH. OTHER IMPROVEMENTS INCLUDE ADDITIONAL TURNING LANES AT INTERSECTION OF DATE PALM DR. & VARNER RD., TRAFFIC SIGNALIZATION, SIDEWALKS, MEDIANS AND BIKE LANES.	EXISTING: 2028 - REVISED: 2035	$6,791	NONE	SCHEDULE UPDATE
249	Riverside	COACHELLA	RIV180145	3160028	LOCAL HIGHWAY		IN THE COACHELLA VALLEY IN THE CITY OF COACHELLA: WIDEN DILLON RD FROM 2 TO 6 LANES, FROM CABAZON RD TO SR-86 I/C, INCLUDING RECONSTRUCTION OF BRIDGE (#56C0318) OVER COACHELLA VALLEY STORMWATER CHANNEL, SIDEWALK, MEDIANS AND BIKE LANES.	2035	EXISTING: $49,375 - REVISED: $53,275	COST INCREASE	COST UPDATE
250	Riverside	COACHELLA	RIV030901A	3A01CV004-RIV030901A	LOCAL HIGHWAY		IN COACHELLA VALLEY IN THE CITY OF COACHELLA: EXTEND AVE 50 FROM FILLMORE STREET TO INTERSTATE 10 INTERCHANGE PROJECT (FTIP ID: RIV030901). EXTEND AVE 50 BY ADDING 6 LANES AND CONSTRUCT BRIDGE OVER AMERICAN CANAL.	EXISTING: 2029 - REVISED: 2030	$34,000	NONE	SCHEDULE UPDATE
251	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 INTRSCTN.	EXISTING: 2027 - REVISED: 2032	EXISTING: $52,365 - REVISED: $68,838	COST INCREASE	SCHEDULE AND COST UPDATE
252	Riverside	COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV140820A	3ITS08-RIV140820A	LOCAL HIGHWAY		IN EASTERN RIVERSIDE COUNTY FOR CVAG: REGIONAL SIGNAL SYNC PH II ON 18 CORRIDORS (MONTEREY, COOK, PALM DR, BOB HOPE, FRED WARING, DINAH SHORE, GENE AUTRY, DATE PALM, INDIO BLVD, JEFFERSON, PALM CANYON, VISTA CHINO, COUNTRY CLUB, MONROE, AVE 48, SUNRISE, INDIAN CYN, JACKSON) TO INCLUDE SIGNAL UPGRADES, COMMUNICATION SYSTEMS, HARDWARE AND SOFTWARE.	EXISTING: 2026 - REVISED: 2027	$91,305	NONE	SCHEDULE UPDATE
253	Riverside	COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV251201	3ITS08	LOCAL HIGHWAY		IN THE COACHELLA VALLEY, IN THE UNINCORPORATED COUNTY OF RIVERSIDE, INSTALL ROADWAY, INTERSECTION IMPROVEMENTS, AND VARIOUS SAFETY COUNTERMEASURES, INCLUDING INTELLIGENT TRAFFIC SYSTEM (ITS) EQUIPMENT ALONG VARNER ROAD FROM 0.4MI NORTH/WEST OF BOB HOPE DRIVE TO 0.5 SOUTH/EAST OF MONTEREY AVENUE. (3A)	2030	$7,902	NONE	NEW PROJECT
254	Riverside	COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV251202	3ITS08	LOCAL HIGHWAY		IN THE COACHELLA VALLEY, IN THE CITIES OF CATHEDRAL CITY, INDIO, AND THE UNINCORPORATED COUNTY OF RIVERSIDE, INSTALL INTELLIGENT TRAFFIC SYSTEM (ITS) EQUIPMENT AND MINOR INTERSECTION IMPROVEMENTS TO FACILITATE TRAFFIC SIGNAL SYNCHRONIZATION ALONG VARNER RD BTWN PALM DR IN THE UNINCORPORATED PORTION OF RIV CO AND GOLF CENTER PRKWY IN INDIO (NOT INCLUDING FROM 0.4MI NORTH/WEST OF BOB HOPE DRIVE TO 0.5 SOUTH/EAST OF MONTEREY AVE - THIS IS DONE THROUGH RIV251201).	2030	$33,900	NONE	NEW PROJECT
255	Riverside	COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV270702	3ITS08	LOCAL HIGHWAY		IN THE COACHELLA VALLEY, IN THE CITY OF RANCHO MIRAGE, INSTALL INTELLIGENT TRAFFIC SYSTEM (ITS) EQUIPMENT AND MINOR INTERSECTION IMPROVEMENTS TO FACILITATE TRAFFIC SIGNAL SYNCHRONIZATION ALONG SEVERAL OF THE CITYS KEY TRANSPORTATION CORRIDORS, INCLUDING BOB HOPE DRIVE, FRANK SINATRA DRIVE, RAMON ROAD, LOS ALAMOS ROAD, COUNTRY CLUB DRIVE, DA VALL DRIVE AND GERALD FORD DRIVE.	2031	$13,100	NONE	NEW PROJECT
256	Riverside	Corona	RIV160405	3161L005	LOCAL HIGHWAY		IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF CORONA - MAGNOLIA AVE BRIDGE WIDENING FROM 4 TO 6 LANES FROM EL CAMINO AVE TO 1000 FT E/O ALL AMERICAN WY, INCLUDING THE WIDENING OVER THE TEMESCAL CHANNEL; PROJECT TO INCLUDE CONSTRUCTION OF MISSING SIDEWALK, BIKE LANES, ADA COMPLIANT RAMPS, AND DECORATIVE LANDSCAPING.	EXISTING: 2028 - REVISED: 2029	$19,151	NONE	SCHEDULE UPDATE
257	Riverside	CORONA	RIV011240	RIV011240	LOCAL HIGHWAY		IN CORONA ON EXISTING MCKINLEY ST - CONSTRUCT UP TO 4 LANE GRADE SEPARATION OVERCROSSING BRIDGE OVER EXISTING BNSF RAILROAD CROSSING AND ROADWAY IMPROVEMENTS. INCLUDING BUT NOT LIMITED TO CONS OF STRUCTURAL WALLS, DRAINAGE FACILITIES, BIKE & PED FACILITIES, AND UTILITY WORK. ROW ACQUSITION & RELOCATION ANTICIPATED..	EXISTING: 2024 - REVISED: 2025	$112,486	NONE	COMPLETED
258	Riverside	Desert Hot Springs	RIV210407	4A98L02	LOCAL HIGHWAY		IN COACHELLA VALLEY IN THE CITY OF DESERT HOT SPRINGS: CONSTRUCT FIVE NEW BRIDGES OVER WATER CROSSINGS; TWO ALONG DILLON ROAD BETWEEN LITTLE MORONGO ROAD AND PALM DRIVE, TWO ALONG LITTLE MORONGO ROAD BETWEEN DILLON ROAD AND MISSION LAKES ROAD, AND ONE ALONG TWO BUNCH PALMS TRAIL BETWEEN LITTLE MORONGO ROAD AND PALM DRIVE.	EXISTING: 2027- REVISED: 2035	$21,547	NONE	SCHEDULE UPDATE
259	Riverside	Desert Hot Springs	RIV210407A	4A98L02	LOCAL HIGHWAY		IN COACHELLA VALLEY IN THE CITY OF DESERT HOT SPRINGS: CONSTRUCT TWO NEW BRIDGES OVER LOW WATER CROSSINGS ALONG NORTH INDIAN CANYON DRIVE BETWEEN PIERSON BLVD AND HWY 62.	2027	EXISTING: $21,547 - REVISED: $3,943	COST DECREASE	COST UPDATE
260	Riverside	EASTVALE	RIV200702	RIV200702	LOCAL HIGHWAY		IN WESTERN RIVERSIDE CO. FOR THE CITY OF EASTVALE - NORTH/SOUTH BIKE NETWORK GAP CLOSURE AND CONNECTIVITY TO NORTH EASTVALE: INSTALLATION OF 4.7 MILES OF PROTECTED BIKEWAYS (CLASS I) ALONG SCHOLAR WAY AND HARRISON AVE, FROM THE COUNTY LINE TO THE SANTA ANA RIVER TRAIL, ADJACENT TO SIX SCHOOLS; INCL EDUCATION AND ENCOURAGEMENT CAMPAIGNS.	2030	$571	COST REMOVAL	DELETED
261	Riverside	INDIO	RIV210621	3A07086	LOCAL HIGHWAY		EXISTING: WIDEN FROM 3 TO 4 LANES ---------- REVISED: 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: 2024 - REVISED: 2030	EXISTING: $5,177 - REVISED: $27,394	COST INCREASE	SCOPE, SCHEDULE, AND COST UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
262	Riverside	INDIO	RIV270801	3A01CV116	LOCAL HIGHWAY		EXISTING: WIDEN TO 4 LANES --- REVISED: IN COACHELLA VALLEY, IN THE CITY OF INDIO: WIDEN JEFFERSON ST FROM AVE 38 TO VARNER RD. WIDEN FROM TWO TO FOUR LANES BETWEEN AVE 38 AND AVE 40; FOUR TO SIX LANES FROM AVE 40 TO SUN CITY BLVD. INSTALLATION OF SIDEWALKS AND BIKE FACILITIES BETWEEN AVE 38 AND VARNER RD. NEW TRAFFIC SIGNAL AT AVE 38.	EXISTING: 2027 - REVISED: 2029	EXISTING: $4,289 - REVISED: $17,905	COST INCREASE	SCOPE, SCHEDULE, AND COST UPDATE
263	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.	2030	EXISTING: $7,426 - REVISED: $13,375	COST INCREASE	COST UPDATE
264	Riverside	INDIO	RIV210622	3A07056	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	2030	EXISTING: $14,850 - REVISED: $13,375	COST DECREASE	COST UPDATE
265	Riverside	INDIO	RIV210620	3A07070	LOCAL HIGHWAY		EXISTING: WIDEN FROM 2 TO 4 LANES. SHARED PROJECT BETWEEN THE CITY OF LA QUINTA AND INDIO. THE SOUTH SIDE OF AVENUE 50 WIDENING FROM 1 TO 2 LANES, INCLUDING BIKE LANES AND SIDEWALK. --- REVISED: IN COACHELLA VALLEY IN THE CITY OF INDIO: WIDEN THE NORTHSIDE OF AVENUE 50 FROM JEFFERSON TO MADISON STREET FROM 1 TO 2 LANES INCLUDING A CENTER MEDIAN/LEFT TURN LANE. THE IMPROVEMENTS INCLUDE INSTALLING A NEW SIDEWALK AND BIKE LANE ALONG THE NORTHSIDE OF AVENUE 50.	EXISTING: 2030 ----- REVISED: 2028	EXISTING: $10,857 - REVISED: $10,591	COST DECREASE	SCHEDULE AND COST UPDATE
266	Riverside	INDIO	RIV111202	3A07137	LOCAL HIGHWAY		IN THE CITY OF INDIO - AVE 44 BRIDGE REPLACEMENT: REPLACE EXISTING AVENUE 44 TWO LANE LOW WATER CROSSING OVER THE COACHELLA VALLEY STORMWATER CHANNEL WITH A FOUR LANE BRIDGE (BRIDGE NO. 00L0056), INCLUDING 6 FT SIDEWALK AND BIKE LANES ON EACH SIDE OF THE BRIDGE.	EXISTING: 2030 - REVISED: 2026	EXISTING: $29,117 - REVISED: $34,518	COST INCREASE	SCHEDULE AND COST UPDATE
267	Riverside	LA QUINTA	RIV210624	3A07070	LOCAL HIGHWAY		EXISTING: WIDEN FROM 2 TO 4 LANES. SHARED PROJECT BETWEEN THE CITY OF LA QUINTA AND INDIO. THE SOUTH SIDE OF AVENUE 50 WIDENING FROM 1 TO 2 LANES, INCLUDING BIKE LANES AND SIDEWALK. --- REVISED: IN COACHELLA VALLEY, IN THE CITY OF LA QUINTA: WIDEN THE SOUTHSIDE OF AVENUE 50 FROM 1 TO 2 LANES BETWEEN VERANO DRIVE TO MADISON STREET, INCLUDING CLASS II BIKE LANES AND SIDEWALK BETWEEN JEFFERSON STREET TO VERANO DRIVE.	EXISTING: 2030 - REVISED: 2027	EXISTING: $10,857 - REVISED: $3,432	COST DECREASE	SCOPE, SCHEDULE AND COST UPDATE
268	Riverside	LAKE ELSINORE	RIV111203	3A04WT198	LOCAL HIGHWAY		IN LAKE ELSINORE - TEMESCAL CANYON RD BRIDGE REPLACEMENT/REALIGNMENT: REPLACE TEMESCAL CANYON RD. 2 LANE BRIDGE WITH A 4 LANE OVER TEMESCAL WASH, 0.35 MI. W/O LAKE STREET AND PROVIDE TRANSITION TO A 2 LANE ROADWAY (BOTH SIDES). OTHER IMPROVEMENTS INCLUDE CONS OF 880 LF OF SIDEWALK AND 8 FT CLASS II BIKE LNS ON EACH SIDE OF THE BRIDGE. (BRIDGE NO. 56C0050).	2030	EXISTING: $22,412 - REVISED: $22,408	COST DECREASE	COST UPDATE
269	Riverside	MARCH JOINT POWERS AUTHORITY	RIV991216	4A98L03	LOCAL HIGHWAY		EXISTING: IN WESTERN RIVERSIDE COUNTY IN THE MARCH JPA - WIDENING OF VILLAGE WEST DRIVE FROM LEMAY DRIVE TO NANDINA AVENUE WITH 4-LANE ARTERIAL (2 LANES IN EACH DIRECTION) WITH A CENTER MEDIAN. --- REVISED: IN WESTERN RIVERSIDE COUNTY IN THE MARCH JPA - CONSTRUCT 2 LANES IN EACH DIRECTION ALONG VILLAGE WEST DRIVE FROM LEMAY DRIVE TO NANDINA AVENUE.	2030	$500	NONE	PROJECT SCOPE UPDATE
270	Riverside	MORENO VALLEY	RIV151103	3160036	LOCAL HIGHWAY		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.	2032	EXISTING: $8,500 - REVISED: $13,300	COST INCREASE	COST UPDATE
271	Riverside	MORENO VALLEY	RIV180123	3A01WT049A-RIV180123	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF MORENO VALLEY - WIDEN ALESSANDRO FROM OLD 215 TO FREDERICK STREET FROM 2 TO 3 CONTINUOUS THROUGH LANES IN THE WESTBOUND DIRECTION, FOR A TOTAL OF 6 THROUGH LANES IN THIS SEGMENT. PROJECT WILL ADD ONE CONTINUOUS WESTBOUND LANE, REPLACE EXISTING SIDEWALKS AS NEEDED, CONSTRUCT RAISED MEDIANS, MODIFY SIGNALS, UPGRADE ADA RAMPS, INSTALL BIKE LANES.	EXISTING: 2035 - REVISED: 2040	EXISTING: $6,000 - REVISED: $8,700	COST INCREASE	SCHEDULE AND COST UPDATE
272	Riverside	MORENO VALLEY	RIV080915	3A04WT056F	LOCAL HIGHWAY		IN THE CITY OF MORENO VALLEY - WIDEN IRONWOOD AVE BETWEEN PERRIS BLVD AND NASON ST. FROM 2 TO 5 LANES (2 LANES IN EACH DIRECTION AND 1 CENTER TURNING LANE) . ADDITIONAL IMPROVEMENTS INCLUDE SIGNAL MODIFICATIONS, LIGHTING, DRAINAGE, CURB, GUTTER, STRIPING, AND SIDEWALK.	2040	EXISTING: $17,150 - REVISED: $20,450	COST INCREASE	COST UPDATE
273	Riverside	MORENO VALLEY	RIV080918	3A07156	LOCAL HIGHWAY		IN THE CITY OF MORENO VALLEY - WIDEN REDLANDS BLVD BETWEEN SR-60 AND CACTUS AVE FROM 2 TO 4 LANES. IMPROVEMENTS INCLUDE MEDIANS, TRAFFIC SIGNALS, CHANNELIZATION, LEFT TURN POCKETS, DEDICATED RIGHT TURN, DRAINAGE, LANDSCAPING, SIDEWALKS, BIKE LANES, AND TRAILS.	EXISTING: 2035 - REVISED: 2040	$20,500	NONE	SCHEDULE UPDATE
274	Riverside	MORENO VALLEY	RIV090910	3A0806	LOCAL HIGHWAY		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	EXISTING: $600 - REVISED: $6,400	COST INCREASE	COST UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
275	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 BY REPLACING EXISTING TWO-LANE BRIDGE WITH A SIX-LANE BRIDGE OVER UNION PACIFIC RAILROAD AND AMTRAK (HBRR#:56C0025).	EXISTING: 2026 - REVISED: 2027	EXISTING: $27,087 - REVISED: $40,073	COST INCREASE	SCHEDULE AND COST UPDATE
276	Riverside	Perris	RIV270802	424L020	LOCAL HIGHWAY		EXISTING: ELLIS AVE./EVANS RD.: EXTENSION FROM SAN JACINTO AVE. TO I-215: CONSTRUCT A 4-LANE OVERCROSSING, INCLUDING CURB, GUTTER, SIDEWALK, MEDIAN, AND TRAFFIC SIGNAL.---------- REVISED: IN WESTERN RIVERSIDE COUNTY, IN THE CITY OF PERRIS, EXTEND ELLIS AVENUE FROM ITS CURRENT TERMINUS WEST OF I-215 TO SAN JACINTO AVENUE, EAST OF I-215 INCLUDING A NEW OVERCROSSING BRIDGE ON I-215	EXISTING: 2030- REVISED: 2031	EXISTING: $30,000- REVISED: $117,800	COST INCREASE	SCOPE, SCHEDULE, AND COST UPDATE
277	Riverside	Rancho Mirage	RIV221002	424L021	LOCAL HIGHWAY		IN THE CITY OF RANCHO MIRAGE - TRAFFIC SIGNAL INTERCONNECT AND CONTROLLER CABINET UPGRADES AT 18 INTERSECTIONS: RAMON RD, DA VALL DR, RATTLER RD, LOS ALAMOS RD, DINAH SHORE DR, MISSION HILLS DR (NORTH), MISSION HILLS DRIVE/LINCOLN PL, WESTIN MISSION HILLS RESORT, BOB HOPE DR, DEAN MARTIN DR, GINGER ROGERS DR, INVERNESS DR/LOS ALAMOS DR, VICTORIA FALLS DR, VERSAILLES DR, GERALD FORD DR, MORNINGSIDE DR/THOMPSON DR, AND FRANK SINATRA DR.	2028	$4,000	COST REMOVAL	DELETED
278	Riverside	RIVERSIDE COUNTY	RIV180111	3120036	LOCAL HIGHWAY		EXISTING: GRADE SEPARATION - 2 LANES OVER UPRR TRACKS ---------- REVISED: IN WESTERN RIV CO IN THE CITY OF JURUPA VALLEY - ON JURUPA ROAD, CONSTRUCT A 2 LANE GRADE SEPARATION, CROSSING THE UPRR AND VAN BUREN BLVD WITH RECONSTRUCTED CONNECTION TO VAN BUREN BLVD.	EXISTING: 2022 - REVISED: 2027	EXISTING: $136,000 - REVISED: $176,627	COST INCREASE	SCOPE, SCHEDULE, AND COST UPDATE, PROJECT IS OPEN FOR USE
279	Riverside	RIVERSIDE COUNTY	RIV181110	3200L072	LOCAL HIGHWAY		IN WESTERN RIVERSIDE COUNTY - CONSTRUCT 6 LANE ARTERIAL ON CLINTON KEITH ROAD FROM LEON RD TO SR-79.	EXISTING: 2024 - REVISED: 2025	EXISTING: $43,994 - REVISED: $34,699	COST DECREASE	SCHEDULE AND COST UPDATE
280	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: 2029 - REVISED: 2024	EXISTING: $71,207 - REVISED: $70,177	COST DECREAE	SCHEDULE AND COST UPDATE. PROJECT OPEN FOR USE
281	Riverside	RIVERSIDE COUNTY	RIV090903	3A04WT137A	LOCAL HIGHWAY		IN RIVERSIDE COUNTY ON CAJALCO RD - WIDENING FROM 2TO4 THRU LNS (2 IN EA DIR) FROM TEMESCAL CANYON BRIDGE/EAGLE CANYON ROAD TO HARVILL AVE AND FROM 4 TO 6 LANES W/3 LANES IN THE WB DIR FROM TEMESCAL CANYON RD TO TEMESCAL CANYON BRIDGE, 3 LANES IN THE EB DIR FROM TEMESCAL CANYON ROAD TO JUST EAST OF EAGLE CANYON ROAD, & 3 LANES EB & WB FROM HARVILL AVE TO I-215, INCLUDING TURN POCKETS & THE CONSTRUCTION OF NEW, AND RECONSTRUCTION OF EXISTING BRIDGES AS NEEDED (TC USED FOR STPL MATCH).	EXISTING: 2028 - REVISED: 2032	$173,185	NONE	SCHEDULE UPDATE
282	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).	EXISTING: 2028 - REVISED: 2029	EXISTING: $46,952 - REVISED: $55,952	COST INCREASE	SCHEDULE AND COST UPDATE
283	Riverside	Riverside County	RIV071288	3G0705	LOCAL HIGHWAY	Avenue 16/SR195	IN EASTERN RIVERSIDE CO. IN THE COACHELLA VALLEY FOR THE COMMUNITY OF MECCA: CONSTRUCT A NEW TWO-LN (1-LN IN EA DIR) GRADE SEPARATION BYPASS S/O AVE 66 BEGINNING 2,800 FT E/O SR-86 & CONNECTING BACK TO AVE 66 AT DALE KILER RD. BYPASS WILL BE APPROX. 0.9 MILES WITH ELEVATED STRUCTURE OVER THE UPRR, HAMMOND RD., AND SH 111. PROJECT INCLUDES REALIGNED SH-111 & CONNECTIONS TO LINCOLN ST.	2022	$55,845	NONE	COMPLETED
284	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. HBP FROM 10/20/2023.	EXISTING: 2032 - REVISED: 2035	$21,361	NONE	SCHEDULE UPDATE
285	Riverside	TEMECULA	RIV180134	3160042	LOCAL HIGHWAY		EXISTING: IN WESTERN RIV CO IN THE CITY OF TEMECULA - YNEZ RD WIDENING FROM 2 TO 4-LANES FROM TIERRA VISTA ROAD TO SANTIAGO ROAD INCLUDING CURB & GUTTER, SIDEWALK, ADA IMPROVEMENTS, AND LANDSCAPE MEDIAN. ---------- REVISED: IN WESTERN RIV CO IN THE CITY OF TEMECULA - YNEZ RD WIDENING FROM 3 TO 4-LANES FROM TIERRA VISTA ROAD TO RANCHO VISTA ROAD INCLUDING CURB & GUTTER, SIDEWALK, ADA IMPROVEMENTS, AND MEDIAN	2028	EXISTING: $5,175 - REVISED: $6,405	COST INCREASE	PROJECT SCOPE AND COST UPDATE
286	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)	EXISTING: 2027 - REVISED: 2035	EXISTING: $14,928 - REVISED: $17,051	COST INCREASE	SCHEDULE AND COST UPDATE
287	Riverside	WILDOMAR	RIV180127	3A01WT071	LOCAL HIGHWAY		CLINTON KEITH WIDENING - SEGMENT 1 (CIP 025-1): WIDENENING OF CLINTON KEITH RD 5 TO 6 LANES FROM ARYA RD. TO WILDOMAR TRAIL. 4 TO 6 LANES FROM WILDOMAR TRAIL TO INLAND VALLEY DR. 2 TO 4 LANES FROM INLAND VALLEY DR. TO COPPER CRAFT. INSTALLATION OF CLASS 2 BIKE LANES WITH BUFFERS OF 1.8 MI LENGTH.	2030	EXISTING: $11,550 - REVISED: $21,250	COST INCREASE	COST UPDATE
288	Riverside	WILDOMAR	RIV180126D	3A01WT133	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF WILDOMAR - PH 1 SEGMENT 1 SECTION 2: WIDEN BUNDY CANYON RD FROM 2 TO 4 LANES FROM 1600' E/O OAK CANYON DRIVE TO SUNSET AVE.	2030	EXISTING: $30,000 - REVISED: $41,400	COST INCREASE	COST UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
289	Riverside	WILDOMAR	RIV180126B	3A01WT134	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF WILDOMAR - PH 2: WIDEN BUNDY CANYON RD FROM 2 TO 4 LANES FROM MISSION TRAIL TO I-15.	2030	EXISTING: $6,000 - REVISED: $3,678	COST DECREASE	COST UPDATE
290	Riverside	WILDOMAR	RIV200104	3A04WT126-RIV200104	LOCAL HIGHWAY		EXISTING: WILDOMAR TRAIL/I-15 INTERCHANGE (CIP 074): RECONSTRUCT AND WIDEN WILDOMAR TRAIL/I-15 INTERCHANGE BETWEEN THE FREEWAY ON-RAMPS AND OFF-RAMPS, FROM 2 LANES TO 4 LANES, INCLUDING NEW TRAFFIC SIGNALS AT EACH RAMP. ---------- REVISED: WILDOMAR TRAIL/I-15 INTERCHANGE (CIP 074): RECONSTRUCT WILDOMAR TRAIL INTERCHANGE BETWEEN THE EXISTING CLINTON KEITH ROAD AUXILIARY LANES AND MID-WAY TO BUNDY CANYON ROAD. WIDEN EXISTING AND ADD NEW RAMPS, WIDEN THE OVERCROSSING TO A MINIMUM OF 4 LANES, AND CONSTRUCT TURN LANES AND NEW INTERSECTIONS AT THE ENTRANCE/EXIT RAMPS AND AT MONTE VISTA DRIVE.	2035	$17,350	NONE	PROJECT SCOPE UPDATE
291	Riverside	Wildomar	RIV210625	4A98L00	LOCAL HIGHWAY		EXISTING: IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR: WIDEN PALOMAR STREET FROM 2 TO 4 LANES FROM GRUWELL STREET TO WILDOMAR TRAIL. ---------- REVISED: IN THE CITY OF WILDOMAR: PALOMAR WIDENING - PHASE 2 (CIP 028-2): WIDENING OF PALOMAR ST. FROM GRUWELL ST. TO WILDOMAR TRAIL FROM 2 TO 4 LANES (2 LANES EA DIRECTION).	EXISTING: 2030 - REVISED: 2026	$4,816	NONE	COMPLETED
292	Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV250901	RIV250901	PASSENGER RAIL		IN WESTERN RIVERSIDE COUNTY FOR RCTC: CONSTRUCT A NEW RAIL STATION WITH 300 - 500 PARKING SPACES, MEAD VALLEY STATION ALONG THE 91/PERRIS VALLEY LINE (PVL)	2033	$9,405	NEW COST	NEW PROJECT
293	Riverside	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	RIV170303A	3200T006	PASSENGER RAIL		MORENO VALLEY/ MARCH STATION IMPROVEMENT - STATION UPGRADE WITH ADDITIONAL PLATFORM AND THREE MILES OF DOUBLE TRACK.	EXISTING: 2027- REVISED: 2025	$41,000	NONE	COMPLETED
294	Riverside	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	RIV230801	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.	EXISTING: 2030 - REVISED: 2027	EXISTING: $25,000 - REVISED: $37,024	COST INCREASE	SCHEDULE AND COST UPDATE
295	Riverside	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	RIV230802	3200T009	PASSENGER RAIL		PVL 2ND MAIN TRACK PROJECT INCLUDING APPROX 9 MILES OF SECOND MAIN TRACK FROM CONTROL POINT EASTRIDGE (MP 72.2) TO CONTROL POINT NUEVO (MP 81.4)	2030	EXISTING: $36,500 - REVISED: $80,800	COST INCREASE	COST UPDATE
296	Riverside	Banning	RIV230902	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.	EXISTING: 2030 - REVISED: 2040	EXISTING: $70,000 - REVISED: $75,000	COST INCREASE	SCHEDULE AND COST UPDATE
297	Riverside	BEAUMONT	RIV181105	3M04WT004	STATE HIGHWAY	10	IN WESTERN RIV CO IN THE CITY OF BEAUMONT - RE-CONSTRUCT AND IMPROVE WB AND EB ON-RAMP AT THE PENNSYLVANIA AND I-10/INTERCHANGE. PROVIDE NEW WB AND EB OFF-RAMP. PROVIDE TRAFFIC SIGNALIZATION FOR THE INTERCHANGE	2035	EXISTING: $29,435 - REVISED: $5,920	COST DECREASE	COST UPDATE
298	Riverside	BEAUMONT	RIV050535A	RIV050535	STATE HIGHWAY	60	ON SR60 BTWN JACK RABBIT TR & SR60/I-10 JCT: PH2: NEW IC ON/OFF RAMPS. CONST. WB/EB EXIT & ENTRY RAMPS (2 LNS) & WB/EB LOOP ENTRY RAMPS (2 LNS) (ENTRY RAMPS INCL HOV LANE), INCL EB/WB AUX LNS AT EXIT RAMPS, REALIGN WESTERN KNOLLS AVE, AND REMOVE WESTERN KNOLLS AVE CONNECTION TO SR60 (EA34142/34143).	2030	EXISTING: $53,200 - REVISED: $70,063	COST INCREASE	COST UPDATE
299	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).	2028	EXISTING: $74,463 - REVISED: $72,456	COST DECREASE	COST UPDATE
300	Riverside	CALIMESA	RIV060117A	RIV060117-RIV060117A	STATE HIGHWAY	10	ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN RAMPS - ADD EB EXIT RAMP (1 LN), WB ENTRY RAMP (1 LN), INSTALL TRAFFIC SIGNALS (EA: 0F981). HORIZONTALLY REALIGN APPROXIMATELY 3,300 LF OF CALIMESA BOULEVARD 400 FEET EASTERLY, WIDEN FROM 1LANE TO 2 LANE. INSTALL TRAFFIC SIGNAL.	EXISTING: 2026 - REVISED: 2028	$13,000	NONE	SCHEDULE UPDATE
301	Riverside	CALTRANS	RIV190901	3200S002	STATE HIGHWAY	15	ON I-15 IN CITY OF TEMECULA: CONSTRUCT SB AUXILIARY FROM WINCHESTER RD ON-RAMP TO RANCHO CALIFORNIA OFF-RAMP, SB AUX LANE FROM RANCHO CALIFORNIA RD ON-RAMP TO TEMECULA PARKWAY OFF-RAMP, AND NB AUX LANE FROM RANCHO CALIFORNIA RD ON-RAMP TO WNCHESTER RD-OFF RAMP.	2027	EXISTING: $26,762 - REVISED: $52,658	COST INCREASE	COST UPDATE
302	Riverside	CATHEDRAL CITY	RIV071251	3M0720	STATE HIGHWAY	10	ON I-10 AT APPROX PM 41.17: CONSTRUCT NEW DA VALL DR IC (6 LNS) & RAMPS (2 LNS) FROM VARNER RD TO RAMON RD INCLUDING BRIDGE OVER UPRR AND LONG CYN CREEK CHANNEL, ADD EB/WB AUX LANES (DATE PALM DR IC TO DA VALL & DA VALL TO BOB HOPE DRIVE) INCLUDING BIKE LANES AND SIDEWALKS ALONG DA VALL DR.	EXISTING: 2030 - REVISED: 2032	$225,830	NONE	SCHEDULE UPDATE
303	Riverside	COACHELLA	RIV030901	RIV030901	STATE HIGHWAY	10	ON I-10 IN EASTERN COACHELLA (AT 3.4 MILES E/O DILLON RD & 9.1 MILES W/O CACTUS CITY SRRA): CONSTRUCT NEW 6 THROUGH LANE AVENUE 50 IC (3 LANES EACH DIR. APPROX 600' N/O I-10 AND 1,100' S/O I-10), EB EXIT RAMP (3 LANES), WB EXIT RAMP (2 LANES), EB & WB ENTRY RAMPS (2 LANES), WB LOOP ENTRY RAMPS (2 LANES) & ADD ACC LN 3,800' WB DIR, WEST OF IC (EA: 45210)	EXISTING: 2030 - REVISED: 2032	$72,000	NONE	SCHEDULE UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
304	Riverside	COACHELLA	RIV061159	RIV061159	STATE HIGHWAY	86	AT SR86/AVENUE 50: (PHASE 2) WIDEN & CONSTRUCT NEW 6THROUGH LANE IC FROM E/O COACHELLA STORMWATER CHANNEL BRIDGE TO E/O TYLER ST. IMPRVMNTS INCLUDE: EXTENDED RAMP ACCLRTION/DECELRTION LNS, RELOCATE/REALIGN AVE 50 AND TYLER ST, BIKE LANES, SIDEWALKS, AND RECONSTRUCT TRAFFIC SIGNALS (SAFETEA LU 1702, CA583, #2543) (EA: 0C970)	2030	EXISTING: $61,201 - REVISED: $57,201	COST DECREASE	COST UPDATE
305	Riverside	Corona	RIV180102	RIV180102	STATE HIGHWAY		IN THE CITY OF CORONA ON EXISTING ONTARIO AVE – WIDEN AND REALIGN EXISTING 5 TO 7 LANES BY ADDING 1 WB THRU LANE AND 1 EB THRU LANE, CONSTRUCT TIE BACK WALL AND 815' SIDEWALK W/ADA RAMPS ON THE SOUTH SIDE OF ONTARIO AVE BETWEEN COMPTON AVE AND E/O STATE ST.	EXISTING: 2027 - REVISED: 2029	EXISTING: $38,172 - REVISED: $32,172	COST DECREASE	SCHEDULE AND COST UPDATE
306	Riverside	INDIO	RIV071252	3A07020	STATE HIGHWAY	10	ON I-10 IN INDIO AT JACKSON ST IC (AT PM 55.575): RECONSTRUCT/WIDEN IC FROM 2 TO 4 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM SHOWCASE PKWY TO SOUTH OF WHITEWATER RIVER CHANNEL, EXTEND WB OFF-RAMP WITH DECEL LANE, EXTEND EB- ON-RAMP WITH ACCL LANE AND CONSTRUCT WB AUX LANE (JACKSON TO MONROERECONSTRUCT/WIDEN RAMPS 1 TO 2/3 LANES, MODIFY TRAFFIC SIGNALS	EXISTING: 2030 - REVISED: 2032	EXISTING: $85,000 - REVISED: $130,390	COST INCREASE	SCHEDULE AND COST UPDATE
307	Riverside	INDIO	RIV071253	3A07021	STATE HIGHWAY	10	ON I-10 IN INDIO AT GOLF CENTER PKWY IC: RECONSTRUCT/WIDEN IC FROM 4 TO 6 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL BETWEEN AVENUE 44 TO S/O WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN RAMPS 1 TO 2 LANES, AND EXTEND RAMPS WITH ACCELERATION/DECELERATION LANES	2040	$27,000	COST REMOVAL	DELETED
308	Riverside	INDIO	RIV071254	3A07022	STATE HIGHWAY	10	ON I-10 IN INDIO AT MONROE ST IC: RECONSTRUCT/WIDEN IC FROM 2 TO 4 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM AVENUE 42 TO S/O WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN ON-RAMPS TERMINI 1 TO 2 LANES AND OFF RAMP TERMINI 1 TO 3 LANES, CONSTRUCT AUX LANES B/T MONROE AND JACKSON ST, AND EXTEND RAMPS WITH ACCELERATION/DECELERATION LANES, MODIFY TRAFFIC SIGNALS, AND CONSTRUCT CLASS IV (CYCLE TRACK) BIKE LANES (EA: 0K730K).	2030	EXISTING: $117,025 - REVISED: $176,830	COST INCREASE	COST UPDATE
309	Riverside	LAKE ELSINORE	RIV060109	RIV060109	STATE HIGHWAY	15	AT I-15/SR-74 (CENTRAL AVE) IC JCT BTWN 1,000 FT W/O COLLIER AVE TO CONARD AVE: REMOVE/REPLACE EXIST NB ON-RAMP WITH NB HOOK ON- AND OFF- RAMPS AT DEXTER AVE NORTH OF CENTRAL AVE, ADD NB LOOP OFF-RAMP AT CENTRAL AVE, ADD AUX LANE SEGMENTS AT ON-/OFF-RAMPS, WIDEN SB ON-/OFF-RAMPS AND SEGMENTS OF CENTRAL AVE AND DEXTER AVE. PM LIMITS FOR SR-74: R15.97 TO 17.82 (EA: 0F3100).	EXISTING: 2025 - REVISED: 2030	$47,400	NONE	SCHEDULE UPDATE
310	Riverside	MENIFEE	RIV151218	3M0719	STATE HIGHWAY	215	IN WESTERN RIVERSIDE COUNTY IN MENIFEE: RECONSTRUCT/WIDEN I-215 IC AT MC CALL BLVD. - WIDEN IC FROM 4 TO 6 LANES (SUN CITY BLVD TO EASTERLY OF ENCANTO DR), WIDEN ENTRY RAMPS (RAMP METERED / NON HOV PREFERENTIAL LANE), WIDEN EXIT RAMPS (DUAL LEFT @ SB & DUAL RIGHT @ NB WITH MCCALL), ADD DUAL LEFT-TURN AND DEDICATED RIGHT-TURN LANES (EA 1F700).	EXISTING: 2030 - REVISED: 2031	EXISTING: $44,700 - REVISED: $50,560	COST INCREASE	SCHEDULE AND COST UPDATE
311	Riverside	MENIFEE	RIV151219	RIV151219	STATE HIGHWAY	215	IN WESTERN RIVERSIDE COUNTY IN MENIFEE: CONSTRUCT NEW HOLLAND AVE 4-LANE OC (2 LNS IN EA DIR) OVER I-215 AND ANTELOPE RD. PROJECT INCLUDES REALIGNMENT OF WILLOWOOD WAY, RESTRIPING OF HANOVER LANE AND ALBION LANE, AND CONSTRUCTION OF AN ACCESS ROAD FOR BUSINESS ON THE WEST SIDE OF I-215 (EA 1F980).	EXISTING: 2030 - REVISED: 2026	EXISTING: $31,900 - REVISED: $36,670	COST INCREASE	SCHEDULE AND COST UPDATE
312	Riverside	MENIFEE	RIV201101	RIV201101	STATE HIGHWAY	215	IN WESTERN RIVERSDIE COUNTY IN MENIFEE: CONSTRUCT A NEW INTERCHNAGE AT GARBANI ROAD WITH A NEW TIGHT DIAMOND COMFIGURATION FROM HAUN RD TO ANTELOPE RD. REALIGN ANTELOPE ROAD FROM CRAIG AVE TO 1,400' S/O GARBANI ROAD.	2035	EXISTING: $97,800 - REVISED: $98,950	COST INCREASE	COST UPDATE
313	Riverside	MORENO VALLEY	RIV080902	3M0712	STATE HIGHWAY	60	AT SR-60/REDLANDS BLVD - WIDEN OC FROM 2 TO 6 THRU LANES; WIDEN WB EXIT & ENTRY RAMPS FROM 1 LANE TO 2 LANES AT EXIT/ENTRY, 3 LANES AT ARTERIAL AND HOV AT ENTRY; WIDEN EB EXIT & ENTRY RAMPS FROM 1 LANE TO 2 LANES AT EXIT/ENTRY AND HOV AT ENTRY; ADD AUX LANES 1000' EACH DIRECTION WEST OF IC AND 1700' EACH DIRECTION EAST OF IC	EXISTING: 2030 - REVISED: 2035	EXISTING: $70,000 - REVISED: $99,100	COST INCREASE	SCHEDULE AND COST UPDATE
314	Riverside	MORENO VALLEY	RIV080904	3M0801	STATE HIGHWAY	60	AT SR-60/WORLD LOGISTICS CENTER PARKWAY IC: WIDEN OC FRM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMPS FRM 1-2 LNS AT EXIT/ENTRY, 3 LNS AT ART. W/ HOV AT ENTRY; WIDEN EB EXIT RAMP FRM 1-2 LNS AT EXIT & 3 LNS AT ART.; WIDEN EB ENTRY RAMP FROM 1-2 LNS W/HOV; ADD EB LOOP ENTRY WITH 2 LNS AT ART & 1 LN AT ENTRY; ADD AUX LNS 1400' EB DIR E/O IC, 2,500' EB DIR W/O IC, 2,300' WB DIR W/O IC & 1,700' WB DIR E/O IC (EA0M590)	EXISTING: 2031 - REVISED: 2035	EXISTING: $110,464 - REVISED: $133,864	COST INCREASE	SCHEDULE AND COST UPDATE
315	Riverside	MORENO VALLEY	RIV050533	RIV050533	STATE HIGHWAY	215	AT I-215/CACTUS AVE IC: WIDEN IC FROM 3 TO 6 THRU LNS (EB FROM 2 TO 3 BTWN W/O BNSF RR TO 1300' E/O VETERANS WAY, ADD 4TH EB LANE FROM NB EXIT RAMP TO E/O ELSWORTH ST, WIDEN WB FROM 1&2 TO 3 THRU LNS FROM COMMERCE CENTER DR TO BNSF RR), WIDEN RAMPS 1 TO 2&3 LNS (ENTRY RAMPS INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)	EXISTING: 2031 - REVISED: 2035	$76,700	NONE	SCHEDULE UPDATE
316	Riverside	MURRIETA	RIV080901	3M0730	STATE HIGHWAY	15	AT I-15/MURRIETA HOT SPRINGS RD IC - CONSTRUCT NEW NB LOOP ON RAMP AND REALIGN EXISTING NB OFF RAMP (EA: 0J650K)	EXISTING: 2030 - REVISED: 2031	$8,100	NONE	SCHEDULE UPDATE
317	Riverside	PERRIS	RIV180101	3A04WT059	STATE HIGHWAY	215	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF PERRIS: I-215 AT HARLEY KNOX BLVD. RECONFIGURE EXISTING TIGHT DIAMOND IC TO DIVERGING DIAMOND IC (EA: 1K830).	2030	EXISTING: $40,350 - REVISED: $86,150	COST INCREASE	COST UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
318	Riverside	PERRIS	RIV091012	3M04WT009	STATE HIGHWAY	215	IN MID-WESTERN RIVERSIDE COUNTY IN THE CITY OF PERRIS: CASE ROAD/MATTHEWS RD. (SR-74) AT I-215 INTERCHANGE - ADD ONE SOUTHBOUND THROUGH LANE, ONE SOUTHBOUND RIGHT TURN LANE, AND ONE NORTHBOUND LANE AT THE INTERCHANGE. THE PROJECT WILL REMOVE EXISTING CHANNELIZED MEDIANS AND ADD CLASS II BIKE LANES AND ADA RAMPS. THERE WILL BE THREE LANES BETWEEN CASE/BONNIE ROAD AND TRUMBLE ROAD. (EA: 0P420).	EXISTING: 2030 - REVISED: 2025	EXISTING: $4,984 - REVISED: $21,000	COST INCREASE	SCHEDULE AND COST UPDATE
319	Riverside	PERRIS	RIV060111	RIV060111	STATE HIGHWAY	215	EXISTING: IN MID WESTERN-RIVERSIDE CO IN THE CITY OF PERRIS - I-215/ETHANAC RD IC IMP.: IC OPERATIONAL IMP. OF THE NB & SB OFF RAMPS @ I-215/ETHANAC RD AND ON ETHANAC ON EITHER SIDE OF I-215 FOR UP TO 1,200 FT. IMPROVEMENTS CONSIST OF THE WIDENING OF THE ON AND OFF RAMPS TO PROVIDE LEFT AND RIGHT TURN POCKETS, T.S. UPGRADE AT THE RAMP TERMINI & WIDEN OC 2 TO 4 LANES WITH TURN LANES. ---------- REVISED: IN WESTERN RIVERSIDE COUNTY IN THE CITY OF PERRIS - I-215/ETHANAC RD. INTERCHANGE IMPROVEMENTS: THE ETHANAC RD. OVERCROSSING WILL BE WIDENED FROM 2 LANES TO 6 LANES (3 LANES IN EACH DIRECTION). OFF RAMPS WILL BE WIDENED TO INCLUDE 2 LEFT TURN POCKETS; AND ONE DEDICATED RIGHT TURN POCKET. THE PSR-PDS STUDIED 3 ALTERNATIVES: NO BUILD; TIGHT DIAMOND INTERCHANGE; AND PARTIAL CLOVERLEAF INTERCHANGE (EA: IM6660K)	2035	EXISTING: $24,500 - REVISED: $29,500	COST INCREASE	PROJECT SCOPE AND COST UPDATE
320	Riverside	RCTC	RIV220303	424S012	STATE HIGHWAY	91	IN WESTERN RIVERSIDE COUNTY IN THE CITIES OF CORONA AND RIVERSIDE: CONSTRUCT ONE LANE IN EACH DIRECTION ON SR-91 FROM I-15 TO MAGNOLIA AVE.	2035	EXISTING: $200,000 - REVISED: $100,000	COST DECREASE	COST UPDATE
321	Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV170901	3160001	STATE HIGHWAY	15	IN WESTERN RIVERSIDE COUNTY - ON I-15, ADD 2 EXPRESS LANES IN EACH DIRECTION, GENERALLY IN THE MEDIAN, FROM SR-74 (CENTRAL AVENUE) IN THE CITY OF LAKE ELSINORE TO EL CERRITO ROAD IN THE CITY OF CORONA. CONSTRUCT SOUTHBOUND AUXILIARY LANE FROM MAIN STREET TO SR-74 (CENTRAL AVENUE) AND FROM SR-74 (CENTRAL AVENUE) TO NICHOLS ROAD. SIGNAGE AND TRANSITION STRIPING EXTENDS TO PM 20.3 TO THE SOUTH AND PM 40.1 TO THE NORTH.	2030	EXISTING: $668,128 - REVISED: $753,643	COST INCREASE	COST UPDATE
322	Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV071276	3H07A	STATE HIGHWAY	215	EXISTING: ON I-215 FROM NUEVO RD TO BOX SPRINGS RD: CONSTRUCT 2 HOV LANES (1 LANE IN EACH DIRECTION) - PA&ED. ---------- REVISED: ON I-215 FROM NUEVO RD TO BOX SPRINGS RD: CONSTRUCT 2 EXPRESS LANES (1 LANE IN EACH DIRECTION).	2040	$212,500	NONE	PROJECT SCOPE UPDATE
323	Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV031218C	RIV031218	STATE HIGHWAY	215	MID COUNTY PARKWAY (MCP) CONSTRUCTION CONTRACT 3 - IN UNINCORPORATED RIVERSIDE COUNTY: CONSTRUCT 2 ADDITIONAL LANES ON MCP ALIGNMENT BETWEEN APPROX. ONE MILE EAST OF RIDER STREET TO WARREN ROAD ALONG RAMONA EXPRESSWAY AND MAKE SAFETY IMPROVEMENTS, INCLUDING ADDING MEDIAN BARRIERS, A NEW BRIDGE OVER THE SAN JACINTO RIVER, AND SEVERAL TRAFFIC SIGNALS.	2029	EXISTING: $193,293 - REVISED: $203,502	COST INCREASE	COST UPDATE
324	Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV070308	RIV070308	STATE HIGHWAY	91	AT SR91/71 JCT: REPLACE EB 91 TO NB 71 CONNECTOR W/ DIRECT CONNECTOR, AND RECONSTRUCT THE GREEN RIVER ROAD EB ON-RAMP (EA: 0F541)	EXISTING: 2028 - REVISED: 2025	$179,558	NONE	COMPLETED
325	Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV271001	RIV271001	STATE HIGHWAY	10	IN WESTERN RIVERSIDE COUNTY, IN THE CITIES OF BEAUMONT, BANNING AND CABAZON - CONSTRUCT RAMP METERING SYSTEM ON 21 ON-RAMPS ON I-10 BETWEEN SR-60 AND MAIN STREET.	2030	$1,000	NEW COST	NEW PROJECT
326	Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV62024	RIV62024	STATE HIGHWAY	79	EXISTING: ON SR79 IN SOUTHWESTERN RIVERSIDE COUNTY BETWEEN 1.26 MILES SOUTH OF DOMENIGONI PKWY TO GILMAN SPRINGS ROAD: REALIGN AND WIDEN SR79 FROM 2 TO 4 THROUGH LANES. ---------- REVISED: ON SR79 IN SOUTHWESTERN RIVERSIDE COUNTY BETWEEN 1.26 MILES SOUTH OF DOMENIGONI PKWY TO GILMAN SPRINGS ROAD: REALIGN AND WIDEN SR79 FROM 2 TO 4 THROUGH LANES. SEGMENT #3 FROM SOUTH OF NEWPORT RD TO SIMPSON RD IS SPLIT INTO RIV62024A.	EXISTING: 2035 - REVISED: 2045	EXISTING: $1,523,000 - REVISED: $1,464,939	COST INCREASE	SCOPE, SCHEDULE, AND COST UPDATE
327	Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV62024A	RIV62024A	STATE HIGHWAY	79	IN UNINCORPORATED RIVERSIDE COUNTY WITHIN THE COMMUNITY OF WINCHESTER: CONSTRUCT 2 LANES IN EACH DIRECTION FROM SOUTH OF NEWPORT ROAD TO SIMPSON ROAD AND MAKE SAFETY IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO WILDLIFE CROSSING, A NEW BRIDGE OVER SALT CREEK CHANNEL, AND SEVERAL TRAFFIC SIGNALS.	2035	$51,000	NEW COST	NEW PROJECT
328	Riverside	Riverside County Transportation Commission	RIV180104	RIV180104	STATE HIGHWAY	10	IN WESTERN RIVERSIDE COUNTY IN THE CITIES OF BANNING AND BEAUMONT: I-10/HIGHLAND SPRINGS IC IMPROVEMENTS - IMPROVE EXISTING W/B OFF RAMP AND W/B ON RAMP	2030	EXISTING: $85,000 - REVISED: $37,000	COST DECREASE	COST UPDATE
329	Riverside	RIVERSIDE, CITY OF	RIV131202	3M01WT022	STATE HIGHWAY	91	EXISTING: RECONSTRUCT/WIDEN IC AND RECONSTRUCT/WIDEN RAMPS ---------- REVISED: IN THE CITY OF RIVERSIDE - SR-91 AT ADAMS STREET INTERCHANGE RAMPS RECONFIGURATION, INCLUDING THE RECONSTRUCTION OF ADAMS ST OVERPASS, ADAMS STREET FROM AUTO CENTER DR TO BRIARWOOD DR AND INDIANA AVE FROM VANCE ST TO DETROIT DR. ADVANCE SIGNING AND TRANSITION STRIPING EXTENDS TO POSTMILE 14.3 TO THE WEST, AND TO POSTMILE 16.1 TO THE EAST.	EXISTING: 2028 - REVISED: 2035	EXISTING: $111,035 - REVISED: $116,135	COST INCREASE	SCOPE, SCHEDULE, AND COST UPDATE
330	Riverside	TEMECULA	RIV200738	3200S015	STATE HIGHWAY	15	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF TEMECULA: ON I-15 CONSTRUCT NB AUXILIARY LANE FROM TEMECULA PARKWAY ON-RAMP TO THE RANCHO CALIFORNIA ROAD OFF-RAMP	2025	$9,259	NONE	COMPLETED
331	Riverside	TEMECULA	RIV031215	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: 8.4 TO 9.3) (EA:43272) (PPNO. 0021K). (PH III: RIV031215B).	EXISTING: 2026 - REVISED: 2027	EXISTING: $218,840 - REVISED: $139,751	COST DECREASE	SCHEDULE AND COST UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
332	Riverside	TEMECULA	RIV031215C	RIV031215	STATE HIGHWAY	15	FRENCH VALLEY PKWY IC/ARTERIAL PH IV - CONSTRUCT CD LNS (4 LN SB), RAMPS (1 OFF & 2 ON AT FVP), AUX LN (1 LN SB), WIDEN SB OFF RAMP (1 LN TO 2 LN, BOTH LANES ARE TURN LANES AT EXIT RAMP, MODELING NOT REQUIRED), & MODIFY WINCHESTER RD IC.	2035	$181,400	NONE	NEW SPLIT PROJECT
333	Riverside	TEMECULA	RIV031215B	RIV031215-RIV031215B	STATE HIGHWAY	15	FRENCH VALLEY PKWY IC/ARTERIAL 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: 43273).	2035	EXISTING: $144,095 - REVISED: $69,257	COST DECREASE	COST UPDATE
334	Riverside	WILDOMAR	RIV200102	3M0727	STATE HIGHWAY	15	EXISTING: BUNDY CANYON/I-15 INTERCHANGE (CIP 070): RECONSTRUCT AND WIDEN BUNDY CANYON RD./I-15 INTERCHANGE FROM ORANGE ST. TO CHERRY ST., INCLUDING FREEWAY ON-RAMPS AND OFF-RAMPS. ---------- REVISED: BUNDY CANYON ROAD/I-15 INTERCHANGE (CIP 070): RECONSTRUCT BUNDY CANYON ROAD INTERCHANGE FROM MID-WAY TO WILDOMAR TRAIL IC TO LEMON STREET UC. WIDEN THE EXISTING UNDERCROSSING, CONSTRUCT ADDITIONAL TURNING LANES, AND WIDEN THE EXIT/ENTRANCE RAMPS AND ORANGE STREET INTERSECTION.	2035	$17,350	NONE	PROJECT SCOPE UPDATE
335	Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV151002	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: 2034 - REVISED: 2031	EXISTING: $65,085 - REVISED: $75,743	COST INCREASE	SCHEDULE AND COST UPDATE
336	Riverside	SUNLINE TRANSIT AGENCY	RIV170126	3160062	TRANSIT		EXISTING: CONSTRUCT NEW FACILITY AT THOUSAND PALMS LOCATION TO ACCOMMODATE EXISTING AND EXPANSION FLEET AS THE CURRENT FACILITY IS NEARING THE END OF ITS USEFUL LIFE. ---------- REVISED: CONSTRUCT MAINTENANCE BAY IN THOUSAND PALMS FOR ZERO EMISSION BUSES AND PROVIDE AN INTERACTIVE LEARNING CENTER KNOWN AS THE SUNLINE CENTER OF EXCELLENCE IN ZERO EMISSION TECHNOLOGY	EXISTING: 2025 - REVISED: 2028	EXISTING: $45,000 - REVISED: $1,800	COST DECREASE	SCOPE, SCHEDULE, AND COST UPDATE
337	Riverside	RIVERSIDE TRANSIT AGENCY	RIV130201	3120027	TRANSIT		IN WESTERN RIVERSIDE COUNTY FOR RTA WITHIN THE CITY LIMITS OF RIVERSIDE - REGIONAL TRANSIT CENTER FOR MASS TRANSIT SERVICE IN WESTERN RIVERSIDE COUNTY. LOCATION TO BE IN THE GENERAL VICINITY ON VINE STREET BETWEEN 10TH STREET AND 14TH STREET ACROSS FROM DOWNTOWN RIVERSIDE METROLINK STATION. ASSUMING 18 BUS BAYS WITH COACH OPERATOR RESTROOM AND SECURITY ROOM, 10 PARKING STALLS MAINLY FOR RTA STAFF, SHADE TREES, COMMUNITY ELEMENT AND SIGNAGE. AREA FOR DEMAND RESPONSE DROP OFF, INCLUDES TNCS.	EXISTING: 2025 - REVISED: 2024	$3,499	NONE	COMPLETED
338	San Bernardino	APPLE VALLEY	SBD55011	SBD55011	LOCAL HIGHWAY		YUCCA LOMA RD.: FROM APPLE VALLEY RD. TO RINCON RD. (WESTERLY SEGMENT) - WIDEN EXISTING 2 LANE RD. TO 4 LANE RD. (2 LANES IN EACH DIRECTION) (1 MILE)	2027	EXISTING: $6,000 - REVISED: $5,350	COST DECREASE	COST UPDATE
339	San Bernardino	CALTRANS	SBDLS07	4160072	LOCAL HIGHWAY	215	I-215 & WASHINGTON/MT. VERNON; REPLACEMENT BRIDGE PROJECT TO PROVIDE STANDARD VERTICAL AND HORIZONTAL CLEARANCES FOR THE ULTIMATE I-215 ROADWAY.	2030	EXISTING: $144,030 - REVISED: $179,338	COST INCREASE	COST UPDATE
340	San Bernardino	CHINO	200202	200202	LOCAL HIGHWAY		IN CHINO - ON CHINO AVENUE FROM MONTE VISTA TO SIXTH STREET-WIDEN EXISTING 2 LANES TO 4 LANES AND INSTALL SIGNAL AT INTERSECTION OF CHINO AVE. AND MONTE VISTA	2032	$584	COST REMOVAL	DELETED
341	San Bernardino	CHINO	200207	200207	LOCAL HIGHWAY		EXISTING: NEW ROADWAY CONNECTION (0-4 LANES) FROM EL PRADO TO SR71 AND WIDENING PINE AVENUE FROM 2 TO 4 LANES FROM EL PRADO TO EUCLID AVENUE. ---------- REVISED: PINE AVE EXTENSION (0-4 LANES) FROM ROUTE 71 TO EUCLID AVENUE IN THE CITY OF CHINO, CA	EXISTING: 2026 - REVISED: 2031	EXISTING: $55,000 - REVISED: $153,073	COST INCREASE	SCOPE, SCHEDULE, AND COST UPDATE
342	San Bernardino	CHINO	20250002	4A04036	LOCAL HIGHWAY		IN CHINO: EUCLID AVENUE - SOUTH OF PINE TO SR-71: BRIDGE REPLACEMENT AND WIDENING FROM 2 TO 4 LANES	2030	EXISTING: $16,765 - REVISED: $150,000	COST INCREASE	PROJECT COST UPDATE
343	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: 2029 - REVISED: 2032	EXISTING: $5,121 - REVISED: $16,821	COST INCREASE	SCHEDULE AND COST UPDATE
344	San Bernardino	COLTON	200856	200856	LOCAL HIGHWAY		MT. VERNON BRIDGE OVER UPRR(54C0101) -ON MT. VERNON AVE. FROM "M" ST. TO I-10 ON RAMP. WIDENING BRIDGE FROM 2-4 LANES (CA338)	2026	EXISTING: $16,260 - REVISED: $23,914	COST INCREASE	COST UPDATE
345	San Bernardino	COLTON	20170805	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.	EXISTING: 2028 - REVISED: 2027	$5,658	NONE	SCHEDULE UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
346	San Bernardino	COLTON	20170201	4A01069	LOCAL HIGHWAY		IN COLTON: LA CADENA DRIVE OVER SANTA ANA RIVER, 1.5 MI SOUTH OF I-10; REPLACE EXISTING 4 LANE BRIDGE WITH 4 LANE BRIDGE (54C0077)	EXISTING: 2024 - REVISED: 2027	EXISTING: $27,669 - REVISED: $32,693	COST INCREASE	SCHEDULE AND COST UPDATE
347	San Bernardino	COLTON	201158	4A07226	LOCAL HIGHWAY		AGUA MANSA FROM RIALTO CHANNEL TO RANCHO AVE. 2-4 LANE WIDENING	EXISTING: 2026 - REVISED: 2030	$6,652	NONE	SCHEDULE UPDATE
348	San Bernardino	FONTANA	20199902	4200L002	LOCAL HIGHWAY		IN FONTANA: IMPROVE VICTORIA/WALNUT AVE (REMAINS 2 LNS) FROM EAST OF THE I-15 TO REALIGNMENT OF INTERSECTION TO CHERRY AVE AND FROM CHERRY STREET NAME CHANGE TO WALNUT AVE FROM CHERRY AVE TO SAN SEVAINE RD; WIDEN & IMPROVE CHERRY AVE (4-6 LNS) FROM I-210 TO BASELINE AVE; SEGMENTS WILL INCLUDE CENTER MEDIANS & CLASS I AND CLASS II BIKE LANES.	EXISTING: 2026 - REVISED: 2029	EXISTING: $34,596 - REVISED: $39,096	COST INCREASE	SCHEDULE AND COST UPDATE
349	San Bernardino	FONTANA	201147	4A01132	LOCAL HIGHWAY		SLOVER AVENUE FROM ETIWANDA AVENUE TO 800 FEET EAST OF ETIWANDA AVENUE WIDEN FROM 2-4 LANES	EXISTING: 2025 - REVISED: 2027	EXISTING: $10,492 - REVISED: $21,992	COST INCREASE	SCHEDULE AND COST UPDATE
350	San Bernardino	FONTANA	20190104	4A04102	LOCAL HIGHWAY		EXISTING: IN FONTANA: WIDEN FOOTHILL BLVD (4-6 LANES) FROM HEMLOCK AVE TO ALMERIA AVE; INCLUDES CLASS II BIKE LANES, RAISED MEDIAN, AND REPLACEMENT OF HISTORIC MALAGA BRIDGE TO ACCOMMODATE STREET WIDENING. EXISTING MALAGA BRIDGE TO BE RELOCATED. ---------- REVISED: IN FONTANA: WIDEN FOOTHILL BLVD (4-6 LANES) FROM HEMLOCK AVE TO ALMERIA AVE; INCLUDES CLASS II BIKE LANES, RAISED MEDIAN, A NEW TRAFFIC SIGNAL AT FOOTHILL BLVD. AND BEECH AVE. INTERSECTION AND REPLACEMENT OF HISTORIC MALAGA BRIDGE TO ACCOMMODATE STREET WIDENING. EXISTING MALAGA BRIDGE TO BE RELOCATED.	EXISTING: 2027 - REVISED: 2029	EXISTING: $46,401 - REVISED: $46,400	COST DECREASE	SCOPE, SCHEDULE, AND COST UPDATE
351	San Bernardino	GRAND TERRACE	201105	4A07268	LOCAL HIGHWAY		EXISTING: MICHIGAN AVENUE WIDENING (2-4 LANES) FROM COMMERCE WAY TO MAIN STREET ---------- REVISED: MICHIGAN AVENUE WIDENING (2-4 LANES) FROM COMMERCE WAY TO DEBERRY STREET	EXISTING: 2027 - REVISED: 2030	$1,300	NONE	SCOPE AND SCHEDULE UPDATE
352	San Bernardino	HIGHLAND	20130401	20130401	LOCAL HIGHWAY		BRIDGE NO. 54C0592, ORANGE ST OVER PLUNGE CREEK OVERFLOW, 1.5 MI N OF PIONEER AVE. REPLACE EXISTING TWO LANE BRIDGE STRUCTURE WITH FOUR LANE BRIDGE STRUCTURE. (NON-CAPACITY: BRIDGE WILL REMAIN STRIPED FOR TWO LANES)	EXISTING: 2027 - REVISED: 2028	$10,530	NONE	SCHEDULE UPDATE
353	San Bernardino	HIGHLAND	20190001	4M01003	LOCAL HIGHWAY		SR-210/5TH ST IC IMPROVEMENTS: WIDEN & RESTRIPE 5TH ST (4-6 LANES) FROM EAST EDGE OF CITY CREEK BRDG TO THE EB SR-210 RAMPS W/ADDITIONAL TURN POCKETS PLUS 2 TRUCK ACCESS LANES; WIDEN & RESTRIPE 5TH ST (6-8 LANES) UNDER SR-210 B/W EB & WB RAMPS, INCL. ADD:L THRU & TURN LANES; WIDEN THE EB & WB ON-RAMPS 2-3 LANES, WIDEN THE EB & WB OFF-RAMPS 1-2 LANES, ALL RAMPS REMAIN 1 LN AT THE MAINLINE. (COMBINES PRIOR PROJS 2011153 & 2011154)	EXISTING: 2029 - REVISED: 2031	EXISTING: $15,827 - REVISED: $18,827	COST INCREASE	SCHEDULE AND COST UPDATE
354	San Bernardino	HIGHLAND	2011104	4OM0701-2011104	LOCAL HIGHWAY		IN HIGHLAND: VICTORIA AVE FROM 3RD ST TO 6TH ST INCLUDING RECONSTRUCTION OF THE 5TH ST/VICTORIA AVE INTERSECTION, ADDITIONAL TURN LANES, SHOULDER IMPROVEMENTS, TRAFFIC SIGNAL MOD, NO ADD'L THRU LANES; STORM DRAIN IMPROVEMENTS FROM 3RD ST TO 9TH ST W/CONNECTION TO THE EXISTING DRAINAGE CHANNEL ON THE SOUTH SIDE OF 3RD ST.	EXISTING: 2022 - REVISED: 2027	EXISTING: $8,325 - REVISED: $11,265	COST INCREASE	SCHEDULE AND COST UPDATE
355	San Bernardino	LOMA LINDA	SBD31876	SBD31876	LOCAL HIGHWAY		CALIFORNIA STREET BARTON ROAD TO REDLANDS BOULEVARD WIDEN FROM 2 TO 4 LANES	EXISTING: 2026 - REVISED: 2029	$10,120	NONE	SCHEDULE UPDATE
356	San Bernardino	MONTCLAIR	20150001	4G07421	LOCAL HIGHWAY		BRIDGE NO. 54C0112, CENTRAL AVE OVER UP RR AMTRAK METROLINK, 0.2 MI S HOLT AVENUE. BRIDGE REPLACEMENT. REPLACE AND WIDEN THE EXISTING FOUR LANE BRIDGE ON CENTRAL AVENUE OVER UPRR/ AMTRAK/METROLINK WITH A NEW SIX LANE BRIDGE WITH SIDEWALKS.	EXISTING: 2025 - REVISED: 2030	$30,196	NONE	SCHEDULE UPDATE
357	San Bernardino	ONTARIO	20150201	2002160-20150201	LOCAL HIGHWAY		GROVE AVE CORRIDOR: WIDEN GROVE BETWEEN FOURTH ST AND STATE ST / AIRPORT DR (4-6 LNS); AND IMPROVEMENTS TO GROVE AVE / HOLT BLVD INTERSECTION.	EXISTING: 2030 - REVISED: 2035	EXISTING: $45,028 - REVISED: $84,367	COST INCREASE	SCHEDULE AND COST UPDATE
358	San Bernardino	Rancho Cucamonga	20190004	201134	LOCAL HIGHWAY		IN RANCHO CUCAMONGA: ETIWANDA AVE & SCRRA GRADE SEPARATION; PROJECT REPLACES AN AT GRADE RAILROAD CROSSING WITH AN OVERHEAD ROADWAY AT THE SCRRA/BNSF RAILROAD CORRIDOR. ON ETIWANDA FROM APPROXIMATELY 200FT. SOUTH OF NAPA ST. TO APPROXIMATELY 300FT. NORTH OF WHITTRAM AVE WIDEN 2 LANES (1 IN EACH DIRECTION) TO 4 LANES (2 IN EACH DIRECTION).	2029	EXISTING: $112,000 - REVISED: $149,511	COST INCREASE	COST UPDATE
359	San Bernardino	RANCHO CUCAMONGA	SBD990203	SBD990203	LOCAL HIGHWAY		INSTALLING CLOSED CIRCUIT TELEVISION (CCTV) CAMERAS, VIDEO DETECTION SYSTEM (VDS), FIBER OPTIC CABLE AND CONDUIT, COMMUNICATION NETWORKING EQUIPMENT, UPGRADING AND INTEGRATING OVER 50 TRAFFIC SIGNALS INTO THE TRAFFIC MANAGEMENT CENTER (TMC) LOCATED AT CITY HALL, AND IMPLEMENTING TRAFFIC SIGNAL COORDINATION TIMING. LOCATIONS INCLUDE MILLIKEN AND ARROW RTE CORRIDORS, 19TH STREET FROM SAPPHIRE TO HAVEN, ROCHESTER FROM BASE LINE RD TO VINTAGE DR, AND DAY CREEK FROM BASE LINE TO WILSON AVE	2027	$9,612	NEW COST	NEW PROJECT - SUBMITTED AND CAPTURED AS COMPLETED
360	San Bernardino	REDLANDS	200035	200035	LOCAL HIGHWAY		WABASH AV FROM PANORAMA DR- CONSTRUCT NEW 2 LANE STREET TO RESERVOIR RD TO MATCH ON AND OFF RAMPS-CONSTRUCT MISSING LINK (2 LANE IN EACH DIRECTION)-1 MILE	EXISTING: 2027 - REVISED: 2028	EXISTING: $950 - REVISED: $1,900	COST INCREASE	SCHEDULE AND COST UPDATE
361	San Bernardino	REDLANDS	200419	200419	LOCAL HIGHWAY		ALABAMA STREET WIDENING - WIDEN FROM 2-4 LANES FROM NORTH CITY LIMITS TO 3,000 FT. NORTH PALMETTO	2027	$7,200	COST REMOVAL	DELETED

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
362	San Bernardino	RIALTO	200603	200603	LOCAL HIGHWAY		RIVERSIDE AVE. OVER UPRR MAINTRACKS & COLTON YARD, 0.1 MI S OF I-10 REMOVE AND REPLACE EXISTING 5 LANE BRIDGE WITH 7 LANE BRIDGE SCOPING FOR PROJECT. (#54C0062)(NON-CAPACITY PROJECT: THROUGH LANES WILL REMAIN 5. 2 TURN LANES ARE BEING EXTENDED.)	EXISTING: 2026 - REVISED: 2029	EXISTING: $38,387 - REVISED: $45,682	COST INCREASE	SCHEDULE AND COST UPDATE
363	San Bernardino	SAN BERNARDINO COUNTY	200619	200619	LOCAL HIGHWAY		GLEN HELEN PARKWAY - FROM 0.2 MILES WEST OF CAJON CREEK TO 0.2 MILES EAST OF CAJON CREEK-REPLACE 36 FT WIDE 48 FT LONG 2 LN BRIDGE OVER CAJON CREEK W/ 102 FT, 526 FT LONG 4 LN BRIDGE (54C0025)	2028	EXISTING: $32,369 - REVISED: $63,578	COST INCREASE	COST UPDATE
364	San Bernardino	SAN BERNARDINO COUNTY	200810	200810	LOCAL HIGHWAY		BAKER BLVD. BRIDGE - OVER MOJAVE RIVER, 0.2 MI SW OF DEATH VALLEY RD REPLACE 2 LANE BRIDGE W 4 LANE BRIDGE (BRIDGE NO 54C0127)	2028	EXISTING: $16,938 - REVISED: $29,795	COST INCREASE	COST UPDATE
365	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)	2027	EXISTING: $4,873 - REVISED: $15,600	COST INCREASE	COST UPDATE
366	San Bernardino	SAN BERNARDINO COUNTY	200843	200843	LOCAL HIGHWAY		RECHE CANYON RD. FROM 1.20 MILES OF S. BARTON ROAD TO 0.42 MILES SOUTH OF BARTON RD (0.78 MILES)-WIDEN FROM 2-4 LANES	2025	$5,650	COST REMOVAL	DELETED
367	San Bernardino	SAN BERNARDINO COUNTY	20130402	20130402	LOCAL HIGHWAY		RESTRIPE EXISTING STRUCTURAL SECTION OF BAKER BLVD BETWEEN I-15 RAMPS AND SH 127 FROM 2 - 4 LANE CONFIGURATION IN CONJUNCTION WITH PROJECT TO REPLACE EXISTING 2 LANE BRIDGE 54CO127 WITH 4 LANE BRIDGE	EXISTING: 2028 - REVISED: 2031	$25	NONE	SCHEDULE UPDATE
368	San Bernardino	SAN BERNARDINO COUNTY	20151302	4AL04	LOCAL HIGHWAY		REPLACE OR REHABILITATE MULTIPLE BRIDGES ALONG NATIONAL TRAILS HIGHWAY BETWEEN DAGGETT TO THE WEST AND INTERSTATE 40 TO THE EAST.	2032	EXISTING: $86,329 - REVISED: $111,751	COST INCREASE	COST UPDATE
369	San Bernardino	SAN BERNARDINO COUNTY	20150009	4G0167	LOCAL HIGHWAY		SHADOW MT RD FROM HELENDALE RD EAST TO NTH; CONSTRUCT AND EXTEND FROM 2-4 LNS - INCLUDING 4 LANE BRIDGE OVER MOJAVE RIVER & GRADE SEP OVER RAIL TRACKS WITH ADDITIONAL CONNECT TO VISTA RD ON W SIDE OF TRACKS	EXISTING: 2025 - REVISED: 2030	$53,264	NONE	SCHEDULE UPDATE
370	San Bernardino	SAN BERNARDINO, CITY OF	201170	4A07119	LOCAL HIGHWAY		5TH STREET FROM STERLING AVE TO VICTORIA AVE WIDEN FROM 2-4 LANES.	2026	$6,075	COST REMOVAL	DELETED
371	San Bernardino	SAN BERNARDINO, CITY OF	201169	4A07263	LOCAL HIGHWAY		H STREET FROM KENDALL DRIVE TO 40TH STREET WIDENING FROM 2-4 LANES	EXISTING: 2025 - REVISED: 2029	$6,637	NONE	SCHEDULE UPDATE
372	San Bernardino	SAN BERNARDINO, CITY OF	201181	4OM0701-201181	LOCAL HIGHWAY		3RD STREET FROM TIPPECANOE AVENUE TO LELAND/NORTON WAY AND FROM LELAND/NORTON WAY TO VICTORIA AVENUE SHOULDER WIDENING AND MEDIANS- 1.25 MILES)(NO THROUGH LANE WIDENING)TOTAL LENGTH 1.95 MILESFORMERLY PART OF PROJECT ID 200852	2030	$5,300	COST REMOVAL	DELETED
373	San Bernardino	SAN BERNARDINO, CITY OF	20150012	SBD31903	LOCAL HIGHWAY		FOOTHILL BOULEVARD (STATE ROUTE 66) AT FOURTH MODIFY SIGNALS, CHANNELIZE TRAFFIC SIGNAL, INTERSECTION IMPROVEMENTS/REALIGN INTERSECTION (0.11 MILE)	2025	$1,137	COST REMOVAL	DELETED
374	San Bernardino	SAN BERNARDINO, CITY OF	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: 2025 - REVISED: 2029	$7,000	NONE	SCHEDULE UPDATE
375	San Bernardino	UPLAND	201103	4OM0701-201103	LOCAL HIGHWAY		FOOTHILL BOULEVARD BOTTLENECK AND SAFETY IMPROVEMENTS- FROM CENTRAL TO GROVE AVE.INSTALL RIGHT TURN LANES AT MAJOR INTERSECTIONS, ELONGATE LEFT TURNS FOR SAFE TURNING, CURB, GUTTER DRAINAGE, ROADWAY REHAB.	EXISTING: 2024 - REVISED: 2030	$5,300	NONE	SCHEDULE UPDATE
376	San Bernardino	VARIOUS AGENCIES	SBD31905	SBD31905	LOCAL HIGHWAY		MT. VERNON AVENUE BRIDGE (OVERHEAD) AT BNSF REPLACE GRADE SEPARATION, REPLACE 4 LANE BRIDGE WITH 4 LANE BRIDGE FROM RIALTO AVE TO 5TH STREETS (0.2 MILES SOUTH OF RTE. 66)(BRIDGE NO 54C0066)	EXISTING: 2025 - REVISED: 2028	EXISTING: $229,198 - REVISED: $226,485	COST DECREASE	SCHEDULE AND COST UPDATE
377	San Bernardino	VICTORVILLE	201179	201179	LOCAL HIGHWAY		EXISTING: NATIONAL TRAILS HIGHWAY BETWEEN INTERSTATE 15 & AIR EXPRESSWAY WIDEN FROM 2-4 LANES (1.9 MILES) ---------- REVISED: NATIONAL TRIALS HIGHWAY BETWEEN INTERSTATE 15 & AIR EXPRESSWAY WIDEN FROM 2-4 LANES (1.6 MILES)	EXISTING: 2028 - REVISED: 2030	$20,500	NONE	SCOPE AND SCHEDULE UPDATE
378	San Bernardino	VICTORVILLE	SBD270005	4A07388	LOCAL HIGHWAY		IN VICTORVILLE ON MOJAVE DR, STREET IMPROVEMENTS IN THREE SEGMENTS: SEG. 1 (AMARGOSA RD - CONDOR RD) CONSTRUCT A CONTINUOUS NORTH-SIDE SIDEWALK. SEG. 2 (CONDOR RD - I-15 [CALTRANS, RW]) WIDEN EXISTING ROADWAY FROM FOUR TO SIX LANES, REPLACE TRAFFIC SIGNAL, AND CONSTRUCT ADA-COMPLIANT SIDEWALKS AND DRIVEWAYS. SEG. 3 (LA PAZ DR - 7TH ST) RECONSTRUCT ROADWAY, INSTALL TRAFFIC SIGNAL AT 6TH AVE, AND UPGRADE ADA CURB RAMPS, SIDEWALKS, AND DRIVEWAYS.	2029	$32,165	NEW COST	NEW PROJECT
379	San Bernardino	VICTORVILLE	SBD270006	SBD270006	LOCAL HIGHWAY		IN APPLE VALLEY: ON YUCCA LOMA RD, REHAB AND WIDENING RINCON RD TO NAVAJO RD. IMPROVEMENTS INVOLVE REMOVAL OF A DETERIORATED EXISTING 2-LANE PAVED ROADWAY, AND CONSTRUCTING A NEW 3-LANE ROADWAY, INSTALLATION OF NEW BASE MATERIAL AND ASPHALT PAVING RESULTING IN 3 TRAVEL LANES (ONE IN EACH DIRECTION), WITH A NEW CONTINUOUS LEFT TURN LANE FOR TRAFFIC SAFETY PURPOSES. INSTALLATION OF A CONCRETE CLASS I BIKE PATH AND A ROUNDABOUT AT THE INTERSECTION OF YUCCA LOMA RD & RINCON RD.	2027	$13,195	NEW COST	NEW PROJECT

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
380	San Bernardino	YUCAIPA	20151505	4A07248-20151505	LOCAL HIGHWAY		AVENUE E IMPROVEMENTS: WIDEN AVENUE E, 2-4 LANES, FROM 5TH ST TO 4TH ST. INSTALL ROUNDABOUTS ALONG AVE E AT 5TH, 4TH, 3RD, 2ND, AND BYRANT ST.. INSTALL ROUNDABOUT AT YUCAIPA BLVD & BRYANT ST. (PHASED PROJECT) CONSTRUCT SIDEWALK & BIKE LANES ALONG AVE E BETWEEN 2ND ST. & BRYANT STREET.	2029	EXISTING: $6,985 - REVISED: $14,834	COST INCREASE	COST UPDATE
381	San Bernardino	San Bernardino County Transportation Authority (SBCTA)	SBD239701	4122001	PASSENGER RAIL		EXISTING: DOUBLE TRACKING OF METROLINK SAN BERNARDINO LINE BETWEEN CP LILAC AND CP RANCHO IN SAN BERNARDINO COUNTY ---------- REVISED: COMPLETE THE FINAL DESIGN AND CONSTRUCTION OF A 0.7-MILE SEGMENT OF DOUBLE TRACK ON METROLINK SAN BERNARDINO LINE (SAN GABRIEL SUBDIVISION) FROM CP LILAC TO JUST WEST OF SYCAMORE AVENUE, NEAR CITY OF RIALTO IN SAN BERNARDINO COUNTY.	EXISTING: 2025 - REVISED: 2029	EXISTING: $64,971 - REVISED: $77,637	COST INCREASE	SCOPE, SCHEDULE, AND COST UPDATE
382	San Bernardino	CALTRANS	34011	34011	STATE HIGHWAY		NEAR WRIGHTWOOD FROM PHELAN RD TO I-15 WIDEN FROM 2 TO 4 LANES WITH MEDIAN(EA3401U)	2018	$87,181	NONE	COMPLETED
383	San Bernardino	CALTRANS	34040	34040	STATE HIGHWAY	395	CONSTRUCT A 4-LANE EXPRESSWAY FROM 1.8 MILES SOUTH OF DESERT FLOWER ROAD (PM19.3) TO 0.5 MILES SOUTH OF FARMINGTON ROAD (PM 48.0)(PPNO 0260B)(PA&ED ONLY)	EXISTING: 2020 - REVISED: 2030	$4,000	NONE	SCHEDULE UPDATE
384	San Bernardino	CALTRANS	34770	34770	STATE HIGHWAY	58	0.4 MILES WEST OF KERN CO LINE TO 7.5 MI EAST OF JCT RTE 395 - CONSTRUCT 4 LANE EXPRESS WAY ON NEW ALIGNMENT, NEW INTERCHANGE AT US 395 AND SR 58 (PPNO: 0215C)	2021	$244,936	NONE	COMPLETED
385	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: 2025 - REVISED: 2027	$16,734	NONE	SCHEDULE UPDATE
386	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: 2025 - REVISED: 2027	$42,528	NONE	COMPLETED
387	San Bernardino	Caltrans	SBD990218	SBD990218	STATE HIGHWAY	15	INSTALL FOUR DYNAMIC CANTILEVER EMS SIGNS WHICH WILL ALLOW FOR PART-TIME TRAVEL ON SHOULDER ON 1-15 SB	EXISTING: 2024 - REVISED: 2027	$2,140	NONE	SCHEDULE UPDATE
388	San Bernardino	CHINO	SBD270001	SBD270001	STATE HIGHWAY		IN CHINO: INTERCHANGE IMPROVEMENTS AT PINE AVE CROSSING OF SR-71 TO INCREASE CAPACITY, IMPROVE OPERATIONAL EFFICIENCY, AND ENHANCE SAFETY IN ASSOCIATION WITH THE PINE AVE EXTENSION PROJECT TO THE EAST. IMPROVEMENTS TO INCLUDE BRIDGE DECK WIDENING, ENTRANCE AND EXIT RAMP LANE ADDITIONS, RAMP METERING, NEW TRAFFIC SIGNAL AND SIGNAL MODIFICATIONS.	2031	$15,700	NEW COST	NEW PROJECT
389	San Bernardino	HIGHLAND	SBD990215	4M0801	STATE HIGHWAY	210	EXISTING: SR-210 @ VICTORIA AVE - CONSTRUCT NEW INTERCHANGE ---------- REVISED: SR 210 INTERCHANGE AT VICTORIA AVENUE: CONSTRUCT A NEW-SERVICE INTERCHANGE WITHIN THE CITY LIMITS OF HIGHLAND AND SAN BERNARDINO, ON STATE ROUTE 210 (SR-210), AT VICTORIA AVENUE.	2033	$93,000	NONE	MINOR UPDATE
390	San Bernardino	ONTARIO	200602	200602	STATE HIGHWAY	60	SR 60 AND VINEYARD AVE. INTERCHANGE RECONSTRUCTION-LENGTHEN BRIDGE TO ACOMMODATE VINEYARD AVE WIDENING AND RAMP WIDENING 4-6 LANES	EXISTING: 2027 - REVISED: 2030	$7,621	NONE	SCHEDULE UPDATE
391	San Bernardino	ONTARIO	200604	200604	STATE HIGHWAY	60	SR60 AT GROVE AVENUE INTERCHANGE RECONSTRUCTION AND GROVE AVE. +/-300 FT. N/S OF SR 60-WIDEN FROM 4-6 LANES	EXISTING: 2027 - REVISED: 2030	$7,621	NONE	SCHEDULE UPDATE
392	San Bernardino	ONTARIO	2002160	2002160	STATE HIGHWAY	10	I-10 AT GROVE AVE AND 4TH ST: CONSTRUCT NEW INTERCHANGE AT I-10 AND GROVE AVE; CLOSE EXISTING I-10/FOURTH ST INTERCHANGE; AND LOCAL STREET IMPROVEMENTS ALONG GROVE AVE (CHILD PROJECT IS 20171102).	EXISTING: 2030 - REVISED: 2035	$199,423	NONE	SCHEDULE UPDATE
393	San Bernardino	San Bernardino County Transportation Authority (SBCTA)	20190010	4120198	STATE HIGHWAY	10	RECONSTRUCT MT. VERNON AVE BRIDGE OVER I-10 TO ACCOMMODATE 2 NEW DEDICATED LEFT TURN AND BIKE LANES AND SIDEWALK, REALIGN MT. VERNON & E VALLEY BLVD INTERSECTION, AND MODIFY PORTION OF THE WB ON-RAMP AND EB OFF-RAMP. WIDEN SB MT VERNON AVE SOUTH OF THE BRIDGE TO 2 THROUGH LANES. WIDEN NB MT VERNON AVE, SOUTH OF THE EB ON-RAMP, TO ACCOMMODATE 1 NEW DEDICATED LEFT TURN LANE.	EXISTING: 2027 - REVISED: 2029	EXISTING: $71,590 - REVISED: $103,283	COST INCREASE	SCHEDULE AND COST UPDATE
394	San Bernardino	San Bernardino County Transportation Authority (SBCTA)	20159901	4122006	STATE HIGHWAY	15	I-15 EXPRESS LANES (CONTRACT 1): CONSTRUCT 1 EXP. LANE IN EACH DIRECTION BETWEEN CANTU-GALLEANO RANCH RD. AND SR-60 AND 2 EXP. LANES IN EACH DIRECTION BETWEEN SR-60 AND NORTH OF FOOTHILL BLVD. ADDITIONAL IMPROVEMENTS TO AUX LN WIDENING, UNDERCROSSING, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED.	EXISTING: 2026 - REVISED: 2028	$427,409	NONE	SCHEDULE UPDATE
395	San Bernardino	San Bernardino County Transportation Authority (SBCTA)	20250001	4122005	STATE HIGHWAY	10	I-10 CORRIDOR CONTRACT 2B: THE PROJECT WILL PROVIDE ONE EXPRESS LANE IN EACH DIRECTION FROM SIERRA AVE IN FONTANA TO PEPPER AVENUE IN COLTON. (PARENT PROJECT 20191301)	2028	EXISTING: $304,520 - REVISED: $408,131	COST INCREASE	COST UPDATE
396	San Bernardino	San Bernardino County Transportation Authority (SBCTA)	SBD270002	4M01047	STATE HIGHWAY	210	EXISTING: SR-210 @ DEL ROSA AVE INTERCHANGE IMPROVEMENTS ---------- REVISED: IN SAN BERNARDINO: WIDEN ON RAMPS (2) ON CA210 AT DEL ROSA AVE FROM 1 LANE TO 2 LANES AND WB OFF RAMP FROM 2 LANES TO 3 LANES	EXISTING: 2045 - REVISED: 2032	EXISTING: $38,000 - REVISED: $42,000	COST INCREASE	SCHEDULE AND COST UPDATE
397	San Bernardino	San Bernardino County Transportation Authority (SBCTA)	SBD59303	SBD59303	STATE HIGHWAY		SET ASIDES/RESERVATIONS FOR FUTURE SB45 -PLANNING, PROGRAMMING, & MONITORING (PPNO 9811)	EXISTING: 2026 - REVISED: 2031	EXISTING: $7,435 - REVISED: $13,513	COST INCREASE	SCHEDULE AND COST UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
398	San Bernardino	SAN BERNARDINO, CITY OF	SBD59204	SBD59204	STATE HIGHWAY	215	I-215 AT UNIVERSITY PARKWAY INTERCHANGE - RECONSTRUCT INTERCHANGE	EXISTING: 2025 - REVISED: 2026	$17,266	NONE	SCHEDULE UPDATE
399	San Bernardino	VARIOUS AGENCIES	20150305	713	STATE HIGHWAY	215	I-215 LANDSCAPING (SEGMENTS 1-3 & 5) IN THE CITY OF SAN BERNARDINO	EXISTING: 2022 ---- REVISED: 2025	$10,890	NONE	COMPLETED
400	San Bernardino	VARIOUS AGENCIES	1830	1830	STATE HIGHWAY	10	I-10 AT CEDAR AVE. BETWEEN SLOVER AND BLOOMINGTON - FROM BLOOMINGTON TO ORANGE, RECONSTRUCT IC - WIDEN 4-6 LANES WITH LEFT AND RIGHT TURN LANES; ADD 1 LANE TO THE EB OFF RAMP WHICH GOES BEYOND THE GORE AREA; ADD 2 LANES ON THE WB OFF RAMP WITHIN THE GORE AREA; PAVEMENT REHAB FROM ORANGE TO SLOVER (REMAINS 4 LANES).	EXISTING: 2024 - REVISED: 2030	EXISTING: $112,676 - REVISED: $107,668	COST DECREASE	SCHEDULE AND COST UPDATE
401	San Bernardino	MORONGO BASIN TRANSIT AUTHORITY	SBD31037	SBD31037	TRANSIT		BUS SYSTEM - OPERATING ASSISTANCE	2030	EXISTING: $45,468 - REVISED: $48,654	COST INCREASE	COST UPDATE
402	San Bernardino	MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY	200423	200423	TRANSIT		PARATRANSIT VEHICLES - REPLACEMENT - GAS/DIESEL 2013 - 3, FY14 - 3, FY16 - 4 (TRANSPORTATION DEVELOPMENT CREDITS (TDC) TO MATCH: FY16/17 $79, FY17/18 $30, FY19/20 $221)	EXISTING: 2022 - REVISED: 2030	EXISTING: $5,776 - REVISED: $14,014	COST INCREASE	SCHEDULE AND COST UPDATE
403	San Bernardino	MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY	20010120	20010120	TRANSIT		TRANSIT SERVICE/REHAB. EQUIPMENT - PURCHASE OF VARIOUS MAINTENANCE EQUIPMENT (ON-GOING PROJECT)	2030	EXISTING: $164 - REVISED: $264	COST INCREASE	COST UPDATE
404	San Bernardino	MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY	SBD41055	SBD41055	TRANSIT		BUS SYSTEM - OPERATING ASSISTANCE	2030	EXISTING: $48,060 - REVISED: $33,014	COST DECREASE	COST UPDATE
405	San Bernardino	NEEDLES	SBD31612	SBD31612	TRANSIT		BUS SYSTEM - OPERATING ASSISTANCE	2030	EXISTING: $7,323 - REVISED: $7,344	COST INCREASE	COST UPDATE
406	San Bernardino	OMNITRANS	981111	981111	TRANSIT		TRANSIT - ENHANCEMENTS: 1% TRANSIT ENHANCEMENTS TO INCREASE ACCESSIBILITY TO BUS STOPS (ONGOING)	2030	EXISTING: $9,061 - REVISED: $10,009	COST INCREASE	COST UPDATE
407	San Bernardino	OMNITRANS	981114	981114	TRANSIT		TRANSIT - SECURITY CAPITALIZATION OF SECURITY COSTS	2030	EXISTING: $3,615 - REVISED: $4,015	COST INCREASE	COST UPDATE
408	San Bernardino	OMNITRANS	981122	981122	TRANSIT		CAPITALIZATION OF PREVENTIVE MAINTENANCE (TDC TO MATCH: 5307 FY17/18 $593, FY18/19 $593)	EXISTING: 2022 - REVISED: 2030	EXISTING: $133,795 - REVISED: $125,145	COST DECREASE	SCHEDULE AND COST UPDATE
409	San Bernardino	OMNITRANS	20040211	20040211	TRANSIT		REPLACEMENT PARATRANSIT VEHICLES REPLACING PARATRANSIT VEHICLES ON OMNITRANS ACCESS FLEET;08-50;2011-50;2013-15;2014-15 VEHICLES	2030	EXISTING: $23,006 - REVISED: $30,543	COST INCREASE	COST UPDATE
410	San Bernardino	OMNITRANS	SBD31055	SBD31055	TRANSIT		TRANSIT ADMINISTRATION EQUIPMENT PURCHASE COMPUTER HARDWARE & SOFTWARE FOR MIS. (TDC: 5307; FY16/17 $780 CON, FY18/19 $384 CON)	EXISTING: 2022 - REVISED: 2030	EXISTING: $55,272 - REVISED: $58,366	COST INCREASE	SCHEDULE AND COST UPDATE
411	San Bernardino	OMNITRANS	SBD31084	SBD31084	TRANSIT		BUS SYSTEM-SERVICE VEHICLES, PURCHASE SEVERAL REPLACEMENT SERVICE VEHICLES FY15 - 45 (TDC: 5307; FY18/19 $101 CON)	EXISTING: 2022 - REVISED: 2030	EXISTING: $7,921 - REVISED: $9,021	COST INCREASE	SCHEDULE AND COST UPDATE
412	San Bernardino	OMNITRANS	SBD90105	SBD90105	TRANSIT		BUS SYSTEM-BUSES BUS REPLACEMENTS ALT. FUEL, 2010-15 AND 15 COACHES PER YEAR AFTER 2010 (TDC: TO MATCH; CMAQ FY18/19 $384 FOR CON,FY19/20 $875 FOR CON; 5307 FY 16/17 $175 FOR CON: 5307LA FY17/18 $175 FOR CON, $175 FY18/19 FOR CON)	EXISTING: 2022 - REVISED: 2030	EXISTING: $201,656 - REVISED: $262,036	COST INCREASE	SCHEDULE AND COST UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
413	San Bernardino	San Bernardino County Transportation Authority (SBCTA)	990602	990602	TRANSIT		METROLINK CAPITAL MAINTENANCE (REHAB/RENNOVATION OF METROLINK TRACK, SIGNALS, COMMUNICATIONS, STRUCTURES, FACILITIES, SYSTEMS &ROLLING STOCK INCLUDING PURCHASE OF REPLACEMENT LOCOMOTIVES WITH TIER-4 TECHNOLOGY). (TDC USED TO MATCH: 5309A, 5337LA/RS FY14/15 $1,741; 5337LA/RS FY15/16 $856; 5337LA/RS FY16/17 $1,316; FY 17/18 $1,881; FY 18/19 $2,170; FY 19/20 $2,000; FY 20/21 $2,000; FY 21/22 $2,000)	2030	EXISTING: $118,240 - REVISED: $152,718	COST INCREASE	COST UPDATE
414	San Bernardino	San Bernardino County Transportation Authority (SBCTA)	20192702	4160049	TRANSIT		ONTARIO INTERNATIONAL AIRPORT (ONT) LOOP - ZERO-EMISSION, RUBBER TIRE, DIRECT TRANSIT CONNECTION BETWEEN THE RANCHO CUCAMONGA METROLINK STATION AND ONT.	2027	$492,000	COST REMOVAL	DELETED
415	San Bernardino	VICTOR VALLEY TRANSIT AUTHORITY	SBD41114	SBD41114	TRANSIT		PARATRANSIT - FY18 PT BUS RPLC ALT FUEL (6); FY19 PT BUS RPLC ALT FUEL (2), PARATRANSIT BUS REPLACEMENT ALT FUEL (10); FY20 PT BUS RPLC ALT FUEL (5)	2030	EXISTING: $10,136 - REVISED: $11,009	COST INCREASE	COST UPDATE
416	San Bernardino	VICTOR VALLEY TRANSIT AUTHORITY	20190011	20190011	TRANSIT		VVTA REGIONAL EXPANSION BUSES: ROUTE 59 (1 BUS) & ROUTE 65 (2 BUSES)	EXISTING: 2027 - REVISED: 2030	EXISTING: $2,290 - REVISED: $3,435	COST INCREASE	SCHEDULE AND COST UPDATE
417	Ventura	CAMARILLO	VEN051211	5A0721-VEN051211	LOCAL HIGHWAY		IN CAMARILLO ON LAS POSAS ROAD FROM VENTURA BLVD TO PLEASANT VALLEY ROAD WIDEN FROM 4 TO 6 LANES.	EXISTING: 2031 - REVISED: 2032	EXISTING: $10,521 - REVISED: $16,520	COST INCREASE	SCHEDULE AND COST UPDATE
418	Ventura	OXNARD HARBOR DISTRICT	VEN160401	1O0705	LOCAL HIGHWAY		PORT OF HUENEME INTERMODAL IMPROVEMENT PROJECT TO MODERNIZE THE PORT'S WHARF AND PIER AND CARGO FACILITIES INCLUDING DEEPENING THE WATER DEPTH FROM THE CHANNEL TO VESSEL BERTHS AND EXTENDING RAIL FOR ON-TERMINAL ACCESS.	2020	$30,800	NONE	COMPLETED
419	Ventura	VENTURA COUNTY	VEN011202	VEN011202	LOCAL HIGHWAY		HUENEME RD FROM OXNARD CITY LIMITS TO RICE RD - WIDEN FROM 2 TO 4 LANES (PHASE I)	2031	EXISTING: $18,318 - REVISED: $54,171	COST INCREASE	COST UPDATE
420	Ventura	VENTURA COUNTY	VEN170109	VEN170109	LOCAL HIGHWAY		HUENEME ROAD FROM RICE ROAD TO LAS POSAS ROAD - WIDEN 3.66 ROAD MILES TO FOUR LANES	EXISTING: 2030 - REVISED: 2043	$19,518	NONE	SCHEDULE UPDATE
421	Ventura	VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN93017	VEN93017	LOCAL HIGHWAY		REGIONAL RIDESHARE PROGRAM FOR 18/19, 19/20, 20/21 AND 21/22. TOLL CREDITS IN THE AMOUNT OF $51 PER YEAR FOR 18/19, 19/20, 20/21, AND 21/22.	EXISTING: 2027 - REVISED: 2030	EXISTING: $1,329 - REVISED: $1,429	COST INCREASE	SCHEDULE AND COST UPDATE
422	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: 2027 - REVISED: 2033	EXISTING: $2,411 - REVISED: $14,411	COST INCREASE	SCHEDULE AND COST UPDATE
423	Ventura	MOORPARK	VEN34089	VEN34089	STATE HIGHWAY	118	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: 2027 - REVISED: 2033	EXISTING: $1,869 - REVISED: $7,058	COST INCREASE	SCHEDULE AND COST UPDATE
424	Ventura	OXNARD	VEN040401	VEN040401	STATE HIGHWAY		IN OXNARD, RICE AVE./FIFTH ST./STATE ROUTE 34 RAILROAD GRADE SEPARATION BRIDGE OVER UPRR RAILROAD. CONSTRUCTION INCLUDES WIDENING OF RICE AVE., NEW CONNECTOR ROADWAY FROM RICE AVE TO STATE ROUTE 34, TWO NEW TRAFFIC SIGNALS, AND TRAFFIC SIGNAL MODIFICATION AT RICE AVE/STURGIS RD.	2028	$132,532	NEW COST	NEW PROJECT
425	Ventura	SAN BUENAVENTURA	VEN010202	VEN010202	STATE HIGHWAY	101	RECONFIGURE N/B CALIFORNIA ST OFFRAMP (RECONFIGURE RAMP TO TERMINATE AT OAKS ST INSTEAD OF THE CURRENT CALIFORNIA ST LOCATION)	EXISTING: 2030 - REVISED: 2031	$37,200	NONE	SCHEDULE UPDATE
426	Ventura	VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN54187	VEN54187	STATE HIGHWAY		5% FOR PLANNING, PROGRAMMING, & MONITORING	EXISTING: 2029 - REVISED: 2033	EXISTING: $1,948 - REVISED: $2,016	COST INCREASE	SCHEDULE AND COST UPDATE
427	Ventura		VEN210501	6201A1S01	STATE HIGHWAY	101	IN OXNARD, IMPROVE U.S. 101 INTERCHANGE AT DEL NORTE BLVD. CONSTRUCT NEW DEL NORTE BRIDGE OVER U.S 101 TO WIDEN FROM 2 LANES TO 4 LANES, REALIGN ON AND OFF RAMPS, INSTALL CLASS II BIKE LANES, SIDEWALK, ADA IMPROVEMENTS.	EXISTING: 2034 - REVISED: 2035	$84,500	NONE	SCHEDULE UPDATE
428	Ventura	CAMARILLO	VEN050401	VEN050401	TRANSIT		OPERATING ASSISTANCE - CAMARILLO AREA TRANSIT	EXISTING: 2022 - REVISED: 2030	EXISTING: $4,552 - REVISED: $6,848	COST INCREASE	SCHEDULE AND COST UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
429	Ventura	CAMARILLO	VEN210601	VEN061000	TRANSIT		CAMARILLO BUS MAINTENANCE	2030	EXISTING: $4,439 - REVISED: $4,896	COST INCREASE	COST UPDATE
430	Ventura	GOLD COAST TRANSIT DISTRICT	VEN057404	VEN057404	TRANSIT		PURCHASE OF OFFICE, SHOP, AND OPERATING EQUIPMENT FOR EXISTING FACILITIES - REPLACE MAINTENANCE EQUIPMENT	2026	$760	COST REMOVAL	DELETED
431	Ventura	GOLD COAST TRANSIT DISTRICT	VEN54095	VEN54095	TRANSIT		OPERATING ASSISTANCE - ADA PARATRANSIT CAPITAL	EXISTING: 2022 - REVISED: 2031	EXISTING: $8,090 - REVISED: $6,048	COST DECREASE	SCHEDULE AND COST UPDATE
432	Ventura	GOLD COAST TRANSIT DISTRICT	VEN64003	VEN64003	TRANSIT		PREVENTIVE MAINTENANCE - FIXED ROUTE & ADA	EXISTING: 2022 - REVISED: 2031	EXISTING: $12,400 - REVISED: $10,400	COST DECREASE	SCHEDULE AND COST UPDATE
433	Ventura	GOLD COAST TRANSIT DISTRICT	VEN990602	VEN990602	TRANSIT		TRANSIT PLANNING & PROGRAMMING (PLANNING: PROGRAM SUPPORT & ADM)	EXISTING: 2022 - REVISED: 2031	EXISTING: $625 - REVISED: $500	COST DECREASE	SCHEDULE AND COST UPDATE
434	Ventura	MOORPARK	VEN030608	VEN030608	TRANSIT		CAPITAL MAINTENANCE FOR MOORPARK TRANSIT - BUSES AND TRANSIT CENTER (MOORPARK RAIL STATION)	EXISTING: 2029 - REVISED: 2032	EXISTING: $1,600 - REVISED: $600	COST DECREASE	SCHEDULE AND COST UPDATE
435	Ventura	OJAI	VEN34253	VEN34253	TRANSIT		OPERATING ASSISTANCE - FIXED ROUTE	EXISTING: 2022 - REVISED: 2031	$4,119	NONE	SCHEDULE UPDATE
436	Ventura	SIMI VALLEY	VEN34206	VEN34206	TRANSIT		OPERATING ASSISTANCE - FIXED ROUTE	EXISTING: 2022 - REVISED: 2031	EXISTING: $23,130 - REVISED: $22,000	COST DECREASE	SCHEDULE AND COST UPDATE
437	Ventura	SIMI VALLEY	VEN981107	VEN981107	TRANSIT		ADA SERVICE - PARATRANSIT CAPITAL	EXISTING: 2022 - REVISED: 2031	$1,852	NONE	SCHEDULE UPDATE
438	Ventura	SIMI VALLEY	VEN981118	VEN981118	TRANSIT		PREVENTIVE MAINTENANCE	EXISTING: 2022 - REVISED: 2031	EXISTING: $1,275 - REVISED: $1,200	COST DECREASE	SCHEDULE AND COST UPDATE
439	Ventura	SOUTHERN CALIF REGIONAL RAIL AUTHORITY	VEN990609	VEN990609	TRANSIT		SYSTEMWIDE REHABILITATION AND RENOVATION INCLUDING THE PURCHASE OF REPLACEMENT LOCOMOTIVES WITH TIER-4 TECHNOLOGY, TRACK, SIGNALS, PLATFORMS, POWER SYSTEMS, FACILITIES, ROLLING STOCK, EQUIPMENT, SIGNAGE (TOLL CREDITS OF $1,974 IN 18/19, $700 IN EACH OF YEARS 9/20, 20/21 & 21/22)	EXISTING: 2028 - REVISED: 2029	EXISTING: $52,240 - REVISED: $46,203	COST DECREASE	SCHEDULE AND COST UPDATE
440	Ventura	THOUSAND OAKS	VEN030612	VEN030612	TRANSIT		DIAL-A-RIDE SERVICE - CAPITAL LEASE	EXISTING: 2022 - REVISED: 2031	EXISTING: $788 - REVISED: $600	COST DECREASE	SCHEDULE AND COST UPDATE
441	Ventura	VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN121001	VEN010406	TRANSIT		FARE COLLECTION PASSENGER COUNTING, AUTOMATIC VEHICLE LOCATOR DATA MANAGEMENT	EXISTING: 2022 - REVISED: 2028	EXISTING: $2,032 - REVISED: $1,989	COST DECREASE	SCHEDULE AND COST UPDATE
442	Ventura	VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN121002	VEN059401	TRANSIT		FARE COLLECTION AND RIDERSHIP MONITORING AND AUTOMOTIC VEHICLE LOCATOR EQUIPMENT AND MAINTENANCE (TDC CREDITS IN FY 16/17 IN THE AMOUNT OF $189 AND FY 18/19 IN THE AMOUNTY OF $29.)	EXISTING: 2029 - REVISED: 2030	EXISTING: $1,248 - REVISED: $3,114	COST INCREASE	SCHEDULE AND COST UPDATE
443	Ventura	VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN34348	VEN34348	TRANSIT		TRANSIT PROGRAMMING & PLANNING	EXISTING: 2022 - REVISED: 2028	EXISTING: $5,683 - REVISED: $6,294	COST INCREASE	SCHEDULE AND COST UPDATE
444	Ventura	VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN54036	VEN54036	TRANSIT		IN VENTURA COUNTY VCTC INTERCITY CAPITAL LEASE/MAINTENANCE CONTRACT - TDC OF $311 IN 18/19, $155 IN EACH OF19/20, 20/21 & 21/22	EXISTING: 2022 - REVISED: 2028	EXISTING: $3,885 - REVISED: $6,837	COST INCREASE	SCHEDULE AND COST UPDATE

#	COUNTY	LEAD AGENCY	FTIP ID	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
445	Ventura	VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN54069	VEN54069	TRANSIT		TRANSIT MOBILITY MANAGEMENT INFORMATION CENTER	EXISTING: 2022 - REVISED: 2028	EXISTING: $2,000 - REVISED: $1,010	COST DECREASE	SCHEDULE AND COST UPDATE
446	Ventura	VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN54070	VEN54070	TRANSIT		TRANSIT OUTREACH ACTIVITIES (TRANSP DEVEL CREDITS OF $69 IN FY 18/19, 19/20, 20/21 & 21/22)	EXISTING: 2026 - REVISED: 2029	EXISTING: $3,197 - REVISED: $3,518	COST INCREASE	SCHEDULE AND COST UPDATE
447	Ventura	VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN54115	VEN54115	TRANSIT		VCTC BUS SYSTEM PLANNING	EXISTING: 2022 - REVISED: 2031	EXISTING: $2,816 - REVISED: $2,814	COST DECREASE	SCHEDULE AND COST UPDATE
448	Various	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	RIV211201	2M0737	STATE HIGHWAY	91	EXISTING: ADD 1 EASTBOUND LANE FROM SR-241 TO SR-71 AND OTHER OPERATIONAL IMPROVEMENTS ---------- REVISED: IN EASTERN ORANGE COUNTY AND WESTERN RIVERSIDE COUNTY ON EASTBOUND SR-91 (91 EASTBOUND CORRIDOR OPERATIONS PROJECT); ADD ONE OPERATIONAL LANE FROM N241-E91 CONNECTOR (JUST EAST OF GYPSUM CANYON ROAD UNDERCROSSING) TO E91-N71 CONNECTOR AUXILIARY LANE (IN THE VICINITY OF THE GREEN RIVER ROAD OVERCROSSING). TOTAL MILES: 3.0. PM ORA R17.0 TO R18.9, RIV R0.0 TO R1.2	EXISTING: 2035 - REVISED: 2030	EXISTING: $300,000 - REVISED: $219,222	COST DECREASE	SCOPE, SCHEDULE, AND COST UPDATE

Table 2. Modifications to Financially Constrained Projects

#	COUNTY	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
1	Imperial	1161L001	EL CENTRO	LOCAL HIGHWAY		IMPERIAL AVENUE EXTENSION SOUTH - NEW ROADWAY FROM I-8 TO MCCABE ROAD.	2030	$10,230	NONE	MINOR UPDATE - ADDITIONAL MODELING DETAILS
2	Imperial	6160001	VARIOUS AGENCIES	TRANSIT		CALEXICO EAST PORT OF ENTRY INTERMODAL TRANSPORTATION CENTER	EXISTING: 2038 --- REVISED: 2030	EXISTING: $10,000 --- REVISED: $12,500	COST INCREASE	SCHEDULE AND COST UPDATE
3	Los Angeles	1200L009	PORT OF LONG BEACH	LOCAL HIGHWAY		EXISTING: HARBOR SCENIC DRIVE FROM I-710 TO PIER J AVENUE BRIDGE (ROADWAY IMPROVEMENT AND REHABILITATION)--REPLACE THE EXISTING PAVEMENT FULL DEPTH ON HARBOR SCENIC DRIVE FROM HARBOR PLAZA TO GRADE SEPARATION SOUTHERLY. PROJECT IS TO IMPROVE SAFETY FEATURES, CAPACITY, AND LANDSCAPE. IMPROVE OPERATION EFFICIENCY WITH ADVANCE SIGNAGE. ENHANCE LANDSCAPE. --- REVISED: THE HARBOR SCENIC DRIVE ENHANCEMENTS PROJECT WILL PROVIDE ROADWAY IMPROVEMENTS ALONG A KEY FREIGHT CORRIDOR EXTENDING FROM THE I-710 FREEWAY AND PROVIDING ACCESS TO THE PORT OF LONG BEACH (POLB) SHIPPING TERMINALS AND CITY OF LONG BEACH HARBOR DISTRICT PIER H AREA. THE PROJECT WILL ADD TURNING POCKETS AND RAMP WIDTH IMPROVEMENTS ALONG HARBOR SCENIC DRIVE, AND WILL USE ADVANCED ITS TECHNOLOGIES TO IMPLEMENT DYNAMIC SIGNAGE TO STREAMLINE LANE MOVEMENT TO MANAGE CONGESTION AND PREVENT DELAYS.	EXISTING: 2023 --- REVISED: 2031	EXISTING: $23,742 --- REVISED: $94,264	COST INCREASE	SCOPE, SCHEDULE, AND COST UPDATE
4	Los Angeles	1160005	PORT OF LOS ANGELES	LOCAL HIGHWAY		SAMPSON WAY TO 22ND STREET & MINER STREET - SAMPSON WAY WOULD BE REALIGNED AND EXPANDED TO TWO LANES IN EACH DIRECTION AND WOULD CURVE NEAR THE MUNICIPAL FISH MARKETS TO MEET WITH 22ND STREET IN ITS WESTWARD ALIGNMENT EAST OF MINER STREET.	EXISTING: 2030 --- REVISED: 2027	$30,000	NONE	SCHEDULE UPDATE
5	Los Angeles	1160006	PORT OF LOS ANGELES	LOCAL HIGHWAY		HARBOR BLVD IMPROVEMENTS - AS PART OF THE SAN PEDRO WATERFRONT DEVELOPMENT PROJECT, HARBOR BLVD WILL BE RESTRIPED, AND THE MEDIAN IS REMOVED/RECONSTRUCTED AS NEEDED TO PROVIDE THREE NBT AND SBT LANES BETWEEN THE RECONSTRUCTED HARBOR BLVD./7TH ST. INTERSECTION AND THE WB ON RAMP/FRONT STREET INTERSECTION. THIS WILL RESULT IN THE REMOVAL OF PARKING AND THE BIKE LANE ON THE NORTHBOUND SIDE. THE PARKING AND 5' BIKE LANE ON THE SOUTHBOUND SIDE, SOUTH OF O'FARRELL STREET WILL BE PRESERVED. NORTH OF O'FARRELL STREET, THE PARKING AND THE PARKING LANE ON THE SOUTHBOUND SIDE WOULD NEED TO BE REMOVED TO ACCOMMODATE THE NORTHBOUND DUAL LEFT-TURN LANE.	EXISTING: 2030 --- REVISED: 2035	$5,000	NONE	SCHEDULE UPDATE
6	Los Angeles	LA9910017	SANTA CLARITA	LOCAL HIGHWAY		SANTA CLARITA PKWY FROM VIA PRINCESSA TO STATE HWY 14 (1 MILE) FROM 0 TO 6 LANES.	EXISTING: 2029 --- REVISED: 2031	$2,750	NONE	SCHEDULE UPDATE
7	Los Angeles	1162O002	LOS ANGELES COUNTY MTA (METRO)	OTHER		COMPLETE LA RIVER BIKEPATH	EXISTING: 2025 --- REVISED: 2029	EXISTING: $69,600 --- REVISED: $169,819	COST INCREASE	SCHEDULE AND COST UPDATE
8	Los Angeles	1200P004	PORT OF LONG BEACH	OTHER		PIER G AVENUE REHABILITATION--ROADWAY IMPROVEMENTS AND UTILITY ENHANCEMENTS FOR WATER, STORMWATER, SEWER, AND STREET PAVEMENT. UTILITY IMPROVEMENTS ARE COMBINED WITH THE ROADWAY IMPROVEMENTS FOR PREVENTATIVE MAINTENANCE AND COST EFFICIENCY.	EXISTING: 2021 --- REVISED: 2023	$13,900	NONE	COMPLETED
9	Los Angeles	1200P005	PORT OF LONG BEACH	OTHER		EXISTING: TERMINAL ACCESS IMPROVEMENT ON HARBOR SCENIC DRIVE, CONNECTING I-710 AND INTERMODAL CONTAINER FACILITIES: (1) ROADWAY IMPROVEMENTS AND REHABILITATION FROM HARBOR PLAZA TO GRADE SEPARATION TO THE SOUTH, (2) CHANGEABLE MESSAGE SIGN INSTALLATION. --- REVISED: THE HARBOR SCENIC DRIVE ENHANCEMENTS PROJECT WILL PROVIDE ROADWAY IMPROVEMENTS ALONG A KEY FREIGHT CORRIDOR EXTENDING FROM THE I-710 FREEWAY AND PROVIDING ACCESS TO THE PORT OF LONG BEACH (POLB) SHIPPING TERMINALS AND CITY OF LONG BEACH HARBOR DISTRICT PIER H AREA. THE PROJECT WILL ADD TURNING POCKETS AND RAMP WIDTH IMPROVEMENTS ALONG HARBOR SCENIC DRIVE, AND WILL USE ADVANCED ITS TECHNOLOGIES TO IMPLEMENT DYNAMIC SIGNAGE TO STREAMLINE LANE MOVEMENT TO MANAGE CONGESTION AND PREVENT DELAYS.	EXISTING: 2032 --- REVISED: 2031	EXISTING: $39,950 --- REVISED: $94,264	COST INCREASE	SCOPE, SCHEDULE, AND COST UPDATE
10	Los Angeles	1163O003	PORT OF LOS ANGELES	OTHER		PORT OF LOS ANGELES TERMINAL ISLAND MARITIME SUPPORT FACILITY (MSF) ACCESS/TERMINAL ISLAND RAIL SYSTEM GRADE SEPARATION & MSF	EXISTING: 2026 --- REVISED: 2028	EXISTING: $224,000 --- REVISED: $233,860	COST INCREASE	SCHEDULE AND COST UPDATE
11	Los Angeles	1163O004	PORT OF LOS ANGELES	OTHER		ZERO EMISSION (ZE)/TRUCK TRIP REDUCTION/FREIGHT EFFICIENCY PROGRAM: WEST BASIN CONTAINER TERMINAL RAILYARD - RECONSTRUCT A 7-TRACK RAILYARD OPERATED WITH DIESEL POWERED TOP-PICKS TO A 10-TRACK RAILYARD OPERATED WITH ELECTRIFIED RAIL-MOUNTED GANTRY CRANES	EXISTING: 2029 --- REVISED: 2030	$110,000	NONE	SCHEDULE UPDATE
12	Los Angeles	1200P002	PORT OF LOS ANGELES	OTHER		PORT OF LOS ANGELES ZERO EMISSION (ZE)/TRUCK TRIP REDUCTION/FREIGHT EFFICIENCY PROGRAM: POLA RAIL SYSTEM PROJECTS (CP MOLE, PIER 400 SECOND LEAD TRACK, WEST BASIN 2ND LEAD TRACK, B200 RAILYARD CONNECTION - 2ND TRACK)	EXISTING: 2030 --- REVISED: 2035	$70,000	NONE	SCHEDULE UPDATE
13	Los Angeles	1O0710C	PORT OF LOS ANGELES	OTHER		PORT OF LOS ANGELES ZERO EMISSION (ZE)/TRUCK TRIP REDUCTION/FREIGHT EFFICIENCY PROGRAM:PIER 400 RAIL EXPANSION; 2) PIER 300 RAIL EXPANSION PHASE II	EXISTING: 2035 --- REVISED: 2040	$200,000	NONE	SCHEDULE UPDATE

#	COUNTY	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
14	Los Angeles	224A2P03	PORT OF LOS ANGELES	OTHER		PIER 500 TERMINAL - DEVELOPMENT OF A 200-ACRE CONTAINER TERMINAL WITH AN ON DOCK RAILYARD	EXISTING: --- REVISED: 2035	$5,378,610	NEW COST	NEW PROJECT
15	Los Angeles	224A2P04	PORT OF LOS ANGELES	OTHER		POLA-POLB RAIL & ROADWAY OPERATIONS AND SAFETY IMPROVEMENT PROJECT (CRUCERO CONNECTOR) -PROJECT ENTAILS A RAIL CONNECTION FROM THE FUTURE PIER B TRACK TO ACTA MAIN TRACK 2 ON THE WEST SIDE OF THE DOMINGUEZ CHANNEL	EXISTING: --- REVISED: 2035	$113,700	NEW COST	NEW PROJECT
16	Los Angeles	224A2P05	PORT OF LOS ANGELES	OTHER		CONSTRUCTION AND OPERATION OF A 20-ACRE STATE-OF-THE -ART GOODS MOVEMENT WORKFORCE TRAINING FACILITY FOR CURRENT AND FUTURE WORKERS IN THE MARITIME AND GOODS MOVEMENT INDUSTRIES AT THE PORTS OF LOS ANGELES AND LONG BEACH.	EXISTING: --- REVISED: 2035	$150,000	NEW COST	NEW PROJECT
17	Los Angeles	224P021	PORT OF LOS ANGELES	OTHER		PORT OF LOS ANGELES ZERO EMISSION (ZE)/TRUCK TRIP REDUCTION/FREIGHT EFFICIENCY PROGRAM: PIER 300 WHARF EXPANSION	EXISTING: 2030 --- REVISED: 2029	$246,500	NONE	SCHEDULE UPDATE
18	Los Angeles	224P022	PORT OF LOS ANGELES	OTHER		PORT OF LOS ANGELES ZERO EMISSION (ZE)/TRUCK TRIP REDUCTION/FREIGHT EFFICIENCY PROGRAM: BERTHS 121-127 IMPROVEMENT	EXISTING: 2027 --- REVISED: 2030	$335,100	NONE	SCHEDULE UPDATE
19	Los Angeles	224S013	LOS ANGELES COUNTY METRO (MTA)	STATE HIGHWAY	605	EXISTING: FREEWAY INTERCHANGE IMPROVEMENTS (ENGINEERING/NON-CAPITAL ONLY) --- REVISED: FREEWAY INTERCHANGE IMPROVEMENTS (ENGINEERING/NON-CAPITAL ONLY. DESIGN OPTION WITHIN THE I-605 CMIP)	2047	$598,400	NONE	MINOR UPDATE
20	Los Angeles	224S014	LOS ANGELES COUNTY METRO (MTA)	STATE HIGHWAY	605	EXISTING: I-605/60 INTERCHANGE HOV AND DIRECT CONNECTORS (ENGINEERING/NON-CAPITAL ONLY) --- REVISED: I-605/60 INTERCHANGE HOV AND DIRECT CONNECTORS (ENGINEERING/NON-CAPITAL ONLY. DESIGN OPTION WITHIN THE I-605 CMIP)	2047	$490,600	NONE	MINOR UPDATE
21	Los Angeles	1200S003	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	405	I-405 EXPRESSLANES FROM I-105 TO I-110.	EXISTING: 2031 --- REVISED: 2035	$71,560	NONE	SCHEDULE UPDATE
22	Los Angeles	1200S004	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	405	EXISTING: I-405 EXPRESSLANES FROM I-110 TO LA/ORANGE COUNTRY LINE. --- REVISED: I-405 EXPRESSLANES FROM I-110 TO LA/ORANGE COUNTY LINE.	EXISTING: 2031 --- REVISED: 2035	$110,390	NONE	SCOPE AND SCHEDULE UPDATE
23	Los Angeles	1163S014	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	405	ADD AUXILIARY LANES ALONG I-405 NORTHBOUND AND SOUTHBOUND BETWEEN ARTESIA BLVD AND EL SEGUNDO TO ALLEVIATE CONGESTION AND IMPROVE OPERATIONS.	EXISTING: 2028 --- REVISED: 2029	$70,000	NONE	SCHEDULE UPDATE
24	Los Angeles	1200S002	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	405	I-405 EXPRESSLANES FROM I-10 TO I-105.	EXISTING: 2031 --- REVISED: 2035	$70,880	NONE	SCHEDULE UPDATE
25	Los Angeles	1M0430	PORT OF LOS ANGELES	STATE HIGHWAY	47	SR 47/NAVY WAY INTERCHANGE: CONSTRUCTION OF INTERCHANGE AT SR-47 / NAVY WAY TO ELIMINATE TRAFFIC SIGNAL AND MOVEMENT CONFLICTS; PROJECT REMOVES LAST SIGNAL ON SR 47 BETWEEN DESMOND AND V. THOMAS BRIDGES; NHS INTERMODAL CONNECTOR ROUTE	EXISTING: 2027 --- REVISED: 2028	EXISTING: $63,000 --- REVISED: $65,650	COST INCREASE	SCHEDULE AND COST UPDATE
26	Los Angeles	1M1003	SOUTH BAY COUNCIL OF GOVERNMENTS	STATE HIGHWAY	91	I-405, I-110, I-105 AND SR-91 RAMP AND INTERCHANGE IMPROVEMENTS (SOUTH BAY)	EXISTING: 2016 --- REVISED: 2039	EXISTING: $1,508,900 --- REVISED: $506,000	COST DECREASE	SCHEDULE AND COST UPDATE
27	Los Angeles	1162T023	LOS ANGELES COUNTY MTA (METRO)	TRANSIT		NORTH SAN FERNANDO VALLEY BUS RAPID TRANSIT IMPROVEMENTS (SYSTEM CONNECTIVITY PROJECTS (NO SUBREGION)	EXISTING: 2023 --- REVISED: 2028	$222,830	NONE	SCHEDULE UPDATE
28	Los Angeles	1162T024	LOS ANGELES COUNTY MTA (METRO)	TRANSIT		STREET CAR AND CIRCULATOR PROJECTS (SYSTEM CONNECTIVITY PROJECTS (NO SUBREGION))	2022	$41,822	COST REMOVAL	DELETED
29	Los Angeles	1200T001	LOS ANGELES COUNTY MTA (METRO)	TRANSIT		METRO CENTER PROJECT COMPRISES OF CO-LOCATION OF THE EOC AND A NEW SOC TO ENHANCE METRO'S SECURITY, DISASTER AND COUNTER-TERRORISM RESPONSE CAPABILITIES.	2024	$130,688	NONE	COMPLETED
30	Los Angeles	1TR1016	LOS ANGELES COUNTY MTA (METRO)	TRANSIT		UNION BUS DIVISION (CAPITAL COSTS ONLY)	2016	$44,900	NONE	COMPLETED
31	Orange	7020004	LA HABRA	LOCAL HIGHWAY		LA HABRA UNION PACIFIC RAILROAD BIKEWAY. ENG FOR UNION PACIFIC RAILROAD RIGHT-OF-WAY BETWEEN LA HABRA WEST CITY LIMITS AND LA HABRA EAST CITY LIMITS. ROW FOR LA HABRA WEST CITY LIMITS TO BEACH BOULEVARD. TOLL CREDIT MATCH FOR ATP-MPO.	2025	$1,321	COST REMOVAL	DELETED
32	Orange	2A0704	VARIOUS AGENCIES	LOCAL HIGHWAY		COMPLETE MPAH, IMPROVE ARTERIAL CAPACITY	2050	$8,133,408	NONE	SCHEDULE UPDATE AND COMPLETION OF VARIOUS MPAH PROJECTS
33	Riverside	3A04A03	BLYTHE	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2030 --- REVISED: 2040	$3,751	NONE	SCHEDULE UPDATE
34	Riverside	3A04A04	BLYTHE	LOCAL HIGHWAY		WIDEN EXISTING BRIDGE AT C-CANAL FROM 2 TO 4 LANES	EXISTING: 2030 --- REVISED: 2040	$2,441	NONE	SCHEDULE UPDATE

#	COUNTY	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
35	Riverside	3A04A05	BLYTHE	LOCAL HIGHWAY		WIDEN EXISTING BRIDGE AT D-CANAL FROM 2 TO 4 LANES	EXISTING: 2027 ---------- REVISED: 2040	$2,461	NONE	SCHEDULE UPDATE
36	Riverside	3A04A07	BLYTHE	LOCAL HIGHWAY		CONSTRUCT 2 LANE OVERCROSSING AT THE LOWER OUTFALL DRAIN	EXISTING: 2030 ---------- REVISED: 2045	$3,001	NONE	SCHEDULE UPDATE
37	Riverside	3A04A08	BLYTHE	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2030 ---------- REVISED: 2040	$975	NONE	SCHEDULE UPDATE
38	Riverside	3A04A09	BLYTHE	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2030 ---------- REVISED: 2045	$5,070	NONE	SCHEDULE UPDATE
39	Riverside	3A04A10	BLYTHE	LOCAL HIGHWAY		CONSTRUCT/EXTEND 2 LANE ARTERIAL	2025	$2,175	COST REMOVAL	DELETED
40	Riverside	3160009	CATHEDRAL CITY	LOCAL HIGHWAY		WIDEN FROM 4 TO 6 LANES	EXISTING: 2025 ---------- REVISED: 2026	$11,525	NONE	SCHEDULE UPDATE
41	Riverside	3A01CV073	CATHEDRAL CITY	LOCAL HIGHWAY		WIDEN FROM 2 TO 6 LANES	EXISTING: 2024 ---------- REVISED: 2028	$9,026	NONE	SCHEDULE UPDATE
42	Riverside	3A01CV097	CATHEDRAL CITY	LOCAL HIGHWAY		CONSTRUCT NEW 6-LANE ROAD	EXISTING: 2024 ---------- REVISED: 2029	$23,636	NONE	SCHEDULE UPDATE
43	Riverside	3A07055	CATHEDRAL CITY	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 ---------- REVISED: 2031	$8,028	NONE	SCHEDULE UPDATE
44	Riverside	3A07060	CATHEDRAL CITY	LOCAL HIGHWAY		WIDEN FROM 4 TO 6 LANES, INCLUDING BRIDGE AT N. CATHEDRAL CHANNEL (EASTSIDE OF ROAD)	EXISTING: 2023 ---------- REVISED: 2024	$13,015	NONE	COMPLETED
45	Riverside	3A0802	CATHEDRAL CITY	LOCAL HIGHWAY		IN THE CITY OF CATHEDRAL CITY, CONSTRUCT VALLEY CENTER BLVD NORTH OF I-10 AND SOUTH OF VARNER RD AS A 4 LANES ARTERIAL FROM PALM DR TO DATE PALM DR	EXISTING: 2024 ---------- REVISED: 2033	$57,063	NONE	SCHEDULE UPDATE
46	Riverside	3A0803	CATHEDRAL CITY	LOCAL HIGHWAY		IN THE CITY OF CATHEDRAL CITY, CONSTRUCT VALLEY CENTER BLVD NORTH OF I-10 AND SOUTH OF VARNER RD AS A 4 LANE ARTERIAL FROM DATE PALM DR TO FUTURE DA VALL RD EXTENSION	EXISTING: 2025 ---------- REVISED: 2029	$53,059	NONE	SCHEDULE UPDATE
47	Riverside	3A01CV005	COACHELLA	LOCAL HIGHWAY		EXISTING: WIDEN FROM 2 TO 6 LANES ---------- REVISED: WIDEN FROM 4 TO 6 LANES	EXISTING: 2024 ---------- REVISED: 2042	$7,174	NONE	SCOPE AND SCHEDULE UPDATE
48	Riverside	3A07108	COACHELLA	LOCAL HIGHWAY		WIDEN FROM 2 TO 5 LANES	2024	$5,013	NONE	COMPLETED
49	Riverside	3200L017	CORONA	LOCAL HIGHWAY		IN THE CITY OF CORONA ON EXISTING ONTARIO AVENUE-- WIDEN AND REALIGN EXISTING 4 TO 6 LANES BY ADDING 1 EB THRU LANE, CONSTRUCT 900' SIDEWALK W/ADA RAMP ON THE SOUTHEAST SIDE OF ONTARIO AVE AND LINCOLN AVE.	EXISTING: 2028 ---------- REVISED: 2030	$2,000	NONE	SCHEDULE UPDATE
50	Riverside	3160031	INDIO	LOCAL HIGHWAY		WIDEN FROM 4 TO 6 LANES, NOT INCLUDING RAILROAD CROSSING	EXISTING: 2024 ---------- REVISED: 2034	$700	NONE	SCHEDULE UPDATE
51	Riverside	3160032	INDIO	LOCAL HIGHWAY		WIDEN FROM 4 TO 6 LANES	EXISTING: 2024 ---------- REVISED: 2034	$13,000	NONE	SCHEDULE UPDATE
52	Riverside	3A01CV003	INDIO	LOCAL HIGHWAY		WIDEN THE NORTHSIDE OF AVENUE 50 FROM JEFFERSON TO MADISON STREET FROM 1 TO 2 LANES INCLUDING A CENTER MEDIAN/LEFT TURN LANE. THE IMPROVEMENTS INCLUDE INSTALLING A NEW SIDEWALK AND BIKE LANE ALONG THE NORTHSIDE OF AVENUE 50.	2028	$10,591	COST REMOVAL	DELETED
53	Riverside	3A01CV061	INDIO	LOCAL HIGHWAY		WIDENING FROM 3 TO 4 LANES	2024	$7,271	NONE	COMPLETED
54	Riverside	3A01CV110B	INDIO	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2024 ---------- REVISED: 2034	$1,846	NONE	SCHEDULE UPDATE
55	Riverside	3A07065	INDIO	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	2024	$5,144	COST REMOVAL	DELETED - DUPLICATE
56	Riverside	3120016	JURUPA VALLEY	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2024 ---------- REVISED: 2025	$31,155	NONE	COMPLETED
57	Riverside	3A01WT163	JURUPA VALLEY	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 ---------- REVISED: 2029	$6,500	NONE	SCHEDULE UPDATE
58	Riverside	RIV180119	MARCH JPA	LOCAL HIGHWAY		CONSTRUCT EXTENSION OF 2-LANE LOCAL CONNECTOR ON BARTON DR FROM CAMINO DEL SOL TO GROVE COMMUNITY DR.	EXISTING: 2025 ---------- REVISED: 2035	$4,000	NONE	SCHEDULE UPDATE

#	COUNTY	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
59	Riverside	RIV180120	MARCH JPA	LOCAL HIGHWAY		CONSTRUCT EXTENSION OF CACTUS AVE FROM MERIDIAN PKWY TO BARTON DR WITH 4-LANE ARTERIAL WITH CENTER MEDIAN.	EXISTING: 2025 --- REVISED: 2035	$6,800	NONE	SCHEDULE UPDATE
60	Riverside	RIV180121	MARCH JPA	LOCAL HIGHWAY		CONSTRUCT EXTENSION OF SAN GORGONIO DR FROM ALESSANDRO BLVD TO CACTUS AVE WITH 4-LANE ARTERIAL WITH CENTER MEDIAN.	EXISTING: 2024 --- REVISED: 2035	$4,000	NONE	SCHEDULE UPDATE
61	Riverside	3A01WT152	MENIFEE	LOCAL HIGHWAY		WIDEN FROM 2 TO 6 LANES INCL. GRADE SEPARATION OVER BNSF RR (GRADE SEP PORTION IS NOT PART OF GRADE SEP LIST AND SHOULD REMAIN HERE)	EXISTING: 2030 --- REVISED: 2035	EXISTING: $62,922 --- REVISED: $73,300	COST INCREASE	SCHEDULE AND COST UPDATE
62	Riverside	3A01WT167	MENIFEE	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	2027	EXISTING: $4,276 --- REVISED: $7,000	COST INCREASE	PROJECT COST UPDATE
63	Riverside	3A04WT080	MENIFEE	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	2030	EXISTING: $5,800 --- REVISED: $22,700	COST INCREASE	COST UPDATE
64	Riverside	RIV180136	MENIFEE	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF MENIFEE - MURRIETA ROAD REPLACEMENT OF EXISTING 2-LANE AT-GRADE CROSSING WITH A 4-LANE CONFIGURATION 400 FT SPAN BRIDGE OVER SALT CREEK CHANNEL FROM PARK CITY AVE TO CAMINO DEL SOL SUR	EXISTING: 2030 --- REVISED: 2032	$14,730	NONE	SCHEDULE UPDATE
65	Riverside	RIV180138	MENIFEE	LOCAL HIGHWAY		MURRIETA RD AND HOLLAND RD INTERSECTION REALIGNMNET TO REPLACE A TWO-WAY INTERSECTION WITH STOP STOPS AND OFFSET AND SIGNALIZE THE INTERSTCTION, INSTALL STREET LIGHTS, ADA RAMPS AND SIDEWALKS. PROJECT TO INCLUDE WIDENING FROM SURREY RD TO 600-FT S/O HOLLAND RD FROM 2 TO 4-LANES.	EXISTING: 2030 --- REVISED: 2032	EXISTING: $6,253 --- REVISED: $32,600	COST INCREASE	SCHEDULE AND COST UPDATE
66	Riverside	3120005	MURRIETA	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES WITH I-15 OVERCROSSING	EXISTING: 2030 --- REVISED: 2045	$31,155	NONE	SCHEDULE UPDATE
67	Riverside	3120007	MURRIETA	LOCAL HIGHWAY		CONSTRUCT - REALIGN ANTELOPE RD FROM CLINTON KEITH RD. TO SCOTT ROAD - 4 THROUGH LANES, 2 LANE IN EACH DIRECTION.	EXISTING: 2030 --- REVISED: 2035	$24,924	NONE	SCHEDULE UPDATE
68	Riverside	3120014	MURRIETA	LOCAL HIGHWAY		CONSTRUCT A 4 LANE FACILITY - MONROE AVE. FROM MURRIETA HOT SPRINGS RD. TO LOS ALAMOS RD.	EXISTING: 2030 --- REVISED: 2035	$15,000	NONE	SCHEDULE UPDATE
69	Riverside	3200L037	MURRIETA	LOCAL HIGHWAY		CONSTRUCT CLINTON KEITH ROAD FROM FRENCH VALLEY CREEK BRIDGE TO WINCHESTER ROAD- 6 THROUGH LANES, 3 IN EACH DIRECTION	2025	$5,227	NONE	COMPLETED
70	Riverside	3200L038	MURRIETA	LOCAL HIGHWAY		CONSTRUCT - REALIGN WHITEWOOD ROAD FROM MURRIETA HOT SPRINGS ROAD TO JACKSON AVENUE- 4 THROUGH LANES, 2 LANE IN EACH DIRECTION.	2030	EXISTING: $5,000 --- REVISED: $10,000	COST INCREASE	PROJECT COST UPDATE
71	Riverside	3A01WT075	MURRIETA	LOCAL HIGHWAY		CONSTRUCT 6 LANE ARTERIAL	EXISTING: 2035 --- REVISED: 2030	$7,611	NONE	SCHEDULE UPDATE
72	Riverside	3A01WT174	MURRIETA	LOCAL HIGHWAY		WIDEN FROM 4 TO 6 LANES	EXISTING: 2025 --- REVISED: 2027	EXISTING: $4,500 --- REVISED: $15,000	COST INCREASE	SCHEDULE AND COST UPDATE
73	Riverside	RIV111131	MURRIETA	LOCAL HIGHWAY		IN MURRIETA – KELLER RD. EXTENSION: EXTENSION OF KELLER RD. FROM WHITEWOOD RD (EAST) TO SR79 (WINCHESTER RD). THE PROJECT EXTENSION WILL INCLUDE 4 LANES (2 LNS IN EA DIR), A LEFT TURN LANE, BIKE LANES, AND INSTALLATION OF CURB, GUTTER AND SIDEWALK	EXISTING: 2030 --- REVISED: 2040	$34,000	NONE	SCHEDULE UPDATE
74	Riverside	3A04WT086	NORCO	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 --- REVISED: 2030	$2,020	NONE	SCHEDULE UPDATE
75	Riverside	3A04WT087	NORCO	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 --- REVISED: 2030	$5,449	NONE	SCHEDULE UPDATE
76	Riverside	3A04WT089	NORCO	LOCAL HIGHWAY		WIDEN FROM 4 TO 6 LANES	EXISTING: 2025 --- REVISED: 2032	$1,433	NONE	SCHEDULE UPDATE

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77	Riverside	3A04WT091	NORCO	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2024 ---------- REVISED: 2032	$6,055	NONE	SCHEDULE UPDATE
78	Riverside	3200L040	PERRIS	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 ---------- REVISED: 2040	$5,597	NONE	SCHEDULE UPDATE
79	Riverside	3200L043	PERRIS	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 ---------- REVISED: 2030	$13,180	NONE	SCHEDULE UPDATE
80	Riverside	3200L044	PERRIS	LOCAL HIGHWAY		WIDEN FROM 4 TO 6 LANES	EXISTING: 2025 ---------- REVISED: 2030	$10,000	NONE	SCHEDULE UPDATE
81	Riverside	3200L050	PERRIS	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 ---------- REVISED: 2040	$1,878	NONE	SCHEDULE UPDATE
82	Riverside	3200L051	PERRIS	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 ---------- REVISED: 2026	$1,878	NONE	SCHEDULE UPDATE
83	Riverside	3A01WT105	PERRIS	LOCAL HIGHWAY		WIDEN FROM 4 TO 6 LANES	EXISTING: 2025 ---------- REVISED: 2030	$20,000	NONE	SCHEDULE UPDATE
84	Riverside	3A01WT107	PERRIS	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 ---------- REVISED: 2027	$37,555	NONE	SCHEDULE UPDATE
85	Riverside	3A04A23	PERRIS	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 ---------- REVISED: 2030	$9,631	NONE	SCHEDULE UPDATE
86	Riverside	3A04WT092	PERRIS	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 ---------- REVISED: 2030	$2,568	NONE	SCHEDULE UPDATE
87	Riverside	3A07262	PERRIS	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES, INCLUDING 2 BRIDGES OVER SAN JACINTO RIVER AND INTERCHANGE AT I-215	EXISTING: 2025 ---------- REVISED: 2026	$82,036	NONE	SCHEDULE UPDATE
88	Riverside	3A07268	PERRIS	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 ---------- REVISED: 2030	$7,462	NONE	SCHEDULE UPDATE
89	Riverside	3A07269	PERRIS	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	2025	$1,187	NONE	COMPLETED
90	Riverside	3A01WT183	RIVERSIDE COUNTY	LOCAL HIGHWAY		WIDEN FROM 2 TO 6 LANES	2040	$80,945	COST REMOVAL	DELETED
91	Riverside	3A01WT199	RIVERSIDE COUNTY	LOCAL HIGHWAY		WIDEN FROM 4 TO 6 LANES	EXISTING: 2028 ---------- REVISED: 2032	$40,000	NONE	SCHEDULE UPDATE
92	Riverside	3A04WT132	RIVERSIDE COUNTY	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2028 ---------- REVISED: 2032	$20,000	NONE	SCHEDULE UPDATE
93	Riverside	3A07172	RIVERSIDE COUNTY	LOCAL HIGHWAY		WIDEN FROM 2 TO 5 LANES	2024	$4,700	COST REMOVAL	DELETED
94	Riverside	3A07230	RIVERSIDE COUNTY	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2031 ---------- REVISED: 2032	$6,821	NONE	SCHEDULE UPDATE
95	Riverside	424L023	RIVERSIDE COUNTY	LOCAL HIGHWAY		CONSTRUCT 2 LANE ROAD	EXISTING: 2026 ---------- REVISED: 2030	EXISTING: $7,500 ---------- REVISED: $22,800	COST INCREASE	SCHEDULE AND COST UPDATE
96	Riverside	424L025	RIVERSIDE COUNTY	LOCAL HIGHWAY		CONSTRUCT ROUNDABOUT	EXISTING: 2025 ---------- REVISED: 2027	EXISTING: $5,000 ---------- REVISED: $9,500	COST INCREASE	SCHEDULE AND COST UPDATE
97	Riverside	424L026	RIVERSIDE COUNTY	LOCAL HIGHWAY		CONSTRUCT BRIDGE	EXISTING: 2030 ---------- REVISED: 2031	EXISTING: $30,000 ---------- REVISED: $42,000	COST INCREASE	SCHEDULE AND COST UPDATE

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98	Riverside	424L042	RIVERSIDE COUNTY	LOCAL HIGHWAY		CONSTRUCT ROUNDABOUT	EXISTING: 2025 --- REVISED: 2027	EXISTING: $5,000 --- REVISED: $9,500	COST INCREASE	SCHEDULE AND COST UPDATE
99	Riverside	424L045	RIVERSIDE COUNTY	LOCAL HIGHWAY		CONSTRUCT BRIDGE	EXISTING: 2030 --- REVISED: 2031	$30,000	NONE	SCHEDULE UPDATE
100	Riverside	3G01G07	RIVERSIDE, CITY OF	LOCAL HIGHWAY		GRADE SEPARATION - 4 LANES OVER BNSF RR TRACKS	EXISTING: 2035 --- REVISED: 2037	EXISTING: $60,000 --- REVISED: $100,000	COST INCREASE	SCHEDULE AND COST UPDATE
101	Riverside	3G01G22	RIVERSIDE, CITY OF	LOCAL HIGHWAY		GRADE SEPARATION - 4 LANES OVER BNSF RR TRACKS	EXISTING: 2035 --- REVISED: 2050	EXISTING: $124,620 --- REVISED: $200,000	COST INCREASE	SCHEDULE AND COST UPDATE
102	Riverside	3G01G31	RIVERSIDE, CITY OF	LOCAL HIGHWAY		GRADE SEPARATION - 3 LANES OVER BNSF RR TRACKS	2040	$49,848	COST REMOVAL	DELETED
103	Riverside	424L027	RIVERSIDE, CITY OF	LOCAL HIGHWAY		GRADE SEPARATION - 4 LANES UNDER BNSF RR TRACKS	2040	EXISTING: $45,000 --- REVISED: $60,000	COST INCREASE	COST UPDATE
104	Riverside	3A01WT214	SAN JACINTO	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 --- REVISED: 2027	$8,500	NONE	SCHEDULE UPDATE
105	Riverside	3A01WT215	SAN JACINTO	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 --- REVISED: 2027	$10,000	NONE	SCHEDULE UPDATE
106	Riverside	3A04WT208	SAN JACINTO	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2025 --- REVISED: 2026	$10,553	NONE	SCHEDULE UPDATE
107	Riverside	3A07287	SAN JACINTO	LOCAL HIGHWAY		CONSTRUCT 4 LANE ARTERIAL	2040	$4,500	COST REMOVAL	DELETED
108	Riverside	3A07292	SAN JACINTO	LOCAL HIGHWAY		WIDEN FROM 2 TO 4 LANES	EXISTING: 2022 --- REVISED: 2031	$7,500	NONE	SCHEDULE UPDATE
109	Riverside	424L029	SUNLINE	LOCAL HIGHWAY		NEW COACHELLA MOBILITY HUB, COACHELLA. OPENING DATE: 2024. ROUTES 1, 1X, 6, 8, 12 AND FIREBIRD EXPRESS EAST WILL STOP AT THIS LOCATION.	2024	$1,800	COST REMOVAL	DELETED
110	Riverside	424A2P001	RCTC	PASSENGER RAIL		PVL HUNTER PARK EXPANSION ADDITIONAL PLATFORM TRACKS AND CROSSING	EXISTING: --- REVISED: 2032	$34,000	NEW COST	NEW PROJECT
111	Riverside	424P010	RCTC	PASSENGER RAIL		EXISTING: 3RD MAIN TRACK FROM RIVERSIDE TO PRADO/COUNTY LINE: ADD A THIRD MAIN TRACK AND SHORT SIDING SEGMENTS OF A FOURTH TRACK FROM WEST RIVERSIDE (CONTROL POINT ONTARIO) MILE POST (MP) 10.6 TO PRADO DAM MP 29.4 ON BNSF RAILWAY'S (BNSF) SAN BERNARDINO SUBDIVISION THROUGH THE CITIES OF RIVERSIDE AND CORONA, CALIFORNIA. THE SIDING SEGMENTS WOULD BE LOCATED MAINLY AT THE THREE METROLINK STATION SITES WITHIN THE PROJECT LIMITS; LA SIERRA (MP 18.50), CORONA NORTH MAIN (MP 24.10), AND CORONA WEST (MP 27.20). INCLUDES BUT NOT BE LIMITED TO, MAIN AND SECONDARY TRACKWORK, COMMUNICATION/SIGNAL/POSITIVE TRAIN CONTROL SYSTEMS, AT-GRADE CROSSINGS, PEDESTRIAN CROSSINGS, BRIDGES, CULVERTS, CRASH WALLS/PIER PROTECTION, UTILITY RELOCATIONS, RETAINING WALLS, DRAINAGE CHANNELS, AND STATION RECONFIGURATIONS --- REVISED: 3RD/4TH MAIN TRACK FROM RIVERSIDE TO PRADO/COUNTY LINE: ADD A THIRD MAIN TRACK AND SHORT SIDING SEGMENTS OF A FOURTH TRACK FROM WEST RIVERSIDE (CONTROL POINT ONTARIO) MILE POST (MP) 10.6 TO PRADO DAM MP 29.4 ON BNSF RAILWAY'S (BNSF) SAN BERNARDINO SUBDIVISION THROUGH THE CITIES OF RIVERSIDE AND CORONA, CALIFORNIA. THE SIDING SEGMENTS WOULD BE LOCATED MAINLY AT THE THREE METROLINK STATION SITES WITHIN THE PROJECT LIMITS; LA SIERRA (MP 18.50), CORONA NORTH MAIN (MP 24.10), AND CORONA WEST (MP 27.20). INCLUDES BUT NOT BE LIMITED TO, MAIN AND SECONDARY TRACKWORK, COMMUNICATION/SIGNAL/POSITIVE TRAIN CONTROL SYSTEMS, AT-GRADE CROSSINGS, PEDESTRIAN CROSSINGS, BRIDGES, CULVERTS, CRASH WALLS/PIER PROTECTION, UTILITY RELOCATIONS, RETAINING WALLS, DRAINAGE CHANNELS, AND STATION RECONFIGURATIONS	EXISTING: 2030 --- REVISED: 2039	$250,916	NONE	SCOPE AND SCHEDULE UPDATE
112	Riverside	3CR0702	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	PASSENGER RAIL		COMMUTER RAIL CORRIDOR EXTENSION FROM PERRIS TO SAN JACINTO	EXISTING: 2045 --- REVISED: 2050	EXISTING: $350,000 --- REVISED: $1,000,000	COST INCREASE	SCHEDULE AND COST UPDATE

#	COUNTY	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
113	Riverside	3A01WT045	LAKE ELSINORE	STATE HIGHWAY		EXISTING: WIDEN FROM 2 TO 4 LANES CHANGE FROM 6 LANES TOTAL TO 4 LANES TOTAL --- REVISED: WIDEN FROM 2 TO 6 LANES	2035	$16,036	NONE	SCOPE UPDATE
114	Riverside	3A04WT046	LAKE ELSINORE	STATE HIGHWAY	74	WIDEN FROM 2 TO 6 LANES	2030	$14,954	NONE	MINOR UPDATE - SYSTEM CORRECTION
115	Riverside	3M0734	LAKE ELSINORE	STATE HIGHWAY	15	CONSTRUCT NEW 4 LANE OC OVER I-15	2028	$35,346	COST REMOVAL	DELETED
116	Riverside	RIV151220	MORENO VALLEY	STATE HIGHWAY	60	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY ALONG SR 60 - WIDEN FROM TWO TO THREE LANES IN EACH DIRECTION IN THE EXISTING MEDIAN TO PROVIDE ONE ADDITIONAL GENERAL PURPOSE LANE IN EACH DIRECTION FROM REDLANDS BLVD. TO GILMAN SPRINGS RD.	2040	$7,500	NONE	MINOR UPDATE - REMOVED FROM FTIP BUT REMAINS IN RTP
117	Riverside	3M04WT007	NORCO	STATE HIGHWAY	15	RECONSTRUCT INTERCHANGE/RAMPS/CHANNELIZATION IMPROVEMENTS	EXISTING: 2025 --- REVISED: 2035	$4,403	NONE	SCHEDULE UPDATE
118	Riverside	RIV031209	PALM DESERT	STATE HIGHWAY	10	AT I-10/PORTOLA AVE (B/W MONTEREY IC & COOK IC): CONSTRUCT NEW 6 THRU LANE PORTOLA AVE IC FROM DINAH SHORE DR TO VARNER RD & RAMPS (EB EXIT 2 LNS, WB EXIT 3 LNS, EB & WB ENTRY 2 LNS, WB ENTRY LOOP RAMP 2 LNS, ENTRY INCL HOV LN, WIDENING INCLUDES BRIDGE OVER UPRR & RELOCATE/WIDEN VARNER 2 TO 4 LNS, ADD EB/WB AUX LNS (MONTEREY TO PORTOLA AND PORTOLA TO COOK), EXTEND 4TH WB LANE COOK TO PORTOLA (EA	2030	$102,505	NONE	MINOR UPDATE - REMOVED FROM FTIP, BUT KEPT IN RTP
119	Riverside	424A2S001	RCTC	STATE HIGHWAY	91	CONSTRUCT DIRECT ACCESS RAMPS FROM SR-91 EXPRESS LANES TO GRAND BLVD TO PROVIDE ACCESS FOR TRANSIT AND HOV	2033	$250,000	NEW COST	NEW PROJECT
120	Riverside	420A3S01	RCTC	STATE HIGHWAY	15	EXISTING: CONSTRUCT 1 EXPRESS LANE IN EACH DIRECTION FROM I-215 TO SR-74. --- REVISED: CONSTRUCT 2 EXPRESS LANES IN EACH DIRECTION FROM I-215 TO SR-74.	EXISTING: 2039 --- REVISED: 2040	EXISTING: $500,000 --- REVISED: $1,000,000	COST INCREASE	SCOPE, SCHEDULE, AND COST UPDATE
121	Riverside	3ITS0717	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	STATE HIGHWAY		RIVERSIDE COUNTY FREEWAY SERVICE PATROL	EXISTING: 2025 --- REVISED: 2039	EXISTING: $30,000 --- REVISED: $150,000	COST INCREASE	SCHEDULE AND COST UPDATE
122	Riverside	3M01MA09	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	STATE HIGHWAY	71	WIDEN TO 3 MF LANES EACH DIRECTION	EXISTING: 2030 --- REVISED: 2039	$177,132	NONE	SCHEDULE UPDATE
123	Riverside	3M04MA05	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	STATE HIGHWAY	10	CONSTRUCT NEW INTERCHANGE	EXISTING: 2030 --- REVISED: 2039	$282,443	NONE	SCHEDULE UPDATE
124	Riverside	3TK04MA12	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	STATE HIGHWAY	10	ON I-10 NEAR BEAUMONT: ADD/CONSTRUCT NEW EASTBOUND TRUCK CLIMBING LANE FROM SAN BERNARDINO COUNTY LINE TO I-10/ SR60 JCT (EA: 35300)	EXISTING: 2028 --- REVISED: 2040	$35,709	NONE	SCHEDULE UPDATE
125	Riverside	424S014	SUNLINE	STATE HIGHWAY		HQTC ROUTE 2 AND 10 COMMUTER LINK WILL SERVICE THIS PARK-N-RIDE FACILITY. TWENTY FIVE GENERAL PUBLIC PARK-N-RIDER SPACES WILL BE AVAILABLE TO SUPPORT LOCAL BUS, COMMUTER BUS, BICYCLES/PEDESTRIANS, VAN/CAR POOLS, TNCS AND SUNRIDE (MICROTRANSIT).	2027	EXISTING: $800 --- REVISED: $3,000	COST INCREASE	COST UPDATE
126	Riverside	3200T001	CORONA	TRANSIT		EXISTING: PURCHASE BUSES AND VANS FOR EXPANSION AND SERVICE IMPROVEMENTS OF THE CORONA CRUISER FIXED ROUTE SYSTEM INCLUDING MICRO TRANSIT. THESE IMPROVEMENTS ARE NECESSARY AS POPULATION AND DEVELOPMENT CONTINUE TO GROW THROUGHOUT THE SERVICE AREA. THE VANS WILL BE SPECIFICALLY USED FOR MICRO TRANSIT (ON-DEMAND) SERVICE. SERVICE IMPROVEMENTS WILL INCLUDE IMPROVED FREQUENCY, MODIFICATIONS OF THE CURRENT ROUTES, AND ON-DEMAND SERVICE TO THE ENTIRE CORONA TRANSIT SERVICE AREA. --- REVISED: PURCHASE BUSES AND VANS FOR EXPANSION AND SERVICE IMPROVEMENTS OF THE CORONA CRUISER FIXED ROUTE SYSTEM INCLUDING MICRO TRANSIT. THESE IMPROVEMENTS ARE NECESSARY AS POPULATION AND DEVELOPMENT CONTINUE TO GROW THROUGHOUT THE SERVICE AREA. THE VANS WILL BE SPECIFICALLY USED FOR MICRO TRANSIT (ON-DEMAND) SERVICE. SERVICE IMPROVEMENTS WILL INCLUDE IMPROVED FREQUENCY, MODIFICATIONS OF THE CURRENT ROUTES, AND ON-DEMAND SERVICE TO THE ENTIRE CORONA TRANSIT SERVICE AREA. THE TEN YEAR PLAN WILL ENTAIL INCREASE FREQUENCY, EXPANSION OF SERVICE HOURS WHICH WILL REQUIRE ADDITIONAL BUSES.	EXISTING: 2026 --- REVISED: 2036	EXISTING: $2,000 --- REVISED: $2,500	COST INCREASE	SCOPE, SCHEDULE, AND COST UPDATE

#	COUNTY	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
127	Riverside	3200T004	CORONA	TRANSIT		EXISTING: EXPANSION AND/OR SERVICE IMPROVEMENTS OF CORONA TRANSIT FIXED ROUTE SERVICE AS POPULATION AND DEVELOPMENT CONTINUE TO GROW THROUGHOUT THE SERVICE AREA. IMPROVEMENTS INCLUDE BUT ARE NOT LIMITED TO IMPROVING FREQUENCY, SCHEDULE ADHERENCE, AND EXTENSION OF EXISTING ROUTES (INCLUDE ADDING/DELETING STOPS WITH MORE FREQUENT STOPS TO THE METROLINK STATION) AND EXPANSION OF SERVICE TO INCLUDE ADDITIONAL ROUTE(S) AS WELL AS MICRO-TRANSIT (ON-DEMAND) SERVICE TO THE ENTIRE CORONA TRANSIT SERVICE AREA. THESE IMPROVEMENTS TO THE TRANSIT SERVICE WILL BE DEPENDENT UPON THE OUTCOME AND RECOMMENDATIONS FROM THE COMPREHENSIVE OPERATIONS ANALYSIS ---------- REVISED: SERVICE IMPROVEMENTS OF CORONA TRANSIT FIXED ROUTE SERVICE AS POPULATION AND DEVELOPMENT CONTINUE TO GROW THROUGHOUT THE SERVICE AREA. RECOMMENDATIONS FROM THE COMPREHENSIVE OPERATIONS ANALYSIS INCLUDED REALIGNING THE TWO LONG ROUTES TO THREE SMALLER ROUTES WITH BETTER CONNECTIVTY TO THE METROLINK AND RTA'S ROUTES. ALSO INCLUDES INTRODUCTION OF A PILOT MICROTRANSIT (ON-DEMAN) SERVICE. WITH THE TEN YEAR GOAL OF INCREASING FREQUENCY, EXPANDING HOURS OF OPERATIONS AND SUNDAY SERVICE. THESE SERVICE IMPROVEMENTS RECOMMENDED THROUGHT THE COA WERE ADOPTED BY CITY COUNCIL ON AUGUST 6, 2023. THIS PROJECT WILL ENTAIL A BUS STOP IMPROVEMENT PROJECT THAT INCLUDES REMOVING, ADDING AND RELOCATION BUS STOP AND ASSOCIATED AMENITIES.	EXISTING: 2027 ---------- REVISED: 2036	$4,400	NONE	SCOPE AND SCHEDULE UPDATE
128	Riverside	424T010	CORONA	TRANSIT		EXISTING: INFRASTRUCTURE, BUSES, AND RELATED EQUIPMENT TO INTRODUCE ZERO-EMISSION BUSES AND VANS. IMPLEMENTATION INCLUDES PLANNING, LAND ACQUISITION, ENVIRONMENTAL CLEARANCE, ARCHITECTURAL & ENGINEERING, AND CONSTRUCTION TO MEET CARB REGULATIONS TO TRANSITION TO A 100% ZERO-EMISSION BUS FLEET BY 2040. THE PROJECTED ESTIMATE DOES NOT INCLUDE LAND ACQUISITION; CURRENTLY IN THE PROCESS OF DEVELOPING A ZEB PLAN WHICH WILL HELP DETERMINE IF LAND ACQUISITION IS NEEDED. ---------- REVISED: INFRASTRUCTURE, BUSES, AND RELATED EQUIPMENT TO INTRODUCE ZERO-EMISSION BUSES AND VANS. IMPLEMENTATION INCLUDES PLANNING, LAND ACQUISITION, ENVIRONMENTAL CLEARANCE, ARCHITECTURAL & ENGINEERING, AND CONSTRUCTION TO MEET CARB REGULATIONS TO TRANSITION TO A 100% ZERO-EMISSION BUS FLEET BY 2040. THE PROJECTED ESTIMATE DOES NOT INCLUDE LAND ACQUISITION; THE COSTS ARE BASED ON MIXED FLEET INFRASTRUCTURE AND TWENTY BUSES WITH ROOM FOR EXPANSION.	2040	EXISTING: $8,200 ---------- REVISED: $38,000	COST INCREASE	SCOPE AND COST UPDATE
129	Riverside	424T011	RCTC	TRANSIT		EXISTING: PERRIS VALLEY LINE RAMONA EXPRESSWAY STATION ---------- REVISED: PERRIS VALLEY LINE RAMONA EXPRESSWAY STATION (MEAD VALLEY)	EXISTING: 2035 ---------- REVISED: 2031	EXISTING: $35,000 ---------- REVISED: $50,500	COST INCREASE	SCOPE, SCHEDULE, AND COST UPDATE
130	Riverside	3160053	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	TRANSIT		PARK & RIDE FACILITIES IN RIVERSIDE COUNTY	EXISTING: 2030 ---------- REVISED: 2039	EXISTING: $50,000 ---------- REVISED: $5,300	COST DECREASE	SCHEDULE AND COST UPDATE
131	Riverside	3160055	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	TRANSIT		RIVERSIDE COUNTY TRANSPORTATION DEMAND MANAGEMENT: RIDESHARE PROGRAMS, INCENTIVES, VANPOOL PROGRAM (VANPOOL LEASE, ASSET MANAGEMENT, CONSULTANTS, OTHER), PROGRAM OUTREACH, ETC.	EXISTING: 2026 ---------- REVISED: 2039	EXISTING: $16,000 ---------- REVISED: $134,000	COST INCREASE	SCHEDULE AND COST UPDATE
132	Riverside	3TC0702	RIVERSIDE TRANSIT AGENCY	TRANSIT		BUS STOP ENHANCEMENTS WITH SUPPORT EQUIPMENT, RELATED AMENITIES, AND LANDSCAPING TO KEEP PACE WITH NEW TECHNOLOGY IN THE AREAS OF CUSTOMER CONVENIENCES, SAFETY, ENVIRONMENTAL IMPROVEMENTS, ACCESSIBILITY, AND AESTHETIC VALUE.	EXISTING: 2045 ---------- REVISED: 2035	$17,500	NONE	SCHEDULE UPDATE
133	Riverside	3TL307	RIVERSIDE TRANSIT AGENCY	TRANSIT		MAINTENANCE, UPGRADE, POTENTIAL OF EXPANSION, AND INTRODUCTION OF NEW TECHNOLOGY FOR NINE TRANSIT CENTERS.	EXISTING: 2045 ---------- REVISED: 2035	$20,000	NONE	SCHEDULE UPDATE
134	Riverside	424T014	SUNLINE	TRANSIT	12	NEW ROUTE. ROUTE 12 COACHELLA/INDIO. OPERATES EVERY 15 MINUTES. CONTINGENT ON CITY OF COACHELLA RECEIVING THE TCC GRANT.	EXISTING: 2027 ---------- REVISED: 2032	$2,000	NONE	SCHEDULE UPDATE
135	Riverside	424T015	SUNLINE	TRANSIT		NEW ROUTE. FIREBIRD EXPRESS - WEST (OPERATES EVERY 15 MINUTES BETWEEN PALM SPRINGS AND THE NEW ACRISURE ARENA). CONTINGENT ON PUBLIC/PRIVATE PARTNERSHIP WITH ACRISURE ARENA. THE SCHEDULE WILL BE BASED ON THE EVENT SCHEDULE. THE SERVICE WILL BE OPEN TO THE GENERAL PUBLIC.	EXISTING: 2024 ---------- REVISED: 2029	$515	NONE	SCHEDULE UPDATE
136	Riverside	424T016	SUNLINE	TRANSIT		NEW ROUTE. FIREBIRD EXPRESS - EAST (OPERATES EVERY 15 MINUTES BETWEEN COACHELLA MOBILITY HUB AND THE NEW ACRISURE ARENA). CONTINGENT ON PUBLIC/PRIVATE PARTNERSHIP WITH ACRISURE ARENA. THE SCHEDULE WILL BE BASED ON THE EVENT SCHEDULE. THE SERVICE WILL BE OPEN TO THE GENERAL PUBLIC.	EXISTING: 2024 ---------- REVISED: 2029	$515	NONE	SCHEDULE UPDATE
137	Riverside	3160063	SUNLINE TRANSIT AGENCY	TRANSIT		CONSTRUCT NEW TRAINING FACILITY TO TRAIN AND EDUCATE STUDENTS IN TRANSIT, HYDROGEN, CNG, AND ADMINISTRATION INDUSTRY.	EXISTING: 2025 ---------- REVISED: 2028	$7,000	NONE	SCHEDULE UPDATE
138	Riverside	3160064	SUNLINE TRANSIT AGENCY	TRANSIT		CONSTRUCT NEW OPERATIONS AND MAINTENANCE FACILITY AT THE INDIO DIVISION TO ACCOMMODATE EXISTING AND EXPANSION FLEET. CURRENT FACILITY HAS REACHED ITS USEFUL LIFE AND REPAIRING THE EXISTING FACILITY IS NO LONGER COST EFFECTIVE.	EXISTING: 2025 ---------- REVISED: 2033	EXISTING: $20,000 ---------- REVISED: $35,000	COST INCREASE	SCHEDULE AND COST UPDATE

#	COUNTY	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
139	Riverside	3160065	SUNLINE TRANSIT AGENCY	TRANSIT		PURCHASE AND IMPLEMENTATION OF NEW ITS EQUIPMENT.	EXISTING: 2025 ---------- REVISED: 2027	EXISTING: $1,500 ---------- REVISED: $5,000	COST INCREASE	SCHEDULE AND COST UPDATE
140	Riverside	3160066	SUNLINE TRANSIT AGENCY	TRANSIT		PURCHASE AND IMPLEMENTATION OF NEW IT EQUIPMENT.	EXISTING: 2025 ---------- REVISED: 2028	EXISTING: $300 ---------- REVISED: $2,000	COST INCREASE	SCHEDULE AND COST UPDATE
141	Riverside	3200T014	SUNLINE TRANSIT AGENCY	TRANSIT		ACQUIRE LAND TO MEET AGENCY'S FUTURE GROWTH	EXISTING: 2025 ---------- REVISED: 2029	$5,000	NONE	SCHEDULE UPDATE
142	Riverside	3200T016	SUNLINE TRANSIT AGENCY	TRANSIT		CONSTRUCT NEW PARTS WAREHOUSE BUILDING AND TIRE STORAGE BUILDING AT THOUSAND PALM LOCATION	2025	$2,400	COST REMOVAL	DELETED
143	Riverside	3TC04TR3	SUNLINE TRANSIT AGENCY	TRANSIT		CONSTRUCT 3 TRANSIT CENTERS (WEST, CENTRAL, AND EAST VALLEY) IN COACHELLA VALLEY. LOCATIONS TO BE DETERMINED.	EXISTING: 2025 ---------- REVISED: 2035	EXISTING: $10,267 ---------- REVISED: $14,000	COST INCREASE	SCHEDULE AND COST UPDATE
144	Riverside	3TC0703	SUNLINE TRANSIT AGENCY	TRANSIT		ACQUIRE PROPERTY AND CONSTRUCT 3 PARK AND RIDE LOTS	EXISTING: 2030 ---------- REVISED: 2035	$17,805	NONE	SCHEDULE UPDATE
145	Riverside	3TL0407	SUNLINE TRANSIT AGENCY	TRANSIT		FACILITY IMPROVEMENT TO ACCOMMODATE ADDITIONAL SERVICE ROUTES BASED ON RECOMMENDATION FROM COMPREHENSIVE OPERATIONAL ANALYSIS	EXISTING: 2025 ---------- REVISED: 2036	EXISTING: $7,574 ---------- REVISED: $15,000	COST INCREASE	SCHEDULE AND COST UPDATE
146	Riverside	3TL1007	SUNLINE TRANSIT AGENCY	TRANSIT		PURCHASE VEHICLE PARTS AND PAY FOR LABOR COST ASSOCIATED WITH ONGOING MAINTENANCE OF REVENUE VEHICLES	2040	EXISTING: $2,278 ---------- REVISED: $18,000	COST INCREASE	COST UPDATE
147	Riverside	3TL104	SUNLINE TRANSIT AGENCY	TRANSIT		SERVICE IMPROVEMENTS FOR SENIORS AND PERSONS WITH DISABILITIES.	EXISTING: 2025 ---------- REVISED: 2035	EXISTING: $23,908 ---------- REVISED: $12,000	COST DECREASE	SCHEDULE AND COST UPDATE
148	Riverside	3TL1107	SUNLINE TRANSIT AGENCY	TRANSIT		EQUIPMENT FOR CONTINUED FACILITY MAINTENANCE, REPAIR AND REPLACEMENT.	EXISTING: 2025 ---------- REVISED: 2032	EXISTING: $331 ---------- REVISED: $2,100	COST INCREASE	SCHEDULE AND COST UPDATE
149	Riverside	3TL1207	SUNLINE TRANSIT AGENCY	TRANSIT		PURCHASE VARIOUS MAINTENANCE EQUIPMENT FOR THE MAINTENANCE DEPARTMENT.	EXISTING: 2025 ---------- REVISED: 2035	EXISTING: $200 ---------- REVISED: $2,000	COST INCREASE	SCHEDULE AND COST UPDATE
150	Riverside	3TL1307	SUNLINE TRANSIT AGENCY	TRANSIT		PURCHASE OF REPLACEMENT AND EXPANSION VEHICLES THAT WILL BE USED AS RELIEF VEHICLES FOR SUNLINE DRIVERS AT THE BEGINNING OR ENDING OF THEIR SHIFTS IN MID-ROUTE.	EXISTING: 2025 ---------- REVISED: 2035	EXISTING: $200 ---------- REVISED: $2,000	COST INCREASE	SCHEDULE AND COST UPDATE
151	Riverside	3TL504	SUNLINE TRANSIT AGENCY	TRANSIT		PURCHASE ADDITIONAL BUSES FOR SERVICE IMPROVEMENTS, INCLUDING SERVICE REALIGNMENT AND SERVICE EXPANSION.	EXISTING: 2025 ---------- REVISED: 2040	EXISTING: $12,260 ---------- REVISED: $15,600	COST INCREASE	SCHEDULE AND COST UPDATE

#	COUNTY	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
152	Riverside	3TL507	SUNLINE TRANSIT AGENCY	TRANSIT		PURCHASE ADDITIONAL REPLACEMENT BUSES FOR FIXED ROUTE AND PARATRANSIT SERVICES. THE ADDITIONAL VEHICLES WILL CONSIST OF 60FT, 45FT, 40FT, 32 FT, AND 30FT BUSES.	EXISTING: 2025 --- REVISED: 2035	EXISTING: $14,120 --- REVISED: $112,200	COST INCREASE	SCHEDULE AND COST UPDATE
153	Riverside	3TL607	SUNLINE TRANSIT AGENCY	TRANSIT		PURCHASE MORE AMENITIES FOR INSTALLATION AT BUS STOPS THROUGHOUT THE SERVICE AREA BASED ON RECOMMENDATIONS FROM THE COA.	EXISTING: 2025 --- REVISED: 2035	EXISTING: $6,214 --- REVISED: $3,100	COST DECREASE	SCHEDULE AND COST UPDATE
154	Riverside	3TL707	SUNLINE TRANSIT AGENCY	TRANSIT		INSTALL SECURITY SYSTEMS IN SUNLINE BUSES AND ACQUIRE NEW FAREBOXES WITH SMARTCARD TECHNOLOGY AND CAPABILITIES.	EXISTING: 2025 --- REVISED: 2035	$2,978	NONE	SCHEDULE UPDATE
155	Riverside	3TR04C	SUNLINE TRANSIT AGENCY	TRANSIT		IMPLEMENT BUS RAPID SERVICE/BRT ON HIGHWAY 111 BASED ON RECOMMENDATIONS IN THE COMPREHENSIVE OPERATIONAL ANALYSIS CONDUCTED IN 2005/06. PROJECT WILL ENTAIL COMPLETING FEASIBILITY STUDY AND WORKING WITH THE LOCAL JURISDICTIONS ON VARIOUS ACTIVITIES PRIOR TO IMPLEMENTING PROJECT (STUDY ONLY).	2030	$15,493	COST REMOVAL	DELETED
156	Riverside	7120002-RIV190606	SUNLINE TRANSIT AGENCY	TRANSIT	111	IN THE COACHELLA VALLEY FOR SUNLINE TRANSIT AGENCY - NEW OPERATING SERVICE FOR QUICK BUS (LINE 111) LIMITED STOP SERVICE THAT WILL OPERATE EVERY 60-MIN IN TWO MAJOR SEGMENTS: B/W PALM CANYON AT STEVENS IN PALM SPRINGS AND THE SUNLINE TRANSIT HUB AT TOWN CTR IN PALM DESERT; AND B/W THE TOWN CTR IN PALM DESERT & THE TRANSIT CTR AT 5TH & VINE STREETS IN COACHELLA.	2030	$2,125	COST REMOVAL	DELETED
157	San Bernardino	4A01043	CHINO	LOCAL HIGHWAY		IN CHINO: PHILADELPHIA STREET - WITHIN CITY LIMITS (MILLS AVE TO APPROX 650' WEST OF MONTE VISTA AVE): WIDENING FROM 2 TO 4 LANES	EXISTING: 2028 --- REVISED: 2045	$3,127	NONE	SCHEDULE UPDATE
158	San Bernardino	4A04035	CHINO	LOCAL HIGHWAY		IN CHINO: EUCLID AVENUE - PINE AVE TO KIMBALL AVE: WIDENING FROM 4 TO 8 LANES	EXISTING: 2030 --- REVISED: 2045	$16,765	NONE	SCHEDULE UPDATE
159	San Bernardino	SBD031152	CHINO	LOCAL HIGHWAY		RIVERSIDE DRIVE AT SAN ANTONIO FLOOD CONTROL CHANNEL ADD MULTI-MODAL FACILITIES AT CHANNEL CROSSING	EXISTING: 2027 --- REVISED: 2045	$20,000	NONE	SCHEDULE UPDATE
160	San Bernardino	4120123	COLTON	LOCAL HIGHWAY		EXISTING: WIDEN WASHINGTON ST TO FROM AQUEDUCT TO LA CADENA DR FROM 0 TO 4 LANES --- REVISED: EXTEND/WIDEN WASHINGTON ST TO FROM AQUEDUCT TO LA CADENA DR FROM 0 TO 4 LANES	2040	$4,199	NONE	MODELING DETAILS UPDATE
161	San Bernardino	200852	HIGHLAND	LOCAL HIGHWAY		DEL ROSA DRIVE FROM 5TH STREET TO 6TH STREET-WIDEN FROM 2 TO 4 LANES (0.2 MILES)FORMERLY PART OF PROJECT ID 200852	EXISTING: 2029 --- REVISED: 2030	$673	NONE	SCHEDULE UPDATE
162	San Bernardino	0A6410	HIGHLAND	LOCAL HIGHWAY		IN HIGHLAND: PALM AVE HISTORIC DISTRICT IMPROVEMENTS; PALM AVE (BASE LINE TO HIGHLAND AVE) & PACIFIC ST (CHURCH AVE TO 350FT WEST OF PALM) SHOULDER IMPROVEMENTS (CURB, GUTTER AND SIDEWALK IMPROVEMENTS), NEW ROUNDABOUT AT PALM/PACIFIC INT., BIKE LANES (INTERSECTION IMPROVEMENTS - NO NEW LANES)	EXISTING: 2029 --- REVISED: 2031	$2,733	NONE	SCHEDULE UPDATE
163	San Bernardino	4A01368-201183	HIGHLAND	LOCAL HIGHWAY		5TH ST FROM TIPPECANOE AVENUE TO DEL ROSA DR.-WIDEN FROM 2-4 LANES	EXISTING: 2029 --- REVISED: 2031	$5,255	NONE	SCHEDULE UPDATE
164	San Bernardino	4A01387	HIGHLAND	LOCAL HIGHWAY		IN HIGHLAND: ALONG NORTH SIDE OF 5TH STREET FROM VICTORIA AVE TO PALM AVE; SHOULDER IMPROVEMENTS (NO ADDITIONAL LANES)	EXISTING: 2029 --- REVISED: 2031	$2,000	NONE	SCHEDULE UPDATE
165	San Bernardino	4A07142	HIGHLAND	LOCAL HIGHWAY		TIPPECANOE AVENUE FROM 3RD STREET TO 5TH STREET - WIDEN FROM 2-4 LANES (0.3 MILES)FORMERLY PART OF PROJECT ID 200852	EXISTING: 2029 --- REVISED: 2031	$798	NONE	SCHEDULE UPDATE
166	San Bernardino	4A07308	HIGHLAND	LOCAL HIGHWAY		WIDEN BASE LINE BETWEEN CHURCH AVE AND BUCKEYE ST FROM 4-6 LANES	EXISTING: 2029 --- REVISED: 2031	$20,958	NONE	SCHEDULE UPDATE
167	San Bernardino	4OM0701	HIGHLAND	LOCAL HIGHWAY		BASE LINE FROM SEINE AVENUE TO STONEY CREEK DRIVE - WIDEN FROM 4-6 LANES (0.2 MILES)	EXISTING: 2029 --- REVISED: 2031	$683	NONE	SCHEDULE UPDATE
168	San Bernardino	SBD55031	HIGHLAND	LOCAL HIGHWAY		ALABAMA STREET FROM 3RD STREET TO SOUTH CITY LIMITS - WIDEN FROM 2 TO 3 NB LANES (0.25 MILES)	EXISTING: 2029 --- REVISED: 2031	$1,078	NONE	SCHEDULE UPDATE
169	San Bernardino	4120144	LOMA LINDA	LOCAL HIGHWAY		WIDEN EVANS ST FROM I-10 TO BARTON RD FROM 0 TO 4 LANES	2040	$126,197	COST REMOVAL	DELETED
170	San Bernardino	201137	RANCHO CUCAMONGA	LOCAL HIGHWAY		INTERSECTION IMPROVEMENTS AT FOOTHILL BLVD/ARCHIBALD AVE	2030	$10,047	COST REMOVAL	DELETED
171	San Bernardino	201138	RANCHO CUCAMONGA	LOCAL HIGHWAY		CONSTRUCT NEW 4-LANE DIVIDED YOUNGS CANYON RD FROM SAN SEVAINE TO CHERRY AVE	2035	$13,035	COST REMOVAL	DELETED
172	San Bernardino	4120151	RANCHO CUCAMONGA	LOCAL HIGHWAY		WIDEN VICTORIA AVE FROM ETIWANDA HIGH SCHOOL TO I-15 FROM 2 TO 4 LANES	2030	$408	COST REMOVAL	DELETED
173	San Bernardino	4120152	RANCHO CUCAMONGA	LOCAL HIGHWAY		WIDEN ETIWANDA AVE FROM MILLER AVE TO 850' N/O MILLER AVE, NORTHBOUND ONLY FROM 3 TO 4 LANES	EXISTING: 2030 --- REVISED: 2035	$391	NONE	SCHEDULE UPDATE

#	COUNTY	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
174	San Bernardino	4120153	RANCHO CUCAMONGA	LOCAL HIGHWAY		WIDEN 6TH ST AT CUCAMONGA CREEK CHANNEL FROM 2 TO 4 LANES (50% RANCHO CUCAMONGA/50% ONTARIO)	EXISTING: 2030 --- REVISED: 2035	EXISTING: $2,843 --- REVISED: $5,625	COST INCREASE	SCHEDULE AND COST UPDATE
175	San Bernardino	4120155	RANCHO CUCAMONGA	LOCAL HIGHWAY		WIDEN BASELINE RD FROM ETIWANDA AV TO I-15 FROM 4 TO 6 LANES	EXISTING: 2030 --- REVISED: 2035	$1,363	NONE	SCHEDULE UPDATE
176	San Bernardino	4120156	RANCHO CUCAMONGA	LOCAL HIGHWAY		WIDEN EAST AVE FROM CHATEAU DR TO VICTORIA AVE FROM 2 TO 4 LANES	EXISTING: 2030 --- REVISED: 2035	$1,132	NONE	SCHEDULE UPDATE
177	San Bernardino	4120157	RANCHO CUCAMONGA	LOCAL HIGHWAY		WIDEN ARROW RTE AT ETIWANDA DITCH FROM 2 TO 4 LANES	EXISTING: 2025 --- REVISED: 2029	EXISTING: $1,323 --- REVISED: $7,000	COST INCREASE	SCHEDULE AND COST UPDATE
178	San Bernardino	4120158	RANCHO CUCAMONGA	LOCAL HIGHWAY		WIDEN HELLMAN AVE AT CUCAMONGA CREEK CHANNEL (50%RC, 50% ONTARIO) FROM 2 TO 4 LANES	2030	$8,602	COST REMOVAL	DELETED
179	San Bernardino	4120161	RANCHO CUCAMONGA	LOCAL HIGHWAY		WIDEN ARROW RTE FROM 500' FT E/O I-15 TO 1300' E/O I-15 FROM 2 TO 4 LANES	2030	$1,550	COST REMOVAL	DELETED
180	San Bernardino	4120163	RANCHO CUCAMONGA	LOCAL HIGHWAY		EXISTING: WIDEN ARROW RTE FROM GROVE ST TO BAKER ST FROM 2 TO 4 LANES --- REVISED: WIDEN ARROW FROM GROVE ST TO BAKER ST TO INCLUDE COMPLETE STREETS ELEMENTS.	EXISTING: 2030 --- REVISED: 2035	EXISTING: $1,868 --- REVISED: $4,500	COST INCREASE	SCOPE, SCHEDULE, AND COST UPDATE
181	San Bernardino	4120165	RANCHO CUCAMONGA	LOCAL HIGHWAY		WIDEN CHURCH AVE FROM ARCHIBALD AVE TO HAVEN AVE FROM 2 TO 2 GP LANES AND 2 BIKE LANES	EXISTING: 2025 --- REVISED: 2035	$1,769	NONE	SCHEDULE UPDATE
182	San Bernardino	4120166	RANCHO CUCAMONGA	LOCAL HIGHWAY		EXISTING: WIDEN FOOTHILL BLVD FROM ARCHIBALD AVE TO HERMOSA AVE FROM 4 TO 4 GP LANES AND 2 BIKE LANES --- REVISED: WIDEN FOOTHILL BLVD FROM ARCHIBALD AVE TO HERMOSA AVE FROM 4 TO 4 GP LANES WITH BUFFERED BIKE LANES.	EXISTING: 2025 --- REVISED: 2035	EXISTING: $2,717 --- REVISED: $1,987	COST DECREASE	SCOPE, SCHEDULE, AND COST UPDATE
183	San Bernardino	4120167	RANCHO CUCAMONGA	LOCAL HIGHWAY		WIDEN MILLER RD FROM ETIWANDA AVE TO EAST ST FROM 2 TO 4 LANES	2030	$3,364	COST REMOVAL	DELETED
184	San Bernardino	4120168	RANCHO CUCAMONGA	LOCAL HIGHWAY		WIDEN FOOTHILL BLVD FROM VINEYARD AVE TO ARCHIBALD AVE FROM 4 TO 4 GP LANES AND 2 BIKE LANES	2025	$4,387	COST REMOVAL	DELETED
185	San Bernardino	4120169	RANCHO CUCAMONGA	LOCAL HIGHWAY		WIDEN ETIWANDA AVE FROM 6TH ST TO ARROW ROUTE FROM 2 TO 4 LANES	EXISTING: 2025 --- REVISED: 2030	$5,720	NONE	SCHEDULE UPDATE
186	San Bernardino	4120171	RANCHO CUCAMONGA	LOCAL HIGHWAY		WIDEN WILSON AVE FROM MILLIKEN AVE TO DAY CREEK BLVD FROM 0 TO 4 LANES	EXISTING: 2035 --- REVISED: 2040	$9,463	NONE	SCHEDULE UPDATE
187	San Bernardino	4120172	RANCHO CUCAMONGA	LOCAL HIGHWAY		CONSTRUCT NEW 4-LANE (2 EACH DIRECTION) BRIDGE AT WILSON AND DAY CREEK CHANNEL	EXISTING: 2035 --- REVISED: 2040	$1,707	NONE	SCHEDULE UPDATE
188	San Bernardino	4160029	RANCHO CUCAMONGA	LOCAL HIGHWAY		WIDEN CHERRY AVE FROM SOUTH RANCHO CUCAMONGA CITY LIMITS TO WILSON AVE FROM 2 TO 4 LANES	EXISTING: 2030 --- REVISED: 2040	$1,652	NONE	SCHEDULE UPDATE
189	San Bernardino	4160034	RANCHO CUCAMONGA	LOCAL HIGHWAY		WIDEN GROVE FROM SAN BERNARDINO AVE TO FOOTHILL BLVD FROM 1 TO 2 LANES (EAST SIDE ONLY)	EXISTING: 2030 --- REVISED: 2035	$917	NONE	SCHEDULE UPDATE
190	San Bernardino	20020134	RANCHO CUCAMONGA	LOCAL HIGHWAY		WIDEN ARROW ROUTE FROM ETIWANDA TO EAST RANCHO CUCAMONGA CITY LIMIT FROM 2 TO 4 LANES	2035	EXISTING: $1,100 --- REVISED: $7,000	COST INCREASE	COST UPDATE
191	San Bernardino	4162L004	RANCHO CUCAMONGA	LOCAL HIGHWAY		IMPROVE FOOTHILL BLVD (OLD STATE ROUTE 66) BETWEEN GROVE AVE AND SAN BERNARDINO RD: INCLUDES RAISED MEDIANS, SIDEWALKS, STREET LIGHTS, LANDSCAPING.	2025	EXISTING: $6,006 --- REVISED: $7,220	COST INCREASE	COMPLETED
192	San Bernardino	4A01248	REDLANDS	LOCAL HIGHWAY		WIDEN ORANGE ST FROM LUGONIA AVE TO NORTH REDLANDS CITY LIMITS FROM 2 TO 4 LANES	EXISTING: 2025 --- REVISED: 2037	$11,747	NONE	SCHEDULE UPDATE

#	COUNTY	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST	FISCAL IMPACT	REASON FOR AMENDMENT
193	San Bernardino	4A01250	REDLANDS	LOCAL HIGHWAY		WIDEN SAN BERNARDINO AVE FROM CHURCH ST TO WABASH AVE FROM 2 TO 4 LANES	EXISTING: 2025 --- REVISED: 2038	$2,705	NONE	SCHEDULE UPDATE
194	San Bernardino	4A04240	REDLANDS	LOCAL HIGHWAY		WIDEN CITRUS AVE FROM DEARBORN ST TO WABASH AVE FROM 2 TO 4 LANES	EXISTING: 2025 --- REVISED: 2026	$1,166	NONE	SCHEDULE UPDATE
195	San Bernardino	4A07184	REDLANDS	LOCAL HIGHWAY		WIDEN CALIFORNIA ST FROM REDLANDS BLVD TO PALMETTO AVE FROM 5 TO 6 LANES (ADD NB LANE FOR 3 LANES IN EACH DIRECTION)	EXISTING: 2025 --- REVISED: 2026	$47,937	NONE	SCHEDULE UPDATE
196	San Bernardino	200630	UPLAND	LOCAL HIGHWAY		ARROW ROUTE WIDENING FROM 2 TO 4 LANES. BRIDGE AND STREET WIDENING FOR ARROW ROUTE, FROM MONTE VISTA AVENUE TO CENTRAL AVENUE	EXISTING: 2024 --- REVISED: 2040	$2,200	NONE	SCHEDULE UPDATE
197	San Bernardino	4A01296	UPLAND	LOCAL HIGHWAY		WIDEN CENTRAL AVE FROM FOOTHILL BLVD TO BENSON AVE FROM 0 TO 4 LANES	2035	$14,361	COST REMOVAL	DELETED
198	San Bernardino	524A2L006	UPLAND	LOCAL HIGHWAY		THE PROJECT CONSISTS OF INSTALLING DECELERATION LANES WHERE FEASIBLE AND REPAVING	EXISTING: --- REVISED: 2043	$23,000	NEW COST	NEW PROJECT
199	San Bernardino	4120224	VICTORVILLE	LOCAL HIGHWAY		EXISTING: WIDEN EUCALYPTUS ST FROM AMETHYST RD TO TOPAZ RD FROM 0 TO 6 LANES (INCLUDES WASH CROSSING) --- REVISED: WIDEN AND EXTEND EUCALYPTUS ST FROM AMETHYST RD TO TOPAZ RD FROM 0 TO 6 LANES (INCLUDES WASH CROSSING)	2040	$5,900	NONE	MODELING DETAILS UPDATE
200	San Bernardino	524A2L001	YUCCA VALLEY	LOCAL HIGHWAY		THE LIMITS OF THE YUCCA TRAIL WIDENING PROJECT ARE FROM PALOMAR/AVALON AVENUE TO LA CONTENTA ROAD. THE PROJECT WILL BE FOR THE WIDENING OF YUCCA TRAIL TO AN ARTERIAL STREET WITHIN A HUNDRED FOOT RIGHT-OF WAY. A CENTER STRIPED MEDIAN WITH TWO-WAY LEFT TURN MOVEMENTS INTO AVALON, CAMARILLA, DEL MONTE, HERMOSA, AND INDIO AVENUE WILL BE REQUIRED. THE PROJECT WILL INCLUDE CONSTRUCTION OF CURB AND GUTTER, STREET LIGHTING, AND SIGNING AND STRIPING. THERE ARE SEVERAL WATER CROSSINGS THAT NEED CONCRETE HEADWALLS TO BE IMPLEMENTED IN THE DESIGN.	EXISTING: --- REVISED: 2027	$5,000	NEW COST	NEW PROJECT
201	San Bernardino	524A2L002	YUCCA VALLEY	LOCAL HIGHWAY		INSTALLATION OF A ROUNDABOUT FOR THE YUCCA TRAIL AND LA CONTENTA ROAD INTERSECTION	EXISTING: --- REVISED: 2030	$5,000	NEW COST	NEW PROJECT
202	San Bernardino	524A2L003	YUCCA VALLEY	LOCAL HIGHWAY		THE LIMITS FOR THE PALM AVENUE WIDENING PROJECT ARE SUNNYSLOPE DR. TO SR 62. THE PROJECT WILL BE THE WIDENING OF PALM AVENUE TO A 2-LANE COLLECTOR WITH STRIPED MEDIAN WITHIN A 66' RIGHT-OF-WAY, WITH THE INCLUSION OF CURB, GUTTER, SIDEWALK, STRIPING, AND STREET LIGHTING. STORMWATER DRAINAGE ON PALM AVENUE WILL BE INCLUDED IN THE SCOPE OF WORK TO MITIGATE AND RESOLVE THE DRAINAGE ISSUES CURRENTLY AFFECTING THE PROJECT AREA. CONSTRUCTION OF A PARKING LOT ON THE SOUTHEAST CORNER OF PALM AVENUE AND SUNLAND DRIVE WITH LIGHTING AND STRIPING WILL BE INCLUDED IN THE PROJECT AS WELL.	EXISTING: --- REVISED: 2029	$3,000	NEW COST	NEW PROJECT
203	San Bernardino	524A2L004	YUCCA VALLEY	LOCAL HIGHWAY		THE PROJECT CONSISTS OF REPAVING AND EXTENDING THE PAVEMENT FOR INDIO AVENUE FROM YUCCA TRAIL TO STATE ROUTE 62. THE PROJECT WILL INCLUDE THE REALIGNMENT OF INDIO AVENUE, NORTH OF YUCCA TRAIL, THE INSTALLATION OF CURB, GUTTER, SIDEWALK, ADA RAMPS AND STREET LIGHTING. THE REALIGNMENT OF INDIO AVENUE WILL ALLOW FOR THE INSTALLATION OF LEFT-HAND TURN POCKETS TO ENHANCE SAFE, LEFT-HAND TURN MOVEMENTS FROM YUCCA TRAIL FOR EAST AND WEST-BOUND TRAFFIC.	EXISTING: --- REVISED: 2028	$12,000	NEW COST	NEW PROJECT
204	San Bernardino	524A2L005	YUCCA VALLEY	LOCAL HIGHWAY		THE PROJECT CONSISTS OF WIDENING THE HIGHWAY FROM SAGE AVENUE TO AIRWAY AVENUE, INSTALLING NEW TRAFFIC SIGNALS AND RELOCATING SCE POLES	EXISTING: --- REVISED: 2028	$45,000	NEW COST	NEW PROJECT
205	San Bernardino	520A1P01	DESERTXPRESS ENTERPRISES / BRIGHTLINE WEST	PASSENGER RAIL		DESERTXPRESS ENTERPRISES, LLC DBA BRIGHTLINE WEST TO CONSTRUCT AND OPERATE ELECTRIFIED HIGH SPEED RAIL SERVICE FROM THE VICTOR VALLEY TO RANCHO CUCAMONGA ALONG THE I-15 CORRIDOR AND METROLINK SAN BERNARDINO LINE	EXISTING: 2028 --- REVISED: 2029	EXISTING: $3,100,000 --- REVISED: $4,850,000	COST INCREASE	SCHEDULE AND COST UPDATE
206	San Bernardino	200152	RANCHO CUCAMONGA	STATE HIGHWAY	15	I-15 @ ARROW ROUTE - CONSTRUCT NEW INTERCHANGE BETWEEN ARROW ROUTE AND FOOTHILL BLVD	2050	$150,000	COST REMOVAL	DELETED
207	San Bernardino	524A2T001	SBCTA	TRANSIT		ZERO-EMISSION MULTIPLE UNIT (ZEMU) CONVERSION PROJECT AIMS TO PROCURE THREE ZEMU FOR ARROW SERVICE.	EXISTING: --- REVISED: 2030	$68,000	NEW COST	NEW PROJECT
208	Ventura	5A0726	CITY OF OXNARD	LOCAL HIGHWAY		WIDEN FROM FOUR LANES TO SIX LANES (TOTAL OF BOTH DIRECTIONS)	EXISTING: 2034 --- REVISED: 2040	EXISTING: $8,437 --- REVISED: $15,000	COST INCREASE	SCHEDULE AND COST UPDATE
209	Ventura	624A2L001	CITY OF SANTA PAULA	LOCAL HIGHWAY		CONSTRUCTING ROADWAY EXTENSION WITH IMPROVEMENTS SUCH AS ASSOCIATED BIKE LANES, SIDEWALKS, SAFETY LIGHTING AND DRAINAGE IMPROVEMENTS.	EXISTING: --- REVISED: 2028	$2,500	NEW COST	NEW PROJECT
210	Ventura	624A2L002	CITY OF SANTA PAULA	LOCAL HIGHWAY		CONSTRUCT BICYCLE/PEDESTRIAN OVERCROSSING	EXISTING: --- REVISED: 2032	$7,500	NEW COST	NEW PROJECT
211	Ventura	624A2L003	CITY OF SANTA PAULA	LOCAL HIGHWAY		EXTEND SANTA CLARA ST AND LEMONWOOD DRIVE; AND CONSTRUCT 2-LANE BRIDGE WITH CLASS II BIKE LANES OVER SANTA PAULA CREEK TO CONNECT THE WESTERLY TERMINUS OF LEMONWOOD DRIVE TO SANTA CLARA STREET.	EXISTING: --- REVISED: 2035	$15,000	NEW COST	NEW PROJECT

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212	Ventura	620A1L01	CITY OF THOUSAND OAKS	LOCAL HIGHWAY		IN THE CITY OF THOUSAND OAKS ON US 101. PM 1.5/2.1, REPLACE HAMPSHIRE ROAD UNDERCROSSING STRUCTURE, BRIDGE NUMBER 52-0273. WIDEN HAMPSHIRE ROAD TO PROVIDE ONE ADDITIONAL LEFT-TURN LANE IN NB DIRECTION BETWEEN SB AND NB RAMPS, IN SB DIRECTION PROVIDE ONE ADDITIONAL THROUGH LANE BETWEEN NB RAMPS AND WILLOW LN AND ONE ADDITIONAL LEFT-TURN LANE BETWEEN SB AND NB RAMPS , CLASS II BIKE LANES, AND WIDEN NB ON-RAMP TO 3 LANES. RIGHT OF WAY ACQUISITION WILL BE REQUIRED.	2034	$76,500	NONE	MINOR UPDATE - LEAD AGENCY
213	Ventura	5A0743	MOORPARK	LOCAL HIGHWAY		WIDEN, REALIGN AND RECONSTRUCT FROM 2 LANES TO 2 LANES PLUS CENTER TURN LANE AND BIKE LANES	EXISTING: 2020 --- REVISED: 2030	$8,000	NONE	SCHEDULE UPDATE
214	Ventura	5A0713	OJAI	LOCAL HIGHWAY		GAP CLOSURE EXTENSION	EXISTING: 2025 --- REVISED: 2031	$780	NONE	SCHEDULE UPDATE
215	Ventura	5A0715	OJAI	LOCAL HIGHWAY		INTERSECTION IMPROVEMENTS	EXISTING: 2024 --- REVISED: 2031	$300	NONE	SCHEDULE UPDATE
216	Ventura	5A0746	OJAI	LOCAL HIGHWAY		GAP CLOSURE EXTENSION	EXISTING: 2026 --- REVISED: 2031	$1,515	NONE	SCHEDULE UPDATE
217	Ventura	624L010	SANTA PAULA	LOCAL HIGHWAY		EXISTING: INCREASE MULTIMODAL TRANSPORTATION AND BIKE USAGE BY ADDING 2.48 MILES OF NEW BIKE/PATHWAY TRAIL TO THE EAST AND WEST ENDS OF CITY LIMITS TO CONNECT EXISTING 1.78 MILES OF BIKE TRAIL. PROVIDE ACCESS FOR PEDESTRIANS, BICYCLISTS, AND LOW-SPEED ELECTRIC VEHILCES TO CONNECT CITY EAST-WEST THROUGH DOWNTOWN. --- REVISED: INCREASE MULTIMODAL TRANSPORTATION AND BIKE USAGE BY ADDING OVER 3 MILES OF NEW BIKE/PATHWAY TRAIL TO THE EAST AND WEST ENDS OF CITY LIMITS, AS WELL AS NORTH-SOUTH TRAIL, TO CONNECT TO EXISTING 1.78 MILES OF BIKE TRAIL. PROVIDE ACCESS FOR PEDESTRIANS, BICYCLISTS, AND LOW-SPEED ELECTRIC VEHICLES TO CONNECT CITY EAST-WEST AND NORTH-SOUTH THROUGH DOWNTOWN AND CONNECT TO FUTURE COUNTY MASTER PLAN BIKE/PATHWAY TRAIL SYSTEM.	EXISTING: 2024 --- REVISED: 2027	$1,675	NONE	SCOPE AND SCHEDULE UPDATE
218	Ventura	5A0728	SIMI VALLEY	LOCAL HIGHWAY		WIDEN TAPO CANYON ROAD TO ADD AN ADDITIONAL LANE IN EACH DIRECTION (FROM 2 TO 4 LANES) AND A DIVIDED CENTER MEDIAN.	EXISTING: 2026 --- REVISED: 2030	EXISTING: $4,500 --- REVISED: $15,000	COST INCREASE	SCHEDULE AND COST UPDATE
219	Ventura	5A0730	SIMI VALLEY	LOCAL HIGHWAY		EXISTING: WIDEN SOUTH SIDE OF LOS ANGELES AVENUE BY ADDING A LANE (FROM 4 TO 5 LANES BOTH DIRECTIONS - CURRENTLY 2 LANES EACH DIRECTION) --- REVISED: WIDEN SOUTH SIDE OF LOS ANGELES AVENUE TO INCLUDE CURB, GUTTER, AND SIDEWALK PER CITY'S GENERAL PLAN (CURRENTLY 2 LANES EACH DIRECTION)	EXISTING: 2024 --- REVISED: 2032	EXISTING: $2,750 --- REVISED: $7,000	COST INCREASE	SCOPE, SCHEDULE, AND COST UPDATE
220	Ventura	5A0734	SIMI VALLEY	LOCAL HIGHWAY		WIDENING OF STEARNS STREET TO ADD A LANE IN EACH DIRECTION (FROM 2 TO 4 LANES)	EXISTING: 2026 --- REVISED: 2030	EXISTING: $1,500 --- REVISED: $5,000	COST INCREASE	SCHEDULE AND COST UPDATE
221	Ventura	5A0735	SIMI VALLEY	LOCAL HIGHWAY		WIDEN TAPO CHANNEL BRIDGE AT LOS ANGELES AVENUE (15' ON THE NORTH SIDE & 20' ON THE SOUTH SIDE). THIS INCLUDES ADDITION OF ONE LANE IN EACH DIRECTION (FROM 4 TO 6 LANES BOTH DIRECTIONS), RELOCATION OF THE EXISTING UTILITIES & MODIFICATIONS TO UPSTREAM & DOWNSTREAM OF THE CHANNEL.	EXISTING: 2024 --- REVISED: 2030	EXISTING: $1,100 --- REVISED: $5,000	COST INCREASE	SCHEDULE AND COST UPDATE
222	Ventura	5A0736	SIMI VALLEY	LOCAL HIGHWAY		PROVIDES THE MISSING LINK (A 60' ROAD WITH TWO LANES) BETWEEN TWO STREETS (FLANAGAN DR. & EVENING SKY DR.). FROM 0 TO 2 LANES.	EXISTING: 2026 --- REVISED: 2030	EXISTING: $800 --- REVISED: $2,000	COST INCREASE	SCHEDULE AND COST UPDATE
223	Ventura	5A0738	SIMI VALLEY	LOCAL HIGHWAY		WIDENING OF TAPO STREET TO ADD A LANE IN EACH DIRECTION (FROM 2 TO 4 LANES)	EXISTING: 2026 --- REVISED: 2030	EXISTING: $650 --- REVISED: $1,500	COST INCREASE	SCHEDULE AND COST UPDATE
224	Ventura	5G0701	SIMI VALLEY	LOCAL HIGHWAY		LA STREET GRADE SEPARATION. GRADE-SEPARATE LA AVENUE (MP 437.0) IN SIMI VALLEY. REALIGN 0.30-MILE-LONG CURVE SOUTH OF LOS ANGELES STREET, CONSTRUCT LOS ANGELES AVENUE OVERPASS, CONSTRUCT 0.48 MILE OF NEW TRACK TO FRA CLASS 5 STANDARDS.	EXISTING: 2032 --- REVISED: 2034	EXISTING: $93,000 --- REVISED: $120,000	COST INCREASE	SCHEDULE AND COST UPDATE

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225	Ventura	624L011	SIMI VALLEY	LOCAL HIGHWAY		CONSTRUCT 1.6 MILES EXTENSION OF MADERA ROAD, 2 LANES IN EACH DIRECTION, FROM ITS NORTHERN TERMINUS TO LOST CANYONS ROAD AS INCLUDED IN CITY'S GENERAL PLAN CIRCULATION ELEMENT	EXISTING: 2032 --- REVISED: 2037	EXISTING: $12,000 --- REVISED: $42,000	COST INCREASE	SCHEDULE AND COST UPDATE
226	Ventura	5A0711	VENTURA COUNTY	LOCAL HIGHWAY		ADD 3RD NORTHBOUND THROUGH LANE AND 3RD SOUTHBOUND THROUGH LANE AND SOUTHBOUND RIGHT-TURN LANE	2024	$1,300	NONE	COMPLETED
227	Ventura	5A0720	VENTURA COUNTY	LOCAL HIGHWAY		HARBOR BOULEVARD - WIDEN APPROXIMATELY 1.99 MILES OF ROADWAY FROM TWO TO FOUR LANES FROM OXNARD CL TO VENTURA CL (MILEAGE INCLUDES 545.6 FOOT BRIDGE OVER SANTA CLARA RIVER)	EXISTING: 2037 --- REVISED: 2043	$131,630	NONE	SCHEDULE UPDATE
228	Ventura	5163O002	PORT OF HUENEME	OTHER		STACKED PROJECT (STRUCTURE FOR TRANSFER OF AUTOMOBILES CREATING KEY ECONOMIC DEVELOPMENT) WILL ENTAIL A 3 STORY TALL PARKING LIKE STRUCTURE FOR A LAST/FIRST POINT OF REST FOR AUTOMOBILE EXPORTS/IMPORTS. IT WILL INCREASE PORT CAPACITY BY 33%, INCREASE EFFICIENCY WITH ITS TECHNOLOGY AND ELECTRICAL UPGRADES WITH SOLAR POWER. IT WILL CREATE 724 NEW LONG-TERM JOBS, $36.5 MILLION IN LOCAL BUSINESS REVENUE, AND $6 MILLION IN STATE/LOCAL TAX REVENUE.	EXISTING: 2020 --- REVISED: 2035	$40,000	NONE	SCHEDULE UPDATE
229	Ventura	5163O003	PORT OF HUENEME	OTHER		INTERMODAL IMPROVEMENT PROJECT: WHARF & BERTH IMPROVEMENTS INCLUDES REPAVING OF THE TERMINAL SURFACES AT EACH OF THE BERTHS.	EXISTING: 2019 --- REVISED: 2035	$3,266	NONE	SCHEDULE UPDATE
230	Ventura	5163O004	PORT OF HUENEME	OTHER		THE PORT OF HUENEME INTERMODAL INFRASTRUCTURE PROJECT WILL INCLUDE DREDGING OF THE HARBOR CHANNEL FROM 35 FT. TO 40 FT. DEEP TO ACCOMMODATE HEAVIER SHIPS WITH MORE CARGO ON THEM, MODERNIZATION OF CARGO FACILITIES AND ON-DOCK RAIL SPUR UPDATING.	EXISTING: 2019 --- REVISED: 2035	$19,000	NONE	SCHEDULE UPDATE
231	Ventura	5163O005	PORT OF HUENEME	OTHER		LEAP: LEADING ELECTRIC ADVANCEMENTS FOR PORTS PROJECT WILL INCLUDE SOLAR PANEL INSTALLATION, CLEAN ENERGY STORAGE, 3 UTRS, AND THE INFRASTRUCTURE FOR NEW CLEAN ENERGY CHARGING STATIONS FOR PORT ZEVS.	EXISTING: 2021 --- REVISED: 2035	$2,300	NONE	SCHEDULE UPDATE
232	Ventura	5163O006	PORT OF HUENEME	OTHER		PORT CORRIDOR OPTIMIZATION & EFFICIENCY PROJECT INCLUDES RECONFIGURATION OF TERMINAL TRAFFIC CIRCULATION, INTELLIGENT TRANSPORTATION SYSTEMS (ITS), ELECTRICAL SYSTEM UPGRADES FOR REEFERS, AND A SOLAR POWER COMPONENT TO PROGRESS ZERO EMISSION INITIATIVES.	EXISTING: 2021 --- REVISED: 2035	$12,000	NONE	SCHEDULE UPDATE
233	Ventura	624P012	VENTURA COUNTY TRANSPORTATION COMMISSION	PASSENGER RAIL		CAMARILLO METROLINK STATION PEDESTRIAN UNDERCROSSING	EXISTING: 2024 --- REVISED: 2029	EXISTING: $15,000 --- REVISED: $15,800	COST INCREASE	SCHEDULE AND COST UPDATE
234	Ventura	5120001	CALTRANS	STATE HIGHWAY	118	ADD ONE LANE EA DIR FROM RT 23 (NEW LA AVE) TO TAPO CYN RD PLUS A SECOND LANE IN EACH DIRECTION FROM COLLINS TO MADERA (PENDING ENVIRONMENTAL CLEARANCE) (EA 22550, PPNO 3002)	2031	$216,463	COST REMOVAL	DELETED
235	Ventura	624L001	CITY OF OXNARD	STATE HIGHWAY	1	PORT INTERMODAL CORRIDOR (PIC) PROJECTS - RICE AVENUE RECONSTRUCTION (ALLOWING FOR STATE ROUTE DESIGNATION)	2031	$35,000	NONE	MINOR UPDATE - TO INCLUDE ADDITIONAL SCOPE DETAILS
236	Ventura	5A0705	OJAI	STATE HIGHWAY	33	ROUNDABOUT	EXISTING: 2027 --- REVISED: 2031	$852	NONE	SCHEDULE UPDATE
237	Ventura	5A0706	OJAI	STATE HIGHWAY	33	ROUNDABOUT	EXISTING: 2026 --- REVISED: 2031	$460	NONE	SCHEDULE UPDATE
238	Ventura	7120003A	VENTURA COUNTY TRANS COMMISSION (VCTC)	STATE HIGHWAY	101	ROUTE 101 WIDENING PAED ONLY. STUDY WIDENING ALTERNATIVES SUCH AS ONE OR TWO HOT OR HOV LANES OR OPERATIONAL IMPROVEMENTS. TOLL CREDITS OF $1,950.	EXISTING: 2023 --- REVISED: 2027	EXISTING: $17,497 --- REVISED: $17,600	COST INCREASE	SCHEDULE AND COST UPDATE
239	Ventura	5160001	VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)	STATE HIGHWAY	101	EXISTING: ROUTE 101 MOORPARK ROAD TO ROUTE 33 ADD ONE HOV LANE IN EACH DIRECTION AND AUXILARY LANES AT VARIOUS LOCATIONS. TOLL CREDITS OF $2,614 IN 22/23, $5,559 IN 23/24, $1,210 IN 24/25, AND $99 IN 25/26 TO MATCH STP. --- REVISED: ROUTE 101 MOORPARK ROAD TO ROUTE 33 ADD ONE HOV LANE IN EACH DIRECTION AND AUXILARY LANES AT VARIOUS LOCATIONS.	2040	EXISTING: $102,174 --- REVISED: $2,200,000	COST INCREASE	COST UPDATE
240	Ventura	624T010	CAMARILLO	TRANSIT		TRANSIT VEHICLE REPLACEMENT OF 16 TOTAL CAMARILLO AREA TRANSIT (CAT) VEHICLES	EXISTING: 2024 --- REVISED: 2029	$1,750	NONE	SCHEDULE UPDATE
241	Ventura	624T011	GOLD COAST TRANSIT DISTRICT	TRANSIT		BUSINESS SYSTEM UPGRADES	EXISTING: 2023 --- REVISED: 2027	$1,500	NONE	SCHEDULE UPDATE
242	Ventura	624T012	GOLD COAST TRANSIT DISTRICT	TRANSIT		FACILITY BOND PAYMENT	EXISTING: 2023 --- REVISED: 2049	$1,300	NONE	SCHEDULE UPDATE
243	Ventura	624T013	GOLD COAST TRANSIT DISTRICT	TRANSIT		PURCHASE OF 5 HYDROGEN FUEL CELL BUSES	EXISTING: 2026 --- REVISED: 2027	$7,000	NONE	SCHEDULE UPDATE
244	Ventura	624T014	GOLD COAST TRANSIT DISTRICT	TRANSIT		PURCHASE OF 9 COMPRESSED NATURAL GAS BUSSES	EXISTING: 2024 --- REVISED: 2026	$6,000	NONE	SCHEDULE UPDATE

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245	Ventura	624T015	GOLD COAST TRANSIT DISTRICT	TRANSIT		HYDROGEN FUEL STATION & FACILITY UPGRADES	EXISTING: 2026 ---------- REVISED: 2027	$17,000	NONE	SCHEDULE UPDATE
246	Ventura	624T016	GOLD COAST TRANSIT DISTRICT	TRANSIT		PURCHASE OF REPLACEMENT PARATRANSIT VANS AND CUTAWAYS	EXISTING: 2026 ---------- REVISED: 2027	$2,600	NONE	SCHEDULE UPDATE
247	Ventura	VEN030611	THOUSAND OAKS	TRANSIT		PREVENTIVE MAINTENANCE - THOUSAND OAKS TRANSIT FIXED-ROUTE AND DIAL-A-RIDE VEHICLES AND FACILITIES INCLUDING TRANSIT CENTER AND BUS STOPS	EXISTING: 2022 ---------- REVISED: 2039	$3,352	NONE	SCHEDULE UPDATE
248	Various	720003	DESERTXPRESS ENTERPRISES / BRIGHTLINE WEST	PASSENGER RAIL		DESERTXPRESS ENTERPRISES, LLC DBA BRIGHTLINE WEST TO CONSTRUCT AND OPERATE HIGH SPEED RAIL SERVICE FROM THE VICTOR VALLEY TO LAS VEGAS WITHIN THE I-15 CORRIDOR	EXISTING: 2028 ---------- REVISED: 2029	EXISTING: $6,100,000 ---------- REVISED: $16,200,000	COST INCREASE	SCHEDULE AND COST UPDATE

Table 3. Modifications to Unconstrained Projects

#	COUNTY	SYSTEM	RTP ID	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	LEAD AGENCY	REASON FOR AMENDMENT
1	LOS ANGELES	TRANSIT	S224A2T01		MULTIPLE	LB-ELA CORRIDOR	LB-ELA CORRIDOR	PLAN, DESIGN, AND CONSTRUCT BUS STOP IMPROVEMENTS WITHIN THE LB-ELA CMIP CORRIDOR	LA METRO	NEW UNCONSTRAINED PROJECT
2	LOS ANGELES	TRANSIT	S224A2T02		CORRIDOR	LB-ELA CORRIDOR	LB-ELA CORRIDOR	PILOT TO DEPLOY AND EVALUATE MEASURES TO REDUCE EXPOSURE TO PM ALONG THE I-710 CORRIDOR	LA METRO	NEW UNCONSTRAINED PROJECT
3	LOS ANGELES	TRANSIT	S224A2T03		LONG BEACH-EAST LA CORRIDOR MOBILITY INVESTMENT PLAN	LB-ELA CORRIDOR	LB-ELA CORRIDOR	PROJECTS INCLUDING TRANSIT, FIRST/LAST MILE, COMPLETE STREETS, BIKE/PED, SAFETY, HIGHWAY, INTERSECTION, ROADWAY, GOODS MOVEMENT (RAIL AND HIGHWAY), AND OVERALL MOBILITY.	LA METRO, LOCAL JURIDICTIONS AND TRANSIT PROVIDERS	NEW UNCONSTRAINED PROJECT
4	RIVERSIDE	PASSENGER RAIL	S3120001		COACHELLA VALLEY RAIL SERVICE	L.A. UNION STATION	INDIO	ESTABLISH DAILY RAIL SERVICE BETWEEN DOWNTOWN LOS ANGELES AND THE COACHELLA VALLEY	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	DELETE - DUPLICATE
5	RIVERSIDE	PASSENGER RAIL	S3200T010		91/ PERRIS VALLEY LINE	VARIOUS METROLINK STATIONS COUNTYWIDE	VARIOUS METROLINK STATIONS COUNTYWIDE	EXISTING: PARKING LOT EXPANSION PROJECTS --- REVISED: PARKING LOT EXPANSION PROJECTS INCLUDING PARKING STRUCTURES	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	SCOPE UPDATE
6	RIVERSIDE	PASSENGER RAIL	S3200P203					4TH MAIN TRACK AND MAIN STATION IMPROVEMENTS FROM WEST CORONA TO CORONA-LA SIERRA	RIVERSIDE TRANSPORTATION COMMISSION	DELETE
7	RIVERSIDE	STATE HIGHWAY	S424A2S01	SR60		I-215	GILMAN SPRINGS RD	CONSTRUCT ONE NEW MANAGED LANE IN EACH DIRECTION ON SR-60 FROM I-215 TO GILMAN SPRINGS ROAD.	RCTC	NEW UNCONSTRAINED PROJECT
8	RIVERSIDE	STATE HIGHWAY	S424A2S02	I-10		SR-60	HWY 111	CONSTRUCT ONE NEW MANAGED LANE IN EACH DIRECTION ON I-10 FROM SR-60 TO SR-111.	RCTC	NEW UNCONSTRAINED PROJECT
9	RIVERSIDE	STATE HIGHWAY	S424A2S03	I-215		SR-91	SR-60	CONSTRUCT ONE NEW MANAGED LANE IN EACH DIRECTION ON I-215 FROM SR-91/SR-60/I-215 INTERCHANGE TO SR-60/I-215 INTERCHANGE.	RCTC	NEW UNCONSTRAINED PROJECT
10	RIVERSIDE	STATE HIGHWAY	S424A2S04	SR-91		I-15	I-215	CONSTRUCT ONE NEW MANAGED LANE IN EACH DIRECTION ON SR-91 FROM I-15 TO I-215.	RCTC	NEW UNCONSTRAINED PROJECT
11	RIVERSIDE	STATE HIGHWAY	S424A2S05		SR-91/I-215			CONSTRUCT DIRECT (EL) CONNECTOR FROM EB 91 TO SB 215 AND FROM NB 215 TO WB 91	RCTC	NEW UNCONSTRAINED PROJECT
12	RIVERSIDE	STATE HIGHWAY	S424A2S06		60/91/215 IC	N SR-91	W SR-60	60/91/215 IC IMPROVEMENTS: REPLACE N91 TO W60 LOOP CONNECTOR WITH DIRECT CONNECTOR	RCTC	NEW UNCONSTRAINED PROJECT
13	RIVERSIDE	STATE HIGHWAY	S424A2S07		I-215	SR-60	SB County Line	CONVERT HOV TO EXPRESS LANE IN BOTH DIRECTIONS ON I-215 FROM SR-60 TO SAN BERNARDINO COUNTY LINE	RCTC	NEW UNCONSTRAINED PROJECT
14	RIVERSIDE	STATE HIGHWAY	S424A2S08		SR-91	OC Line	I-15	CONSTRUCT ONE ADDITIONAL EXPRESS LANE IN BOTH DIRECTIONS ON SR-91 FROM ORANGE COUNTY LINE TO I-15.	RCTC	NEW UNCONSTRAINED PROJECT
15	RIVERSIDE	STATE HIGHWAY	S3160001		CETAP - RIVERSIDE COUNTY TO ORANGE COUNTY	WESTERN RIVERSIDE COUNTY	ORANGE COUNTY	CETAP – RIVERSIDE COUNTY TO ORANGE COUNTY – CONSTRUCT NEW INTERCOUNTY TRANSPORTATION CORRIDOR A – 2 TOLL EACH DIR ON NEW FACILITY PARALLEL TO SR-91, FROM SR- 241 TO I-15, WITH IC AT SR-241, SR-71, I-15	RIVERSIDE COUNTY TRANSPORTATION COMMISSION	DELETE
16	RIVERSIDE	STATE HIGHWAY	S420A1S01	91	SR-91	I-15	PIERCE ST	SR-91 GENERAL PURPOSE AND TOLL LANE EXTENSIONS EAST OF I-15: EXTEND EB GP LANE FROM PROMENADE AVE (PM 8.10) TO PIERCE ST (PM 10.81). EXTEND EB EXPRESS TOLL LANES FROM PROMENADE AVE (PM 8.10) TO BUCHANAN ST (PM 10.29). EXTEND WB EXPRESS TOLL LANE FROM TEMESCAL WASH BOH (PM 6.93) TO BUCHANAN ST (PM 10.29).	RIVERSIDE COUNTY TRANSPORTATION COMMISSION	MINOR UPDATE
17	RIVERSIDE	STATE HIGHWAY	S244S002	60	SR-60	SR-91/SR-60/I-215 INTERCHANGE	GILMAN SPRINGS RD (SR-60) AND VAN BUREN BLVD (I-215)	CONSTRUCT 4 EXPRESS LNS (2 LN EA DIR) FROM SR-91/SR-60/I-215 INTERCHANGE TO SR-60/I-215 INTERCHANGE. CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM SR-60/I-215 INTERCHANGE TO GILMAN SPRINGS ROAD (SR-60). CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM SR-60/I-215 INTERCHANGE TO VAN BUREN BLVD (I-215).	RIVERSIDE COUNTY TRANSPORTATION COMMISSION	DELETE - DUPLICATE
18	RIVERSIDE	STATE HIGHWAY	S3200S012	SR-60		I-15	TO I-215/SR-91 INTERCHANGE	EXISTING: CONSTRUCT 4 EXPRESS LNS (2 LN EA DIR) FROM I-15 TO I-215/SR-91 INTERCHANGE --- REVISED: CONSTRUCT 4 EXPRESS LNS (2 LN EA DIR) FROM VALLEY WAY TO I-215/SR-91 INTERCHANGE.	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	SCOPE UPDATE
19	RIVERSIDE	STATE HIGHWAY	S242A2S09	I-15	I-15	SD COUNTY LINE	I-215	CONSTRUCT TWO MANAGED LANES IN EACH DIRECTION ON I-15, FROM I-15/I-215 TO RIVERSIDE COUNTY/SAN DIEGO COUNTY LINE	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	NEW UNCONSTRAINED PROJECT
20	RIVERSIDE	STATE HIGHWAY	3163SP001	I-15				CONSTRUCT 2 MIXED FLOW LNS (1 LN EA DIR) AND 2 HOV LNS (1 LN EA DIR) FROM JCT. I-15/I-215 TO RIVERSIDE COUNTY/SAN DIEGO COUNTY LINE	TEMECULA	DELETE
21	RIVERSIDE	TRANSIT	S424A2T01					CONSTRUCTION OF INDIO LIQUID HYDROGEN FUELING STATION	SunLine Transit Agency	NEW UNCONSTRAINED PROJECT
22	RIVERSIDE	TRANSIT	S424A2T02					SOLAR MICROGRID	SunLine Transit Agency	NEW UNCONSTRAINED PROJECT
23	RIVERSIDE	TRANSIT	S424A2T03					CARPORT PARKING & EV VEHICLE CHARGING INFRASTRUCTURE	SunLine Transit Agency	NEW UNCONSTRAINED PROJECT
24	SAN BERNARDINO	TRANSIT	S4160049		ONTARIO INTERNATIONAL AIRPORT ON-DEMAND SERVICE	RANCHO CUCAMONGA METROLINK STATION	ONTARIO INTERNATIONAL AIRPORT	ON-DEMAND TRANSIT SERVICE BETWEEN THE RANCHO CUCAMONGA METROLINK STATION AND ONT	San Bernardino County Transportation Authority (SBCTA)	NEW UNCONSTRAINED PROJECT - TRANSFERRED FROM CONSTRAINED LIST
25	VENTURA	OTHER	6S24A2PR01		PORT TERMINAL EXPANSION			EXPANSION OF PORT TERMINAL FOR ADDITIONAL BERTHING OF SHIPS	Oxnard Harbor District	NEW UNCONSTRAINED PROJECT

#	COUNTY	SYSTEM	RTP ID	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	LEAD AGENCY	REASON FOR AMENDMENT
26	VENTURA	OTHER	6S24A2PR02		LIGHTHOUSE SITE RESTORATION (STATE/NATIONAL HISTORIC MONUMENT)			LIGHTHOUSE SITE RESTORATION	Oxnard Harbor District	NEW UNCONSTRAINED PROJECT
27	VENTURA	STATE HIGHWAY	S65120001	118	ROUTE 118	TAPO CYN RD	LA AVENUE	ADD ONE LANE EA DIR FROM RT 23 (NEW LA AVE) TO TAPO CYN RD PLUS A SECOND LANE IN EACH DIRECTION FROM COLLINS TO MADERA (pending environmental clearance) (EA 22550, PPNO 3002)	CALTRANS	NEW UNCONSTRAINED PROJECT - TRANSFERRED FROM CONSTRAINED LIST

Fiscal Impact

Amendment 2 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 2024 Financial Plan, project modifications result in an overall net cost increase of $11.4 billion, representing less than 1.5 percent of total Connect SoCal 2024 expenditures. Cost increases resulting from new projects and changes to existing projects added as part of Amendment 2 are funded by a variety of sources.

Amendment 2 also includes an additional $20.1 billion of primarily private investment in the region's transportation system. This includes cost increases for the Brightline West high-speed rail project as well as the addition of new projects and changes to existing projects at the Port of Los Angeles, Port of Long Beach, and Los Angeles International Airport.

Based on a review of the funding considerations for each project documented herein, SCAG finds that Amendment 2 does not adversely impact the financial constraint of the plan. Connect SoCal 2024 remains financially constrained.

Table 4. Fiscal Impact Summary

(Amounts in $1,000's)	Total
Cost Increases: Changes to Existing Projects and New Projects	$14,785,236
Cost Decrease: Changes to Existing Projects and Deleted Projects	($3,391,671)
Net Cost Increase (Decrease)	**$11,393,565**

Senate Bill 375 and the Sustainable Communities Strategy

Upon the adoption of Connect SoCal 2024, SCAG determined that the RTP/SCS met and/or exceeded all requirements for a sustainable communities strategy (SCS) as set forth in Senate Bill (SB) 375. A description of how the SCS addresses requirements is included in Connect SoCal 2024 Chapters 3 and 5 and the Connect SoCal 2024 Land Use and Communities Technical Report and Supplementals sections. At the time of adoption, SCAG concluded that the state established per-capita greenhouse gas (GHG) emission reduction target of 19 percent by 2035 had been met and/or exceeded. The California Air Resources Board (CARB) reviewed and approved this conclusion in August 2025.

Amendment 2 to Connect SoCal 2024 incorporates certain changes to transportation projects and other assumptions as described in this document. Staff has reviewed Amendment 2 relative to the adopted RTP/SCS and to the requirements of SB 375 and has determined that with the Amendment 2, Connect SoCal 2024 remains in compliance with SB 375 and continues to meet and/or exceed the GHG emission reduction targets.

Performance Measures

In 2012, the Moving Ahead for Progress for the 21st Century Act (MAP-21) transportation authorization legislation established transportation system performance monitoring as a federal mandate. This commitment to a national performance management and reporting system was furthered with passage of the subsequent Fixing America's Surface Transportation Act in 2015 and, the Infrastructure Investment and Jobs Act in 2021. SCAG has been actively developing and using performance metrics long before MAP-21 became law, starting with the 1998 Regional Transportation Plan (RTP), which used quantitative performance measures to evaluate its capabilities to achieve its goals.

The Federal Highway Administration and the Federal Transit Administration require state departments of transportation to coordinate with metropolitan planning organizations (MPOs) to develop performance targets for transportation system safety, infrastructure preservation, and operational efficiency, among other measures. MPOs are now required to incorporate regional transportation and transit system performance measures and targets as part of their short and long-range transportation plans, including updates to the RTP and the FTIP. Since the adoption of Connect SoCal 2024 in April 2024, there have been no further updates.

Transportation Conformity Analysis

Transportation conformity is required by provisions in the Federal Clean Air Act to ensure federally supported highway and transit project activities conform to the air quality goals established by the State Implementation Plan (SIP). Conformity to the goals of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards (NAAQS). Conformity applies to nonattainment and maintenance areas in the SCAG region for the following transportation-related criteria pollutants: ozone, particulate matter (PM2.5 and PM10), and carbon monoxide (CO).

Under the U.S. Department of Transportation metropolitan planning regulations and the U.S. Environmental Protection's Agency's (U.S. EPA) transportation conformity regulations, Amendment 2 must pass five required tests: consistency with the adopted RTP/SCS, regional emissions analysis, timely implementation of transportation control measures (TCMs), financial constraint, and interagency consultation and public involvement.

The findings of the transportation conformity determination for Amendment 2 are presented below. Details of the regional emissions analysis follow the findings.

Conformity Findings

SCAG's findings for the approval of Amendment 2 are as follows:

CONSISTENCY WITH CONNECT SOCAL 2024 TEST

Inclusion of the amended projects contained in Connect SoCal 2024 Amendment 2 would not change any policies, programs, strategies, or projects in the federally approved Connect SoCal 2024 as amended. The 2027 FTIP is consistent with Connect SoCal 2024 as amended (policies, programs, strategies, and projects).

Finding: Connect SoCal 2024 Amendment 2 is consistent with the federally approved Connect SoCal 2024 as amended and meets all applicable federal and state requirements and regulations.

REGIONAL EMISSIONS ANALYSIS TEST

Finding: The latest planning assumptions, transportation modeling, emissions modeling, off-model adjustment factors, and regional emissions analysis for Connect SoCal 2024 Amendment 2 are identical to those for the 2027 FTIP and updates the regional emissions analysis for Connect SoCal 2024 as amended.

Finding: Connect SoCal 2024 Amendment 2 regional emissions analysis for ozone precursors (2008 and 2015 NAAQS) meets all applicable emission budget tests for all milestone, attainment, and planning horizon years in the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseño 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: Connect SoCal 2024 Amendment 2 regional emissions analysis for PM2.5 and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB (Pechanga excluded under 2012 annual PM2.5 NAAQS).

Finding: Connect SoCal 2024 Amendment 2 regional emissions analysis for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: Connect SoCal 2024 Amendment 2 regional emissions analysis for PM10 and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB and the SSAB (Riverside County Coachella Valley and Imperial County portions).

Finding: Connect SoCal 2024 Amendment 2 regional emissions analysis for PM10 meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years in the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County.

Finding: Connect SoCal 2024 Amendment 2 regional emissions analysis for PM2.5 and its precursors (2006 and 2012 NAAQS) meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years in the SSAB (urbanized area of Imperial County portion).

FINANCIAL CONSTRAINT TEST

Finding: Connect SoCal 2024 Amendment 2 complies with federal financial constraint requirements under 23 U.S.C. Section 134(h) and 23 CFR Section 450.324(e). Connect SoCal 2024 Amendment 2 demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's expenditure totals. Financial constraint is analyzed and demonstrated in the analysis contained in the Fiscal Impact Section of this report.

TIMELY IMPLEMENTATION OF TCMS TEST

Finding: The TCM project categories listed in the 1994/1997/2003/2007/2012/2016/2022 Ozone and PM2.5 SIPs (2022 Ozone with 2026 updates and 2024 PM2.5 are pending U.S. EPA approvals) 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 consistent with transportation conformity requirements for timely implementation of TCMs.

Finding: The TCM strategies listed in the 2016 and 2022 Ozone SIPs (2022 Ozone SIP is pending U.S. EPA approval) 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 consistent with transportation conformity requirements for timely implementation of TCMs.

Timely implementation of TCMs is demonstrated and documented in the 2027 FTIP Technical Appendix, Volume II, Section V: Timely Implementation of Transportation Control Measures (TCMs).

INTERAGENCY CONSULTATION AND PUBLIC INVOLVEMENT TEST

Finding: Connect SoCal 2024 Amendment 2 complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP). For more information, visit SCAG's PPP website.

In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a primary regional forum for interagency consultation. Amendment 2 is discussed at the monthly meetings of the TCWG, which includes representatives from the federal, state, and local air quality and transportation agencies throughout the Amendment 2 development process. The transportation conformity analysis as part of Amendment 2 were posted on SCAG's website for a 30-day public review and comment period on July 6, 2026. All comments received on the draft Connect SoCal 2024 Amendment 2, including the associated transportation conformity analysis during the public review and comment period are documented and responded to.

Regional Emissions Analysis

The following tables summarize the required regional emissions analysis for each of the nonattainment and maintenance areas within SCAG's jurisdiction based on EMFAC2021 with the adjustment factors. Effective Nov. 15, 2022, U.S. EPA approved EMFAC2021 for use in SIP development and transportation conformity analyses in California.

In May 2025, Congress enacted joint resolutions of disapproval under the Congressional Review Act for preemption waivers that U.S. EPA had previously issued pursuant to federal CAA Section 209, including for the Advanced Clean Trucks, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations. The resolutions were signed into law on June 12, 2025. As a result, these regulations are preempted by the CAA and cannot be implemented or enforced. Estimated emission reductions attributed to the regulations cannot be used for the CAA purposes of SIP development or transportation conformity determinations. Effective Nov. 21, 2025, U.S. EPA approved off-road adjustment factors that remove the estimated emissions benefits attributed to the regulations from EMFAC2021 for the CAA purposes of SIP development and transportation conformity determinations. Consequently, EMFAC2021 with the adjustment factors, approved by U.S. EPA on Nov. 21, 2025, is the latest approved method for modeling emissions available in California for purposes of 40 CFR Section 93.111.

On Feb. 6, 2026, U.S. EPA finalized its action to partially approve and partially disapprove California's Heavy-Duty Inspection and Maintenance (HD I/M) Regulation. U.S. EPA's partial approval allows the HD I/M Regulation to become federally enforceable for the CAA purposes of California SIP and transportation conformity determinations with respect to vehicles registered within the State of California. U.S. EPA's partial disapproval of the HD I/M Regulation applies to vehicles registered out-of-state and out-of-country. On May 6, 2026, U.S. EPA approved the EMFAC HD I/M off-model adjustment factors for use for the CAA purposes of SIP development and transportation conformity determinations in California. These EMFAC HD I/M off-model adjustment factors are multipliers that are applied to criteria pollutant emissions estimates after using the Nov. 21, 2025, EMFAC2021 off-model adjustment factors. In addition, the EMFAC2021 HD I/M adjustment factors approved by U.S. EPA on May 6, 2026, replace the interim

EMFAC2021 adjustment factors for the HD I/M Regulation that U.S. EPA approved on May 26, 2023, and the interim EMFAC2021 HD I/M off-model adjustment factors are not used in the regional emissions analyses.

As summarized in Tables 5 through 17 of, the regional emissions analysis for Connect SoCal 2024 Amendment 2, which is identical to that for the 2027 FTIP, uses EMFAC2021 with the adjustment factors approved by U.S. EPA on Nov. 21, 2025, and then the EMFAC2021 HD I/M adjustment factors approved by U.S. EPA on May 6, 2026. This modeling approach ensures full compliance with U.S. EPA's conformity regulations to reflect the latest planning assumptions and federally approved adjustment factors available at the time of the emissions analysis for Connect SoCal 2024 Amendment 2.

For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by CARB 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 (PM2.5 and PM10), SCAG uses the approved South Coast AQMD methodology, which uses U.S. 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 Connect SoCal 2024, Amendment 2 to Connect SoCal 2024, and 2027 FTIP.

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	2050
ROG*	Budget	5	5	5	5
	EMFAC2021 Emissions	2.0	1.4	1.1	1.0
	Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.0	0.0	0.0
	Plan Emissions	2	2	2	2
Budget – Plan Emissions		**3**	**3**	**3**	**3**
NOx	Budget	7	7	7	7
	EMFAC2021 Emissions	2.8	1.7	1.2	1.1
	Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.2	0.4	0.5
	May 6, 2026, HD I/M Off-Model Adjustment Factors	-0.3	-0.4	-0.5	-0.5
	Sum	2.6	1.5	1.2	1.1
	Plan Emissions	3	2	2	2
Budget – Plan Emissions		**4**	**5**	**5**	**5**

**Reactive Organic Gases*

SOUTH COAST AIR BASIN

Table 6. 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		Nonattainment Area	2026	2029	2031	2037	2045	2050
ROG	Budget	SCAB	60	54	50	50	50	50
	Plan Emissions	Morongo	0.2	0.1	0.1	0.1	0.1	0.1
		Pechanga	0.1	0.1	0.05	0.04	0.02	0.02
		SCAB, excluding Morongo and Pechanga	53.1	46.7	43.2	36.9	32.5	31.5
		EMFAC2021 Emissions	53.3	46.9	43.4	37.1	32.6	31.6
		Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.0	0.1	0.2	0.5	0.7
		Sum	53.3	47.0	43.5	37.3	33.1	32.2
		SCAB	54	47	44	38	34	33
	Budget – Plan Emissions		**6**	**7**	**6**	**12**	**16**	**17**
NOx	Budget	SCAB	77	69	66	66	66	66
	Plan Emissions	Morongo	0.6	0.6	0.5	0.4	0.3	0.3
		Pechanga	0.4	0.3	0.3	0.2	0.1	0.1
		SCAB excluding Morongo and Pechanga	64.0	55.4	50.4	40.7	36.8	37.4
		EMFAC2021 Emissions	65.0	56.3	51.2	41.3	37.2	37.8
		Nov. 21, 2025, Off-Model Adjustment Factors	0.7	2.2	3.3	6.8	10.5	12.3
		May 6, 2026, HD I/M Off-Model Adjustment Factors	-7.9	-9.9	-10.6	-11.8	-13.5	-15.0
		Sum	57.8	48.5	43.9	36.2	34.3	35.1
		Plan Emissions SCAB	58	49	44	37	35	36
	Budget – Plan Emissions		**19**	**20**	**22**	**29**	**31**	**30**

Table 7. 1997, 2006, and 2012 (Excluding Pechanga) PM2.5 (Annual Emissions [Tons/Day])

Pollutant		2026	2035	2045	2050
ROG	Budget	69	69	69	69
	EMFAC2021 Emissions	51.9	37.7	32.2	31.2
	Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.2	0.5	0.6
	Sum	51.9	37.9	32.6	31.9
	Plan Emissions	52	38	33	32
Budget – Plan Emissions		**17**	**31**	**36**	**37**
NOx	Budget	127	127	127	127
	EMFAC2021 Emissions	70.4	47.3	39.9	40.7
	Nov. 21, 2025, Off-Model Adjustment Factors	0.7	5.9	10.9	13.0
	May 6, 2026, HD I/M Off-Model Adjustment Factors	-8.3	-12.1	-14.0	-15.9
	Sum	62.9	41.1	36.8	37.8
	Plan Emissions	63	42	37	38
Budget – Plan Emissions		**64**	**85**	**90**	**89**
PM2.5	Budget	20	20	20	20
	EMFAC2021 Emissions	3.7	3.4	3.3	3.4
	Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.1	0.2	0.2
	May 6, 2026, HD I/M Off-Model Adjustment Factors	-0.1	-0.1	-0.1	-0.1
	Plan Emissions	3.6	3.3	3.4	3.5
	Re-entrained Road Dust Paved	7.0	7.2	7.5	7.6
	Re-entrained Road Dust Unpaved	0.6	0.6	0.6	0.6
	Road Construction Dust	0.2	0.3	0.3	0.2
	Adjustment from NOx to PM2.5 Trading	0.0	0.0	0.0	0.0
	Sum	11.3	11.4	11.7	11.9
	Plan Emissions	12	12	12	12
Budget – Plan Emissions		**8**	**8**	**8**	**8**

Table 8. PM10 (Annual Emissions [Tons/Day])

Pollutant		2026	2030	2040	2050
ROG	Budget	110	81	81	81
	EMFAC2021 Emissions	51.9	44.0	34.1	31.2
	Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.1	0.3	0.6
	Smog Check Reductions*	-3.8	-2.8	-2.8	-2.8
	Sum	48.1	41.2	31.6	29.1
	Plan Emissions	49	42	32	30
Budget – Plan Emissions		**61**	**39**	**49**	**51**
NOx	Budget	180	116	116	116
	EMFAC2021 Emissions	70.4	57.3	42.2	40.7
	Nov. 21, 2025, Off-Model Adjustment Factors	0.7	2.8	8.7	13.0
	May 6, 2026, HD I/M Off-Model Adjustment Factors	-8.3	-10.6	-13.1	-15.9
	Plan Emission	62.9	49.6	37.8	37.8
	Smog Check Reductions*	-1.7	0	0	0
	Sum	61.2	49.6	37.8	37.8
	Total Emissions	62	50	38	38
Budget – Plan Emissions		**118**	**66**	**78**	**78**
PM10	Budget	164	175	175	175
	EMFAC2021 Emissions	9.9	9.7	9.5	9.8
	Nov. 21, 2025, Off-Model Adjustment Factors	0.01	0.1	0.4	0.6
	May 6, 2026, HD I/M Off-Model Adjustment Factors	-0.1	-0.2	-0.1	-0.2
	Plan Emission	9.7	9.7	9.7	10.2
	Re-entrained Road Dust Paved	46.6	47.5	48.9	50.8
	Re-entrained Road Dust Unpaved**	5.8	5.8	5.8	5.8
	Road Construction Dust**	1.2	1.8	1.7	1.3
	Sum	63.5	64.8	66.2	68.1
	Total Emissions	64	65	67	69
Budget – Plan Emissions		**100**	**110**	**108**	**106**

**Provided by CARB. **Provided by South Coast AQMD.*

Table 9. CO (Winter Emissions [Tons/Day])

Pollutant		2026	2030	2040	2050
CO	Budget	2,137	2,137	2,137	2,137
	EMFAC2021 Emissions*	465.5	391.3	298.2	279.5
	Plan Emissions	466	392	299	280
Budget – Plan Emissions		**1,671**	**1,745**	**1,838**	**1,857**

**EMFAC2021 with adjustment factors approved by U.S. EPA on Nov. 21, 2025, was used, but they do not impact emissions of CO.*

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

Table 10. 2008 and 2015 8-Hour Ozone NAAQS (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2032	2040	2050
ROG	Budget	6.2	6.2	6.2	6.2
	EMFAC2021 Emissions	4.53	3.45	2.70	2.39
	Nov. 21, 2025, Off-Model Adjustment Factors	0.00	0.01	0.03	0.06
	Sum	4.53	3.47	2.73	2.44
	Plan Emissions	4.6	3.5	2.8	2.5
Budget – Plan Emissions		**1.6**	**2.7**	**3.4**	**3.7**
NOx	Budget	10.2	10.2	10.2	10.2
	EMFAC2021 Emissions	7.23	5.95	5.35	5.80
	Nov. 21, 2025, Off-Model Adjustment Factors	0.1	0.5	0.9	1.2
	May 6, 2026, HD I/M Off-Model Adjustment Factors	-0.9	-1.2	-1.4	-1.7
	Sum	6.41	5.21	4.82	5.26
	Plan Emissions	6.5	5.3	4.9	5.3
Budget – Plan Emissions		**3.7**	**4.9**	**5.3**	**4.9**

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

Table 11. 1997 24-hour PM10 NAAQS (Annual Emissions [Tons/Day])

Pollutant			2026	2035	2045	2050
PM10	No Build	Re-Entrained Road Dust	7.6	8.3	9.2	9.6
		EMFAC2021 Emissions	0.8	0.9	0.9	1.0

Pollutant			2026	2035	2045	2050
		Nov. 21, 2025, Off-Model Adjustment Factors	0.00	0.03	0.1	0.1
		May 6, 2026, HD I/M Off-Model Adjustment Factors	-0.03	-0.03	-0.04	-0.04
		Motor Vehicles	0.8	0.9	1.0	1.0
		No Build Emissions	8.4	9.2	10.1	10.7
	Build	Re-Entrained Road Dust	7.6	8.1	8.9	9.3
		Paving Unpaved Roads	N/A	N/A	N/A	N/A
		EMFAC2021 Emissions	0.8	0.8	0.9	1.0
		Nov. 21, 2025, Off-Model Adjustment Factors	0.00	0.03	0.1	0.1
		May 6, 2026, HD I/M Off-Model Adjustment Factors	-0.03	-0.03	-0.04	-0.04
		Motor Vehicles	0.8	0.8	0.9	1.0
		Build Emissions	8.4	8.9	9.9	10.3
No Build – Build			**0.1**	**0.3**	**0.3**	**0.3**

MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION

Table 12. PM10 NAAQS (Annual Emissions [Tons/Day])

Pollutant			2026	2035	2045	2050
PM10	No Build	EMFAC2021 Emissions	0.00	0.00	0.00	0.00
		Nov. 21, 2025, Off-Model Adjustment Factors	0.00	0.00	0.00	0.00
		May 6, 2026, HD I/M Off-Model Adjustment Factors	0.00	0.00	0.00	0.00
		Sum	0.00	0.00	0.00	0.00
		No Build Emissions	0.0	0.0	0.0	0.0
	Build	EMFAC2021 Emissions	0.00	0.00	0.00	0.00
		Nov. 21, 2025, Off-Model Adjustment Factors	0.00	0.00	0.00	0.00
		May 6, 2026, HD I/M Off-Model Adjustment Factors	0.00	0.00	0.00	0.00
		Sum	0.00	0.00	0.00	0.00
		Build Emissions	0.00	0.00	0.00	0.00
No Build – Build			**0.0**	**0.0**	**0.0**	**0.0**

SALTON SEA AIR BASIN – RIVERSIDE COUNTY (COACHELLA VALLEY PORTION)

Table 13. 2008 and 2015 8-hour Ozone NAAQS (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2029	2031	2040	2050
ROG	Budget	2.5	2.3	2.2	2.2	2.2
	EMFAC2021 Emissions	2.16	1.96	1.84	1.63	1.61
	Nov. 21, 2025 Off-Model Adjustment Factors	0.00	0.00	0.01	0.02	0.03
	Sum	2.16	1.96	1.85	1.65	1.64
	Plan Emissions	2.2	2	1.9	1.7	1.7
Budget – Plan Emissions		**0.3**	**0.3**	**0.3**	**0.5**	**0.5**
NOx	Budget	5.8	5.8	5.7	5.7	5.7
	EMFAC2021 Emissions	4.0	3.8	3.7	3.6	4.2
	Nov. 21, 2025, Off-Model Adjustment Factors	0.1	0.2	0.3	0.6	0.9
	May 6, 2026, HD I/M Off-Model Adjustment Factors	-0.7	-0.8	-0.9	-1.1	-1.4
	Sum	3.4	3.1	3.1	3.1	3.7
	Plan Emissions	3.5	3.2	3.1	3.2	3.7
Budget – Plan Emissions		**2.3**	**2.6**	**2.6**	**2.5**	**2**

Table 14. PM10 (Annual Planning Emissions [Tons/Day])

Pollutant		2026	2035	2040	2050
PM10	Budget	10.9	10.9	10.9	10.9
	EMFAC2021 Emissions	0.40	0.46	0.49	0.56
	Nov. 21, 2025, Off-Model Adjustment Factors	0.00	0.01	0.02	0.03
	May 6, 2026, HD I/M Off-Model Adjustment Factors	-0.01	-0.02	-0.02	-0.02
	Plan Emissions	0.39	0.45	0.48	0.57
	Re-entrained Road Dust Paved	1.74	1.99	2.09	2.24
	Re-entrained Road Dust Unpaved*	1.71	1.70	1.70	1.70
	Road Construction Dust	0.03	0.30	0.33	0.24
	Sum	3.87	4.44	4.61	4.75
	Plan Emissions	3.9	4.4	4.6	4.7
Budget – Plan Emissions		**7.0**	**6.5**	**6.3**	**6.2**

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

Table 15. 2008 and 2015 8-hour Ozone NAAQS (Summer Planning Emissions [Tons/Day)]

Pollutant		2026	2035	2045	2050
ROG	Budget	4	4	4	4
	EMFAC2021 Emissions	1.5	1.1	0.9	0.8
	Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.0	0.0	0.0
	Sum	1.5	1.1	0.9	0.9
	Plan Emissions	2	2	1	1
Budget – Plan Emissions		**2**	**2**	**3**	**3**
NOx	Budget	7	7	7	7
	EMFAC2021 Emissions	2.7	2.1	2.0	2.1
	Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.3	0.4	0.5
	May 6, 2026, HD I/M Off-Model Adjustment Factors	-0.4	-0.5	-0.6	-0.7
	Sum	2.3	1.8	1.8	1.9
	Plan Emissions	3	2	2	2
Budget – Plan Emissions		**4**	**5**	**5**	**5**

Table 16. 2006 24-hour and 2012 Annual PM2.5 NAAQS (Planning Emissions [Tons/Day])

Pollutant			2026	2035	2045	2050
NOx	No Build	EMFAC2021 Emissions	1.5	1.1	1.1	1.1
		Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.1	0.2	0.2
		May 6, 2026, HD I/M Off-Model Adjustment Factors	-0.2	-0.3	-0.3	-0.4
		Sum	1.3	1.0	1.0	1.0
		No Build Emissions	1.3	1.0	1.0	1.0
	Build	EMFAC2021 Emissions	1.5	1.1	1.1	1.1
		Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.1	0.2	0.2
		May 6, 2026, HD I/M Off-Model Adjustment Factors	-0.2	-0.3	-0.3	-0.4
		Sum	1.3	1.0	1.0	1.0
		Build Emissions	1.3	1.0	1.0	1.0
No Build – Build			**0.0**	**0.0**	**0.0**	**0.0**
PM2.5	No Build	Re-Entrained Road Dust	0.1	0.1	0.1	0.1
		EMFAC2021 Emissions	0.1	0.1	0.1	0.1
		Nov. 21, 2025, Off-Model Adjustment Factors	0.000	0.002	0.004	0.005
		May 6, 2026, HD I/M Off-Model Adjustment Factors	-0.004	-0.004	-0.005	-0.005
		Sum	0.1	0.1	0.1	0.1
		No Build Emissions	0.2	0.2	0.2	0.2
	Build	Re-Entrained Road Dust	0.0	0.1	0.1	0.1
		EMFAC2021 Emissions	0.1	0.1	0.1	0.1
		Nov. 21, 2025, Off-Model Adjustment Factors	0.000	0.002	0.004	0.005
		May 6, 2026, HD I/M Off-Model Adjustment Factors	-0.004	-0.004	-0.005	-0.005
		Sum	0.1	0.1	0.1	0.1
		Build Emissions	0.1	0.1	0.1	0.1
No Build – Build			**0.1**	**0.1**	**0.1**	**0.1**

Table 17. PM10 NAAQS (Annual Planning Emissions [Tons/Day])

Pollutant		2026	2030	2035	2045	2050
PM10	Budget	20	19	19	19	19
	EMFAC2021 Emissions	0.2	0.2	0.2	0.3	0.3
	Nov. 21, 2025, Off-Model Adjustment Factors	0.00	0.00	0.01	0.02	0.02
	May 6, 2026, HD I/M Off-Model Adjustment Factors	-0.01	-0.01	-0.01	-0.01	-0.01
	Plan Emissions	0.2	0.2	0.2	0.3	0.3
	Re-Entrained Road Dust	0.76	0.80	0.83	0.89	0.91
	Paving unpaved roads credit	N/A	N/A	N/A	N/A	N/A
	Sum	1.0	1.0	1.1	1.2	1.2
	Total Emissions	1	1	2	2	2
Budget – Plan Emissions		**19**	**18**	**17**	**17**	**17**

Public Comment and Review

SCAG is required to provide a 30-day public review and comment period for the draft Amendment 2. A Notice of Availability and Public Hearing and the draft Amendment 2 were posted on SCAG's website as of July 6, 2026. Written comments were accepted from July 6, 2026, until 5 p.m., Aug. 4, 2026, via United States mail or email.

SCAG held two public hearings on the draft Amendment 2 to the Connect SoCal 2024. The first public hearing was on July 21, 2026, at 6 p.m. The second public hearing was on July 28, 2026, at 10 a.m. The purpose of the hearings was to receive public input and comments that SCAG would use to facilitate changes to the draft documents where appropriate.

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.

SCAG has fully coordinated this draft Amendment 2 with regional stakeholders through SCAG's committee structure. Specifically, staff provided periodic reports regarding this Amendment 2 to the Transportation Committee and Transportation Conformity Working Group.

Table 18. Comments and Responses

Type	Submitter	Comment Summary	SCAG Response
General	Karen Reside	Hi, I just wanted to congratulate SCAG on, working with more, interdepartmental, specifically Metro. We just went through the World Cup. And all the comments on the transportation were overwhelmingly positive. And, as I represent the older adults, I got reappointed to the LA County Commission on Aging. A lot of those benefits will be lasting for the region. And I was really happy to see that Metro is having a centralized bus stop committee. And so, this gives me lots of hope for the future and better plans that are more inclusive. Because it's a that's exactly what we need as a region. Yeah, so we fit on the worldwide stage. So, thank you for all your hard work.	Comment noted. Your comment has been forwarded to the Los Angeles County Metropolitan Transportation Authority.
General and Project Specific	Brian Yanity	Hello! Good evening, thank you for this opportunity to speak. My name is Brian Yanity, I'm. excuse me, Vice President South of the Rail Passenger Association of California and Nevada, or RAILPAC. And I am just, concerned in the, the draft amendment 2 the project timelines on some very critical rail projects. For example, in LA County, this is LA Metro-led projects, Lilac Rancho double track on the San Bernardino line is delayed till 2029.	Comment noted. Your comment has been forwarded to Metrolink, the Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, and Orange County Transportation for consideration. As SCAG does not have a direct role in the

		Well, the Brighton to Roxford double track and Balboa double track on the Antelope Valley line, they're delayed for at least 10 more years until the later 2030s. For the Brighton to Roxford double track, we're talking about until 2037, and then Balboa double track delayed until 2039. I just think that's kind of unacceptable, and I don't know if it's up to SCAG, but I just wanted to register that those need to be completed much sooner than that. These projects were supposed to be done by 2028 as part of the SCORE program. In Riverside County. the RCTC-led, 3rd and 4th mainline tracks on the BNSF in Riverside County between, basically between Fullerton, Riverside, San Bernardino. Those are delayed also until 2039, and they were partially funded already, and they're supposed to be done at least this decade. These rail projects, I could go on down the list, Orange County, the Sera Siding project, were supposed to be done by 2028, but they're getting pushed back, until more than a decade from now, and I think that SCAG should work with the county-level agencies to expedite these projects. So, thank you.	implementation of these rail projects, SCAG's ability to influence completion dates is limited.
General	Richard Sandbrook	Firstly, I must admit I did not read the entire draft (well over 1k pages!). Secondly, my comments are somewhat general in nature, and in a way may pertain to SCAG's philosophical approach to it's mission, rather than particular details. I agree that the mission of SCAG is a good thing, and that planning is a good thing, (and I hope you can get San Diego county on board someday), BUT, as a conservative American, feel it is important that individualism and freedom retain their place in our systems and our thinking, without attempting to manipulate our populace through propaganda or pressure. Having said that, I politely ask that policies and projects take into consideration that climate change may not be the boogie man that past or present administrations have made it to be, and fossil fuels not as bad as has been purported. Many, like me, do not believe "the science is settled", and think it is not only OK, but a requirement that we the public ask questions of the experts on both sides of an issue. Please don't get me wrong and think that I don't like clean air/water/soil. I grew up in the 1950s in Long Beach and remember the smog then (much better now). But I do believe that AFTER listening to both sides, one makes a decision based on truth and facts.	State law requires that Connect SoCal 2024 meet targets for reducing greenhouse gas emissions from passenger vehicles. While high-occupancy toll (HOT) lanes (also known as express lanes) can generate revenue, the primary purpose of such managed lanes is to restrict access (e.g., via occupancy or tolls for vehicles not meeting the minimum occupancy) so that these lanes can operate efficiently even during peak demand periods (e.g., rush hour). The transportation system is not funded by electricity rates. SCAG has limited direct authority over transportation revenues sources identified in Connect SoCal 2024 or the 2027 FTIP, including those that would effectively encourage a shift of good movement from trucks to

		In regards to transportation, I would like to state that the public as a whole does not like HOT lanes, feeling that we pay for our highways with electric rates (for EVs) and fuel taxes (for ICE vehicles), and having to pay to use newer roads is not right. I urge you to minimize the addition of HOT or toll lanes. (Tell CalTrans) In addition, I urge SCAG to encourage (through funding) the implementation of vast improvements in our railway systems, especially in the freight area. Hundreds if not thousands of semi-trucks can be replaced by rail transport, which has less cost, less pollution, less highway impact. (Sorry teamsters). Lastly, I urge SCAG to attempt to minimize new regulations, possibly using the rule that for every new regulation, 2 must be eliminated. My apologies if you think these comments are lengthy.	rail. SCAG does not have that type of regulatory authority. SCAG recognizes the important role that rail can play in improving goods movement efficiency, reducing roadway congestion, and supporting environmental goals. Connect SoCal 2024 includes strategies and investments intended to improve both passenger and freight transportation systems. However, SCAG has limited authority over many of the funding, operational, and regulatory decisions related to freight rail and goods movement infrastructure.
General	Mike McCarthy, Vice Chair of Riverside Neighbors Opposing Warehouses and Vice Chair of the Freight Communities Action Coalition	My name is Mike McCarthy, I live in the City of Riverside. I'm the Vice Chair of Riverside Neighbors Opposing Warehouses, and also the Vice Chair of the Freight Communities Action Coalition. Thank you for the opportunity to provide comments on the FTIP. I am a co-author of a recently released Region in Crisis 2 report, authored by the Sierra Club, the Center for Community Action and Environmental Justice, the Robert Redford Conservancy for Southern California Sustainability at Pitzer College, and R-NOW. It describes how, in California's Inland Empire, aggressive industrial expansion is fueling impacts across environmental, economic, and quality of life issues, deepening the housing crisis, eroding community health, and exacerbating environmental justice, mostly in low-income communities of color. Warehouse growth is outpacing population growth by at least a factor of 4. Multiple municipalities have as much warehouse space per resident as the size of a single-family home, and there are over 15 years of warehouses approved for construction, and another 10 years' worth of warehouses currently pending in environmental review. Compounding this harm, warehouse-related jobs are vulnerable due to automation and trade volatility, and that basically undermines the claims that these are lasting economic benefits from these types of land uses. SCAG is the regional planning agency responsible for sustainable growth and our regional transportation plan. This FTIP has a list of projects that prioritize logistics sprawl through freeway expansion and displacement of passenger vehicles in the	Comment noted. Staff will reach out to the coalition and consider the Region in Crisis reports in development of Connect SoCal 2050.

		toll lanes to make space for heavy-duty trucks. SCAG has no policies to reduce or mitigate logistics sprawl, which encourages higher truck VMT, higher greenhouse gas emissions, more traffic congestion, and more roadway damage. Regional freight development should be subject to the same compact growth guidelines as the residents of the region, with goals for industrial development in the coastal counties closest to the ports. Our coalition seeks meaningful community engagement and local and regional transportation planning to prioritize housing, health, and equity over a sprawling logistics expansion that harms our homes, neighborhoods, lives, and families. We will send a copy of the report to SCAG staff in the Goods Movement Division and the Environmental Justice Division, as well as the leaders of the organization. And we hope that key leaders and SCAG staff will reach out to us and discuss how to make this better in the future. We know that's not going to happen now, it's a long-term thing, but you've ignored us for the last 5 years. We've had a Region in Crisis 1 report we released 3 years ago, it's not even mentioned in your Goods Movement Technical Report. You continue to ignore communities and just prioritize, you know, multinational freight firms over the communities that live here, and we cannot continue to have this kind of growth unrestrained and 90% of it happening in the Inland Empire as opposed to the coastal counties. We need to have a more equitable growth pattern for freight if we're going to continue to try to grow it as fast as we are. Thank you so much for your time, and have a great day.	
General	Eli Lipmen, Move California	Yes. Hi, my name is, Eli Lipman. I am, calling on behalf of Move California, we are an advocacy organization working on affordable housing and public transportation, funding, in the region. You know, let me start with, the Connect SoCal Draft Amendment 2. When we testified at Connect SoCal, when it was originally passed, or approved two years ago, before SCAG, you know, I looked at all the members of the various cities around the region, and I said, you know, this is a great plan, it's transformative, but now it's up to you, as these local cities and county officials to implement it. And when I look at the list of projects in this draft amendment. I don't think that it looks as if, my advice, and my implorement was not heeded, as many of these projects include, a significant, road enhancement projects, increasing of lanes,	With Amendment 2, Connect SoCal 2024 continues to meet the greenhouse gas emission reduction target established for the region. As indicated in the **Connect SoCal 2024 Project List Technical Report**, the Southern California Optimized Rail Expansion (SCORE) Program capital expenditures have a completion year of 2035 (RTP ID 720001), with SCORE operations spanning from 2035 to 2050 (RTP ID 720002). Delivery of individual projects is dependent on funding

		widenings of lanes, throughout the region. In multiple cities, in multiple county jurisdictions, and so you are not gonna by approving these amendments, at the Council, at SCAG's Council, you are absolutely not going to achieve the, necessary reductions in greenhouse gas emissions. There are some bright spots in this draft amendment. I'd like to particularly call out the City of Long Beach, which has multiple projects in it. In its amendment, that would include traffic calming, Class 4 bike lanes, and reductions in lanes, to improve, the region. And we really want to congratulate Long Beach for showing that leadership on the issue. In terms of, in terms of the other piece of this. You know, there are multiple projects part of Metrolink's SCORE program that would deliver 30-minute system-wide service by 2028, but it appears that not a single Metrolink line will have that capacity by the deadline. And that's because of delays on multiple projects. I want to refer you to the letter, sent, to SCAG on June 28th, by the Californians for Electric Rail, which we support. And, you know, in particular, there's lack of any passenger rail capacity projects in Orange County, in the Draft 2 in the original plan. And so we're really disappointed there really is, no way for, this region to achieve its aggressive greenhouse gas emission goals, its aggressive goals in the Sustainable Community Plan by it without these projects and without investing in the key, the key pieces that need to be, invested in. So, we're disappointed with this, with this draft and the Draft FTIP and the draft amendments, and we'd like to see you go back, to the planning and remove projects that are only going to increase car capacity and increase greenhouse gas emissions.	availability and project-specific implementation schedules.
General	Jacob Wasserman	Thanks so much. Yes, my name is Jacob Wasserman. I am a transportation researcher and a Planning Commissioner of the City of Santa Monica but speaking for myself only here. I want to echo all of Eli's comments and just say, I know that this plan is kind of the aggregation of a lot of individual cities and jurisdictions projects, so in some sense, you don't have that much control. But I will say, just looking at the overall numbers. Doing the math in terms of programmed money, it's 48% toward roadway improvements, whereas the emissions in California, 70% to 80%, come from cars and trucks, whereas less than 3% come from rail, bus, and other transit. And so I think that those numbers, in terms of spending should be much more in	Comment noted. With Amendment 2, Connect SoCal 2024 continues to meet emission budgets for criteria air pollutants under transportation conformity and greenhouse gas emission reduction targets established for the region under Senate Bill 375. Due to transportation conformity and transportation programming requirements, projects programmed in the FTIP are generally limited to those with federal funding,

		alignment with their emission reduction potential. Spending half on roadways, I mean, it's an improvement from the way it used to be, but it's still not nearly where it needs to be, and claims about adding, you know, lanes to highways, reducing emissions are total bunk, and yet they still continue to happen. So, whatever you can do in the plan to work with jurisdictions to create policies at the MPO level to move more money toward active transportation, public transit, even housing projects support, and move it away from freeway expansion that other commenters had mentioned as well that do not get us to where we need to be in our emissions goals. Thanks.	requiring federal action, and/or considered regionally significant under transportation conformity regulations. While policies in Connect SoCal 2024 do support investments in active transportation, public transportation, complete streets, etc., actual investment in these types of projects may be underrepresented in the FTIP due to not needing to be programmed. State and federal transportation revenue sources are not eligible to fund housing.
General	Martha Masters, Riverside County Transportation Commission	Good morning, my name is Martha Masters from the Riverside County Transportation Commission, or RCTC. Thank you for allowing me to speak. RCTC appreciates the significant time, effort, and collaboration that SCAG's staff invested in developing the 2027 Federal Transportation Improvement Program and Connects SoCal 2024 Draft Amendment Number 2. RCTC recognizes the extensive coordination required to compile, review, and program transportation programs that support the region's mobility, safety, and sustainability goals. RCTC works closely with agencies throughout Riverside County to coordinate and incorporate all city priorities into both the FTIP and Connect SoCal. We thank SCAG for its leadership and commitment throughout this process, and appreciate the opportunity to participate in the development of the 2027 FTIP and Connect SoCal amendment. RCTC looks forward to continuing our partnership with SCAG and local agencies to successfully deliver critical transportation improvements for Riverside County and the Southern California region. Thank you.	Comment noted. The FTIP and Connect SoCal are the result of significant agency efforts at the city, county, region, state, and federal levels, along with input from the public, elected officials, and other stakeholders.
General	Joseph K. Lyou, Ph.D. President & CEO, Coalition for Clean Air	Introduction Coalition for Clean Air provides these comments on the Southern California Association of Governments (SCAG) Draft 2027 Federal Transportation Improvement Program (FTIP).	The 2027 FTIP is consistent with Connect SoCal 2024 as amended, including policies, programs, strategies, and projects. The latest planning assumptions, transportation modeling, emissions

		Comment 1: Unsupported Exogenous Assumptions on Work-from-Home, Hybrid Work, and Telemedicine SCAG's regional travel modeling relies heavily on exogenous off-model trip reduction assumptions rather than endogenous behavioral feedback loops, creating significant vulnerabilities under 40 CFR § 93.110 (latest planning assumptions). Static Telework and Hybrid Reductions (2026–2050) SCAG applies a constant 14.48% reduction for hybrid/telework (1–4 days/week) across all forecast years from 2026 through 2050. Applying an unvarying 14.48% reduction factor exogenously over a 25-year horizon fails to account for structural shifts in regional employment sectors or employer mandate revisions. Suppressing work tours off-model distorts peak-period congestion dynamics and fails to model how workers reallocate freed travel time to non-work travel. Unsubstantiated Telemedicine Lookup Tables SCAG applies exogenous telemedicine reduction factors that subtract up to 22.9% of personal maintenance trips for demographics aged 18–29 by 2050. SCAG's documentation explicitly acknowledges that predicting trip substitution due to telemedicine is beyond the scope of a travel demand model yet relies on an uncalibrated lookup table anyway. Removing up to 23% of personal maintenance activities off-model violates 40 CFR § 93.110(a), which mandates that travel estimates be grounded in scientifically sound behavioral modeling rather than speculative policy tables. SCAG's own documentation notes that work-at-home workers exhibit "rebound effects" (increased non-work trips), yet the off-model telemedicine deductions fail to model corresponding trip-chaining or off-peak VMT additions. Comment 2: Speculative Pricing Assumptions and Inflated Auto Operating Costs SCAG's travel forecasts rely on uncommitted local pricing policies and escalating Auto Operating Costs (AOC) to artificially suppress auto ownership and Vehicle Miles Traveled (VMT). Unenforceable Parking Fees and Cordon Pricing The 2027 FTIP modeling assumes a 100% increase (doubling) of parking costs across 21 designated job centers in the region. The forecast assumes Cordon Tolls in Downtown Los Angeles and West Los Angeles starting after 2035. Under 40 CFR § 93.108 and § 93.110, transportation plan assumptions cannot depend on speculative municipal policies that lack binding local regulatory commitments or enacted ordinances.	modeling, off-model adjustment factors, and regional emissions analysis for Connect SoCal 2024 Amendment 2 are identical to those for the 2027 FTIP and updates the regional emissions analysis for Connect SoCal 2024 as amended. There are no valid corrective actions. See 2027 FTIP responses for additional details.

Including double parking fees and cordon pricing in the "Build" scenario artificially shifts trips to transit without legal assurance that the pricing mechanisms will ever be implemented.
AOC Escalation Damping Model VMT
Artificially escalating real auto operating costs from 20.36¢/mile in 2019 to 28.59¢ in 2050 depresses modeled long-term vehicle ownership and trip lengths across the 30-year planning horizon.
Using inflated travel costs as a baseline assumption masks underlying travel demand driven by regional population and employment growth.

Forecast Year	Modeled AOC Escalation (2011 Constant Cents / Mile)
2019 Base Year	20.36¢ / mi
2026 Build	23.05¢ / mi
2035 Build	26.85¢ / mi
2050 Build	28.59¢ / mi

Comment 3: Legal Inconsistencies and Procedural Flaws in Transportation Conformity
The draft conformity analysis exhibits procedural timeline conflicts and relies on unapproved Motor Vehicle Emissions Budgets (MVEBs).
Chronological Conflict in Modeling Start
SCAG explicitly states that the regional emissions modeling began in March 2026. EPA did not issue final approval for the Heavy-Duty Inspection and Maintenance (HD I/M) off-model adjustment factors until May 6, 2026.
Incorporating post-start adjustment factors without formal documentation of complete re-runs across all nonattainment sub-basins creates a procedural violation under 40 CFR § 93.110(a), which dictates conformity must be based on assumptions in force when modeling begins.
Reliance on Unapproved SIP Budgets
Across multiple nonattainment areas, SCAG relies on MVEBs from 2022 AQMPs/SIPs that remain under EPA review and are not yet approved.
Because the "Build" scenario embeds uncommitted, speculative travel reduction assumptions (e.g., double parking fees, static 14.48% hybrid telework), the "Build"

emissions are artificially depressed, invalidating the integrity of the interim Build vs. No-Build comparison required by 40 CFR § 93.119.

Comment 4: Heavy-Duty Truck Model Failures and "Fudged" Adjustments
SCAG's computer model drastically undercounts how many large commercial trucks are on the road and where they are going, completely failing reality checks.

Screenline* Location / ID	Observed Heavy-Duty Count	Model Estimated Count	Model / Count Ratio
San Bernardino EW (Line 7)	118,149	56,099	0.475
San Bernardino / Riverside NS (Line 9)	62,296	28,501	0.458
Riverside NS (Line 12)	36,820	12,243	0.333
Imperial EW (Line 23)	16,341	2,148	0.131

* A screenline is an imaginary boundary drawn across a specific road, corridor, or geographic region.
Drastic Undercounting of Real-World Traffic
Unadjusted Heavy-Duty Truck screenline assignments undercount actual observed truck volumes by 52% to 87% across major inland freight corridors.
In Imperial County, the model predicted only about 13% of the trucks that were observed on the road, proving the unreliability and inaccuracy of the underlying formulas used to predict commercial truck movements.
Outdated Data and Synthetic Manipulation
The model is built on outdated freight surveys from 2018 and 2019 that do not reflect current supply chain behaviors.
Because the base predictions are so low, SCAG applies a complex mathematical manipulation (Origin-Destination Matrix Estimation, or ODME) to forcibly scale up the numbers to match reality.
This mathematical "Band-Aid" forces the spreadsheet to show the correct total number of trucks, but because the model's underlying logic does not understand why or where those trucks are driving, it fails to accurately place them on the map.

Comment 5: Passenger Vehicle Network Assignment Distortions

		In addition to heavy-duty trucks, the model systematically misplaces where everyday passenger cars are driving, distorting congestion outputs and skewing pollution data. Mismatch with Real-World Observations High Occupancy Vehicle (HOV) Lanes: The model predicts 26% less traffic using HOV facilities than what is actually observed on the road. Major Collectors: The model predicts 29% less traffic on major local streets than real-world counts indicate. Mixed-Flow Freeways: By artificially removing vehicles from carpool lanes and local streets, the model incorrectly shifts that traffic onto regular freeway lanes, overestimating their use by 5%. False Congestion and Speed Outputs Dumping too many cars onto regular freeway lanes distorts the volume-delay functions, predicting inaccurate and overly congested vehicle speeds. Because air pollution estimates are highly dependent on vehicle speed, these underlying speed distortions directly compromise the speed-binned emissions factors generated by the EMFAC2021 software. Comment 6: Mathematical Manipulation Masks Severe Environmental Justice Impacts The modeling flaws detailed in Comments 4 and 5 are not just mathematical errors; they directly obscure the disproportionate health and pollution burdens placed on environmental justice (EJ) communities. Historical Context and Disproportionate Exposure Historically, urban planning and freeway siting have concentrated vehicle emissions directly in or adjacent to communities of color and low-income neighborhoods.1 Research demonstrates a severe "production vs. exposure" disparity: minority and low-income populations tend to drive less, yet they breathe more vehicular air pollution. Commuters from majority-white and high-socioeconomic status census tracts disproportionately travel through majority non-white areas to drive to work, transferring the pollution burden onto these vulnerable neighborhoods. Masking Localized Spikes Through Post-Hoc Scaling California's CalEnviroScreen tool confirms that people of color, particularly Latino and Black populations, disproportionately reside in the state's most highly impacted communities.	

		Exposure to this localized vehicle pollution causes severe health disparities, putting these populations at a greater risk for chronic diseases and premature death from fine particulates (PM2.5) and ground-level ozone. By relying on mathematical "fudge factors"—such as ODME to scale up heavy-duty trucks and Highway Performance Monitoring System (HPMS) adjustments to force passenger VMT to match reality—SCAG is applying top-down scaling that overwrites underlying structural network errors. This post-hoc manipulation artificially smooths out the data, erasing the localized emissions spikes that EJ communities are breathing every day, thereby rendering the FTIP's environmental justice analysis invalid. 1 See, for example, SCAG Resolution No. 20-623-2, dated July 2, 2020, " SCAG acknowledges the historic role government and the planning profession have played in systematically driving and perpetuating societal inequities along racial lines that have resulted in vastly different living and social conditions and access to opportunities " and SCAG Racial Equity: Baseline Conditions Report, March 2021, "The [California Highway] Commission determined project locations, and both state and local officials routed new freeways through existing communities of color, displacing thousands of households through eminent domain. Much of this freeway construction was in service of a suburban housing boom that was explicitly segregationist. Racist policies and decisions also influenced the siting of other types of transportation infrastructure, such as commuter railways, and the delivery of transit services" (p. 2). Proposed Remedies & Requested Actions Before submitting the 2027 FTIP for final federal transportation conformity approval, SCAG should take the following corrective actions: Eliminate Unverified Off-Model Reductions: Remove arbitrary exogenous telework (14.48%) and telemedicine lookup reductions from the model baseline. Remove Uncommitted Pricing Policies: Remove double parking fees and cordon pricing assumptions from the "Build" network scenario unless backed by binding municipal resolutions. Re-Validate Network and Freight Distribution: Re-calibrate internal Heavy-Duty Truck trip generation rates and passenger vehicle assignments using current probe data. SCAG must eliminate 50%+ screenline errors prior to applying ODME or HPMS adjustments to ensure localized EJ impacts are accurately modeled. Document Conformity Modeling Timelines: Provide Transportation Conformity Working Group interagency consultation documentation confirming that the May 6, 2026, EPA-approved HD I/M adjustment factors were fully integrated across all model runs without procedural violation of 40 CFR § 93.110(a).	

General	Sean Noonan	General Comments: The Draft FTIP relies heavily on long-range demographic, economic, and travel demand forecasts that are inherently uncertain. Recent population, housing, and employment trends suggest that growth assumptions should be continually reevaluated to ensure transportation investments reflect current realities rather than outdated forecasts. Transportation models are only as reliable as the assumptions on which they are based. Future travel behavior, technology adoption, economic conditions, land use patterns, and demographic trends cannot be predicted with certainty. The FTIP should acknowledge these limitations and avoid overreliance on model outputs when prioritizing major capital investments. Given these uncertainties, SCAG should emphasize flexible, incremental transportation investments that can be adapted over time rather than major infrastructure projects whose benefits depend on assumptions about conditions several decades into the future. Fiscal Stewardship and System Preservation The region's highest transportation priority should be preserving, rehabilitating, and modernizing the transportation infrastructure already in place. Roads, bridges, transit facilities, sidewalks, bicycle facilities, and streetscape improvements represent decades of public investment and should be maintained before expanding the transportation network. The FTIP should strengthen its commitment to a "fix-it-first" strategy that prioritizes state-of-good-repair investments over projects that increase system capacity. Every new lane mile, roadway segment, interchange, or transportation facility creates long-term maintenance and replacement obligations. Project evaluation should fully account for these future costs before new infrastructure is constructed. Funding should prioritize projects that make existing infrastructure safer, more reliable, and more efficient rather than expanding the overall footprint of the transportation system. Complete Streets and Corridor Modernization Existing transportation corridors should be modernized and retrofitted into complete streets wherever feasible. Many communities would benefit more from safer and more accessible streets than from additional roadway capacity. Projects that add Single Occupancy Vehicle capacity should be carefully reevaluated and, where possible, redesigned as complete streets projects that	The 2027 FTIP is consistent with Connect SoCal 2024 as amended, including policies, programs, strategies, and projects. The latest planning assumptions, transportation modeling, emissions modeling, off-model adjustment factors, and regional emissions analysis for Connect SoCal 2024 Amendment 2 are identical to those for the 2027 FTIP and updates the regional emissions analysis for Connect SoCal 2024 as amended. Both the FTIP and Connect SoCal are updated on a regular basis to reflect applicable changes. The FTIP is a dynamic document, with amendments occurring monthly. Due to transportation conformity and transportation programming requirements, projects programmed in the FTIP are generally limited to those with federal funding, requiring federal action, and/or considered regionally significant under transportation conformity regulations. While policies in Connect SoCal 2024 do support investments in fix-it-first, active transportation, public transportation, complete streets, etc., actual investment in these types of projects may be underrepresented in the FTIP due to not needing to be programmed.

		improve safety and access for pedestrians, bicyclists, transit riders, and motorists without adding general-purpose travel lanes. Transportation funding should prioritize sidewalk infill, bicycle connectivity, intersection improvements, transit-supportive infrastructure, ADA upgrades, corridor safety enhancements, and operational improvements that maximize the effectiveness of existing facilities. The greatest return on investment often comes from improving transportation facilities that already serve established communities rather than constructing entirely new infrastructure. Congestion and Induced Demand The FTIP continues to place significant emphasis on congestion management and capacity expansion despite decades of evidence demonstrating that roadway widening frequently induces additional demand and often results in congestion returning over time. Southern California should move beyond a transportation strategy centered on relieving congestion through roadway expansion. Instead, transportation investments should focus on safety, accessibility, reliability, connectivity, and stewardship of existing assets. Transportation success should be measured by how effectively people can access jobs, services, schools, and community destinations, rather than by how many seconds of vehicle delay are removed from a travel demand model. Projects whose primary purpose is increasing Single Occupancy Vehicle roadway capacity should receive lower priority than projects that improve safety, system preservation, and multimodal access. Evaluation of Capacity-Expansion Projects The FTIP should establish a more rigorous review process for projects that increase Single Occupancy Vehicle capacity. Agencies should demonstrate that lower-cost alternatives, operational improvements, complete streets retrofits, transportation demand management measures, and transit investments cannot reasonably achieve similar outcomes. The Draft FTIP should provide a clear explanation for the $50 million threshold used to evaluate Single Occupancy Vehicle capacity-increasing projects. The basis for this threshold is not apparent and appears arbitrary without further justification. Project evaluation criteria should place greater emphasis on lifecycle costs, maintenance liabilities, fiscal sustainability, safety outcomes, and return on public investment.	

		Technology and Travel Assumptions The Draft FTIP appears to assume that telemedicine and similar technological changes will meaningfully reduce vehicle travel demand. Such assumptions should be supported by empirical evidence and sensitivity testing. While telemedicine may reduce some healthcare-related trips, its long-term influence on overall regional vehicle travel remains uncertain and should not be relied upon as a significant transportation demand reduction strategy absent supporting data. Recommended Policy Direction Prioritize maintenance before expansion. Implement a stronger fix-it-first investment strategy. Convert existing corridors into complete streets wherever feasible. Redirect funding from Single Occupancy Vehicle capacity expansion projects toward safety, accessibility, and multimodal improvements. Reduce reliance on congestion reduction as a primary performance metric. Evaluate projects based on lifecycle costs and fiscal sustainability. Require stronger justification for roadway capacity-expansion projects. Focus on improving the transportation system already in place rather than continually expanding it. Conclusion SCAG should refocus the 2027 FTIP on stewardship of the transportation system Southern California already owns. In an era of constrained resources and increasing uncertainty regarding future growth and travel behavior, the most fiscally responsible strategy is to maintain existing infrastructure, invest in state-of-good-repair projects, retrofit corridors into complete streets, and improve safety and accessibility for all users. The region will be better served by making its existing transportation network work better than by continuing to expand infrastructure with uncertain long-term benefits.	
General	Adriana Rizzo, Founding Member, Californians for Electric Rail; Eli Lipmen, Director, Move California;	The undersigned represent transit riders and environmentalists throughout Southern California. We are writing to express concern about the considerably slower timeline for numerous critical rail projects expressed in Draft Amendment 2 in the 2024 Connect SoCal Regional Transportation Plan. These projects are necessary for enhanced Metrolink service and a critical component of California's climate goals. Many of the projects are part of Metrolink's SCORE program to deliver 30 minute systemwide service by 2028 for the Olympics. It now appears	As indicated in the **Connect SoCal 2024 Project List Technical Report**, the Southern California Optimized Rail Expansion (SCORE) Program capital expenditures have a completion year of 2035 (RTP ID 720001) with SCORE operations spanning from 2035 to 2050

	David Diaz, Executive Director, ActiveSGV; Carter Rubin, Senior Transportation Advocate, NRDC	that not a single Metrolink line will have the capacity for full 30 minute service by the deadline for the games, with some projects delayed by more than 10 years. These projects include: The Brighton to Roxford Double Track was set in 2024 to be complete by 2025, but has now been extended to 2037 - a timeline jumping 12 years in just two years. This project eliminates a bottleneck between Sylmar and Burbank on the Antelope Valley Line and is critical for reliability. The Balboa Double Track project, a SCORE project, will not be complete until 2039, 11 years after SCORE's 2028 goal. This project fixes a bottleneck between the San Fernando Valley and Santa Clarita, essential for more service to a rapidly growing region. Rancho Cucamonga Double Track, a SCORE project needed for reliable 30 minute service all the way to San Bernardino on the San Bernardino Line, has been delayed by four years until 2029 - missing the 2028 goal. Cost continues to escalate despite a decrease in scope that has shortened the project to just 0.7 miles. The 3rd/4th track on the BNSF San Bernardino Subdivision in Corona and Riverside (project 111), needed for more reliable and frequent service on the 91/Perris Valley and Inland Empire/Orange County Lines, is delayed 9 years until 2039. This route parallels one of Southern California's most congested freeways, and RCTC has completed multiple major freeway widening projects in the same area within the last 10 years. The 91 line extension to San Jacinto, a State Rail Plan project, is now delayed until 2050. This extension serves some of the fastest-growing communities in the state, yet a planned widening of SR 79 is advancing considerably faster than this extension. We also call attention to the lack of passenger rail capacity projects in Orange County in both Draft 2 and the original plan. The SCORE program includes four capacity-increasing projects in Orange County: the Fullerton Interlocker and Atwood-Esperanza 3rd track, which increases capacity and service on the 91/Perris Valley Line, the Orange County Maintenance Facility in Irvine, which is needed for reliability in case of track obstruction and for more service throughout Riverside and Orange Counties, the Irvine Station Improvements, which include additional passing tracks at Irvine station to enhance service on the Orange County and Inland Empire-Orange County Lines, the Surfliner, and perhaps future high-speed rail, and the Serra Siding in Dana Point. The Serra Siding in particular is a crucial	(RTP ID 720002). Delivery of individual projects is dependent on funding availability and project-specific implementation schedules.

		bottleneck for all rail travel between greater Los Angeles and San Diego, as well as for beach access via the IE/OC and OC lines and Surfliner. All of these projects are missing from all versions of the plan, suggesting a lack of commitment to delivering these transformative projects or the associated service enhancements. This is SCAG's third regional transportation plan since the SCORE program was introduced in 2017. In that time, the region has failed to fund the required capital projects necessary for 30 minute service for a single line on Metrolink. Instead small amounts of funding have been disbursed to some constitutive projects on different lines. As a result, a few projects may advance but the complete suite of projects necessary to enable a phased service improvement is stuck. That means the projects SCAG does fund are stranded assets - investments made by SCAG and its member local governments that are not providing benefits to riders and the public. The regional transportation plan practice of extreme deference to locally-generated priorities is a key driver of this dynamic. A project like the Serra Siding has beneficiaries for the entire region in terms of Metrolink and Surfliner riders, but is not an Orange County priority. As a result investments are made elsewhere in the corridor, SCAG region and SANDAG region that cannot be fully operationalized in terms of capacity and reliability without the Serra Siding. The common thread here is that the Regional Transportation Plan fails to account for transportation plans (e.g. SCORE, LOSSAN Optimization Study, State Rail Plan) and investment that requires coordination across county and MPO boundaries. This isn't just hurting Southern California: it extends to rail planning in Northern California where programs like Valley Rail and the Capitol Corridor Vision Plan languish as MPOs prioritize local priorities rather than phased regional and intercity rail service delivery. There is no prohibition in state or federal law that requires SCAG to operate without regard for regional and intercity rail planning. In fact, the spirit of state and federal law with regards to MPOs and regional transportation plans intends to solve exactly these coordination problems.	

		CalSTA's Draft SB 1098 Report identifies that MPOs consistently fail to prioritize intercity rail that crosses MPO boundaries in their modeling, planning and investment and makes key recommendations for reform. **CHALLENGE** Regional Transportation Plans (RTPs) travel demand models do not consistently or accurately account for the benefits of intercity passenger rail, which often accrue beyond the boundaries of any single metropolitan planning region. This means that the Pacific Surfliner service, as the second busiest intercity service in the country, is often undercounted in single-region planning processes. **RECOMMENDATIONS** 1. Request Caltrans to provide greater technical assistance for intercity rail modeling in RTP development. For example, the Pacific Surfliner traverses the jurisdictions of six Metropolitan Planning Organizations (MPO), each of which independently develop its own travel demand models. These models are not necessarily calibrated to a common standard for intercity rail and may not share consistent assumptions. As a result, the benefits tied to intercity rail are likely being understated. 2. Request Caltrans to develop standardized technical guidance for how intercity passenger rail services that span multiple regions should be modeled in travel demand models used in RTPs. **CHALLENGE** There is a need to better integrate intercity passenger rail in regional planning processes. **RECOMMENDATIONS** 1. Statewide guidance should be issued to establish a common framework for how passenger rail is described and coordinated in RTPs. 2. This may include: expectations for baseline documentation of existing and planned rail services, key corridor characteristics, and coordination with operators and state agencies, as well as clarifying roles when corridors span multiple MPOs. The undersigned would go further: MPOs like SCAG underweigh regional rail plans even within MPO boundaries.	

		The practice of deference and prioritization for locally-generated project lists within regional transportation plans is conducive to improvements to a highway network and local roads. An improved interchange at one location in one county does not depend on improvements in another county to realize most of its benefits. This system, however, has failed to mesh with global best practice of service-led planning for regional and intercity rail - ie SCORE, LOSSAN Optimization Study and the State Rail Plan. A county like San Bernardino or San Diego that prioritizes SCORE/LOSSAN double tracking projects is dependent on other counties prioritizing double tracking or other improvements in its borders to realize the benefits. Meanwhile Orange or Los Angeles counties have often de-prioritized SCORE/LOSSAN plans for capacity projects in favor of local transit or highway projects in their regional transportation plan advocacy. The result under the regional transportation plan process is a Prisoners' Dilemma where cooperation almost always fails and regional and intercity rail improvements languish. MPOs like SCAG must work to improve their regional transportation planning to account for the need for phased regional and intercity rail service improvements across county or MPO lines. That requires MPOs to: Incorporate service-led planning into their regional transportation plan processes Work with Caltrans Division of Rail to assess the readiness of State Rail Plan projects necessary for phased service delivery (ie Network States, per 2025 State Rail Plan Update) of regional and intercity rail improvements Prioritize capital projects within the regional transportation plans that can collectively deliver phased service improvements for lines, irrespective of whether they cross county or MPO borders The current approach has failed to deliver regional rail services for the 2028 Olympics. That is unavoidable. It has wasted nearly ten years and stranded hundreds of millions of dollars in investment and assets since SCORE and LOSSAN Optimization studies debuted with no Metrolink or Surfliner service improvements to show for it. What is still within SCAG's control is learning from this lesson. That requires openness to new concepts, working with Caltrans, local advocates, rail operators,	

		local governments and performing coordination work within the region and beyond.	
General	David Martinez, State Policy Manager, Streets for All	Streets For All is a transportation and land use advocacy organization that is engaged in work that promotes sustainable multi-modal transportation solutions, street safety, and smart land use decision making throughout California. We are committed to crafting policies that allow communities to benefit everyone. We appreciate the opportunity to comment on Draft Amendment 2 to Connect SoCal 2024 and the Draft 2027 FTIP. Connect SoCal establishes an ambitious vision for Southern California centered on improving mobility, reducing greenhouse gas emissions, expanding transportation choice, and creating safer, healthier communities. The Executive Summary similarly describes a multimodal transportation system intended to improve safety, reduce emissions, and advance equitable mobility through investments in transit, rail, and active transportation. Yet Draft Amendment 2 raises serious concerns that the implementation of this vision is increasingly moving in the opposite direction. While some projects have appropriately advanced or been completed, the overall pattern of project schedule changes is troubling. Many transit, passenger rail, and complete streets projects have been delayed by several years, while roadway widening projects continue to move forward or receive substantial new investment. The result is a transportation program that risks prioritizing additional automobile capacity over the very investments that Connect SoCal identifies as necessary to meet the region's climate, safety, and mobility goals. This concern extends beyond any individual project. Amendment 2 reveals a broader implementation trend that should concern SCAG and every jurisdiction in the region. We are particularly concerned by delays affecting projects that directly improve multimodal transportation and transit service. These include bicycle networks, complete streets projects, passenger rail improvements, and projects that increase transit reliability and capacity. Many of these projects have already spent years in planning and environmental review, yet their completion dates continue to slip farther into the future. Among the examples are:	Comment noted. Connect SoCal 2024 as amended and the 2027 FTIP meet emission budgets for criteria air pollutants under transportation conformity and greenhouse gas emission reduction targets established for the region under Senate Bill 375. Due to transportation conformity and transportation programming requirements, projects programmed in the FTIP are generally limited to those with federal funding, requiring federal action, and/or considered regionally significant under transportation conformity regulations. While policies in Connect SoCal 2024 do support investments in active transportation, public transportation, complete streets, etc., actual investment in these types of projects may be underrepresented in the FTIP due to not needing to be programmed. Tables 1 and 2 in Amendment 2 to Connect SoCal 2024 detail which projects are experiencing delays. Delivery of individual projects is dependent on funding availability and project-specific implementation schedules. The recommendations will be considered in development of Connect SoCal 2050.

		The Downtown Long Beach 6th Street Bikeway has been delayed from 2027 to 2030 despite providing a protected cycle track and major safety improvements. The Studebaker Road Complete Streets project in Long Beach, which includes protected bikeways, transit boarding islands, pedestrian improvements, and resurfacing, has been delayed from 2028 to 2032. Downey's implementation of approximately 17 miles of Class II bicycle lanes has been pushed from 2025 to 2027. Numerous SCORE and other passenger rail capacity improvements identified elsewhere in Amendment 2 continue to move well beyond their originally anticipated completion dates, reducing the region's ability to expand frequent rail service. Operating and capital assistance for a countywide transit system in Imperial County delayed from 2024 to 2027. Transit-supportive projects, including transit operations, signal priority, and multimodal corridor improvements, continue to experience schedule delays across the region. At the same time, roadway expansion projects continue to receive substantial investment. While some include bicycle or pedestrian components, many remain fundamentally oriented toward increasing vehicle capacity through lane additions, roadway widenings, interchange expansions, or turn-lane projects. These investments consume limited regional transportation resources while generating additional vehicle travel that makes achieving the region's climate objectives more difficult. We recognize that many project schedule changes originate from local agencies. However, SCAG is not simply a clearinghouse for local priorities. As the Metropolitan Planning Organization for Southern California, SCAG has a statutory responsibility to develop a regional transportation plan that advances regional mobility, air quality, climate, and equity objectives. Those objectives sometimes require balancing local priorities against broader regional goals. The Executive Summary notes that the FTIP exists to implement Connect SoCal and reduce transportation-related air pollution and greenhouse gas emissions while improving safety and multimodal mobility. It also identifies active transportation projects as a key component of the regional transportation system and highlights the importance of multimodal performance measures, including non-single-occupant mode share and reductions in non-motorized fatalities and serious injuries.	

		However, the investment patterns described in the Executive Summary tell a different story. The document itself notes that federally programmed active transportation investment has decreased compared to the previous FTIP, even before considering the schedule delays contained in Amendment 2. While future ATP awards may partially offset this decline, relying on future competitive grants is not a substitute for delivering the multimodal projects already included in the regional transportation plan. Similarly, Amendment 2 states that Connect SoCal's project list is intended to improve safety, mobility, air quality, sustainability, and the regional economy. Yet many of the schedule revisions appear inconsistent with those objectives, particularly where multimodal projects are deferred while roadway capacity projects continue to advance. Streets For All respectfully recommends that SCAG: Conduct and publicly release an analysis summarizing which transportation modes experienced schedule delays or accelerations under Amendment 2, including total years of delay by project type. Evaluate whether the cumulative schedule changes remain consistent with Connect SoCal's greenhouse gas reduction, mode shift, safety, and equity objectives. Prioritize the delivery of projects that increase walking, bicycling, transit, and passenger rail capacity before advancing projects that primarily expand roadway capacity. Better coordinate implementation of regionally significant passenger rail improvements including SCORE, LOSSAN, and State Rail Plan projects whose benefits depend on coordinated investment across county boundaries. Develop stronger regional policies to prevent repeated delays to active transportation, transit, and rail projects while ensuring that limited regional funding advances the transportation system envisioned by Connect SoCal rather than simply maintaining existing travel patterns. Connect SoCal presents an ambitious vision for Southern California. That vision will not be realized if the projects most critical to reducing driving, improving safety, and expanding transportation choice are continually postponed while automobile capacity projects continue	

		We urge SCAG to revise Amendment 2 and future amendments to better align project delivery with the goals established in Connect SoCal and to ensure that the projects most important for reducing emissions, improving safety, and expanding transportation options become the region's highest implementation priority.	
Project Specific	Vanessa Guerra Management Analyst Capital Projects Department, San Gabriel Valley Council of Governments	COMMENT #1: SGVCOG respectfully requests that SCAG add the San Gabriel Valley Greenway Network Project as a new regional active transportation project in Connect SoCal 2024 and, as appropriate, include its near-term phases in the 2027 FTIP. The San Gabriel Valley Greenway Network is a regional initiative to transform approximately 130 miles of existing flood-control channels, rivers, creeks, and other public rights-of-way into a connected network of pedestrian, bicycle, and multi-use pathways. The planned network extends across 31 cities and adjacent unincorporated communities in the San Gabriel Valley. The project would provide the following regional benefits: Establish safe and continuous walking and bicycling connections among neighborhoods, schools, parks, transit stations, employment centers, and commercial districts. Improve first- and last-mile access to transit and close gaps in the regional active transportation network. Support greenhouse-gas and vehicle-miles-traveled reductions by providing practical alternatives to automobile travel. Expand transportation and recreational access for disadvantaged and historically underserved communities. Provide opportunities to integrate active transportation facilities with stormwater improvements, shade, landscaping, habitat enhancements, pocket parks, and other green infrastructure. Improve public health, roadway safety, climate resilience, and quality of life throughout the San Gabriel Valley. Full implementation is currently estimated to cost approximately $500 million to $600 million, including planning, environmental clearance, design, right-of-way improvements, and construction. Because of the project's size and multi-jurisdictional nature, it will be implemented in phases using a combination of local, regional, state, and federal funding. SGVCOG specifically requests that SCAG:	Please work with the Los Angeles County Metropolitan Transportation Authority to program "ENG" phase work via a formal amendment to the 2027 FTIP and submit the projects to Connect SoCal 2050.

		Add the San Gabriel Valley Greenway Network Project to the Connect SoCal 2024 regional project list as a long-range, multimodal active transportation investment through the 2050 planning horizon. Coordinate with SGVCOG and the Los Angeles County Metropolitan Transportation Authority to establish the appropriate project identification, scope, cost, schedule, and funding information necessary to include eligible near-term Greenway phases in the 2027 FTIP. If the entire network cannot be added to the 2027 FTIP as a single project, recognize the overall Greenway Network in Connect SoCal and provide for individual segments to be programmed in the FTIP as their scopes, schedules, funding commitments, and delivery phases are established. If inclusion cannot be completed through the current amendment and FTIP adoption process, treat this comment as a formal request to initiate the necessary coordination for the next available FTIP amendment and the next Connect SoCal update. The project directly supports Connect SoCal's goals of improving mobility, accessibility, equity, sustainability, safety, public health, and regional connectivity. Its inclusion would also strengthen SGVCOG's and its member agencies' ability to pursue competitive funding and advance individual Greenway segments toward implementation. Additional project information is available at: https://sgvgreenway.org/ COMMENT #2: On behalf of the San Gabriel Valley Council of Governments (SGVCOG), in coordination with the City of Baldwin Park, please accept this email as our formal public comment requesting that the Ramona Boulevard Metrolink San Bernardino Line Grade Separation Project be added as a new project to both the Draft 2027 Federal Transportation Improvement Program and the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy Amendment 2. The proposed project would eliminate the existing at-grade crossing of Ramona Boulevard and the Metrolink San Bernardino Line at approximately railroad milepost 18.92 in the City of Baldwin Park. The project would construct a roadway-rail grade separation, reconstruct portions of Ramona Boulevard, and reconfigure the intersection of Ramona Boulevard and Downing Avenue. The crossing is	

		located immediately adjacent to the Baldwin Park Metrolink Station and currently experiences more than 40 Metrolink and freight train movements per day. The project would improve safety, emergency access, traffic circulation, pedestrian and bicycle connectivity, transit reliability, and rail operations. It would also eliminate conflicts and delays associated with the existing skewed at-grade crossing and support improved service along the Metrolink San Bernardino Line. Key project information is summarized below: Project title: Ramona Boulevard Metrolink San Bernardino Line Grade Separation Project Location: Ramona Boulevard at the Metrolink San Bernardino Line, City of Baldwin Park, Los Angeles County Railroad milepost: Approximately MP 18.92 Lead applicant: City of Baldwin Park Joint applicant/implementing agency: San Gabriel Valley Council of Governments Estimated total project cost: Approximately $167.836 million Proposed funding: TIRCP Cycle 8 and other future funding sources Environmental phase: Through approximately 2028 Final design and right-of-way: Through approximately 2030 Construction: Approximately 2031 through 2033 Project closeout: Approximately 2034 Electronic PPR identification: ePPR-6303-2023-0005 v0 We respectfully request that SCAG: Add the project as a new regionally significant project in the Connect SoCal 2024 Amendment 2 Project List; Include the appropriate near-term project phases in the 2027 FTIP, consistent with the project schedule and applicable financial-constraint requirements; and Carry the later project phases and full project scope, cost, and schedule in Connect SoCal, as appropriate. We understand that Los Angeles County FTIP programming is coordinated through Los Angeles County Metropolitan Transportation Authority. SGVCOG and the City of Baldwin Park are prepared to work with SCAG and Metro to provide any additional programming information, funding assumptions, project identifiers, or documentation needed to complete the requested additions. If the project cannot be incorporated before adoption of the final documents, we request that SCAG advise us of the earliest available amendment process.	

		Attached for reference is the project's 2026 Transit and Intercity Rail Capital Program application, including the project narrative, cost estimate, schedule, and Electronic Project Programming Request. Thank you for your consideration and assistance. Also attached is the adoption of the projects by our Governing Board. Please let us know if these projects should instead be submitted for consideration as part of the RTP/SCS Connect 2050 planning process, or if there are any additional steps, documentation, or coordination needed to pursue their inclusion.	
General	J. Gross	Connecting the so-called 2.6 mile "Norwalk gap" between the Norwalk Metro and Metrolink stations should be a key transportation priority for the region.	RTP ID 1120005 in the **Connect SoCal 2024 Project List Technical Report** would close that gap by extending the Metro C (Green) Line to the Norwalk / Santa Fe Springs Metrolink station and is included in the financially constrained list of projects.
Project Specific	Riverside County Transportation Commission (RCTC)	RCTC would like to provide this public comment to add the following project to the UNCONSTRAINED LIST: Lead Agency: RCTC System: Highway Route #: I-15 From: SD County Line To: I-215 Construct two managed lanes in each direction on I-15 from I-15/I-215 to Riverside County/San Diego County line	The requested project has been included in Table 3. Modifications to Unconstrained Projects. This additional project is listed in the unconstrained project list and therefore does not impact the modeled transportation network or financial constraint.
General	J. Gross	Converting the LA County General Hospital Busway stop into a dual Metrolink station should be a high priority project. Thousands of hospital workers could potentially use the station to commute.	Your comment has been forwarded to Metrolink and the Los Angeles County Metropolitan Transportation Authority for consideration.
General	Ragsdale Madison	Los Angeles needs to declare a transportation AND environmental emergency and declare "private ownership usage" of urban resident's single occupant vehicle travel illegal in the future. May I humbly suggest 2030. I personally feel a timeline that is reasonable will never be truly adopted. It will be corrupted by many forces in this state and in this city. May I suggest that the	SCAG recognizes the importance of reducing greenhouse gas emissions, improving transportation system efficiency, and expanding safe and convenient alternatives to driving alone. However, SCAG does not have regulatory

		"bullet train to nowhere" be an example of what happens in this state when a goal is longer than the terms of office of the people proposing that idea. One way of looking at your transportation challenge is to ask "experts" the simple question of how many empty seats are there on a local news traffic report showing bumper to bumper traffic? And is that the kind of society we want? Is private transportation a necessity our planet can afford another decade of? I am 68 and totally enjoyed thousands of miles of being alone in my own car with my radio blasting for most of those years. But at the turn of the millennium I started taking buses, trains, etc. in Seattle and then here in Los Angeles. It takes time to adjust. And now it's actually dangerous and a safety concern. I own two bicycles, and they are actually dangerous to use in a bike lane and are my biggest safety concern as most drivers are now dividing their attention with a cellphone in one hand while they are driving. What are your plans to keep a person like me (who doesn't even OWN a car anymore) safe, alive, and able to thrive.	authority over private vehicle ownership or use. Through Connect SoCal 2024 and the **Mobility Technical Report**, SCAG supports strategies that increase travel choices, including investments in public transit, active transportation, and other mobility options that can help reduce single-occupancy vehicle travel and its associated impacts.

Conclusion

Amendment 2 maintains the integrity of the transportation conformity findings and meets all federal transportation conformity requirements. Amendment 2 also maintains compliance with Senate Bill (SB) 375 as the amended Connect SoCal 2024 will continue to meet and exceed the greenhouse gas emission targets. Appropriate and adequate procedures are followed in ensuring coordination of Amendment 2, allowing all concerned parties, stakeholders, and the public ample opportunities to voice concern and provide input. In conclusion, Amendment 2 to Connect SoCal 2024 complies with all applicable federal and state requirements, including transportation conformity and SB 375.

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