DRAFT 2025

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

TECHNICAL APPENDIX

VOLUME II OF III

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INNOVATING FOR A BETTER TOMORROW

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Preface

SCAG, the Metropolitan Planning Organization (MPO) for Southern California, is mandated to comply with federal and state transportation and air quality planning regulations. Federal transportation regulations authorize federal funding for highway, highway safety, transit, and other surface transportation programs. The federal Clean Air Act (CAA) establishes air quality standards and planning requirements for various criteria air pollutants.

TRANSPORTATION CONFORMITY REQUIREMENTS

Transportation conformity is required under the federal CAA Section 176(c) to ensure that federally supported transportation activities conform to or are consistent with the purpose of the applicable air quality management plan (AQMP) or State Implementation Plan (SIP). The Transportation Conformity Regulations are found in 40 Code of Federal Regulation (CFR) Part 93. Provisions related to conformity SIPs are found in 40 CFR Section 51.390.

Conformity for the purpose of the SIP means that federally supported transportation plans, programs, and projects are required to not create new violation of the federal air quality standards, worsen the existing violation, or delay the timely attainment of the applicable federal air quality standards. The Transportation Conformity Regulations apply nationwide to areas that are designated nonattainment, and those re-designated to attainment after 1990, maintenance areas, with plans developed for the specific transportation-related criteria air pollutants (40 CFR Section 93.102).

PURPOSE OF THE TECHNICAL APPENDIX

SCAG staff has performed the federally required transportation conformity analyses for the 2025 Federal Transportation Improvement Program (FTIP) and documented in detail in this Technical Appendix. These analyses also update the transportation conformity analysis for Connect SoCal 2024, SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (2024 RTP/SCS), as amended. The transportation conformity analyses in this document demonstrate that 2025 FTIP complies with applicable federal and state law, including transportation conformity requirements and transportation planning regulations.

TECHNICAL APPENDIX ORGANIZATION

This Technical Appendix contains seven sections that specifically address the transportation conformity analyses required for federal approval:

- **Section I** describes the federal regulatory framework covering regional transportation and air quality planning, the federal CAA designations in the SCAG region, and applicable conformity.

- **Section II** contains a discussion of the latest planning assumptions related to land use & socioeconomic growth forecast, vehicle registrations, TCMs and other mobile source SIP measures, interagency consultation and public involvement, and transportation modeling.
- **Section III** documents the regional emissions modeling and analysis including summary and detailed tables of emissions test results for all nonattainment and maintenance areas within the SCAG region.
- **Section IV** summarizes the financial constraint analysis from the Transportation Finance Technical Report.
- **Section V** lists the timely implementation status of all applicable transportation control measures (TCMs) in the SCAG region.
- **Section VI** provides an overview of the interagency consultation and public involvement process as documented in the Public Participation Technical Report.
- **Section VII** reports on the major findings and summary conclusion of the transportation conformity analysis for the 2025 FTIP. This Section also includes major references, exhibits, and the 2025 FTIP Analysis Checklist.

LINK TO OTHER SECTIONS OF THE 2025 FTIP

The financial constraint finding in this Technical Appendix is based on the Financial Plan in Section IV of the 2025 FTIP. This Technical Appendix also references to Project Listing (Volume III) for information on individual transportation projects in the 2025 FTIP. For related information on equity and environmental justice, refer to Volume II, Section XII.

1. FEDERAL TRANSPORTATION AND AIR QUALITY PLANNING REQUIREMENTS

The federally required transportation conformity analysis and findings for the 2025 FTIP are set forth in the following sections. The analysis is in compliance with applicable federal Transportation Conformity Regulations and federal CAA requirements. Federal transportation law authorizes federal funding for highway, highway safety, transit, and other surface transportation programs. The federal CAA (42 U.S. Code Sections 7401 to 7671q) establishes National Ambient Air Quality Standards (NAAQS) and planning requirements for various criteria air pollutants.

1.1 REGIONAL TRANSPORTATION PLAN (RTP) AND FEDERAL TRANSPORTATION PROGRAM (FTIP)

Federal transportation law requires that SCAG develop an RTP for a 20-year minimum period. Additionally, SCAG must develop an FTIP that allocates funds over a four-year period to implement the RTP. In the federally designated nonattainment or maintenance areas, the RTP and FTIP must comply with the transportation conformity requirements of the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations. The biennial FTIP update is produced on an even-year cycle and is consistent with the State Transportation Improvement Program (STIP) cycle.

1.2 DESIGNATION OF FEDERAL NONATTAINMENT AND MAINTENANCE AREAS

EPA may make a federal "nonattainment area" designation to any area that has not met CAA health standards for one or more criteria air pollutants. A nonattainment area designation may require additional air quality controls for transportation plans, programs, and projects. The California Air Resource Board (CARB) recommends the federal nonattainment area boundaries to EPA for final designations. Subsequently, the EPA finalizes and defines the boundaries of the federally designated nonattainment areas for each criteria air pollutant.

A maintenance area is any geographic region of the United States previously designated nonattainment pursuant to the CAA Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended.

1.3 STATE IMPLEMENTATION PLANS (SIPS)

To comply with the CAA in achieving the NAAQS, the CARB develops SIPs for federal nonattainment and maintenance areas. In California, SIP development is a joint effort of the local air agencies and the CARB working with federal, state, and local agencies (including the MPOs). Local air quality management plans (AQMPs) are prepared in response to federal and state requirements.

In California, all SIPs must go through three steps: air district action, CARB action, and finally EPA action. Each air district submits its respective AQMPs/SIPs to the CARB. The CARB is the official state agency that submits the SIPs to EPA for all federal nonattainment and maintenance areas in California.

The SIP includes two important components relative to transportation conformity requirements – motor vehicle emissions budgets (for all criteria air pollutant SIPs) and transportation control measures (TCMs) (for ozone and CO SIPs only). The emissions budgets set an upper limit which transportation activities (for SIP purposes motor vehicles are also known as "on-road mobile sources") are permitted to emit. TCMs, required for Serious and worse Ozone nonattainment areas and Serious CO nonattainment areas, are strategies to reduce emissions from on–road mobile sources. The 2025 FTIP must conform to the applicable SIPs [i.e., emissions budgets and TCMs] in the SCAG region.

1.4 FEDERAL TRANSPORTATION CONFORMITY REGULATIONS

Transportation conformity is required under CAA section 176(c) to ensure that federally supported highway and transit project activities "conform to" the purpose of the applicable SIP. Conformity currently applies to areas that are designated nonattainment, and those re-designated to attainment after 1990, maintenance areas, with plans developed for the specific transportation-related criteria pollutants. Conformity for the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. The Transportation Conformity Regulations are found in 40 CFR part 93 and provisions related to conformity SIPs are found in 40 CFR 51.390.

The federal Transportation Conformity Regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of criteria pollutant and SIP status. They include:

- Conformity Tests: 40 CFR Sections 93.118 and 93.119 specify tests (motor vehicle emissions budgets and interim emissions) that the RTP/TIP must satisfy in order for a determination of conformity to be found. The federal Transportation Conformity Regulations further require motor vehicle emissions budgets are approved or found adequate by EPA prior to use for making transportation conformity determinations. The budgets must be used on or after the effective date of EPA's approval or adequacy finding.

- Methodologies, Modeling, and Regional Emissions Analysis: 40 CFR Sections 93.110 specifies that conformity determinations must be based upon the latest planning assumptions in force at the time the conformity analysis begins. This is defined as "the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation" (40 CFR Section 93.110(a)). Section II of this Technical Appendix contains a discussion of the latest planning assumptions.

  40 CFR Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the transportation conformity analysis. EPA has approved EMFAC2021 for regional transportation conformity analysis in California on November 15, 2022. In addition, the interim off-road adjustment factors for EMFAC2021 developed by the CARB were approved by EPA on May 26, 2023. The interim off-model adjustment factors account for only 50 percent of the emissions benefits of the previous EMFAC2021 adjustment factors for California's Heavy-Duty Vehicle Inspection and Maintenance Program adopted by CARB after and thus not included in EMFAC2021. Chapter III of this Technical Appendix describes the emissions modeling used to estimate mobile source emissions and documents the regional emissions analysis.

- Financial Constraints: 40 CFR Section 93.108 requires that transportation plans and TIPs must be fiscally constrained in order to be found in conformity. Section IV of this Technical Appendix summarizes the Financial Plan and discusses how much money SCAG reasonably expects will be available to support the region's surface transportation investments, ensuring that there is sufficient revenue available to support expenditures identified in the 2025 FTIP.

- Timely Implementation of TCMs: 40 CFR Section 93.113 provides a detailed description of the steps necessary to demonstrate that the RTP and TIP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation. TCM documentation is included in Section V of this Technical Appendix.

- Consultation: 40 CFR Sections 93.105 and 93.112 require that the transportation conformity determination be made in accordance with the consultation and public consultation procedures. Specifically, MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (40 CFR Section 93.105(a)(1)). MPOs are also required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)). Section VI of this Technical Appendix provides an overview of the approach to compliance with the interagency consultation and public involvement requirement.

2. FEDERAL CLEAN AIR ACT AREA DESIGNATIONS IN THE SCAG REGION

2.1 AIR BASINS AND AIR DISTRICTS IN THE SCAG REGION

The SCAG region comprises six counties and contains four air basins and five air districts (Exhibits 1 and 2 at the end of this Technical Appendix):

The South Coast Air Basin (SCAB) covers the urbanized portions of Los Angeles, Riverside, and San Bernardino counties as well as the entire County of Orange. With the exception of the Morongo and the Pechanga Areas of Indian Country for the 2008 and 2015 8-hour ozone standards and the Pechanga Area for the 2012 annual PM2.5 standard, the SCAB is within the jurisdiction of the South Coast Air Quality Management District (South Coast AQMD). For the 2008 and 2015 ozone standards and the 2012 PM2.5 standard, the Morongo and the Pechanga Areas of Indian Country within the SCAB are administered by their respective Indian Tribal Governments.

The Ventura County portion of the South Central Coast Air Basin (SCCAB) covers Ventura County and is within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD).

The Mojave Desert Air Basin (MDAB) covers the desert portions of Los Angeles, Riverside, and San Bernardino counties. A small portion of this air basin is in Kern County and outside of the SCAG region. The SCAG portion of this air basin is under the jurisdiction of three air districts:

- The Mojave Desert Air Quality Management District (MDAQMD) administers portions of the MDAB situated in San Bernardino County and eastern Riverside County. The Riverside County portion is known as the Palo Verde Valley Area.
- The South Coast AQMD administers the portion of MDAB in Riverside County situated between the Salton Sea Air Basin (SSAB) and the Palo Verde Valley Area.
- The Antelope Valley Air Quality Management District (AVAQMD) administers the Los Angeles County portion of the MDAB.

The Salton Sea Air Basin (SSAB) covers all of Imperial County and the eastern portion of Riverside County (excluding the MDAB portion). This air basin is under jurisdiction of two air districts:

- The Imperial County Air Pollution Control District (ICAPCD) administers the Imperial County portion of the SSAB.
- The South Coast AQMD administers the Riverside County portion of the SSAB situated between the SCAB and the MDAB.

2.2 APPLICABLE CRITERIA AIR POLLUTANTS

The 2025 FTIP is subject to transportation conformity requirements for the following three criteria pollutants:

- Carbon Monoxide (CO): a product of automobile exhaust. CO reduces the flow of oxygen in the bloodstream and is particularly dangerous to persons with heart disease.
- Ozone: formed by the reaction between volatile organic compounds (VOC) and oxides of nitrogen (NOx) in the presence of sunlight. Ozone negatively impacts the respiratory system.
- Particulate Matter (PM10 and PM2.5): they are extremely small particles and liquid droplets associated with dust, soot, and combustion products. Particulate pollution has been linked to significant health problems, including aggravated asthma, increases in adverse effects on respiratory systems, chronic bronchitis, decreased lung function, and premature death. Of these, particles with 2.5 micrometer or less in diameter, also known as fine particles or PM2.5, pose the greatest risk to human health.

2.3 FEDERAL NONATTAINMENT AND MAINTENANCE AREAS UNDER VARIOUS NATIONAL AMBIENT AIR QUALITY STANDARDS IN THE SCAG REGION

There are 25 federal nonattainment and maintenance areas in the SCAG region:

- Ventura County Portion of SCCAB: nonattainment for 2008 and 2015 8-hour ozone NAAQSs
- SCAB: nonattainment for 1997 and 2006 24-hour and 2012 (excluding Pechanga) Annual PM2.5 NAAQSs and 2008 and 2015 8-hour ozone NAAQSs (excluding Morongo and Pechanga); maintenance for CO and PM10 NAAQSs
- Morongo Indian Reservation Portion of SCAB: nonattainment for 2008 and 2015 8-hour ozone NAAQSs
- Pechanga Indian Reservation Portion of SCAB: nonattainment for 2008 and 2015 8-hour ozone NAAQSs
- Riverside County Portion of SSAB (Coachella Valley): nonattainment for 2008 and 2015 8-hour ozone NAAQSs; and PM10 NAAQS
- San Bernardino County portion of MDAB (Searles Valley): nonattainment for PM10 NAAQS
- San Bernardino County portion of MDAB (excluding the Searles Valley area): nonattainment for PM10 NAAQS
- Western MDAB (Antelope Valley portion of Los Angeles County and San Bernardino County portion of MDAB): nonattainment for 2008 and 2015 8-hour ozone NAAQSs
- Most of Imperial County Portion of SSAB: nonattainment for 2008 and 2015 8-hour ozone NAAQSs; and maintenance for PM10 NAAQS
- Urbanized area of Imperial County portion of SSAB: nonattainment for 2006 24-hour and 2012 Annual PM2.5 NAAQSs

The boundaries of the nonattainment and maintenance areas are illustrated in Exhibits 3-9 in Section VII at the end of this Technical Appendix.

2.4 APPLICABLE VEHICLE EMISSIONS BUDGET AND ASSOCIATED SIPS

For the 2025 FTIP conformity determination, the applicable motor vehicle emissions budgets are established in the SIPs and approved or found adequate by EPA. Upon final approval or adequacy finding by EPA, the conformity budgets that are currently undergoing review or proposed approval by EPA will supersede the previously approved emission budgets and become applicable emissions budgets.

South Central Coast Air Basin (SCCAB) – Ventura County:

- 2016 Ventura County Air Quality Management Plan (2008 8-hour ozone NAAQS budgets effective March 30, 2020)
- 2022 Ventura County Air Quality Management Plan (2015 8-hour ozone NAAQS budgets under EPA review)

South Coast Air Basin (SCAB):

- 2007 CO State Implementation Plan (Maintenance Plan) (budgets effective June 11, 2007)
- 2010 PM10 State Implementation Plan (Maintenance Plan) (budgets effective July 26, 2013)
- 2018 Updates to the California State Implementation Plan (2008 8-hour ozone NAAQS budgets effective October 31, 2019)
- 2016 South Coast Air Quality Management Plan (2012 annual PM2.5 NAAQS budgets effective December 9, 2020)
- 2022 South Coast Air Quality Management Plan (2015 8-hour ozone NAAQS budgets under EPA review)

Riverside County Portion of Salton Sea Air Basin (SSAB) (Coachella Valley):

- 2003 Coachella Valley PM10 State Implementation Plan (budgets effective April 9, 2004)
- 2022 Coachella Valley 75 ppb 8-Hour Ozone Reasonable Further Progress State Implementation Plan (2008 8-hour ozone NAAQS budgets effective April 12, 2023)
- 2022 South Coast Air Quality Management Plan (2015 8-hour ozone NAAQS budgets under EPA review)

Western Mojave Desert Air Basin (MDAB) (Antelope Valley portion of Los Angeles County and San Bernardino County portion of MDAB):

- 2018 Updates to the California State Implementation Plan (2008 8-hour ozone NAAQS budgets effective November 17, 2021)
- 2022 Western Mojave Desert 70 parts per billion Ozone Attainment Plan (2015 8-hour ozone NAAQS budgets under EPA review)

Imperial County Portion of SSAB:

- Imperial County 2017 State Implementation Plan For The 2008 8-Hour Ozone Standard (2008 8-hour ozone NAAQS budgets effective March 30, 2020)
- Imperial County 2018 Annual Particulate Matter Less Than 2.5 Microns in Diameter State Implementation Plan (2012 annual PM2.5 NAAQS budgets withdrawn by CARB upon request by the Imperial County Air Pollution Control District along with all elements of the Imperial County 2018 PM2.5 SIP, except for the approved 2012 baseline emission inventory)
- Imperial County 2018 Redesignation Request and Maintenance Plan for Particulate Matter Less Than 10 Microns in Diameter (PM10 budgets effective October 19, 2020)

In absence of the applicable emissions budgets for conformity, SCAG must conduct interim emissions tests for regional emissions analysis of the 2025 FTIP (40 CFR Section 93.119). At the present time, there is no federally approved SIP for the following areas:

- San Bernardino County Portion of MDAB excluding Searles Valley (PM10)
- Searles Valley Portion of MDAB (PM10)

On March 9, 2023, CARB requested to withdraw portions of the 2018 Imperial County PM2.5 SIP (except for the approved 2012 baseline emission inventory) from the California SIP based on EPA's determination that the Imperial County PM2.5 nonattainment area met the 2012 PM2.5 annual NAAQS by the Moderate area attainment deadline. The determination of attainment by the attainment deadline suspends the remaining CAA requirements for an attainment demonstration, reasonable available control measures, reasonable available control technologies, reasonable further progress plan, and contingency measures. Therefore, there is a withdrawn SIP for the following area:

- Imperial County Portion of SSAB (PM2.5)

2.5 APPLICABLE TRANSPORTATION CONTROL MEASURES (TCMS) AND ASSOCIATED SIPS

In the SCAG region, ozone SIPs developed in the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin contain TCM strategies and are subject to the TCM analyses required by EPA's Transportation Conformity Regulations. There are no applicable TCMs in any other federal nonattainment or maintenance areas in the SCAG region. The two SIPs with TCM strategies are South Coast AQMD's AQMPs/SIPs for the SCAB and Ventura County's AQMPs/SIPs for the Ventura County portion of SCCAB. For more information on TCMs and timely implementation of the TCMs, see Section V of this Technical Appendix.

2.5.1 SOUTH COAST AQMD'S AQMPS/SIPS (SCAB)

Effective October 31, 2019, EPA approved the 2008 8-hour ozone NAAQS SIP in the 2016 South Coast Air Quality Management Plan. As a result, the TCM strategies incorporated in the 2016 South Coast Air Quality Management Plan/Ozone SIP function as the applicable TCMs for the SCAB for conformity finding purposes until after EPA approves the South Coast AQMD's 2022 AQMP for the 2015 8-hour ozone NAAQS which is currently under EPA review. Upon approval by EPA, the TCM strategies in the South Coast AQMD's 2022 AQMP would function as the applicable TCMs for the SCAB for conformity finding

purposes. It is important to note that the TCM categories in the South Coast AQMD's 2022 AQMP/SIP are consistent with the TCM categories in the 1994/1997/2003/2007/2012/2016 Ozone AQMPs/SIPs.

It should be noted that while the 1-hour ozone standard has been revoked and replaced with an 8-hour ozone standard, the TCMs in the 1-hour ozone SIP for the SCAB remains applicable.

2.5.2 VENTURA COUNTY'S AQMPS/SIPS (VENTURA COUNTY PORTION OF SCCAB)

The TCM strategies incorporated in the 1994 (as amended in 1995) Ozone AQMP/SIP function as the applicable TCMs for conformity finding with the exception of TCM G – Employee Commute Options (ECO) which was repealed due to federal and state mandates that prohibited ECO. The EPA approved the 1994 Ozone SIP revisions on Jan. 8, 1997. The 2007 Ozone AQMP/SIP revision (which EPA has not taken an action on) makes no changes to previously approved TCMs contained in the amended 1994 SIP. Effective July 27, 2009, EPA took a final action to find that the Ventura County attained the revoked 1-hour ozone standard by its attainment date. Effective January 2, 2013, EPA took another final action to find that the Ventura County attained the 1997 8-hour ozone standard by its attainment date. Effective November 21, 2022, EPA took another final action to find that the Ventura County attained the 2008 8-hour ozone standard by its attainment date.

The 2008 8-hour ozone NAAQS SIP revision to the 2016 Ventura County AQMP was approved by EPA, effective March 20, 2020. As a result, the TCM strategies incorporated in the 2016 Ventura County AQMP/Ozone SIP function as the applicable TCMs for the Ventura County portion of SCCAB for conformity finding purposes until after EPA approves the 2022 Ventura County AQMP, which is currently under EPA review. Upon approval by EPA, the TCM strategies incorporated in the 2022 Ventura County AQMP/SIP would function as the applicable TCMs for the Ventura County portion of SCCAB for conformity finding purposes.

Note that the 2022 Ventura County AQMP makes no changes to previously approved TCM categories contained in 1994, 2007, and 2016 Ventura County AQMPs. It is further noted that the Ventura County SIP does not claim emission reduction credits from TCM projects. They have been included to assist transportation and air quality agencies to identify projects that have the potential of reducing vehicle emissions, vehicle trips, and vehicle miles traveled. It should also be noted that while the 1-hour ozone standard has been revoked and replaced with an 8-hour ozone standard, the TCMs in the 1-hour ozone SIP for the Ventura County portion of SCCAB remains applicable.

2.6 CONFORMITY STATUS OF CURRENT RTP AND FTIP

SCAG received federal approval of the final transportation conformity determination for the 2024 RTP/SCS or Connect SoCal 2024 and the 2023 FTIP Consistency Amendment No. 23-26, covering all nonattainment and maintenance areas in the SCAG region, from the Federal Highway Administration and the Federal Transit Administration (FHWA/FTA) on May 10, 2024. The conformity determination is valid through May 10, 2028.

3. CONFORMITY ANALYSIS YEARS

3.1 FEDERAL REQUIREMENTS ON CONFORMITY ANALYSIS YEARS

The Transportation Conformity Regulations in 40 CFR Sections 93.118(b) and (d) require documentation of appropriate analysis years for which consistency with motor vehicle emissions budgets must be shown in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Conformity must be demonstrated for each year for which the applicable implementation plan specifically establishes motor vehicle emission budgets (i.e., each budget year). When a maintenance plan has been submitted, conformity must be demonstrated for the last year of the maintenance plan and any other years for which the maintenance plan establishes budgets in the time frame of the transportation plan.

The Transportation Conformity Regulations in 40 CFR Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Other years may be determined by interpolating between the years for which the regional emissions analysis is performed. Any interpolation performed to meet tests for years in which specific analysis is not required need to be documented.

3.2 APPLICABLE CONFORMITY ANALYSIS YEARS BY NONATTAINMENT AND MAINTENANCE AREA IN THE SCAG REGION

The required analysis years for the 2025 FTIP by air basin are presented in Tables 1 through 7a. Since transportation conformity findings must go out to the RTP's horizon year (i.e., 2050), the latest budget years deemed adequate by EPA serve as the budgets for future years in each required regional emissions tests. Interpolation is performed for two analysis years (2029 and 2030) as provided by the transportation conformity regulations, because they are neither attainment years nor horizon years for the adopted Connect SoCal 2024, as amended, with which the 2025 FTIP is consistent.

The analysis years are based on the currently approved motor vehicle emissions budgets and may change upon EPA's final approval of new motor vehicle emissions budgets.

Table 1. South Central Coast Air Basin – Ventura County Portion

Analysis Year	2026	2035	2045	2050
NAAQS	Ozone[a]	Ozone	Ozone	Ozone

[a] Attainment Year; [b] Budget Year
Note that the 2008 8-hour ozone NAAQS budgets apply to all analysis years in Table 1.

Table 2. South Coast Air Basin – Morongo, Pechanga, and SCAB excluding Morongo and Pechanga

Analysis Year	2025	2026	2029	2030	2031	2035	2037	2045	2050
NAAQS		Ozone[a,b]	Ozone[b]		Ozone[a,b]	Ozone	Ozone[a]	Ozone	Ozone
	PM2.5[a]					PM2.5		PM2.5	PM2.5
	PM10			PM10[b]		PM10		PM10	PM10
	CO			CO		CO		CO	CO

[a] Attainment Year; [b] Budget Year

Table 3. Western Mojave Desert Air Basin – Antelope Valley Portion of Los Angeles County and San Bernardino County Portion of MDAB excluding Searles Valley

Analysis Year	2026	2032	2040	2050
NAAQS	Ozone[a,b] (2008 NAAQS)	Ozone[a]	Ozone	Ozone

[a] Attainment Year; [b] Budget Year

Table 4. Mojave Desert Air Basin – San Bernardino County Portion excluding Searles Valley (No Currently Approved Budgets)

Analysis Year	2025	2035	2045	2050
NAAQS	PM10*	PM10*	PM10*	PM10*

**Build/No-Build Test*

Table 5. Mojave Desert Air Basin – Searles Valley Portion (No Currently Approved Budgets)

Analysis Year	2025	2035	2045	2050
NAAQS	PM10*	PM10*	PM10*	PM10*

**Build/No-Build Test*

Table 6. Salton Sea Air Basin – Coachella Valley Portion

Analysis Year	2025	2026	2029	2031	2035	2040	2050
NAAQS		Ozone[a,b]	Ozone[b]	Ozone[b]		Ozone	Ozone
	PM10				PM10	PM10	PM10

[a] Attainment Year; [b] Budget Year

Table 7. Salton Sea Air Basin – Imperial County Portion

Analysis Year	2025	2030	2035	2045	2050
NAAQS	Ozone		Ozone	Ozone	Ozone
	PM2.5*		PM2.5*	PM2.5*	PM2.5*
	PM10	PM10[b]	PM10	PM10	PM10

*[a] Attainment Year; [b] Budget Year; *Build/No-Build Test*

SECTION II: LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

1. Federal Requirements on Latest Planning Assumptions

The federal CAA Section 176(c)(1) states that "the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates."

According to the Transportation Conformity Regulations in 40 CFR Section 93.110 (a, b), the time of the conformity analysis begins is "the point at which MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions". In addition, the use of latest planning assumptions (source and year) at the employment, travel, congestion, and the use of the most recent available vehicle registration data must be documented. For the SCAG region, the time of the conformity analysis begins is when the performance of the emissions modeling begins, as clarified through the required interagency consultation by SCAG's Transportation Conformity Working Group (TCWG).

In December 2008, the United States Department of Transportation (USDOT) issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in transportation conformity determinations (USDOT, 2008).

Key elements of the USDOT/EPA guidance on latest planning assumptions include:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment, and vehicle registration assumptions.
- The latest planning assumptions must be derived from the population, employment, travel, and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.
- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.
- The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.

2. Land Use and Socioeconomic Growth Forecast

The socioeconomic data (SED) describes both demographic and economic characteristics of the region by Transportation Analysis Zones (TAZs) and is used as major input in SCAG's travel demand model. The

regional growth forecast of the adopted Connect SoCal 2024, as amended, with which the 2025 FTIP is consistent, projects growth in population, households, and employment at the regional, county, jurisdictional, and sub-jurisdictional levels to 2050. Projections are reported for county total population, total households, and total employment at five-year intervals from 2019-2050.

The first milestone of SCAG's regional growth forecast development was the convening of a demographic panel of experts, consisting of academic scholars and leading practitioners in demographic and economics. They reviewed and discussed key input assumptions and regional, state, and national data and recommended a set of growth projections for the SCAG region and its six counties from 2019 to 2050.

This set of the population, household, and employment growth projection at region/county level was further disaggregated to tier 2 level. Zonal demographic data, such as population, number of households, and income, is directly related to demand for activity participation in an area whereas economic characteristics, such as jobs by industry, are linked with supply of an activity. Zonal level data by SCAG's 11,267 tier 2 zones includes population, number of households, school enrollments, household income, worker, and employment.

The SED forecast incorporates extensive input and data from local jurisdictions at the small area level. SCAG's Local Data Exchange (LDX) process provides each local jurisdiction with their growth forecast information as well as several other data elements both produced by SCAG and other agencies which are related to the development of the adopted Connect SoCal 2024, with which the 2025 FTIP is consistent.

This combination of a comprehensive review and expert analysis of demographic and socioeconomic data and trends, advanced mathematical approaches, and bottom-up community engagement with planners from local jurisdictions ensures that SCAG's regional growth forecasting is based on the most current information that is available.

The comprehensive discussion of the socioeconomic data is included in the Connect SoCal 2024 Demographics and Growth Forecast Technical Report, available at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf.

Pursuant to state planning requirements, SCAG's role is to coordinate the development of the adopted Connect SoCal 2024 land use pattern in partnership with local jurisdictions that are ultimately responsible for implementing it. To facilitate this partnership during the Connect SoCal 2024 process, SCAG developed the LDX process to engage local partners and get information needed to fulfill state planning requirements. This included information on land use, transportation, priority development areas, geographical boundaries, resource areas, and growth that was shared and exchanged through a combination of one-on-one meetings and data submissions with local jurisdictions.

SCAG's Forecasted Regional Development Pattern identifies areas sufficient to accommodate housing need over its time horizon while also fulfilling the state and federal requirements to project growth using the most recent planning assumptions and estimates of population and employment.

The comprehensive discussion of the most recent planning assumptions and estimates of population and housing are included in the Connect SoCal 2024 Lane Use and Communities Technical Report, available at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-landuse-communities-final-040424.pdf.

2.1 POPULATION FORECAST

SCAG uses a cohort-component model to project regional population growth. This model computes population at a future point in time by adding to the existing population the number of group quarters population, births, and in-migrants during a projection period and subtracting the number of deaths and out-migrants. Fertility, mortality, and migration are computed by single years of age, sex, and seven race/ethnicity categories used by the California Department of Finance.

The Population Synthesizer is a sub-module within SCAG's activity-based regional travel demand model and generates a synthetic population by expanding existing disaggregate estimate data from 2015-2019.

5-year PUMS (Public Use Microdata Sample) to mirror known aggregate distributions of household and person attributes (from SCAG zonal data). A set of population and household variables of interest are used as control variables in the population synthesizer. A synthetic population is generated for the entire SCAG region using this procedure. A summary of population data is shown under Section II.6.2, Modeling Assumptions, of this Technical Appendix.

2.2 HOUSEHOLD FORECAST

The latest jurisdictional existing land use, general plan land use, entitlements, and housing element data serve as the basis for future year population and household allocation. Household growth rates and household size are estimated based on historical trends, county controls, and developable capacity. Population projections are calculated based on household growth and household size. Age, sex, and race/ethnicity-specific population forecasts are multiplied by a set of household formation (headship) rate assumptions to generate a disaggregated forecast of households. Headship rate assumptions used in the forecast for the adopted Connect SoCal 2024 are similar to those used by the California Department of Finance when projecting household growth for 2030.

2.3 EMPLOYMENT FORECAST

SCAG projects regional employment using a shift-share model. This model computes employment by industry sector at a future time using a region's share of the nation's employment. The regional employment forecasts are based on a set of national employment forecasts that provide total job projections and projections by sector. Regional jobs depend on national jobs as well as their distribution across various industries. The number of forecasted jobs and the labor force participation rate determine the pattern of migration into and out of the region, yielding a combined regional forecast of population, households, and employment. Future jurisdiction-level employment is estimated according to the share of the county's employment by sector, and TAZ-level employment is estimated according to the share of the jurisdiction's employment by sector. A summary of employment data is shown under Section II.6.2, Modeling Assumptions, of this Technical Appendix.

3. Vehicle Registrations

SCAG does not estimate vehicle registrations. Rather, vehicle registration and fleet characterization data are based on California Department of Motor Vehicle (DMV) vehicle registration data and included in the

California EMFAC (short for EMission FACtor) model which is required to be used for use in SIP development and transportation conformity in California. EPA published a Federal Register notice on November 15, 2022, formally approving the use of EMFAC2021 in California for SIPs, transportation conformity, and applicable CAA purposes, effective November 15, 2022. See Section III of this Technical Appendix for detailed discussion on EMFAC2021 and the interim EMFAC2021 off-model adjustment factors.

4. TCMS AND OTHER MOBILE SOURCE SIP MEASURES

One of the five required transportation conformity tests for the 2025 FTIP is timely implementation of transportation control measures (TCMs). TCMs, required for serious and above ozone nonattainment areas and serious CO nonattainment areas, are strategies to reduce emissions from on-road mobile sources. Latest planning requirements specific to TCMs provide that the conformity determination must use the latest existing information regarding the effectiveness of the TCMs and other implementation plan measures which have already been implemented [40 CFR 93.110(e)].

The regional emissions analysis in Section III of this Technical Appendix assumes emission reductions consistent with the applicable air quality plans. Specifically, emission reductions assumed for the committed TCMs from the ozone SIPs developed in the South Coast Air Basin and Ventura County portion of the South Central Coast Air Basin reflect the latest implementation status of these measures. Section V of this Technical Report itemizes and reports on the findings of timely implementation of committed TCM projects in the 2025 FTIP.

5. INTERAGENCY CONSULTATION AND PUBLIC INVOLVEMENT

Planning assumptions must be reviewed through the interagency consultation process to determine whether they are adequate for conformity purposes [40 CFR Section 93.105(c)(1)(i)]. The review of latest planning assumptions typically occurs in conjunction with transportation plan and TIP conformity determinations. The results of the review of the planning assumptions and consultation process need to be documented in the conformity determination. The interagency consultation process is also the forum for evaluating and choosing assumptions that are used in conformity determinations in isolated rural nonattainment and maintenance areas [40 CFR Section 93.105(c)(1)(vi)].

In accordance with SCAG's Public Participation Plan (PPP), SCAG's TCWG serves as a forum for on-going interagency consultation. SCAG's RTP/SCS public outreach effort is documented in a separate Public Participation Technical Report. Continued interagency consultation and public involvement will occur throughout the public review process. All conformity specific comments received during the public review will be documented and responded to. For more information on Interagency Consultation and Public Involvement and SCAG's PPP, see Section VI of this Technical Appendix.

6. TRANSPORTATION MODELING

The transportation conformity analysis for the 2025 FTIP began in 2024. More specifically, the regional emissions analysis for the 2025 FTIP began for transportation conformity purposes began in April 2024. SCAG uses the activity-based regional travel demand model. The model meets or exceeds the state of the practice based on the review conclusion of SCAG Model Peer Review Committee. The model was validated for the 2019 base year, which is the base year for the adopted Connect SoCal 2024 and meets all the requirements of the Transportation Conformity Regulations of 40 CFR Section 93.122(b)(1)(i-vi).

6.1 REGIONAL TRAVEL DEMAND MODEL OVERVIEW

SCAG is the primary agency responsible for the development and maintenance of travel demand forecasting models for the SCAG region. SCAG has been developing and improving these travel demand forecasting models since 1967. SCAG's Modeling Task Force, consisting of modeling technical peers from the various county and state agencies and private firms, meets every other month at SCAG to discuss regionally significant modeling projects and modeling issues, including the development, maintenance, and application of SCAG's Regional Travel Demand Model as well as the travel demand models used by other stakeholder agencies.

SCAG's regional transportation modeling area covers the entire SCAG region, including Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. This modeling area is divided into 11,267 TAZs with an additional 40 external cordon stations, 12 airport nodes, and 31 port nodes for the Ports of Los Angeles and Long Beach. The SCAG model was peer-reviewed and updated based on the 2012 California Household Travel Survey. A comprehensive model validation was also performed to ensure the model properly replicates base-year (2019) travel conditions, which is the base year for the adopted Connect SoCal 2024 (see discussion on Model Validation and Calibration of this Technical Appendix).

6.1.1 MODEL INPUTS AND ASSUMPTIONS

SCAG's modeling methodologies, parameters, and inputs are regularly updated to reflect current travel conditions and demographic changes.

Socioeconomic Data – The socioeconomic data (SED) describes both demographic and economic characteristics of the region by TAZs and is used as major input in SCAG's travel demand model. Zonal demographic data, such as population, number of households, and income, is directly related to demand for activity participation in an area; whereas economic characteristics, such as jobs by industry, are linked with supply of an activity. Zonal level data by SCAG's 11,267 tier 2 zones includes population, number of households, school enrollments, household income, worker, and employment.

Highway Networks – The highway networks code of the region's freeway system (mixed-flow lanes, auxiliary lanes, HOV lanes, Express/HOT lanes, toll roads, truck lanes, etc.) as well as major and minor arterials and collectors. Attributes for the highway network are determined based on the Federal Highway Functional Classification system, SCAG highway network, and inputs from sub-regional and regional agencies. The networks went through an extensive review to examine network coding accuracy and to

ensure proper network connectivity and representation. After the highway network development, the transit network was built directly over the highway network ensuring an integrated network approach.

Transit Networks – The existing and future transit networks include nearly 3,000 transit route patterns, representing about 70 transit operators with fixed route services over the entire SCAG region. For the existing transit network, GTFS (General Transit Feed Specification) data were collected for each transit operator and converted into the TransCAD transit route system. Future transit projects were manually added to the future scenario transit networks.

Transit services in the SCAG region are grouped into six transit modes according to their service characteristics and fare structures: Local Bus, Rapid Bus, Express Bus, Bus Rapid Transit (BRT), Local Rail and Commuter Rail. As an additional transit model, High-Speed Rail, is added to the future year transit networks. Separate transit networks are developed for five time periods, rather than peak and off-peak. When a transit route has different pairs of start and end stops, the different route patterns are separated out for more accurate calculation of average headways. An "all-streets" network was used to develop walk access to transit and calculate average walk times of all paths from every street node in a TAZ to nearby transit stops. Park-and-Ride lots to rail stations were also coded in the network.

Accessibilities – Accessibility measures are important behavioral components of the SCAG activity-based model (ABM) that express the closeness of the modeled individual to potential locations where the activity "supply" (employment of the corresponding type) is present. Accessibility has a strong impact on individual activity patterns and travel behavior. Multiple sets of accessibility measures are used across different parts of the SCAG ABM. Each set corresponds to a given activity purpose and are sometimes further segmented by travel arrangement type, user class, and/or mode.

Land Use, Parking, Pricing, TDM, Walk and Bike for Mode Choice Model – Land use, zonal parking, roadway pricing, and Travel Demand Management (TDM) are inputs to mode choice, in addition to the modal level of service obtained from the highway, transit, and non-motorized networks. Parking fees/restrictions, road pricing cost/policies, and land use densities have direct influence on travelers' mode choice. For example, increasing parking fees encourages travelers to shift from auto to transit. Also, high employment and residential densities encourage the use of transit and non-motorized modes.

External Trips – External trips (i.e., inter-regional trips) are trips with one or both ends located outside the SCAG modeling area. SCAG's model includes 40 cordon locations consisting of freeways and arterials leading into and out of the SCAG modeling area. Traffic counts were obtained for each cordon location to estimate Year 2016 cordon volumes. Previous cordon survey results were then used to split total external trips into 1) through trips – External-to-External (E-E), and 2) External-to-Internal (EI) and Internal-to-External (IE). The resulting through trip table (E-E) and the EI/IE trip table were combined with trip tables from previous steps to form final origin-destination (OD) vehicle trip tables for highway assignment.

Airport Trips – Airports trips include passenger trips and cargo trips. The daily airport passenger trips are disaggregated into regional model TAZs and further split into five time periods by four modes of travel: drive alone, two-person carpool, three-or-more-person carpool, and transit. The airport vehicle trips are merged with the other auto vehicle trips prior to the network assignment step. Air cargo truck trips are disaggregated into the regional model TAZs. The daily air cargo trips are split into five time periods by

three heavy-duty truck (HDT) types (light HDT, medium HDT, and heavy HDT) and merged with the HDT truck trips prior to network assignment.

Seaports Trips – The seaport trips were updated to reflect current port capacity improvement and throughput forecasts. The trips also incorporate two types of secondary port truck trips. Transload secondary trips are cargo trips from intermediate handling locations (i.e., transloading sites where cargo is moved from international to domestic containers) to final destination. Additionally, there are secondary repositioning movement of trucks associated with port truck trips. These movements include trips made by trucks that originated at a port but do not immediately return to a port. The secondary repositioning movements also include trip that travel to a location from a non-port zone prior to traveling to a port.

Employment, Commodity Flow, Ports, and Warehouse Activities – These inputs to the transportation model are data related to the freight activities, including employment by industrial classification, commodity flows, seaports, warehousing, trucking and wholesale trade, etc.

Model Validation and Calibration – A comprehensive model validation was performed to ensure the model properly replicates base-year (2019) travel conditions, which is the base year for the Connect SoCal 2024. The 2019 Model Validation Report summarizes the specification, calibration, and validation of the SCAG Regional Transportation Model to the new 2019 base year. Based on the four-year time frame, the base year for this model update should be 2020. However, due to unusual travel and traffic conditions during 2020 due to the Covid-19 Pandemic, SCAG moved the base year one year back to capture normal traffic and travel condition as the base for the model calibration and validation. The year 2019 model results have been compared to independent sources of travel data within the region, such as auto and truck traffic counts, transit boarding counts, Vehicle Miles of Travel (VMT) from Highway Performance Monitoring System (HPMS), speed data from Freeway Performance Measurement System (PeMS), and other travel survey data. The regional transportation model sufficiently replicates the observed validation data as described and is validated for use in preparing travel forecasts for the SCAG 2024 RTP/SCS, as amended, with which the 2025 FTIP is consistent.

6.1.2 ACTIVITY-BASED MODEL MODULES AND PROCEDURES

SCAG's ABM consists of the following basic sequence of sub-models and associated travel choices.

Population Synthesis – The Population Synthesizer is a module that generates a synthetic population by expanding existing disaggregate estimates data from 2007-2011 5-year PUMS (Public Use Microdata Sample) to mirror known aggregate distributions of household and person attributes (from SCAG zonal data). A set of population and household variables of interest are used as control variables in the population synthesizer. A synthetic population is generated for the entire SCAG region using this procedure.

Long Term Choice – This predicts choices of usual location for each mandatory activity for each household worker and student (workplace, university, school) including work from home as one of the alternatives.

Mobility Choice – It consists of driver license model and auto ownership model. The driver license model predicts whether an individual holds a valid driver's license or not. It applies to all persons aged 16 and older. Variables that explain possession of a driver license include household and individual

sociodemographic, land use and built environment characteristics of the home zone, and accessibility from the home zone to non-mandatory opportunities using different modes. The auto ownership model predicts the number of cars, light-duty trucks, and motorcycles owned by each household. It applies to all households in the synthetic population.

Coordinated Daily Activity Travel Pattern – Predicts daily activity-travel pattern type for each household member, with a linkage of choices across household members. This model includes a binary indicator of fully joint maintenance or discretionary tours Individual mandatory activities/tours for each household member.

Mandatory Activity Frequency and Tours – A sequence of sub-models predict the number and chronological ordering of mandatory activities, the mandatory tour formation, and, in the case of workers, the frequency.

Non-Mandatory Activity Frequency – Predicts the frequency of allocated maintenance tasks such as household errands, grocery shopping and escorting. These tasks are generated at the household-level and then allocated to one or more household members depending on their availability and schedule. Household maintenance tasks are allocated only to persons that are at least 12 years old, since younger children are not very likely to take on these responsibilities on their own. A maximum of five maintenance tasks are modeled for each household, with no more than four tasks of the same purpose (shopping, maintenance, and escorting).

Fully Joint Activity Frequency and Scheduling – A fully joint tour occurs when all members of the travel party travel together from the very beginning to the end of the tour and participate in the same activities along the way. Other types of joint travel are worker carpooling, escorting children to school, and other activities. These types of joint travel are handled by other sub-models.

Individual Tour Formation – The individual non-mandatory activities which remain after scheduling the prioritized activities are then allocated to the day segments. In many cases, when a single non-mandatory activity is allocated to a segment, the tour structure is fully specified, and the tour formation model is not required. Only when multiple activities are allocated to the same segment, the subsequent tour formation model is essential. Individual non-mandatory tours can be formed only from activities allocated to the same day segment, and segments between two adjacent pegs. Individual non-mandatory activities can also be allocated to one of the prioritized activity tours as an additional stop.

Mode Choice Model – The tour-level and trip-level mode choice are integrated in a network combinatorial representation. The model considers all feasible trip mode combinations on the tour. It explicitly tracks the car status at the origin and destination of each trip and constrains multi-mode combinations such as park-and-ride to transit (PNR) to a logical location of the parking lot.

Heavy Duty Truck (HDT) Model – HDT trucks are defined by CARB as a truck with a gross vehicle weight of 8,500 pounds or more. The SCAG HDT Model includes internal truck and external truck trip models. The internal truck trips are generated using a cross classification method by applying truck trip rates by a two-digit North American Industry Classification System (NAICS) code to the number of employees in that category and to the number of households within each zone. The daily truck trip ends are distributed using a gravity model to create daily truck trips for each of the three truck types: 1) light HDT, 2) medium

HDT, and 3) heavy HDT. The external truck trips are generated and distributed using a combination of commodity flow data at the county level and two-digit NAICS employment data for allocating county data to TAZs. Growth factors developed using the commodity flow data at a county level and external cordon are used to forecast future year external truck trips from the base year trip flow matrices. Seaport and airport related truck trips were included as special generator truck trips. The daily truck trips by truck types are allocated to five time periods and merged with the auto trips in trip assignment.

Model Convergence – In order to maintain consistency between the speeds predicted by the highway assignment and the travel times input to the entire travel demand model chain, the predicted speeds are used to re-compute highway and transit travel times, and the entire model sequence is repeated until input and output speeds are consistent with each other.

Highway Performance Monitoring System (HPMS) VMT-based Post-Process – In this step, the outputs from the Network Assignment Model, which include traffic volumes, speeds, VMT, Vehicle Hours Traveled (VHT), and Vehicle Hours of Delay (VHD), are adjusted so that the base-year model VMT by air-basin by county is consistent with HPMS VMT as appropriate.

6.1.3 MODEL OUPUTS

Population Synthesizer Outputs – A list of households and persons variables for the entire model area that represents the region's population for each model year.

Long Term and Mobility Choices – Additional household and person attributes: Number of working days, work place type, usual location for work/school, work schedule flexibility, driver license, and number of cars owned by each household.

Coordinated Daily Activity Travel Pattern – Daily activity-travel pattern type for each household member from Coordinated Daily Activity Pattern (CDAP) model.

Activity Frequency and Four Formation – Output from mandatory activity, fully joint activity, household Nonmandatory activity and individual nonmandatory activity generation modules, including frequency, start/end time, duration, party size, and location of all activities/tours by purpose.

Trip List and Mode Choice Outputs – Model choice from combinatorial mode choice model for all trips in tours, including trip distance, trip start/end time, trip party, trip purpose, trip origin/destination. Also includes tour mode based on mode choice of all trips in the tour.

Network Assignment Model Outputs – Major outputs of the Network Assignment Model are highway and transit level-of-service attributes, including traffic flows and the associated speeds, VMT, VHT, and VHD on the highway networks as well as transit boarding and passenger loads on each transit line for each time period.

6.2 MODELING ASSUMPTIONS

6.2.1 SOCIOECONOMIC DATA AND DATA SOURCES

Tables 8 and 9 show population and employment summaries by county and air basin which reflect current trends. The regional and county-level growth forecast establish controls for further disaggregation to jurisdictions and TAZs for use in SCAG's ABM. A growth forecast is developed for total households and

total employment for the region's 197 jurisdictions and 13,062 (city-split Tier2) TAZs in 2019, 2035, and 2050.

The following major data sources are considered and used in the development of the growth forecast below the county level:

- California Department of Finance (DOF) population and household estimates;
- California Employment Development Department (EDD) jobs report by industry;
- 2019 existing land use and General Plans from local jurisdictions;
- 2020 Decennial Census P.L. 94-171 Redistricting File;
- American Community survey (2015-2019 5-year estimates);
- County assessor parcel databases;
- 2019 business establishment data from InfoGroup;
- SCAG's Connect SoCal 2020 growth forecast;
- Latest entitlement agreements; and
- Connect SoCal 2020 policies and growth vision

The regional growth forecast in Connect SoCal 2024, as amended, with which the 2025 FTIP is consistent, reflected recent and past trends, key demographic and economic assumptions, and local, regional, state, and national policy in order to present a balanced view of population, household, and employment growth to 2050. Population forecasts from the California Department of Finance and the US Census Bureau were used as references for developing these forecasts. SCAG's regional growth forecasting process also emphasized the participation of local jurisdictions and other stakeholders.

Beginning in August 2021, SCAG began a rigorous process of regional growth forecast development for Connect SoCal 2024. The process started with an expert review and then the production of a set of preliminary regional and county projections of employment, population, and household growth and GIS maps. Throughout 2022, SCAG officially launched and completed LDX process. LDX is a local jurisdiction's opportunity to provide input related to land use and the future growth of employment and households to gather the most updated information from local jurisdictions to link and align local planning with a regional plan that can meet federal and state requirements and reflect a regional vision.

Specific milestones in the regional growth forecast development are outlined as follows:

- Evaluate and assess regional socioeconomic estimates and growth trends based on data sources ranging from the U.S. Departments of Commerce, Health and Human Services, Bureau of Labor Statistics, the California Department of Finance, and Employment Development Department.
- Analyze key assumptions (e.g., fertility rate, mortality rate, net immigration, labor force rates, headship rates, etc.) and forecast methodologies.
- Convene and conduct a demographic panel of expert reviews.
- Develop a set of preliminary regional and county projections of employment, population, and household growth and GIS maps.
- Develop a set of preliminary small area forecasts at the jurisdiction and TAZ-level and release to local jurisdictions for review and comments.
- Collaborate with peer agencies and local jurisdictions including one on one meetings.

- Receive final input from local jurisdictions on the preliminary growth forecast and adjust county and regional totals with updated local data.
- Release locally-reviewed growth forecast to SCAG's Technical Working Group for comment and additional input.

The comprehensive discussion of the socioeconomic data, data sources, and SCAG's LDX process is included in the Connect SoCal 2024 Demographics and Growth Forecast Technical Report.

Table 8. Summary of Population Data (000s)

County	Air Basin	2025 Build	2025 No Build	2026 Build	2031 Build	2032 Build	2035 Build	2035 No Build	2037 Build	2040 Build	2045 Build	2045 No Build	2050 Build	2050 No Build
Imperial	SSAB	186	186	187	194	195	198	198	200	203	207	207	210	210
Los Angeles	SCAB	9,633	9,633	9,669	9,841	9,880	9,943	10,013	10,085	10,176	10,293	10,293	10,240	10,329
	MDAB	415	415	416	424	426	503	433	437	442	457	457	555	464
Orange	SCAB	3,208	3,208	3,216	3,257	3,267	3,300	3,298	3,320	3,354	3,399	3,399	3,440	3,436
Riverside	SCAB	2,047	2,047	2,062	2,139	2,152	2,160	2,190	2,207	2,233	2,278	2,278	2,291	2,309
	MDAB	22	22	23	28	29	22	34	34	34	35	35	23	35
	SSAB	485	485	494	535	541	601	560	572	590	620	620	677	646
San Bernardino	SCAB	1,661	1,661	1,669	1,710	1,719	1,684	1,746	1,771	1,811	1,870	1,870	1,833	1,921
	MDAB	570	570	574	594	598	674	611	625	646	676	676	790	701
Ventura	SCCAB	849	849	850	854	855	858	858	859	859	856	856	852	852
SCAG Region	SSAB	671	671	681	729	736	800	758	773	794	827	827	886	856
	SCAB	16,549	16,549	16,616	16,947	17,017	17,086	17,246	17,384	17,574	17,840	17,840	17,804	17,995
	MDAB	1007	1007	1013	1046	1054	1199	1078	1096	1122	1167	1167	1367	1200
	SCCAB	849	849	850	854	855	858	858	859	859	856	856	852	852
Total		**19,076**	**19,076**	**19,161**	**19,161**	**19,575**	**19,662**	**19,943**	**19,941**	**20,111**	**20,349**	**20,349**	**20,910**	**20,904**

Note: Projections rounded to the nearest 1000. Population projections based on SCAG's preliminary model plus household totals provided by local jurisdictions.

Table 9. Summary of Employment Data (000s)

County	Air Basin	2025 Build	2025 No Build	2026 Build	2031 Build	2032 Build	2035 Build	2035 No Build	2037 Build	2040 Build	2045 Build	2045 No Build	2050 Build	2050 No Build
Imperial	SSAB	73	73	74	78	79	82	82	83	85	88	88	91	91
Los Angeles	SCAB	4,973	4,973	5,008	5,154	5,181	5,244	5,249	5,283	5,306	5,303	5,303	5,301	5,306
	MDAB	120	120	122	129	130	139	134	136	139	145	145	157	152
Orange	SCAB	1,843	1,843	1,848	1,900	1,911	1,942	1,942	1,952	1,977	1,998	1,998	2,019	2,019
Riverside	SCAB	712	712	722	769	778	799	806	822	843	872	872	898	903
	MDAB	8	8	8	9	9	9	9	9	10	10	10	10	11
	SSAB	219	219	222	233	235	248	242	247	253	262	262	277	271
San Bernardino	SCAB	742	742	750	791	804	843	843	847	853	886	886	921	921
	MDAB	152	152	155	171	177	192	192	193	196	209	209	224	223
Ventura	SCCAB	375	375	376	381	382	384	384	385	384	380	380	376	376
SCAG Region	SSAB	292	292	296	311	315	330	324	331	339	350	350	368	362
	SCAB	8,270	8,270	8,328	8,614	8,674	8,828	8,840	8,905	8,979	9,060	9,060	9,139	9,149
	MDAB	281	281	286	309	316	341	335	339	344	365	365	391	386
	SCCAB	375	375	376	381	382	384	384	385	384	380	380	376	376
Total		**9,218**	**9,218**	**9,218**	**9,286**	**9,616**	**9,686**	**9,882**	**9,882**	**9,959**	**10,046**	**10,046**	**10,273**	**10,273**

Note: Projections rounded to the nearest 1000.

6.2.2 TRANSPORTATION NETWORKS

Project Listing – the Transportation Conformity Regulations in 40 CFR Sections 93.106(a)(2)(ii) and 93.122(a)(1) require that regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year be documented for both federally funded and non-federally funded projects. Moreover, all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis must be documented, and the reasons for the exemption must also be documented (40 CFR Sections 93.126, 93.107, and 93.128). A listing of modeled projects in the 2025 FTIP is shown under Section II.7, Listing of Modeled Projects in the 2025 FTIP, of this Technical Appendix.

The 2025 FTIP modeled projects are included at the end of this section.

Highway and Transit Networks Attributes – A summary of the transportation system attributes for the highway and transit networks for Years 2024 to 2050 are shown in Tables 10 and 11. Lane mile data includes freeway to freeway connectors. Other freeway ramps, freeway Type 3 lanes, and centroid connectors are not included in the tables. Note that values in the tables in this report may not add exactly due to rounding numbers.

2025 FTIP Conformity Baseline Year – The conformity baseline year is 2017 for 2015 8-hour ozone NAAQS; 2014 for 2012 PM2.5 NAAQS; 2011 for 2008 8-hour ozone; 2008 for 2006 PM2.5; 2002 for 1997 PM2.5; and 1990 for all other pollutants.

2025 FTIP No-Build Transportation Network – The "No-Build" transportation network scenario includes all existing regionally significant highway and transit projects, all ongoing TDM or Transportation System Management (TSM) activities, and all projects which are undergoing right-of-way acquisition, are currently under construction, have completed the NEPA process, or are in the first year of the previously conforming FTIP (2023 FTIP) (FY2022-2023).

2025 FTIP Build Transportation Network Scenario – The "Build" transportation network scenario is generally defined as all FTIP projects, including the 2025 FTIP No Build, and the future transportation system that will result from full implementation of the 2025 FTIP and Connect SoCal 2024, as amended.

Table 10. Summary of Highway Network Lane Miles

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
SCAB					
2025 Build	8,392	1,205	28,755	11,940	50,292
2025 No Build	8,393	1,204	28,442	11,801	49,840
2026 Build	8,410	1,265	28,767	11,949	50,391
2031 Build	8,545	1,447	29,109	12,211	51,312
2032 Build	8,546	1,463	29,225	12,240	51,474
2035 Build	8,584	1,586	29,525	12,409	52,104
2035 No Build	8,463	1,361	28,526	11,850	50,200
2037 Build	8,584	1,590	29,629	12,440	52,243
2040 Build	8,613	1,672	29,770	12,508	52,563
2045 Build	8,627	1,695	30,187	12,578	53,087
2045 No Build	8,463	1,361	28,526	11,850	50,200
2050 Build	8,635	1,699	29,643	12,581	52,558
2050 No Build	8,463	1,361	28,526	11,850	50,200
SCCAB					
2025 Build	538	8	1,805	1,058	3,409
2025 No Build	538	8	1,804	1,058	3,408
2026 Build	538	8	1,807	1,061	3,414
2031 Build	561	8	1,816	1,070	3,455
2032 Build	566	8	1,819	1,077	3,470
2035 Build	566	8	1,851	1,083	3,508
2035 No Build	538	8	1,805	1,058	3,409
2037 Build	566	8	1,857	1,083	3,514
2040 Build	570	60	1,857	1,083	3,570

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
2045 Build	570	60	1,859	1,083	3,572
2045 No Build	538	8	1,805	1,058	3,409
2050 Build	570	60	1,837	1,083	3,550
2050 No Build	538	8	1,805	1,058	3,409
MDAB					
2025 Build	1,896	23	4,136	6,292	12,347
2025 No Build	1,896	23	4,101	6,252	12,272
2026 Build	1,896	23	4,144	6,294	12,357
2031 Build	1,896	23	4,509	6,369	12,797
2032 Build	1,896	23	4,515	6,371	12,805
2035 Build	1,897	23	4,669	6,406	12,995
2035 No Build	1,897	23	4,134	6,291	12,345
2037 Build	1,897	23	4,674	6,407	13,001
2040 Build	1,897	62	4,891	6,599	13,449
2045 Build	1,897	90	4,937	6,648	13,572
2045 No Build	1,897	23	4,134	6,291	12,345
2050 Build	1,897	90	4,938	6,648	13,573
2050 No Build	1,897	23	4,134	6,291	12,345
SSAB (Coachella Valley)					
2025 Build	407	0	1,291	1,341	3,039
2025 No Build	407	0	1,255	1,334	2,996
2026 Build	407	0	1,296	1,341	3,044
2031 Build	415	0	1,402	1,474	3,291
2032 Build	415	0	1,421	1,483	3,319
2035 Build	415	0	1,487	1,520	3,422

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
2035 No Build	411	0	1,281	1,352	3,044
2037 Build	415	0	1,490	1,520	3,425
2040 Build	415	0	1,533	1,565	3,513
2045 Build	415	0	1,534	1,589	3,538
2045 No Build	411	0	1,281	1,352	3,044
2050 Build	415	0	1,534	1,592	3,541
2050 No Build	411	0	1,281	1,352	3,044
SSAB (Imperial County)					
2025 Build	380	0	1,220	2,464	4,064
2025 No Build	380	0	1,220	2,464	4,064
2026 Build	380	0	1,221	2,465	4,066
2031 Build	417	0	1,212	2,468	4,097
2032 Build	417	0	1,212	2,468	4,097
2035 Build	417	0	1,256	2,479	4,152
2035 No Build	380	0	1,221	2,466	4,067
2037 Build	417	0	1,256	2,479	4,152
2040 Build	417	0	1,266	2,479	4,162
2045 Build	417	0	1,266	2,479	4,162
2045 No Build	380	0	1,221	2,466	4,067
2050 Build	417	0	1,266	2,479	4,162
2050 No Build	380	0	1,221	2,466	4,067
Total SCAG Region					
2025 Build	11,613	1,236	37,207	23,095	73,151
2025 No Build	11,614	1,235	36,822	22,909	72,580
2026 Build	11,631	1,296	37,235	23,110	73,272

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
2031 Build	11,834	1,478	38,048	23,592	74,952
2032 Build	11,840	1,494	38,192	23,639	75,165
2035 Build	11,879	1,617	38,788	23,897	76,181
2035 No Build	11,689	1,392	36,967	23,017	73,065
2037 Build	11,879	1,621	38,906	23,929	76,335
2040 Build	11,912	1,794	39,317	24,234	77,257
2045 Build	11,926	1,845	39,783	24,377	77,931
2045 No Build	11,689	1,392	36,967	23,017	73,065
2050 Build	11,934	1,849	39,218	24,383	77,384
2050 No Build	11,689	1,392	36,967	23,017	73,065

Table 11. Summary of Transit Route Pattern Miles

Network	Local Bus	Express Bus	Rail	HSRT	Total
2025 Build	526,628	69,166	50,764	0	646,558
2025 No Build	525,650	69,165	50,764	0	645,579
2026 Build	526,628	69,166	51,709	0	647,503
2031 Build	533,591	69,603	68,260	7,339	678,793
2032 Build	534,020	69,603	68,260	7,339	679,222
2035 Build	559,077	71,200	102,602	26,354	759,233
2035 No Build	527,442	68,826	59,233	0	655,501
2037 Build	559,077	71,200	102,602	26,354	759,233
2040 Build	559,093	71,200	102,602	26,354	759,249
2045 Build	560,066	76,609	102,925	26,354	765,954
2045 No Build	527,442	68,826	59,233	0	655,501
2050 Build	560,103	76,615	117,697	26,354	780,769
2050 No Build	527,442	68,826	59,233	0	655,501

6.2.3 WORK PURPOSE TRAVEL REDUCTIONS

Work from Home (WfH) – Percent of Work-from-Home Workers – the work arrangement sub-model of SCAG ABM incorporates assumptions for the percent of workers who work from home, including telecommuting, home office workers, or other strategies. Inputs are estimated based on American Community Survey, 2011 California Household Travel Survey (CHTS) with SCAG add-on survey, and 2009 and 2017 National Household Travel Surveys (NHTSs). It is noted that the rebound effect, which means Work-at-Home workers have more travel for non-work purposes, is included in the SCAG's ABM. While a Work-at-Home worker saves commuting trip to/from workplace, SCAG Model does not exclude additional non-work travel or business (work-related) travel by the worker. The work purpose trip reductions by category and county are summarized in Table 12.

Travel Demand Management (TDM) – SCAG Model developed an add-on function to incorporate the assumptions for percent of workers who change commuting modes from driving a car to other modes. Inputs are based on the California Air Pollution Control Officers Association's Quantifying Greenhouse Gas Mitigation Measures report fact sheets regarding effectiveness of commute trip reduction programs, the City of Los Angeles VMT Calculator tool, and mode split data from the South Coast AQMD Rule 2202 Employee Commute Reduction Program. The input will apply to tour mode choice output for work tour. The reduction of vehicle-driving modes by county will be converted to other modes.

Auto Operating Cost – There are two components constituting the Auto Operating Cost (AOC): 1) Fuel Cost, and 2) Non-fuel Cost. The fuel cost pertains to the expenditure associated with vehicle fuel consumption per mile traveled. This is computed by dividing the fuel price by the vehicle's fuel efficiency. The non-fuel cost category encompasses expenses linked to vehicle maintenance, repair, and tire usage. Given that a travel demand model simulates an average vehicle, a composite value is computed by encompassing three primary fuel types: gasoline, diesel, and electricity. Table 13 lists the auto operating costs used for Connect SoCal 2024 and 2025 FTIP. All costs are in 2011 constant dollars.

Parking Cost – In 2013, SCAG purchased parking cost data from Parkme.com. The data includes on- and off-street parking locations and parking prices (hourly, daily, and monthly) in the SCAG region. Off-street parking data has 2,548 entities and on-street parking data has 2,102 entities in it. In March 2017, SCAG staff manually collected data from Parkme.com to obtain about 2,500 records. SCAG staff combined 2013 and 2017 data and processed parking cost by TAZs, including 1) daily average for commuter (early bird), 2) one hour parking, 3) extra hour parking, and 4) daily maximum.

SCAG ABM developed an add-on factor on model choice model to reflect the input for percent increase of parking cost with pre-selected TAZs. Based on planning assumptions, parking cost can be input from free of charge to any percent increase from current parking price, and by different vehicle types (DA, HOV2, HOV3+). Parking price is increased by double for all vehicles entering to access activities in 21 job centers, which reduces the use of SOV, and increase the use of carpool and transit modes in the model.

Table 12. Work Purpose Trip Reductions

Category	2025 Build	2025 No Build	2026 Build	2031 Build	2032 Build	2035 Build	2035 No Build	2037 Build	2040 Build	2045 Build	2045 No Build	2050 Build	2050 No Build
Work-at-Home (5 days per week)	7.54%	7.54%	7.67%	8.33%	8.46%	8.85%	8.85%	9.11%	9.50%	10.16%	10.16%	10.81%	10.81%
Telework/Hybrid (1-4 days per week)	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%
Total Trip Reduction	22.03%	22.03%	22.16%	22.81%	22.94%	23.33%	23.33%	23.60%	23.99%	24.64%	24.64%	25.29%	25.29%
Increase over 2019 Base Year	13.28%	13.28%	13.41%	14.06%	14.19%	14.58%	14.58%	14.84%	15.24%	15.89%	15.89%	16.54%	16.54%
Telemedicine													
< 18	5.0%	5.0%	5.3%	6.8%	7.1%	8.3%	8.3%	9.1%	10.6%	13.6%	13.6%	17.5%	17.5%
18-29	6.6%	6.6%	6.9%	8.9%	9.3%	10.8%	10.8%	12.0%	13.9%	17.9%	17.9%	22.9%	22.9%
30-44	5.0%	5.0%	5.3%	6.8%	7.1%	8.3%	8.3%	9.1%	10.6%	13.6%	13.6%	17.5%	17.5%
45-64	4.1%	4.1%	4.3%	5.5%	5.8%	6.7%	6.7%	7.4%	8.6%	11.0%	11.0%	14.2%	14.2%
65-74	3.9%	3.9%	4.1%	5.3%	5.5%	6.4%	6.4%	7.1%	8.2%	10.6%	10.6%	13.6%	13.6%
75+	2.5%	2.5%	2.6%	3.4%	3.5%	4.1%	4.1%	4.5%	5.3%	6.8%	6.8%	8.7%	8.7%

Table 13. Auto Operating Costs

Category	2025 Build	2025 No Build	2026 Build	2031 Build	2032 Build	2035 Build	2035 No Build	2037 Build	2040 Build	2045 Build	2045 No Build	2050 Build	2050 No Build
Auto Operating Cost *	22.90	22.90	23.05	24.66	24.89	26.85	25.19	27.27	27.61	28.15	26.49	28.59	26.92

** Cents/mile; year 2011 constant $.*

Transit Fares – The transit networks include three types of transit fares, which are average initial boarding fares, average transfer fares and average zonal fares:

- Published full cash fares at the route level are used as a base for initial boarding fares. To take complex fare structures into account, such as one-way walkup fares, daily/weekly/monthly passes, senior/student/disables fares and other special fares, fare factors were estimated at the carrier level from boarding and revenue data that SCAG collected through the Year 2008 Transit Level of Service Data Collection Program. By applying the fare factors to the published full case fares, the resulting fares represent initial boarding fares paid by an average passenger.
- Average transfer fares are defined at the transit mode level through a mode-to-mode transfer table. For example, the transfer fares from Metrolink to Urban Rail are specified as free in the transfer table.
- The commuter rail service, such as Metrolink, has a distance-based zonal fare structure. To specify the station-to-station fares, a fare matrix was developed with fares paid by an average rider reflecting all discount types.

All the fare types (average initial boarding fares, average transfer fares, and average zonal fares) were converted to 2011 dollars using a Consumer Price Index (CPI) adjustment factor derived from the CPI factor published by the U.S. Department of Labor for the Los Angeles-Riverside-Orange County metropolitan area. No real cost increase in transit fares was assumed from 2019 to 2050.

Cordon Pricing - Cordon pricing assumption is included after year 2035 in Downtown Los Angeles and West Los Angeles. To model cordon pricing, all street links crossing the cordon area boundaries are identified. SCAG model networks can set Cordon tolls for vehicles entering the Cordon area (inbound). The assumption for cordon pricing scenario is to charge $3.407 (in 2011 dollar) for AM and PM peaks.

Capacity and Free Flow Speed – Highway capacities (including for heavy duty truck) used in the model for each of the facility types vary, depending on area location (i.e., central business district, urban, suburban, rural or mountain) (see Table 14). Free flow speeds are based on posted speeds.

Express/HOT Lane and Toll Roads – This includes a regional Express Lane and toll roads network that would build upon the success of the five Express Lane segments that are currently in operation across the SCAG region, which include the I-10 and I-110 Express Lanes in Los Angeles County, the two respective SR-91 Express Lanes facilities connecting Orange and Riverside Counties, and the I-15 Express Lanes that opened in Riverside County in April 2021 and several additional facilities and direct connector projects that are under construction (Table 15). The effect of the toll charges on the toll roads was incorporated into the highway assignment procedure. The toll charge was added to each toll facility by inserting the cost to the appropriate link and identifying the link with a unique Toll Class Number. Toll costs (in 2011 dollars) were converted to a time value (in minutes) in the network assignment step.

ITS – The speeds and capacities on Smart Streets were increased by 5 percent to reflect the improved traffic flow due to the Advanced Transportation Technologies/Intelligent Vehicle Highway System (ATT/IVHS).

Table 14 Highway Capacities and Free Flow Speeds Used in the Model

Facility Type	Vehicles / Lane / Hour	Free Flow Speed (MPH)
Freeway (MF, HOV)	1,900 – 2,100	60 - 75
Principal Arterial	475 - 975	21 - 56
Other Arteria	475 - 975	19 - 55
Collector	375 - 975	17 - 52

Table 15 Express/HOT Lane and Toll Roads Network

County	Route	From	To	Type
Los Angeles	I-405	I-5	LOS ANGELES/ORANGE COUNTY LINE	EXPRESS/HOT LANES
Los Angeles	I-110	Adams Blvd (s/o I-10)	I-405	EXPRESS/HOT LANES
Los Angeles	I-10	Alameda St	I-710	EXPRESS/HOT LANES
Los Angeles	I-10	I-710	I-605	EXPRESS/HOT LANES
Los Angeles	I-10	I-605	LOS ANGELES/SAN BERNARDINO COUNTY LINE	EXPRESS/HOT LANES
Los Angeles	I-105	I-405	I-605 (STUDEBAKER RD)	EXPRESS/HOT LANES
Los Angeles	I-605	I-10	LOS ANGELES/ORANGE COUNTY LINE	EXPRESS/HOT LANES
Orange	I-5	LOS ANGELES/ORANGE COUNTY LINE	RED HILL AVENUE	EXPRESS/HOT LANES
Orange	SR-57	LOS ANGELES/ORANGE COUNTY LINE	I-5	EXPRESS/HOT LANES
Orange	I-605	LOS ANGELES/ORANGE COUNTY LINE	I-405	EXPRESS/HOT LANES
Orange	I-405	LOS ANGELES/ORANGE COUNTY LINE	SR-73	EXPRESS/HOT LANES
Orange	SR-91	LOS ANGELES/ORANGE COUNTY LINE	ORANGE/RIVERSIDE COUNTY LINE	EXPRESS/HOT LANES
Orange	SR-73	JAMBOREE ROAD	I-5	TOLL ROADS
Orange	SR-133	SR-241	I-5	TOLL ROADS
Orange	SR-241	SR-91	OSO PARKWAY	TOLL ROADS
Orange	SR-261	SR-241	I-5	TOLL ROADS
Riverside	I-15	SAN BERNARDINO/RIVERSIDE COUNTY LINE	I-215 (SOUTH)	EXPRESS/HOT LANES
Riverside	SR-91	ORANGE/RIVERSIDE COUNTY LINE	I-15	EXPRESS/HOT LANES
San Bernardino	I-10	LOS ANGELES/SAN BERNARDINO COUNTY LINE	I-15	EXPRESS/HOT LANES
San Bernardino	I-10	I-15	FORD STREET	EXPRESS/HOT LANES
San Bernardino	I-15	HIGH DESERT CORRIDOR	SR-395	EXPRESS/HOT LANES
San Bernardino	I-15	SR-395	I-215	EXPRESS/HOT LANES
San Bernardino	I-15	I-215	SAN BERNARDINO/RIVERSIDE COUNTY LINE	EXPRESS/HOT LANES

6.3 SUMMARY OF REGIONAL VEHICLE MILES TRAVELED (VMTS) BY AIR BASINS

Section 93.122(a)(1) requires that VMT for non-regionally significant federal projects is accounted for in the regional emissions analysis. Table 16 is a summary of VMTs in 1,000-mile increments by air basins. VMT data were produced from the SCAG Regional Travel Model and does not include VMT from school buses, urban buses, and motor homes (non-modeled). These non-modeled VMT were provided by the CARB and are included in the emissions analysis.

6.4 FULFILLMENT OF TRAVEL DEMAND MODEL CONFORMITY REQUIREMENTS

The transportation conformity requirements related to travel demand model are provided in 40 CFR Sections 93.122(b)(1)(i) through 93.122(b)(1)(vi). SCAG's regional travel demand model satisfies these requirements. See Table 17a: Summary of Transportation Conformity Requirements Related to Travel Demand Model for discussions on how these requirements are satisfied.

7. SUMMARY OF LATEST PLANNING ASSUMPTIONS AND TRAVEL DEMAND MODEL FOR REGIONAL EMISSIONS ANALYSIS

The latest planning assumptions and transportation conformity requirements related to travel demand model used in the transportation model validation and the regional emissions analysis are summarized in Table 17a and Table 17b below, respectively.

Table 16. Summary of VMT Data (000s)

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL
	2025 NO-BUILD			2025 BUILD		
SCCAB	16,509	1,136	17,645	16,504	1,136	17,640
SCAB	334,504	24,225	358,730	334,008	24,217	358,225
MDAB	28,854	4,497	33,352	28,778	4,494	33,272
SSAB	16,454	2,571	19,025	16,369	2,571	18,940
Total	**396,322**	**32,430**	**428,752**	**395,659**	**32,417**	**428,076**
	2026 BUILD			2029 BUILD		
SCCAB	16,519	1,147	17,666	16,459	1,180	17,638
SCAB	334,216	24,497	358,714	334,156	25,184	359,340
MDAB	29,113	4,575	33,688	29,387	4,846	34,233
SSAB	16,583	2,625	19,208	17,151	2,774	19,925
Total	**396,431**	**32,844**	**429,275**	**397,153**	**33,984**	**431,137**
	2030 BUILD			2031 BUILD		
SCCAB	16,439	1,190	17,629	16,419	1,201	17,620
SCAB	334,139	25,416	359,555	334,126	25,650	359,776
MDAB	29,479	4,939	34,417	29,571	5,034	34,605
SSAB	17,341	2,826	20,167	17,533	2,878	20,411
Total	**397,398**	**34,371**	**431,768**	**397,649**	**34,763**	**432,412**
	2032 BUILD					
SCCAB	16,435	1,209	17,644			
SCAB	334,876	25,847	360,722			
MDAB	29,845	5,121	34,966			
SSAB	17,788	2,928	20,716			

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL
Total	**398,943**	**35,105**	**434,048**			
	2035 NO-BUILD			2035 BUILD		
SCCAB	16,524	1,232	17,756	16,157	1,231	17,388
SCAB	342,976	26,676	369,652	330,774	26,610	357,384
MDAB	31,385	5,366	36,752	30,439	5,384	35,824
SSAB	18,909	3,093	22,002	18,473	3,090	21,563
Total	**409,795**	**36,367**	**446,162**	**395,843**	**36,316**	**432,159**
	2037 BUILD			2040 BUILD		
SCCAB	16,126	1,248	17,374	16,119	1,281	17,400
SCAB	331,736	27,045	358,781	333,957	27,830	361,787
MDAB	30,751	5,569	36,321	31,137	5,863	37,000
SSAB	18,824	3,200	22,024	19,287	3,376	22,663
Total	**397,438**	**37,062**	**434,500**	**400,499**	**38,350**	**438,849**
	2045 NO-BUILD			2045 BUILD		
SCCAB	16,311	1,323	17,633	16,006	1,326	17,332
SCAB	351,221	29,290	380,511	336,330	29,195	365,525
MDAB	33,251	6,377	39,628	32,170	6,399	38,569
SSAB	20,460	3,690	24,150	19,949	3,686	23,634
Total	**421,243**	**40,680**	**461,923**	**404,454**	**40,605**	**445,059**
	2050 NO-BUILD			2050 BUILD		
SCCAB	16,177	1,373	17,550	15,780	1,375	17,155
SCAB	355,006	31,065	386,072	337,118	30,990	368,108
MDAB	34,212	6,965	41,177	33,015	6,992	40,007
SSAB	21,191	4,032	25,223	20,589	4,028	24,617
Total	**426,587**	**43,435**	**470,023**	**406,502**	**43,385**	**449,888**

Table 17a: Summary of Transportation Conformity Requirements Related to Travel Demand Model

CFR	Requirement	How Requirement is Satisfied
93.122(b)(1)(i)	Network-based travel models must be validated against observed counts (peak and off-peak, if possible) for a base year that is not more than 10 years prior to the date of the conformity determination. Model forecasts must be analyzed for reasonableness and compared to historical trends and other factors, and the results must be documented.	The SCAG travel demand models were estimated and calibrated using data from SCAG's Year 2000 Post-Census Regional Travel Survey, 2003 External Travel Survey, the 2010 US Census and various Transit on-board Surveys. The model was validated against 2016 ground counts and 2016 HPMS data.
93.122(b)(1)(ii)	Land use, population, employment, and other network-based travel model assumptions must be documented and based on the best available information.	All land use, population, households, employment, and network-based model assumptions were updated for 2020-2045 RTP/SCS and documented in 2020-2045 RTP/SCS Growth Forecast Report and this Technical Appendix.
93.122(b)(1)(iii)	Scenarios of land development and use must be consistent with the future transportation system alternatives for which emissions are being estimated. The distribution of employment and residences for different transportation options must be reasonable.	Land development and use are consistent with future transportation systems. The distribution of employment, population, and household is reasonable with respect to the transport systems.
93.122(b)(1)(iv)	A capacity-sensitive assignment methodology must be used, and emissions estimates must be based on a methodology which differentiates between peak and off-peak link volumes and speeds and uses speeds based on final assigned volumes.	The SCAG travel demand model includes separate multi-modal user equilibrium assignments for peak and off-peak time periods. The network assignments are capacity-sensitive. Link speeds are calculated based on final assigned volumes.
93.122(b)(1)(v)	Zone-to-zone travel impedances used to distribute trips between origin and destination pairs must be in reasonable agreement with the travel times that are estimated from final assigned traffic volumes. Where use of transit currently is anticipated to be a significant factor in satisfying transportation demand, these times should also be used for modeling mode splits.	The SCAG travel demand model includes full feedback of travel time among trip generation, trip distribution, mode choice, and trip assignment steps. Both highway and transit times are included in the mode choice model.
93.122(b)(1)(vi)	Network-based travel models must be reasonably sensitive to changes in the time(s), cost(s), and other factors affecting travel choices.	The SCAG travel demand model was developed with rigorous model calibration and validation effort that includes extensive model sensitivity tests to ensure the model is reasonably sensitive to changes in the time(s), cost(s), and other factors affecting travel choices. Travel time(s) such as in-vehicle and out-of-vehicles times, cost(s) such as auto costs and transit fares, and other factors such as transportation infrastructure capacity and control measures are directly modeled in various model components such as auto ownership, trip generation, destination choice, mode choice, and route choice models.

Table 17b: Summary of Latest Planning Assumptions

Assumption	Year and Sources of Data	Modeling	Next Scheduled Update
Population	Connect SoCal 2024 and 2025 FTIP Base Year are identical: 2019. Sources of Data: • California Department of Finance (DOF) population and household estimates; • California Employment Development Department (EDD) jobs report by industry; • 2019 existing land use and General Plans from local jurisdictions; • 2020 Decennial Census P.L. 94-171 Redistricting File • American Community survey (2015-2019 5-year estimates); • County assessor parcel databases; • 2019 business establishment data from InfoGroup; and • SCAG's Connect SoCal 2020 growth forecast. • Latest entitlement agreements • Connect SoCal 2020 policies and growth vision	The regional and county-level growth forecast establish controls for further disaggregation to jurisdictions and Traffic Analysis Zones (TAZs) for use in SCAG's activity-based travel demand model. A growth forecast is developed for total households and total employment for the region's 197 jurisdictions and 13,062 (city-split Tier2) TAZs in 2019, 2035, and 2050. For more discussions on population projections, please see Section II.2.1 of this Technical Appendix Volume II.	Population projections will be reviewed and updated as appropriate with the next RTP/SCS cycle in 2028.
Employment	Connect SoCal 2024 and 2025 FTIP Base Year are identical: 2019. Sources of Data: • California Department of Finance (DOF) population and household estimates; • California Employment Development Department (EDD) jobs report by industry; • 2019 existing land use and General Plans from local jurisdictions; • 2020 Decennial Census P.L. 94-171 Redistricting File • American Community survey (2015-2019 5-year estimates); • County assessor parcel databases; • 2019 business establishment data from InfoGroup; and • SCAG's Connect SoCal 2020 growth forecast. • Latest entitlement agreements • Connect SoCal 2020 policies and growth vision	Employment growth projections at region/county level were further disaggregated to tier 2 level. Zonal demographic data is directly related to demand for activity participation in an area whereas economic characteristics, such as jobs by industry, are linked with supply of an activity. Zonal level data by SCAG's 11,267 tier 2 zones includes population, number of households, school enrollments, household income, worker, and employment. For more discussions on population projections, please see Section II.2.3 of this Technical Appendix Volume II.	Employment projections will be reviewed and updated as appropriate with the next RTP/SCS cycle in 2028.

Assumption	Year and Sources of Data	Modeling	Next Scheduled Update
Traffic Counts	SCAG's activity-based travel demand model was validated in 2019. The model was validated against 2016 ground traffic counts and 2016 HPMS data.	Traffic counts were obtained for each cordon location to estimate Year 2016 cordon volumes. Previous cordon survey results were then used to split total external trips. The resulting through trip tables were combined with trip tables from previous steps to form final origin-destination vehicle trip tables for highway assignment. For more discussions, please see Section II.6, Transportation Modeling, of this Technical Appendix Volume II.	The SCAG travel demand model was developed with rigorous model calibration and validation efforts that include extensive model sensitivity tests to ensure the model is reasonably sensitive to changes in the time(s), cost(s), and other factors affecting travel choices.
Vehicle Miles Traveled	Connect SoCal 2024 and 2025 FTIP Base Year are identical: 2019. Data Sources: • SCAG Regional Travel Model. • Non-modeled VMT data such as VMT from school buses, urban buses, and motor homes (non-modeled) were provided by the CARB and are included in the regional emissions analysis.	SCAG's activity-based travel demand model modules and procedures as discussed in Section II.6.1 of this Technical Appendix were used to estimate VMT. A summary of VMTs by air basins is in Table 16 of this Technical Appendix Volume II.	VMT is an output of the transportation modeling. VMT is affected by the RTP/FTIP project updates and is included in each new transportation conformity analysis.
Speeds	SCAG's activity-based travel demand model is developed with rigorous model calibration and validation efforts that includes extensive model sensitivity tests to ensure the model is reasonably sensitivity to changes in model inputs and assumptions. The EPA-approved EMFAC2021 is used.	SCAG's activity-based travel demand model includes separate multi-modal user equilibrium assignments for peak and off-peak time periods. The network assignments are capacity-sensitive. Link speeds are calculated based on final assigned volumes. See discussions on transportation modeling and the activity-based travel demand model in Section II.6 of this Technical Appendix Volume II.	Transportation modeling methodologies, parameters, and inputs are regularly updated to reflect current travel conditions and demographic changes.

8. LISTING OF MODELED PROJECTS IN THE 2025 FTIP

The 2025 FTIP modeled projects are included in this section and are organized by county in order of state highway, local highway and transit projects. The listings provide the following information:

- County
- System
- Lead Agency
- RTP ID Number
- FTIP ID Number
- Street: From and to
- Project Description
- Modeling Network
- State highway projects reflect the route and post miles

For other project information, refer to Volume III of the 2025 FTIP and locate the project by the project's FTIP ID number.

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
IMPERIAL	IMP220611	1161L001	EL CENTRO	LOCAL HIGHWAY					CONSTRUCTION OF AN EXTENSION OF S. IMPERIAL AVENUE FROM DANENBERG DR. TO MANUEL ORTIZ AVE. PHASE III.	2026	S. IMPERIAL AVENUE		DANENBERG DR.	MANUEL ORTIZ AVE.	NEW CONNECTION AND CROSS TRAFFIC IMPROVEMENTS		
IMPERIAL	IMP220601	IMP220601	BRAWLEY	LOCAL HIGHWAY		MAIN STREET	WESTERN AVE	6TH STREET	TRAFFIC SIGNAL SYNCHORINIZATION & INTELLIGENT TRANSPORTATION SYSTEMS PHASE I ON MAIN STREET FROM WESTERN AVENUE TO 6TH STREET.	2024	MAIN STREET	3523 FT	WESTERN AVENUE	6TH STREET	PHASE I ROADWAY SEGMENT-DESCRIPTION: WESTERN AVE. TO 6TH STREET. PHASE II ROADWAY SEGMENT-DESCRIPTION: 6TH STREET TO BEST	2	
IMPERIAL	IMP220601A	IMP220601A	BRAWLEY	LOCAL HIGHWAY		MAIN STREET	6TH STREET	BEST AVENUE	TRAFFIC SIGANL SYNCHRONIZATION & INTELLIGENT TRANSPORTATION SYSTEMS PHASE II ON MAIN STREET FROM 6TH STREET TO BEST AVE., AND ON 8TH STREET FROM MAIN STREET TO B STREET.	2027	MAIN STREET	2.94 MILES	6TH STREET	BEST AVENUE	PHASE II ROADWAY LENGHT FROM 8TH STREET TO B STREET, ROADWAY LENGTH FROM 6TH STREET TO BEST AVENUE IS: 2.13 MILES	2	
IMPERIAL	IMP220604	IMP220604	EL CENTRO	LOCAL HIGHWAY		IMPERIAL AVE.	OCOTILLO DR.	MAIN ST	IMPERIAL AVE. TRAFFIC SIGNAL SYNCHRONIZATION FROM OCOTILLO DR. TO MAIN ST.	2025							
IMPERIAL	515	6120002	CALTRANS	STATE HIGHWAY	8				RECONSTRUCT I-8 INTERCHANGE AT IMPERIAL AVE.: FROM A TWO-LANE TO A FOUR-LANE DIAMOND TYPE OVERCROSSING, REALIGN AND RECONSTRUCT ON AND OFF-RAMPS, AND PROVIDE ACCESS TO IMPERIAL AVE. SOUTH OF I-8 (DEMO ID 621 - HPP 2861). PROJECT USING TOLL CREDITS TO MATCH DEMO FUNDS.	2024	I-8/IMPERIAL AVE.	.325 MILES	OCOTILLO DRIVE	.325 MILES SOUTH ON IMPERIAL AVE.	RESONCTRUCT INTERCHANGE	2	4
IMPERIAL	IMP161001	6120003	CALTRANS	STATE HIGHWAY	98	SR-98	OLLIE AVE.	ROCKWOOD	ROAD WIDENING FROM 4 TO 6 LANES ON SR98, FROM ROCKWOOD AVE TO OLLIE AVE IN THE CITY OF CALEXICO, IMPERIAL COUNTY.	2025	SR-98	.36 M	OLLIE AVENUE	ROCKWOOD AVENUE	WIDEN FROM 4 TO 6 LANES	4	6
IMPERIAL	IMP170701	6160002	IMPERIAL COUNTY TRANSPORTATION	STATE HIGHWAY		SR-7	N/A	N/A	CALEXICO EAST PORT OF ENTRY TRUCK CROSSING IMPROVEMENT. WIDEN THE BRIDGE OVER THE ALL-AMERICAN CANAL NEAR THE U.S./MEXICO BORDER AND STATE ROUTE 7 CALIFORNIA COMMERCIAL VEHICLE	2025	SR-7	0.04	CALEXICO EAST PORT	SR-7	THE BRIDGE NEAR THE BORDER WILL BE WIDENED TO ADD 2 NEW NORTHBOUND COMMERCIAL VEHICLE (CV) LANES AND 2 NEW NORTHBOUND	9	13
LOS ANGELES	LA0G1472	1200L005	LOS ANGELES, CITY OF	LOCAL HIGHWAY		ALAMEDA ST.	ANAHEIM ST.	HARRY BRIDGES BLVD.	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	2029	ALAMEDA ST.	0.8	ANAHEIM ST.	HARRY BRIDGES BLVD.	WIDENING, ONE LANE IN EACH DIRECTION	4	6
LOS ANGELES	LA0G1567	1200L007	SANTA CLARITA	LOCAL HIGHWAY		SIERRA HIGHWAY	NEWHALL AVENUE	WHISPERING LEAVES DRIVE	INTEGRATE SEVEN TRAFFIC SIGNALS ALONG SIERRA HWY INTO THE CITY'S INTELLIGENT TRANSPORTATION SYSTEM TO PROVIDE COORDINATED SIGNAL TIMING. INCORPORATE SIERRA HWY INTO THE CITY'S ADAPTIVE TRAFFIC SIGNAL SYSTEM. THIS PROJECT ALSO INCLUDES VARIOUS INTERSECTION IMPROVEMENTS ALONG SIERRA HWY INCLUDING LEFT-TURN POCKET EXTENSIONS, RESTRIPING, AND DYNAMIC LANE UTILIZATION TECHNOLOGY.	2035	SIERRA HIGHWAY	3.45	NEWHALL AVENUE	WHISPERING LEAVES DRIVE	SIGNAL SYNCRONIZATION	4	4
LOS ANGELES	LAF3136	1A1005	LOS ANGELES COUNTY	LOCAL HIGHWAY		THE OLD ROAD	MAGIC MOUNTAIN PARKWAY	HENRY MAYO DRIVE	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	THE OLD ROAD	2 MILES	MAGIC MOUNTAIN PARKWAY	HENRY MAYO DRIVE	WIDENING FROM 4 TO 6 LANES TO REDUCE A BOTTLENECK	4	6

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
LOS ANGELES	LA0G1070	1AL04	LOS ANGELES COUNTY	LOCAL HIGHWAY			500' EAST OF TELEGRAPH	500' WEST OF TELEGRAPH	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.	2029							
LOS ANGELES	LA0G1147	1AL04	PARAMOUNT	LOCAL HIGHWAY		GARFIELD AVENUE	70TH STREET	HOWERY STREET	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.	2029	GARFIELD AVENUE	2	70TH STREET	HOWERY STREET	WIDEN STREET TO ADD A THIRD LANE BOTH WAYS, ADD SECOND LEFT TURN LANES, RESURFACE STREET, CONCRETE INTERSECTIONS, TRAFFIC SIGNAL IMPROVEMENTS, STREET LIGHTS, MEDIANS, UNDERGROUND UTILITIES	4	6
LOS ANGELES	LA0G1436	1AL04	SANTA CLARITA	LOCAL HIGHWAY		ORCHARD VILLAGE ROAD	WILEY CANYON	16TH STREET	ORCHARD VILLAGE ROAD/WILEY CANYON ROAD BRIDGE REHABILITATION. PROJECT MAY INCREASE CAPACITY FROM 4 LANES TO 6 LANES	2028	ORCHARD VILLAGE ROAD	0.2	WILEY CANYON	16TH STREET	WIDEN BRIDGE FROM 4 TO 6 LANES	4	6
LOS ANGELES	LA0G1547	1AL04	HAWTHORNE	LOCAL HIGHWAY		ROSECRANS AVE	HAWTHORNE BLVD	AVIATION BLVD	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	2025	ROSECRANS AVE	1.5	HAWTHORNE BLVD	AVIATION BLVD	SIGNAL SYNCHRONIZATION AT: 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 &#61	6	6
LOS ANGELES	LA0G1548	1AL04	HAWTHORNE	LOCAL HIGHWAY		EL SEGUNDO BLVD	VAN NESS AVE	AVIATION BLVD	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.	2026	EL SEGUNDO BLVD	3.5	VAN NESS AVE	AVIATION BLVD	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. *189964665-6	3	3
LOS ANGELES	LA0G321	1AL04	EL SEGUNDO	LOCAL HIGHWAY		PARK PLACE	ALASKA AVENUE	SEPULVEDA BOULEVARD	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	PARK PLACE	1300	ALASKA AVENUE	SEPULVEDA BOULEVARD	ROADWAY EXTENSION	0	4
LOS ANGELES	LA0G895	1AL04	PALMDALE	LOCAL HIGHWAY		10TH STREET WEST	RANCHO VISTA BLVD/AVE. F	O-8	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.	2029	10TH STREET WEST	0.39	RANCHO VISTA BLVD/AVE. F	O-8	10TH STREET WEST AND SR 14 RAMP MODIFICATION	4	6
LOS ANGELES	LA0G927	1AL04	LANCASTER	LOCAL HIGHWAY		AVENUE G	10TH STREET WEST	25TH STREET WEST	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	AVENUE G	0.6	10TH STREET WEST	25TH STREET WEST	WIDEN OVERCROSSING FROM ONE TO THREE LANES IN EACH DIRECTION	2	6

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
LOS ANGELES	LA0G928	1AL04	LANCASTER	LOCAL HIGHWAY			15TH STREET WEST	30TH STREET WEST	SR-138 (SR-14) AVENUE J INTERCHANGE. PROJECT WILL INCLUDE NEW NORTHBOUND OFF-RAMP AND SOUTHBOUND ON-RAMP, MAINLINE IMPROVEMENTS TO ACCOMMODATE RAMP MODIFICATIONS, IMPROVEMENTS TO AVENUE J BETWEEN 15TH STREET WEST AND 25TH STREET WEST AND TRAFFIC SIGNAL IMPROVEMENTS. PROJECT WILL REDUCE THROUGH LANES ON AVENUE J FROM 3 LANES TO 2 LANES IN EACH DIRECTION BETWEEN 25TH STREET WEST AND 15TH STREET WEST TO PROVIDE BIKE LANES AND WIDER SIDEWALKS.	2029	AVENUE J	0.1	15TH STREET WEST	30TH STREET WEST		6	6
LOS ANGELES	LA0G929	1AL04	LANCASTER	LOCAL HIGHWAY			10TH ST W	12TH ST W	PROJECT WILL INCLUDE WIDENING AND GEOMETRIC CHANGES TO THE SR-138 (SR-14) RAMPS, IMPROVEMENTS TO AVENUE K BETWEEN 20TH STREET W AND 10TH STREET W, AND PEDESTRIAN AND BICYCLE IMPROVEMENTS.	2029							
LOS ANGELES	LA0G931	1AL04	LANCASTER	LOCAL HIGHWAY			AVENUE M	10TH STREET WEST	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	138		AVENUE M IC	AVENUE M IC	WIDEN AVENUE M OVERCROSSING ONE TO THREE LANES IN EACH DIRECTION.	2	6
LOS ANGELES	LAF1104B	1AL04	PALMDALE	LOCAL HIGHWAY		AVE P-8	DIVISION ST	SIERRA HWY	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	2030	AVE P-8	5	DIVISION ST	SIERRA HWY	WIDENING	4	6
LOS ANGELES	LAF3522	1AL04	PASADENA	LOCAL HIGHWAY			HILL STREET	ARROYO PARKWAY	CORDOVA STREET ROAD DIET PROJECT: CONVERT THE VEHICULAR-ORIENTED STREET TO A COMPLETE STREET BY REMOVING 2 VEHICULAR TRAFFIC LANES TO ACCOMMODATE BIKE AND PED FACILITIES. CITY OF PASADENA- HILL STREET TO ARROYO PARKWAY.	2023							
LOS ANGELES	LAF5315	1AL04	LOS ANGELES COUNTY	LOCAL HIGHWAY			VARIOUS	STREETS	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)	2026							
LOS ANGELES	LAF7105	1AL04	SANTA CLARITA	LOCAL HIGHWAY		LYONS AVENUE	RAILROAD AVENUE	500 FEET EASTERLY OF FUTURE DOCKWEILER DRIVE	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.	2024	LYONS AVENUE	0.5	RAILROAD AVENUE	500 FEET EASTERLY OF FUTURE DOCKWEILER DRIVE	2 LANE EACH DIR, 8FT SIDEWALK, CLASS II BIKE	0	4
LOS ANGELES	LAF7109	1AL04	LOS ANGELES, CITY OF	LOCAL HIGHWAY		SOTO STREET	MULTNOMAH STREET	N. MISSION ROAD	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.	2025	SOTO STREET	2963	MULTNOMAH STREET	N. MISSION ROAD	N/A	3	4
LOS ANGELES	LAF7118	1AL04	DOWNEY	LOCAL HIGHWAY		FLORENCE AVENUE	LESTERFORD AVE.	I-5 OFF RAMP/LITTLE LAKE RD.	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	FLORENCE AVENUE	708	LESTERFORD AVE.	I-5 OFF RAMP/LITTLE LAKE RD.	BRIDGE REPLACEMENT	4	6

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
LOS ANGELES	LAF7205	1AL04	LOS ANGELES, CITY OF	LOCAL HIGHWAY		ALAMEDA ST.	ANAHEIM ST.	MAURETANIA AVE.	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.	2029	ALAMEDA ST.	3600	ANAHEIM ST.	MAURETANIA AVE.	WIDEN ROADWAY TO 3 LANES IN EACH DIRECTION	4	6
LOS ANGELES	LAF7207	1AL04	LOS ANGELES, CITY OF	LOCAL HIGHWAY		ANAHEIM STREET	FARRAGUT AVENUE	DOMINGUEZ CHANNEL	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	ANAHEIM STREET	1690	FARRAGUT AVENUE	DOMINGUEZ CHANNEL	ANAHEIM STREET FROM FARRAGUT AVE. TO DOMINGUEZ CHANNEL TO A MAJOR HIGHWAY STANDARDS. WIDNEING FROM 78 TO 84 FEET. INCREASING LANES FROM FOUR TO SIX.	4	6
LOS ANGELES	LAF9118	1AL04	SANTA CLARITA	LOCAL HIGHWAY		DOCKWEILER DRIVE	12TH STREET	DOCKWEILER DRIVE/ WEST OF VALLE DEL ORO	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.	2024	DOCKWEILER DRIVE	5808	13TH ST	DOCKWEILER DRIVE/ WEST OF VALLE DEL ORO	CONSTRUCT NEW 2-LANE ROADWAY, SIDEWALK, AND CLASS II BIKE LANE ON EACH SIDE OF THE STREET.	0	2
LOS ANGELES	LAF9131	1AL04	LANCASTER	LOCAL HIGHWAY		AVENUE J-3	20TH STREET WEST	13TH STREET WEST	CONSTRUCT 2 MILES OF NEW COMPLETE STREETS TO ALLEVIATE BURDEN TO EXISTING ARTERIAL NETWORK, WHILST PROVIDING NECESSARY ACCESS TO EXISTING AND PROPOSED MEDICAL FACILITIES	2029	14TH STREET WEST	1320	AVENUE J-2	AVENUE J-3	NEW COMPLETE STREET (1 LANE EACH DIRECTION)	0	2
LOS ANGELES	LATP17M021	1AL04	PASADENA	LOCAL HIGHWAY		UNION STREET	ARROYO PARKWAY	HILL AVENUE	THE CITY OF PASADENA WILL INSTALL A 1.5-MILE, TWO-WAY, PROTECTED CYCLE TRACK (CLASS I) ON UNION STREET FROM HILL AVENUE TO ARROYO PARKWAY, INCLUDING NECESSARY SIGNAL UPGRADES WITH ROAD DIET FROM 3 TO 2 LANES. ALSO INSTALLING BIKE BOULEVARD (0.3 MILES, CLASS III) ALONG HOLLISTON AVENUE BETWEEN UNION ST AND CORDOVA ST (NO ROAD DIET). UTILIZING TOLL CREDITS TO MATCH CMAQ & ATP FOR CON PHASE.	2024	UNION STREET	1.5	ARROYO PARKWAY	HILL AVENUE	ROAD DIET & CLASS I BICYCLE PATH	3	2
LOS ANGELES	LATP17S005	1AL04	LOS ANGELES, CITY OF	LOCAL HIGHWAY		JEFFERSON BOULEVARD	VERMONT AVENUE	WESTERN AVENUE	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).	2024	JEFFERSON BOULEVARD	5280	VERMONT AVENUE	WESTERN AVENUE	ROAD DIET TO MAKE ROOM FOR BUFFERED BIKE LANES	4	2
LOS ANGELES	LATP17S013	1AL04	LONG BEACH	LOCAL HIGHWAY		PALO VERDE RD	WARDLOW RD	CARSON ST	CREATION OF 8-80 FACILITIES THROUGH THE CONSTRUCTION OF TWO BICYCLE BOULEVARDS (CLASS III) ALONG LOMA AVE. AND 20TH ST. (4 MILES), A ROAD DIET (0.9 MILE) ALONG PALO VERDE AVENUE WITH TRAFFIC CALMING, BUFFERED BIKE LANES (CLASS I) AND BRIDGE ADA UPGRADE, INTERSECTION SAFETY IMPROVEMENTS AND AN ENCOURAGEMENT PROGRAM TO REMOVE MENTAL BARRIERS TO WALKING/CYCLING FOR RESIDENTS, WORKERS, UNIVERSITY STUDENTS, SCHOOL CHILDREN, AND VISITORS TO LONG BEACH.	2027	PALO VERDE RD	0.9	WARDLOW RD	CARSON ST	ROAD DIET WITH BUFFERED BIKE PATH	4	2
LOS ANGELES	LA0G1546	1ITS04	HAWTHORNE	LOCAL HIGHWAY		IMPERIAL HWY	PRAIRIE AVE	INGLEWOOD AVE	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	2025	IMPERIAL HWY	1	PRAIRIE AVE	INGLEWOOD AVE	SIGNAL SYNCHRONIZATION	6	6
LOS ANGELES	LAF1300	1ITS04	PALMDALE	LOCAL HIGHWAY		VARIOUS STREETS	LANCASTER	PALMDALE	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)	2029	VARIOUS STREETS	N/A	LANCASTER	PALMDALE	SIGNAL SYNCH	N/A	N/A

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
LOS ANGELES	LAF1312	1ITS04	LOS ANGELES COUNTY	LOCAL HIGHWAY		GATEWAY CITIES	VARIOUS	VARIOUS	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.	2025	GATEWAY CITIES	N/A	VARIOUS	VARIOUS	N/A	N/A	N/A
LOS ANGELES	LAF1321	1ITS04	LOS ANGELES COUNTY	LOCAL HIGHWAY		MULTI JURISDICTIONAL	VARIOUS	VARIOUS	CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSPORTATION SYSTEM COMPONENTS. SYNCHRONIZES 83 CONSECUTIVE INTERSECTIONS.	2023	MULTI JURISDICTIONAL	N/A	VARIOUS	VARIOUS	N/A	N/A	N/A
LOS ANGELES	LAF3308	1ITS04	LOS ANGELES COUNTY	LOCAL HIGHWAY		SAN GABRIEL VALLEY	VARIOUS	CITIES	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.	2024	SAN GABRIEL VALLEY	N/A	VARIOUS	CITIES	TRAFFIC SIGNAL SYNCHRONIZATION	N/A	N/A
LOS ANGELES	LAF3309	1ITS04	LOS ANGELES COUNTY	LOCAL HIGHWAY		GATEWAY CITIES	VARIOUS GATEWAY	CITIES	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)	2024	GATEWAY CITIES	N/A	VARIOUS GATEWAY	CITIES	N/A	N/A	N/A
LOS ANGELES	LAF3310	1ITS04	LOS ANGELES COUNTY	LOCAL HIGHWAY		SOUTH BAY FORUM	VARIOUS	SOUTH BAY CITIES	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)	2025	SOUTHBAY FORUM	N/A	VARIOUS	SOUTHBAY CITIES	N/A	N/A	N/A
LOS ANGELES	LAF5301	1ITS04	REDONDO BEACH	LOCAL HIGHWAY		GRANT AVE	AVIATION BLVD	INGLEWOOD AVE	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).	2025	GRANT AVE	N/A	AVIATION BLVD	INGLEWOOD AVE	SIGNAL SYNCH	N/A	N/A
LOS ANGELES	LAF5310	1ITS04	LOS ANGELES COUNTY	LOCAL HIGHWAY		RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD	VARIOUS	CITIES	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)	2025	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD	N/A	VARIOUS	CITIES	SIGNAL SYNCH	N/A	N/A
LOS ANGELES	LAF5316	1ITS04	LOS ANGELES COUNTY	LOCAL HIGHWAY		SOUTH BAY TSSP VARIOUS STREETS	ET	AL	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.	2026	SOUTH BAY TSSP VARIOUS STREETS	N/A	ET	AL	SIGNAL SYNCH	N/A	N/A
LOS ANGELES	LAF7303	1ITS04	CULVER CITY	LOCAL HIGHWAY		CITYWIDE	E. WASHINGTON BLVD	W. WASHINGTON BLVD.	NETWORK-WIDE SIGNAL SYNC WITH VID & ARTERIAL PERFORMANCE MEASUREMENT SYSTEM FOR ATCS : (1) OPTIMIZES SIGNAL COORDINATION TIMING NETWORK-WIDE. (2) UPGRADES MAJOR INTERSECTIONS WITH ENHANCED SYSTEM DETECTION AND ARTERIAL PERFORMANCE MEASUREMENT CAPABILITIES ALONG WASHINGTON BL, SEPULVEDA BL, JEFFERSON BL, AND OTHERS. (16 SIGNALS THAT ARE SYNCHED)	2024	CITYWIDE	N/A	E. WASHINGTON BLVD	W. WASHINGTON BLVD.	NETWORK-WIDE SIGNAL SYNCHRONIZATION ACROSS VARIOUS CORRIDORS IN THE CITY OF CULVER CITY	N/A	N/A

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LOS ANGELES	LAF7305	1ITS04	LOS ANGELES COUNTY	LOCAL HIGHWAY		NORWALK BL, SAN ANTONIO DR, PIONEER BL	BEVERLY BLVD	CARSON ST	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.	2025	NORWALK BL, SAN ANTONIO DR, PIONEER BL	0	BEVERLY BLVD	CARSON ST	SIGNAL SYNCH PROJECT	0	0
LOS ANGELES	LAF7306	1ITS04	LOS ANGELES COUNTY	LOCAL HIGHWAY		FOOTHILL BOULEVARD	LOWELL AVE	CROWN AVE	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.	2025	FOOTHILL BOULEVARD	0	LOWELL AVE	CROWN AVE	SIGNAL SYNCH PROJECT	0	0
LOS ANGELES	LAF7307	1ITS04	LOS ANGELES COUNTY	LOCAL HIGHWAY		PECK ROAD	HEMLOCK ST	WORKMAN MILL RD	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).	2025	PECK ROAD	0	HEMLOCK ST	WORKMAN MILL RD	SIGNAL SYNCH PROJECT	0	0
LOS ANGELES	LAF7308	1ITS04	LOS ANGELES COUNTY	LOCAL HIGHWAY		EASTERN AVENUE	MEDFORD STREET	OLYMPIC BOULEVARD	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).	2025	EASTERN AVENUE	16110	MEDFORD STREET	OLYMPIC BOULEVARD	TIME-BASED TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES, INTERSECTION OPERATIONS IMPROVEMENTS, AND INSTALLATION OF COMMUNICATIONS TO TRAFFIC SIGNALS.	4	4
LOS ANGELES	LAF7309	1ITS04	SOUTH GATE	LOCAL HIGHWAY		TWEEDY BLVD	ALAMEDA ST	ATLANTIC AVE	TWEEDY BOULEVARD SIGNAL SYNCHRONIZATION PROJECT : (1) INTERCONNECTS 18 TRAFFIC SIGNALS USING FIBER OPTIC CABLE AND WIRELESS COMMUNICATIONS (2) SYNCHRONIZES SIGNAL TIMING TO IMPROVE TRAFFIC FLOW, AND REDUCES DELAYS ALONG THE 2.7-MILE ARTERIAL. (3) INSTALL A CLOSED CIRCUIT TELEVISION CAMERA (CCTV) AT THE INTERSECTION OF LONG BEACH BL TO SUPPORT THE ADVANCE TRANSPORTATION MANAGEMENT SYSTEMS	2024	TWEEDY BLVD	0	ALAMEDA ST	ATLANTIC AVE	SIGNAL SYNCHRONIZATION PROJECT	0	0
LOS ANGELES	LAF7310	1ITS04	LOS ANGELES COUNTY	LOCAL HIGHWAY		NORMANDIE AVENUE	92ND STREET	EL SEGUNDO BLVD	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.	2025	NORMANDIE AVENUE	10560	92ND STREET	EL SEGUNDO BLVD	TIME-BASED TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONS IMPROVEMENTS.	4	4
LOS ANGELES	LAF7311	1ITS04	DOWNEY	LOCAL HIGHWAY		VARIOUS STREETS CITYWIDE	VARIOUS	VARIOUS	PROGRAM : (1) SYNCHRONIZES TRAFFIC SIGNALS ALONG EXISTING TRANSIT ROUTES. (2) INSTALLS NEW FIBER OPTIC COMMUNICATION ALONG 5.5 MILES OF ARTERIAL STREETS TO CONNECT SIGNALS TO THE CENTRAL TRAFFIC MANAGEMENT CENTER. (3) INSTALLS AND INTEGRATES TRANSIT PRIORITY SYSTEM WITH THE TRAFFIC SIGNAL SYSTEM.	2025	VARIOUS STREETS CITYWIDE	0	VARIOUS	VARIOUS	SIGNAL SYNCH PROJECT	0	0
LOS ANGELES	LAF9303	1ITS04	LOS ANGELES COUNTY	LOCAL HIGHWAY					SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT. THIS PROJECT INCLUDES TRAFFIC SIGNAL SYNCHRONIZATION ON CRENSHAW BOULEVARD BETWEEN 120TH STREET AND ROSECRANS AVENUE AND DEL AMO BOULEVARD BETWEEN AVALON BOULEVARD AND SUSANA ROAD (APPROX. 15+ SIGNALS) AND ALSO INCLUDES SYSTEMWIDE COORDINATION TIMING, OPERATIONAL IMPROVEMENTS AND ITS.	2027	CRENSHAW BLVD	7980 FT	120TH ST	ROSECRANS AVE	IMPROVE TRAFFIC SIGNAL OPERATIONS (UPGRADE TO FEDERAL AND STATE STANDARDS)	6	6

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LOS ANGELES	LAF9304	1ITS04	LOS ANGELES COUNTY	LOCAL HIGHWAY					THE DESIGN AND CONSTRUCTION OF TRAFFIC SIGNAL SYNCHRONIZATION AND INTELLIGENT TRANSPORTATION SYSTEM IMPROVEMENTS AND INSTALLATION OF PERFORMANCE MEASUREMENT DEVICES IN THE GATEWAY CITIES AREA. THERE ARE 39 INTERSECTIONS IN THE TSSP ROUTE.	2027	WHITTIER BLVD	32736	INDIANA STREET	PARAMOUNT BOULEVARD	MULTIPLE SIGNAL SYNCH	4	4
LOS ANGELES	LAF9305	1ITS04	LOS ANGELES COUNTY	LOCAL HIGHWAY					ANTELOPE VALLEY TRAFFIC SIGNAL CORRIDOR PROJECT. THIS PROJECT INCLUDES TRAFFIC SIGNAL SYNCHRONIZATION ON 50TH STREET WEST/RANCHO VISTA BOULEVARD BETWEEN AVENUE L AND PEONZA LANE (APPROX. 10+ SIGNALS) AND ALSO INCLUDES SYSTEMWIDE COORDINATION TIMING, OPERATIONAL IMPROVEMENTS AND ITS.	2028	50TH STREET WEST/RANCHO VISTA BOULEVARD	16896	WEST AVENUE L	PEONZA LANE	SIGNAL SYNCHRONIZATION	4	4
LOS ANGELES	LAF9307	1ITS04	INGLEWOOD	LOCAL HIGHWAY		PINCAY DRIVE	PRAIRIE AVENUE	CRENSHAW BOULEVARD	CITY OF INGLEWOOD ITS PHASE VI PROJECT: 5,280 FEET OF FIBER OPTIC ALONG PINCAY DRIVE; REPLACE 170 CONTROLLERS WITH TYPE 2070 CONTROLLERS AT TWELVE INTERSECTIONS; TRAFFIC SIGNAL SYNCHRONIZATION ALONG PINCAY DRIVE BETWEEN PRAIRIE AND CRENSHAW; INSTALL CHANGEABLE MESSAGE SIGN AT CENTURY/PRAIRIE; AND MODERNIZING CITY HALL TMC TO PROVIDE ADAPTIVE TRAFFIC CONTROL AND MEET CURRENT STANDARDS.	2024	PINCAY DRIVE	5280	PRAIRIE AVENUE	CRENSHAW BOULEVARD	FIBER OPTIC COMMUNICATIONS, TRAFFIC SIGNAL SYNCHRONIZATION AND TRAFFIC SIGNAL CONTROLLER UPGRADES FOR 3 CONSECUTIVE SIGNALIZED INTERSECTIONS.	4	4
LOS ANGELES	LAF9313	1ITS04	SAN FERNANDO	LOCAL HIGHWAY		TRUMAN STREET	WOLFSKILL STREET	HUBBARD STREET	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.	2024	SAN FERNANDO MISSION BOULEVARD	3062	SAN FERNANDO ROAD	OMELVENY AVENUE	6 SIGNAL SYNCHRONIZATION INTERSECTIONS	4	4
LOS ANGELES	LAF9314	1ITS04	LONG BEACH	LOCAL HIGHWAY		VARIOUS	SHORELINE DR	PARK AVE	THIS PROJECT IMPROVES OPERATION OF 8 MAJOR ARTERIALS 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	2025	VARIOUS	2.4 MI	SHORELINE DR	PARK AVE	SIGNAL SYNCHRONIZATION	4	4
LOS ANGELES	LATR02018	1ITS04	LOS ANGELES COUNTY	LOCAL HIGHWAY		WHITTIER BLVD	INDIANA AVE	SAYBROOK AVE	THE WHITTIER BOULEVARD TRANSIT SIGNAL PRIORITY PROJECT (PROJECT) INCLUDES THE DEPLOYMENT OF ITS INFRASTRUCTURE TO ENHANCE ARTERIAL OPERATIONS AND MONITORING IN EAST LOS ANGELES. WIRELESS COMMUNICATIONS AND UPGRADED CONTROLLER EQUIPMENT WILL BE DEPLOYED ALONG A CRITICAL SEGMENT OF WHITTER BLVD. THAT SERVES METRO RAPID LINE 720 AND PROVIDES PARALLEL CAPACITY TO THE 1-10 EXPRESSLANES.	2025	WHITTIER BLVD	3.3	INDIANA AVE	SAYBROOK AVE	ITS ALONG WHITTIER BLVD	4	4
LOS ANGELES	LATR02020	1ITS04	GARDENA	LOCAL HIGHWAY		VERMONT AVE	EL SEGUNDO BLVD	182ND ST	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.	2024	VERMONT AVE	3.5	EL SEGUNDO BLVD	182ND ST	SIGNAL PRIORITY	4	4
LOS ANGELES	LA0G1704	1ITS04	COMMERCE	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.	2026	ATLANTIC BOULEVARD		FERGUSON DRIVE	TELEGRAPH ROAD			
LOS ANGELES	LA0G1713	1ITS04	COMPTON	LOCAL HIGHWAY					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.	2025							
LOS ANGELES	LAF9302	1ITS04	LOS ANGELES COUNTY	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.	2025					TRAFFIC SIGNAL SYNCHRONIZATION AND ITS IMPROVEMENTS FOR 29 SIGNALS		

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
LOS ANGELES	LAF7316	1ITS05	LONG BEACH	LOCAL HIGHWAY					UPGRADES TRAFFIC SIGNALS ALONG ARTESIA BL BETWEEN LONG BEACH BL AND DOWNEY AV TO CONNECT WITH ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS), INSTALLS CCTV AND CMS ON ARTESIA BL, INSTALLS FIBER OPTIC CABLE AND DEVICES TO CONNECT SIGNALS TO EACH OTHER AND TRAFFIC MANAGEMENT CENTER (TMC), NEW TRAFFIC SIGNALS IN SHARED JURISDICTIONS WITH COMPTON ON THE WEST END AND BELLFLOWER ON THE EAST END, INSTALL 3.5 MILES OF CLASS IV BIKEWAYS IN BOTH DIRECTIONS, AND PEDESTRIAN IMPROVEMENTS.	2025					INTEGRATE ARTESIA BLVD. INTO THE ATCS SYSTEM, INSTALL CCTVS AND CHANGEABLE MESSAGE SIGNS, AND BICYCLE, TRANSIT AND PEDESTRIAN IMPROVEMENTS.		
LOS ANGELES	LAF7204	1O0701	LONG BEACH	LOCAL HIGHWAY		PIER B STREET	PICO AVENUE	EDISON AVENUE	(1) REALIGNS PIER B ST. BETWEEN PICO AVE. AND ANAHEIM WAY AND WIDENS INTO 2 LANES IN EACH DIRECTION TO IMPROVE GOODS MOVEMENT MOBILITY, AND ENHANCE PEDESTRIAN TRAVEL THROUGH THE ADDITION OF STREET LIGHTING AND SIGNAGE. (2) REALIGNS PICO AVE. TO THE WEST FROM PIER B ST./I-710 RAMPS TO PIER D ST. (3) CONSTRUCTS AND REPLACES 7,250 FEET OF SIDEWALK ON THE SOUTH SIDE OF PIER B ST. AND ALONG THE WEST SIDE OF PICO AVE. (4) CLOSE THE AT-GRADE RAILROAD CROSSING AT 9TH STREET.	2030	PIER B STREET	0.6	PICO AVENUE	EDISON AVENUE	THE PROJECT INTENDS TO REALIGN PIER B STREET (0.9 MILES OF ROADWAY) AND WIDEN IT TO A FOUR-LANE FACILITY (TWO LANES IN EACH DIRECTION). PORTIONS OF PICO AVENUE WILL ALSO BE SLIGHTLY REALIGNED AS PART	2	4
LOS ANGELES	LAF7521	1O1007	REDONDO BEACH	LOCAL HIGHWAY		PROSPECT AVE	ANITA ST	S, PACIFIC COAST HWY	BICYCLE TRANSPORTATION PLAN IMPLEMENTATION PHASE II: (1) ROAD DIET WITH BIDIRECTIONAL CLASS 2 BIKE LANES ON PROSPECT AV (3.33MI) AND ON CATALINA AV (1.63MI). (2) INSTALLS BULBOUTS AT STOP-CONTROLLED INTERSECTIONS ON CATALINA. (3) INSTALLS ROUNDABOUT ON NORTH HARBOR DR AT YACHT CLUB WY AND AT HERONDO ST. (4) INSTALLS HIGH-VISIBILITY CROSSWALKS AT ALL-WAY CONTROLLED INTERSECTIONS AND AT CROSSINGS APPROACHING THE ROUNDABOUT.	2023	PROSPECT AVE	3.33	ANITA ST	S, PACIFIC COAST HWY	ROAD DIET AND INSTALL CLASS II BIKE LANE	4	2
LOS ANGELES	LAF9102	1O1007	HAWTHORNE	LOCAL HIGHWAY		HAWTHORNE BLVD	IMPERIAL BLVD	EL SEGUNDO BLVD	5 INTERSECTION LOCATIONS; SIGNAL IMPROVEMENT INCLUDE UPGRADE TRAFFIC SIGNAL CONTROLLER AND CABINET ENABLING, REWIRING OF THE SIGNALIZED INTERSECTION TO ENSURE COMMUNICATION BETWEEN SIGNAL EQUIPMENT; UPGRADE PEDESTRIAN SIGNALS TO COUNT DOWN TYPE AND PUSH BUTTONS, INSTALL BATTERY BACKUP SYSTEM TO MINIMIZE DISRUPTION OF TRAFFIC DURING POWER OUTAGE NEW VEHICLE DETECTION INCLUDING BICYCLE LOOPS/SENSORS; NEW BIKE LANE WILL BE ONE MILE (EACH WAY).	2024	HAWTHORNE BLVD	.98 MI	IMPERIAL BLVD	EL SEGUNDO BLVD	PROPOSED BIKE ROUTE	6	6
LOS ANGELES	LAF9525	1O1007	DOWNEY	LOCAL HIGHWAY			FLORENCE AVE	IMPERIAL HWY	THIS PROJECT WILL CONVERT 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.	2025	OLD RIVER SCHOOL RD	12619 FT	FLORENCE AVE	IMPERIAL HWY	NEW BIKE LANE IMPLEMENTATION		
LOS ANGELES	LAMIPMR113	220A1L24	ALHAMBRA	LOCAL HIGHWAY		FREMONT AVENUE			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.	2032	FREMONT AVENUE	2.2 MI	NORTH CITY LIMITS	MONTEZUMA/I-10 FREEWAY	UPDATE 12 TRAFFIC SIGNAL'S TIMING/SYNC & EQUIPMENT	4	4
LOS ANGELES	LAMIPMR116	220A1L26	ALHAMBRA	LOCAL HIGHWAY		VALLEY BLVD			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.	2026	VALLEY BLVD	3 MI	WEST CITY LIMIT	EAST CITY LIMIT	UPGRADE 20 TRAFFIC SIGNAL'S TIMING/SYNC & EQUIPMENT	4	4

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LOS ANGELES	LA9918934	220A1L29	GLENDALE	LOCAL HIGHWAY					BROADWAY TRAFFIC SIGNAL MODIFICATIONS PROJECT INCLUDES MODIFICATIONS TO THE EXISTING SIGNAL SYSTEM ON BROADWAY FROM SAN FERNANDO RD TO CENTRAL AVE AT CENTRAL AVE., COLUMBUS AVE. AND GALLERIA WAY. THE PROJECT WILL HAVE 3 SIGNAL SYNCHRONIZATION LOCATIONS.	2023	BROADWAY	0.1	SAN FERNANDO	CENTRAL	SEE MAP ATTACHED	4	4
LOS ANGELES	LAF1311	220A1L30	LOS ANGELES COUNTY	LOCAL HIGHWAY		SOUTH BAY			PROJECT. DESIGN & CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSP. SYSTEM COMPONENTS ON REGIONAL ARTERIALS. SYNCHRONIZES 50 CONSECUTIVE INTERSECTIONS.	2024	SOUTH BAY	N/A	VARIOUS	VARIOUS	SIGNAL SYNC - 50 INTERSECTIONS	N/A	N/A
LOS ANGELES	LA9918792	220A1L31	MAYWOOD	LOCAL HIGHWAY		SLAUSON AVENUE	ATLANTIC BLVD.	MAYWOOD AVENUE	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	SLAUSON AVE		ATLANTIC	MAYWOOD	SIGNAL SYNC		
LOS ANGELES	LA9918954	220A1L38	LONG BEACH	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.	2028	STUDEBAKER RD		2ND ST	CARSON ST		4	4
LOS ANGELES	LA0G1509A	224L010	NORWALK	LOCAL HIGHWAY		FIRESTONE BLVD	STUDEBAKER RD.	IMPERIAL HWY	FIRESTONE BLVD IMPROVEMENTS FROM STUDEBAKER RD. TO IMPERIAL HWY (3320 FT). WIDENING APPROXIMATELY 1800 FT. WITHIN THE PROJECT SEGMENT FROM 5 TO 6 LANES (FROM 80 FT. TO 90 FT.) BY NARROWING CENTER MEDIAN ON FIRESTONE BLVD, FROM ELMCROFT AVE. TO ORR AND DAY RD. INSTALL CLASS II BIKE LANE ON ENTIRE PROJECT SEGMENT FROM STUDEBAKER TO IMPERIAL HWY (3320 FT).	2030	FIRESTONE BLVD	1800'	ELMCROFT AVE.	ORR & DAY RD.	ROADWAY WIDENING WILL OCCUR BEWTEEN ELMCROFT AVE AND ORR & DAY RD	5	6
LOS ANGELES	LA0C8046	LA0C8046	LOS ANGELES, CITY OF	LOCAL HIGHWAY		BURBANK BLVD	LANKERSHIM BLVD	CLEON AVE	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	BURBANK BLVD	0.6 MI.	LANKERSHIM BLVD	CLEON AVE		2	2
LOS ANGELES	LA0D173	LA0D173	CARSON, CITY OF	LOCAL HIGHWAY		SEPULVEDA BLVD	ALAMEDA ST	EAST CITY LIMIT	BRIDGE NO. 53C0832, SEPULVEDA BLVD, OVER DOMINGUEZ CHANNEL, 1/2 MI E/O ALAMEDA ST. REHABILITATE 4-LANE BRIDGE & WIDEN TO 6-LANE, UPGRADE BRIDGE RAILINGS.	2030	SEPULVEDA BLVD	0	ALAMEDA ST	EAST CITY LIMIT	WIDEN BRIDGE OVER DOMINGUEZ CHANNEL	4	6
LOS ANGELES	LA0D461	LA0D461	LOS ANGELES COUNTY	LOCAL HIGHWAY		OLD ROAD	HILLCREST PKWY	LAKE HUGHES RD	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.	2026	OLD ROAD	2.1 MILES	HILLCREST PKWY	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)	2	4
LOS ANGELES	LA0D465	LA0D465	LOS ANGELES COUNTY	LOCAL HIGHWAY		COLIMA	HACIENDA	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.	2025	COLIMA	2.1	HACIENDA	FULLERTON	ROADWAY WIDENING AND INTERSECTION IMPROVEMENTS	2	3
LOS ANGELES	LA0D476	LA0D476	SANTA CLARITA	LOCAL HIGHWAY		VIA PRINCESSA	MAGIC MOUNTAIN PKWY	GOLDEN VALLEY ROAD	VIA PRINCESSA EXTENSION (3 OF 3) FROM MAGIC MOUNTAIN PKWY TO GOLDEN VALLEY RD: CONSTRUCT APPROXMTLY A 1-MILE FACILITY (3 LANES IN EACH DIRECTION), OUTSIDE CURB & GUTTER, & DRAINAGE IMPRVMT	2025	VIA PRINCESSA	1	MAGIC MOUNTAIN PKWY	GOLDEN VALLEY ROAD	NEW ROAD SEGMENT	0	6

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LOS ANGELES	LA0G1105	LA0G1105	PICO RIVERA	LOCAL HIGHWAY					BRIDGE NO. 53C0857 - TELEGRAPH ROAD OVER SAN GABRIEL RIVER BRIDGE; 1. DEMOLISH EXISTING BRIDGE WITH FOUR LANES. 2. CONSTRUCT, TWO PARALLEL, 3-LANE STRUCTURES W/ CIP/PS BOX GIRDERS. PROJECT COMBINED WITH LAF9122, I.E. LAF9122 FUNDS WERE ADDED HERE.	2035	TELEGRAPH ROAD		TRUE AVENUE	ORR AND DAY ROAD	REPLACING EXISTING FOUR-LANE BRIDGE WITH TWO SEPARATE THREE-LANE CIP/PS CONC. BOX.	4	6
LOS ANGELES	LA0G451	LA0G451	CULVER CITY	LOCAL HIGHWAY		HIGUERA ST	EASTHAM DR.	JEFFERSON BLVD.	BRIDGE NO. 53C0876, HIGUERA ST, OVER BALLONA CR. BETWEEN EASTHAM DRIVE AND JEFFERSON BLVD. REPLACE 3 LANE BRIDGE WITH A NEW 4 LANE BRIDGE.	2027	HIGUERA ST	400	EASTHAM DR.	JEFFERSON BLVD.	REPLACE BRIDGE AND ADD ONE LANE	3	4
LOS ANGELES	LA0G740	LA0G740	SANTA CLARITA	LOCAL HIGHWAY		LYONS AVENUE	WILEY CANYON ROAD	RAILROAD AVENUE	CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE LYONS AVENUE FROM WILEY CANYON ROAD TO RAILROAD AVENUE FROM EXISTING CONDITIONS TO ACCOMMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 1.7 MILES	2025	LYONS AVENUE	1.7	WILEY CANYON ROAD	RAILROAD AVENUE	RESTRIPE	4	6
LOS ANGELES	LA0G742	LA0G742	SANTA CLARITA	LOCAL HIGHWAY		ORCHARD VILLAGE ROAD	MCBEAN PARKWAY	LYONS AVENUE	RESTRIPE ORCHARD VILLAGE ROAD FROM MCBEAN PARKWAY TO LYONS AVENUE FROM 4 TO 6 LANES; APPROXIMATELY 1.3 MILES	2029	ORCHARD VILLAGE ROAD	1.3	MCBEAN PARKWAY	LYONS AVENUE	RESTRIPE	4	6
LOS ANGELES	LA0G744	LA0G744	SANTA CLARITA	LOCAL HIGHWAY		RAILROAD AVENUE	NEWHALL AVENUE	BOUQUET CANYON ROAD	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	2029	RAILROAD AVENUE	3	NEWHALL AVENUE	BOUQUET CANYON ROAD	RESTRIPE	4	6
LOS ANGELES	LA0G745	LA0G745	SANTA CLARITA	LOCAL HIGHWAY		BOUQUET CANYON ROAD	SECO CANYON ROAD	PLUM CANYON ROAD	CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE BOUQUET CANYON ROAD FROM SECO CANYON ROAD TO PLUM CANYON ROAD TO ACCOMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 2.2 MILES	2029	BOUQUET CANYON ROAD	2.2	SECO CANYON ROAD	PLUM CANYON ROAD	RESTRIPE	4	6
LOS ANGELES	LA0G746	LA0G746	SANTA CLARITA	LOCAL HIGHWAY		PLUM CANYON ROAD	BOUQUET CANYON ROAD	CITY LIMIT	CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE PLUM CANYON ROAD FROM BOUQUET CANYON ROAD TO CITY LIMIT TO ACCOMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 0.5 MILES	2029	PLUM CANYON ROAD	0.5	BOUQUET CANYON ROAD	CITY LIMIT	RESTRIPE	4	6
LOS ANGELES	LA0G747	LA0G747	SANTA CLARITA	LOCAL HIGHWAY		WHITES CANYON ROAD	SOLEDAD CANYON ROAD	CITY LIMIT	CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE WHITES CANYON ROAD FROM SOLEDAD CANYON ROAD TO CITY LIMIT TO ACCOMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 2 MILES	2029	WHITES CANYON ROAD	2	SOLEDAD CANYON ROAD	CITY LIMIT	RESTRIPE	4	6
LOS ANGELES	LA0G748	LA0G748	SANTA CLARITA	LOCAL HIGHWAY		GOLDEN VALLEY ROAD	GOLDEN VALLEY ROAD 2.5 SOLEDAD CANYON ROAD	SIERRA HIGHWAY	WIDEN AND RESTRIPE GOLDEN VALLEY ROAD FROM EXISTING CONDITIONS ON SOLEDAD CANYON ROAD TO SIERRA HIGHWAY FROM 4 TO 6 LANES; APPROXIMATELY 2.5 MILES, AND INSTALL TRAFFIC SIGNAL.	2027	GOLDEN VALLEY ROAD	2.5	GOLDEN VALLEY ROAD 2.5 SOLEDAD CANYON ROAD	SIERRA HIGHWAY	RESTRIPE	4	6
LOS ANGELES	LA0G751	LA0G751	SANTA CLARITA	LOCAL HIGHWAY		SIERRA HIGHWAY	VIA PRINCESSA	CITY LIMIT	CONSTRUCT INTERSECTION IMPORVEMENTS, WIDEN AND RESTRIPE SIERRA HIGHWAY FROM VIA PRINCESSA TO CITY LIMIT TO ACCOMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 5.5 MILES	2029	SIERRA HIGHWAY	5.5	VIA PRINCESSA	CITY LIMIT	RESTRIPE	4	6
LOS ANGELES	LA0G754	LA0G754	SANTA CLARITA	LOCAL HIGHWAY		VISTA CANYON ROAD	JAKES WAY	SOLEDAD CANYON	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	VISTA CANYON ROAD	750'	JAKES WAY	SOLEDAD CANYON	NEW ROADWAY	0	2
LOS ANGELES	LA0G830	LA0G830	LONG BEACH	LOCAL HIGHWAY		N/A	N/A	N/A	SR-710 IMPROVEMENTS/SHOEMAKER BRIDGE REPLACEMENT: REPLACE THE EXISTING SHOEMAKER BRIDGE WITH A NEW BRIDGE. THE NEW BRIDGE WILL BE REDUCED TO HAVE TWO MIXED-FLOW LANES IN THE NB AND IN THE SB DIRECTIONS TO TIE THE FLOW INTO SR-710. THE NEW BRIDGE WILL ALSO INCLUDE PEDESTRIAN AND BICYCLE ACCESS. ADDITIONALLY, BICYCLE, PEDESTRIAN, AND STREET ENHANCEMENTS WILL BE PROVIDED ON ADJACENT THOROUGHFARES.	2029	N/A	N/A	N/A	N/A	REPLACE EXISTING BRIDGE AND OFF RAMPS	7	4
LOS ANGELES	LA960170	LA960170	SANTA CLARITA	LOCAL HIGHWAY		MAGIC MOUNTAIN PKWY	SAN FERNANDO ROAD	VIA PRINCESSA	MAGIC MOUNTAIN PARKWAY EXTENSION FROM THE INTERSECTION OF BOUQUET CANYON/RAILROAD AVENUE TO VIA PRINCESSA: CONSTRUCT A NEW ROAD AND BRIDGE WITH 3 LANES IN EACH DIRECTION	2029	MAGIC MOUNTAIN PKWY	0.5	SAN FERNANDO ROAD	VIA PRINCESSA	NEW BRIDGE AND ROADWAY.	0	6
LOS ANGELES	LA9708004	LA9708004	SANTA CLARITA	LOCAL HIGHWAY		SANTA CLARITA PARKWAY	BOUQUET CANYON	SOLEDAD CANYON	SANTA CLARITA PARKWAY FROM BOUQUET CYN RD/SOLEDAD CYN INSTALL NEW ROADWAY (0 TO 4 LANES) (2.5 MILE)	2029	SANTA CLARITA PARKWAY	1.1	BOUQUET CANYON	SOLEDAD CANYON	NEW ROADWAY	0	4

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LOS ANGELES	LA990359	LA990359	SAN GABRIEL VALLEY COG	LOCAL HIGHWAY					GRADE SEP XINGS SAFETY IMPR; 35- MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY - EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA &L.A. SUBDIV - ITS 2318 SAFETEA #2178;1436 #1934 PPNO 2318. NOGALES(LA) PROJECT INCLUDES WIDENING FROM 2 TRAVEL LANES TO 4 TRAVEL LANES OF E.WALNUT DRIVE NO. EAST OF NOGALES FOR 2600 LINEAR FEET AND WIDENING FROM 2 TRAVEL LANES TO 4 TRAVEL LANES OF GALE AVE. WEST OF NOGALES FOR 1900 LINEAR FEET.	2028	WALNUT DRIVE NORTH	2600 LF	NOGALES	CITY/COUNTY LIMIT	WIDENING TO IMPROVE SAFETY	2	4
LOS ANGELES	LA9910013	LA9910013	SANTA CLARITA	LOCAL HIGHWAY		VIA PRINCESSA	GOLDEN VALLEY ROAD	ISABELLA PKWY	VIA PRINCESSA (1 OF 3) EXTENSION FROM GOLDEN VALLEY ROAD TO APPROXIMATELY 350M WEST OF RAINBOW GLEN DRIVE, EAST OF ISABELLA PKWY	2029	VIA PRINCESSA	0.9	GOLDEN VALLEY ROAD	ISABELLA PKWY	NEW ROADWAY	0	6
LOS ANGELES	LA9910014	LA9910014	SANTA CLARITA	LOCAL HIGHWAY		VIA PRINCESSA PKWY	OAKRIDGE DRIVE	MAGIC MOUNTAIN PKWY	VIA PRINCESSA (2 OF 3) FROM OAKRIDGE DRIVE TO MAGIC MTN PRKWAY. FROM 0 - 6 LANES; LESS THAN ONE MILE.	2027	VIA PRINCESSA PKWY	0.5	OAKRIDGE DRIVE	MAGIC MOUNTAIN PKWY	NEW ROADWAY	0	6
LOS ANGELES	LA9910016	LA9910016	SANTA CLARITA	LOCAL HIGHWAY		SANTA CLARITA PKWY	SOLEDAD CANYON	VIA PRINCESSA	SANTA CLARITA PKWY FROM SOLEDAD CYN RD TO VIA PRINCESSA (1.6 MILES); FROM 0 TO 6 LANES.	2029	SANTA CLARITA PKWY	1	SOLEDAD CANYON	VIA PRINCESSA	NEW ROADWAY	0	6
LOS ANGELES	LA9910017	LA9910017	SANTA CLARITA	LOCAL HIGHWAY		SANTA CLARITA PKWY	VIA PRINCESSA	SR-14	SANTA CLARITA PKWY FROM VIA PRINCESSA TO STATE HWY 14 (1 MILE) FROM 0 TO 6 LANES.	2029	SANTA CLARITA PKWY	1	VIA PRINCESSA	SR-14	NEW ROADWAY	0	6
LOS ANGELES	LA9918856	LA9918856	BURBANK	LOCAL HIGHWAY		SAN FERNANDO BLVD	GRISMER AVE	ALAMEDA AVE	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						
LOS ANGELES	LA996347	LA996347	SOUTH GATE	LOCAL HIGHWAY		FIRESTONE BLVD.	RAYO AVE.	I-710 FREEWAY	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	FIRESTONE BLVD.	0.1	RAYO AVE.	I-710 FREEWAY	ROADWAY AND BRIDGE WIDENING	6	7
LOS ANGELES	LAMATFLM110	LAMATFLM110	LONG BEACH	LOCAL HIGHWAY					THE 6TH STREET DOWNTOWN BIKEWAY PROJECT WILL TRANSFORM 6TH STREET FROM MAINE AVENUE TO ATLANTIC AVENUE (.9 MILES) FROM A THREE LANE ONE-WAY ARTERIAL TO A CALM NEIGHBORHOOD STREET WITH A SINGLE ONE-WAY THROUGH LANE, TWO-WAY PROTECTED CYCLETRACK, AND A TREE-LINED MEDIAN. PEDESTRIANS WILL ALSO BENEFIT FROM SIGNIFICANTLY SHORTER STREET CROSSINGS, STOP CONTROLLED INTERSECTIONS, AND REDUCED VEHICLE SPEEDS AND VOLUMES.	2027	6TH STREET		MAINE AVENUE	ATLANTIC AVENUE	REPLACE TWO TRAVEL LANES WITH A BIDIRECTIONAL CLASS IV BIKEWAY, LANDSCAPED MEDIAN WITH ACCESSIBLE SIDEWALK. ADD BIKE SIGNALS AT RAIL CROSSINGS, REPLACE OTHER EXISTING SIGNALS WITH STOP CTRLS	3	1
LOS ANGELES	LAMIPMR103	LAMIPMR103	MONTEREY PARK	LOCAL HIGHWAY					IMPROVE RAMONA RD/I-710 OFF-RAMP SOUTH OF I-10 FREEWAY TO EXTEND 2 LANES ON THE I-710 OFF-RAMP FURTHER SOUTH; CREATE A THIRD LANE AS A FREE RIGHT-TURN LANE ONTO SB CORPORATE CENTER DRIVE; AND ADD A THIRD SB LANE ON CORPORATE CENTER DRIVE FOR APPROXIMATELY 300' FEET WHICH WILL TRANSITION INTO EXISTING CURB LANE. WORK WILL REQUIRE RETAINING WALL AND COORDINATION WITH CALTRANS.	2029						
LOS ANGELES	LAMIPMR104	LAMIPMR104	MONTEREY PARK	LOCAL HIGHWAY					IMPROVE GARFIELD AVENUE TO PROVIDE 3 SB LANES AND 2 NB LANES AND A 10FT CENTER LANE. EXISTING STREET IS 66FT WIDE MAKING 6 LANES FEASIBLE IF ON-STREET PARKING IS REMOVED. ADDITIONAL LANE WILL INCREASE CAPACITY, IMPROVE TRAFFIC FLOW, AND REDUCE CONGESTION ALONG GARFIELD AVE.	2028	GARFIELD AVE	885'	HELLMAN AVE	HILLARD AVE	UPDATE GARFIELD AVE TO 3 SB LANES, 2 NB LANES, & A CENTER LANE	4	6
LOS ANGELES	LAMIPMR105	LAMIPMR105	MONTEREY PARK	LOCAL HIGHWAY					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.	2030						
LOS ANGELES	LAMIPMR106	LAMIPMR106	MONTEREY PARK	LOCAL HIGHWAY					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.	2030						
LOS ANGELES	LA9918855	LA9918855	BURBANK	LOCAL HIGHWAY					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.	2025						

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
LOS ANGELES	LA9918952	LA9918952	LOS ANGELES COUNTY	LOCAL HIGHWAY		AVALON BLVD			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.	2025							
LOS ANGELES	LA9919305	LA9919305	SIGNAL HILL	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.	2033							
LOS ANGELES	LA9919317	LA9919317	LOS ANGELES COUNTY	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.	2032							
LOS ANGELES	LA9919318	LA9919318	LOS ANGELES COUNTY	LOCAL HIGHWAY		VAN NESS AVE			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.	2032							
LOS ANGELES	LAMIPMR115	LAMIPMR115	MONTEREY PARK	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.	2030							
LOS ANGELES	LAMIPMR126	LAMIPMR126	SAN GABRIEL	LOCAL HIGHWAY					AT THE VALLEY BOULEVARD AND DEL MAR AVENUE INTERSECTION, WIDEN THE SW CORNER TO ADD A 110' RIGHT TURN LANE, ADD 760' EB & 680' WB THIRD THROUGH LANE. THE PROJECT WILL ALSO RECONSTRUCT THE ASPHALT PAVEMENT AT THE INTERSECTION, REPLACE DAMAGED CURB AND GUTTER/DRIVEWAY APPROACHES/SIDEWALKS, AND RECONSTRUCT ADA RAMPS AS NEEDED. THE PROJECT WILL NOT ADD ANY BIKE LANE TO THE INTERSECTION.	2030	VALLEY BLVD		MANLEY	PALM	INTERSECTION WIDENING	7	9
LOS ANGELES	LAMIPMR127	LAMIPMR127	SAN GABRIEL	LOCAL HIGHWAY					THE PROPOSED IMPROVEMENT CONSISTS OF ADDING 750' WB THIRD THROUGH LANE, WIDENING CURB RETURN IN SW CORNER, RECONSTRUCT ASPHALT PAVEMENT AT THE INTERSECTION, REPLACE DAMAGED CURB/GUTTER/SIDEWALKS/DRIVEWAY APPROACHES, AND RECONSTRUCT ADA RAMPS AS NEEDED. NO BIKE LANE WILL BE ADDED IN THE INTERSECTION. ALL PROPOSED LANES ARE WITHIN THE EXISTING CURBS. SEE THE CONCEPTUAL PLAN FOR THE EXISTING VS PROPOSED LANES LAYOUT.	2030	NEW AVE		BENCAMP	SHORB	INTERSECTION WIDENING	6	
LOS ANGELES	LAMIPMR123	LAMIPMR123	ALHAMBRA	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.	2031	I-710	0.5	I-10/SR-710 INTERCHANGE	VALLEY BLVD	RECONFIGURE FREEWAY SECTION	6	4
LOS ANGELES	LAMIP103	1M0101	LOS ANGELES, CITY OF	LOCAL HIGHWAY		VALLEY BOULEVARD			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	VALLEY BOULEVARD	2.9 MI	SOTO STREET	710 FREEWAY	MOBILITY IMPROVEMENTS FOR ALL MODES	6	6

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LOS ANGELES	LA9918916	2A98L00	PARAMOUNT	LOCAL HIGHWAY		ALONDRA BOULEVARD	HUNSAKER AVENUE	LAKEWOOD BOULEVARD	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.	2030	ALONDRA BOULEVARD	2.3 MILES	HUNSAKER AVENUE	LAKEWOOD BOULEVARD	WIDEN ROADWAY FROM 2 LANES TO 3 LANES IN EACH DIRECTION BY REDUCING THE MEDIAN AND PARKWAY WIDTHS: PROPOSED THIRD TRAVEL LANES WILL ALLOW ON-STREET PARKING DURING OFF-PEAK HOURS.	2	3
LOS ANGELES	LAMIPMR101	2A98L01	ALHAMBRA	LOCAL HIGHWAY		FREMONT AVENUE			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	FREMONT	0.35	VALLEY BLVD	MISSION RD	WIDEN STREETS TO ADD LANES, RESTRIPE, EXTEND TURN POCKETS	6	7
LOS ANGELES	LA9918793	2A98L02	LYNWOOD	LOCAL HIGHWAY		IMPERIAL HIGHWAY			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	2030	IMPERIAL HWY		STATE ST	WRIGHT RD	11 SIGNAL SYNCHRONIZATIONS		
LOS ANGELES	LAMIPMR111	2A98L04	ROSEMEAD	LOCAL HIGHWAY					INSTALL ADAPTIVE TRAFFIC SIGNAL CONTROL (ATSC) SYSTEM, INCLUDING NECESSARY SIGNAL SYSTEM UPGRADES FOR COMPLIANCE WITH CURRENT STANDARDS AT 39 SIGNALIZED LOCATIONS ALONG GARVEY AVE (9 INTERSECTIONS - W TO E CITY LIMITS), VALLEY BLVD (7 INTERSECTIONS - W TO E CITY LIMITS), SAN GABRIEL BLVD (6 INTERSECTIONS N TO S CITY LIMITS), WALNUT GROVE AVE (16 INTERSECTIONS - N TO S CITY LIMITS), AND ROSEMEAD BLVD (5 INTERSECTIONS - N TO S CITY LIMITS).	2027	WALNUT GROVE AVE,	3.65 MI	CITY LIMIT	CITY LIMIT	SIGNAL SYNC	4	4
LOS ANGELES	LAMIPMR102	2A98L09	SAN GABRIEL	LOCAL HIGHWAY					THE PROPOSED PROJECT WILL REPLACE AND UPGRADE TRAFFIC SIGNAL EQUIPMENT AT 30 SIGNALIZED INTERSECTIONS ALONG MAJOR ARTERIAL IN THE CITY OF SAN GABRIEL. THE PROPOSED UPGRADES INCLUDE, BUT ARE NOT LIMITED TO: NEW LOOP DETECTION, VIDEO DETECTION, BATTERY BACK-UP, NEW CONTROLLERS, AND COMMUNICATIONS. THE CITY SHALL FURNISH A LIST INTERSECTION LOCATIONS AND EQUIPMENT TO THE METRO PROJECT MANAGER PRIOR TO INSTALLATION AND IMPLEMENTATION. ALL 30 SIGNALS IS PROPOSED TO BE SYNCHRONIZED.	2025	VALLEY	7	NEW	DELTA	EW LOOP DETECTION, VIDEO DETECTION, BATTERY BACK-UP, NEW CONTROLLERS, AND COMMUNICATIONS	6	6
LOS ANGELES	18790	18790	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	710				ROUTE 710: STUDY TO PERFORM ALTERNATIVE ANALYSIS, ENGINEERING AND ENVIRONMENTAL STUDIES TO CLOSE 710 FREEWAY GAP. (EA # 187901, PPN0# 2215)	2025							
LOS ANGELES	LA0G1290	1120007	PORT OF LOS ANGELES	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		0.01	0.86	0.86	RECONFIGURATION AND WIDENING OF FREEWAY ON AND OFF RAMPS.	5	6
LOS ANGELES	LA0G1289	7120005	MALIBU	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	1	0	TOPANGA CANYON BLVD	JOHN TYLER DRIVE	TRAFFIC SIGNAL SYNCHRONIZATION	4	4

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LOS ANGELES	LA0G1324	1162S011		STATE HIGHWAY	105				ROUTE 105: IN LOS ANGELES COUNTY, IN VARIOUS CITIES, EXPRESSLANES BETWEEN I-405 AND I-605 [EA 31450] INCLUDING SIGNAGE IMPROVEMENTS BEGINNING AT PM 0.5 THROUGH PM 18.1. IN ADDITION TO SIGNAGE IMPROVEMENTS ON I-110 BETWEEN PM 13.8 TO PM 16.6	2028	105	16.2	IMPERIAL HWY (PM 1.6)	I-605 (17.8)	EXISTING 1 HOV AND 3 TO 4 MIXED FLOW LANES IN EACH DIRECTION. RESTRIPING EXISTING HOV LANE TO CREATE 2 EXPRESSLANES EACH DIRECTION.	5	6
LOS ANGELES	1162S012	1162S012	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	405	I-405	I-10	US-101	I-405 SEPULVEDA PASS (PHASE 1) EXPRESSLANES	2030	I-405	10 MILES	I-10	US-101	EXISTING 1 HOV AND 4 TO 5 MIXED FLOW LANES IN EACH DIRECTION. RESTRIPING EXISTING HOV TO CREATE 1-2 EXPRESSLANES IN EACH DIRECTION	6	7
LOS ANGELES	LA0G1451	1163S003	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	605	INTERSTATE 605	SB I-605 RAMPS	BEVERLY BLVD POSTMILE RANGE IS R14.1 TO R14.6	RECONFIGURATION OF THE EXISTING INTERCHANGE AT BEVERLY BLVD. THE SOUTHBOUND I-605 COLLECTOR-DISTRIBUTOR ROAD WILL BE REMOVED FROM THE MAINLINE AND THE NEW RAMPS WILL MERGE/DIVERGE DIRECTLY FROM THE MAINLINE	2030	605	0.5	BEVERLY BLVD	SB I-605	LOOP RAMPS REPLACED WITH DIAMOND INTERCHANGE.		
LOS ANGELES	LA0G1452	1163S004	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	605	INTERSTATE 605	605 PM R3.7	605 PM R4.5	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.	2030		0.8	I-605 I/C	SOUTH ST. OFF RAMP			
LOS ANGELES	LA0G1453	1163S005	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	91	SR-91	ATLANTIC AVE	CHERRY AVE	ADD ONE EASTBOUND AUXILIARY LANE FROM I-710 RAMPS AT ATLANTIC AVENUE TO PAST CHERRY AVENUE UNDERCROSSING.	2029					EB SR-91 ATLANTIC AVE TO CHERRY AVE. ADD ONE EASTBOUND AUXILIARY LANE FROM I-710 RAMPS AT ATLANTIC AVENUE TO PAST CHERRY AVENUE UNDERCROSSING.		
LOS ANGELES	LA0G1457	1163S009	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	605	INTERSTATE 605	VALLEY BLVD	TEMPLE BLVD	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.	2028	605	0.28	2 MILES N OF I-605 (PM 18.9)	0.5 MILES OF I-10 (19.5)	INTERCHANGE RECONFIGURATION		
LOS ANGELES	LA0G1118	1163S010	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	605	I-605/I-5/I-105	SLAUSON AVENUE	I-105	I-605 FROM FAIRTON ST. UC TO BRADWELL OH: ADD GP LANE, HOT, OR HOV LANE &/OR CONVERT HOV TO HOT LANE. I-105 FROM BELLFLOWER BLVD OC TO STUDEBAKER RD: ADD HOV LANE BOTH DIRECTIONS THROUGH THE I-605/I-5 INTERCHANGE. I-5 FROM FLORENCE AVE OC TO RIO HONDO CHANNEL: ADD HOT/HOV DIRECT CONNECTORS AT I-605/I-105 INTERCHANGE (NB TO WB, WB TO NB & SB TO WB, WB TO SB). IMPROVE I-605 & I-5 MAINLINE, RAMPS, INTERCHANGES, & AUX LANES.	2031	605	5.04	FARITON STREET UC	BRADWELL OH	ADDITIONAL LANE	10	12
LOS ANGELES	LA0G1115	1163S011	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	605	I-605/I-10	SLAUSON AVENUE	I-10	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.	2031	605	9.7	RIVERA ROAD	RAMONA AVENUE	ADDITIONAL LANE	10	12
LOS ANGELES	LA0G1119	1163S012	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	91/605				IMPROVEMENTS CONSIST OF ADDING AN ADDITIONAL GENERAL PURPOSE LANE AND ON/OFF RAMP IMPROVEMENTS.	2027	605	0.8	ALONDRA BLVD5.8	605/91 INTERCHANGE 6.0	RAMP INTERCHANGE IMPROVEMENT (PM 5-5,8)	5	5
LOS ANGELES	LA0G1563	1163S013	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	91	SR-91	91 PM 7	91 PM 11.04	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.	2027	91	4.04	EB AVALON BLVD ON-RAMP	WEST OF COLLEGE OH	C-D ROAD + RAMPS + ADVANCE SIGNAGE	8	8
LOS ANGELES	LA0G1562	1163S014	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	405	I-405	ARTESIA BLVD PM 16.4	I-405/I-105 SEPARATION PM R21.2	ADD AUXILIARY LANES ALONG I-405 NORTHBOUND AND SOUTHBOUND BETWEEN ARTESIA BLVD AND EL SEGUNDO TO ALLEVIATE CONGESTION AND IMPROVE OPERATIONS.	2028	405	4.8	ARTESIA BLVD	I-405/I-105 SEPARATION	AUXILIARY LANES	8	8
LOS ANGELES	LA9919118	1200S001	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	10	I-10	I-605	LA/SAN BERNARDINO COUNTY LINE	I-10 EXPRESSLANES FROM I-605 TO LA/SAN BERNARDINO COUNTY LINE.	2029							

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LOS ANGELES	LA0G894	1AL04	PALMDALE	STATE HIGHWAY	138	SR 138	6TH EAST	8TH EAST	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	2027	138	0.19	6TH EAST	8TH EAST	RAILROAD UPGRADES AND MINOR STREET IMPROVEMENTS.	4	4
LOS ANGELES	LA0G896	1AL04	PALMDALE	STATE HIGHWAY	14	SR 138/14	AVENUE Q	PALMDALE BLVD	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	14	.48 MI	800' SOUTH OF Q	PMDL BLVD	WIDEN NB SR-14 MAINLINE WITH AUXILIARY LANE;	N/A	4 NB, 3 + CARPOOL S
LOS ANGELES	LA0G898	1AL04	PALMDALE	STATE HIGHWAY	14	SR 138/14	AVENUE N	AVENUE N	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.	2028	14		OFF-RAMP APPROACHES	NB & SB ON AND OFF-RAMPS	CONSTRUCT SINGLE LANE ROUNDABOUT TO NB ON AND OFF-RAMPS. CONSTRUCT A SINGLE LANE ROUNDABOUT TO SB ON AND OFF-RAMPS.	1	1
LOS ANGELES	LA0G1541	1M0104	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	57/60	SR-57/SR-60	PM 4.3 ON SR-57 & PM 23.5 ON SR-60	PM 4.8 ON SR-57 & PM 26.5 ON SR-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 &	2030	60	3500'	WEST JUNCTION	EAST JUNCTION	EB BYPASS LANE ON HWY	16	17
LOS ANGELES	LA0G909	1O1013	MALIBU	STATE HIGHWAY	1				IMPROVEMENTS. THE PROJECT WILL IMPROVE KEY INTERSECTIONS ALONG THE PCH/SR-1 IN THE CITY OF MALIBU TO IMPROVE OPERATIONS AND TRAFFIC FLOW. THE IMPROVEMENTS INCLUDE SIGNAL INSTALLATION, DEDICATED TURN LANES, PROTECTED TURN SIGNALS, FLASHING BEACONS, CROSSWALKS, STRIPING AND CHANNELIZATION.	2028							
LOS ANGELES	LAMIPMR107	220A1S03	ALHAMBRA	STATE HIGHWAY	710		I-710/I-10	FREMONT AVE RAMPS	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.	2030		1 MI	20.6	22.81	RECONFIGURE RAMPS; ADD AUXILIARY LANE	8	9
LOS ANGELES	LAMIPMR108	220A1S04	ALHAMBRA	STATE HIGHWAY	10		I-10	GARFIELD AVE	RECONFIGURE THE ON AND OFF RAMPS TO IMPROVE MOBILITY INCLUDING INTERSECTION CONTROL IMPROVEMENTS ALONG THE LOCAL ROADWAY.	2030		0.4	23.78	24.17	RAMP RECONFIGURATION	4	4
LOS ANGELES	LAMIPMR109	220A1S05	ALHAMBRA	STATE HIGHWAY	10		I-10	ATLANTIC BLVD	RECONFIGURE THE ON AND OFF RAMPS TO IMPROVE MOBILITY INCLUDING INTERSECTION CONTROL IMPROVEMENTS ALONG THE LOCAL ROADWAY.	2030		0.4	23.11	23.5	RAMP RECONFIGURATION	4	4
LOS ANGELES	LA9918955	220A1S06	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	405		CARSON ST	WILMINGTON AVE	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).	2028		0.57	10.35	9.78	AUX LANE FROM CARSON ST SB ON-RAMP & WILMINGTON AVE SB OFF-RAMP	5	6
LOS ANGELES	LA0B951	LA0B951	CALTRANS	STATE HIGHWAY	71				ROUTE 71: ROUTE 10 TO SAN BERNARDINO COUNTY LINE – EXPRESSWAY TO FREEWAY CONVERSION - ADD 1 HOV LANE AND 1 MIXED FLOW LANE . (2001 CFP 8349, TCRP #50) (EA# 210600, PPNO 2741) (TCRP #50)	2028	71	4.3 MI	ROUTE 10	ROUTE 60	ADD 1 HOV LANE AND 1 MIXED FLOW LANE	4	8
LOS ANGELES	LA0D451	LA0D451	CALTRANS	STATE HIGHWAY	138				ROUTE 138: ROUTE 138 FROM AVE. T TO ROUTE 18-WIDEN 2 TO 4 THRU LANES WITH MEDIAN TURN LANE.	2027	138	0	AVE T	ROUTE 18	ADD LANE	2	4

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
LOS ANGELES	LA0G440	LA0G440	LOS ANGELES COUNTY MTA (METRO)	STATE HIGHWAY	5		45.4	59.5	THE PROJECT WILL EXTEND THE HOV LANES ON I-5 FROM THE SR-14 INTERCHANGE TO JUST SOUTH OF THE PARKER ROAD INTERCHANGE (I-5 PM 45.4 - 59.0), INCORPORATING AN ADDITIONAL NORTHBOUND TRUCK CLIMBING LANE FROM SR 14 TO CALGROVE BOULEVARD AND AN ADDITIONAL SOUTHBOUND TRUCK CLIMBING LANE FROM PICO CANYON ROAD/LYONS AVENUE TO SR-14. INCLUDES ITS HUB (I-5 PM 41.4 - 43.8) AND EXTENDED PROJECT LIMITS RELATED TO PAVEMENT DELINEATION AND ADVANCED SIGNAGE (I-5 PM 45.0 - 59.6).	2026	5	14.1	SR-14	LAKE HUGHES ROAD	ADD 1 HOV LANE IN EACH DIRECTION FROM SR-14 INTERCHANGE TO LAKE HUGHES ROAD EXIT.	8	10
LOS ANGELES	LA0G894P2	LA0G894P2	PALMDALE	STATE HIGHWAY	138		5TH EAST	10TH EAST	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.	2035		0.5			WIDENING OF SR 138 TO 6 LANES; WIDEN SIERRA HIGHWAY TO 6 LANES	4	6
LOS ANGELES	LA0G1024	REG0703	AGOURA HILLS	STATE HIGHWAY	101				(US 101 @ KANAN) KANAN ROAD CORRIDOR, BETWEEN THOUSAND OAKS BOULEVARD AND CORNELL WAY. PSR-PDS PHASE TO INCLUDE ANALYSIS OF KANAN CORRIDOR BETWEEN THOUSAND OAKS BLVD AND CORNELL WAY IN AGOURA HILLS. PROJECT WILL ANALYZE VARIOUS OPTIONS TO IMPROVE SAFETY AND MOBILITY THROUGH THE CORRIDOR FOR MULTIPLE MODES OF TRANSPORT (VEHICLE, PED, BIKE), AND WILL CONSIDER, AMONG OTHER THINGS, SIGNAL TIMING, INTERCHANGE IMPROVEMENTS, ROAD WIDENING, LANE RECONFIGURING, ETC.	2028	101	0	0.5KM EAST OF KANAN	0.4KM WEST OF KANAN	ADDING LOOP RAMP LANE	1	2
LOS ANGELES	LA0G874	REG0703	CALTRANS	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]	2026	405	1	CRENSHAW BLVD	CRENSHAW BLVD	N/A	0	0
ORANGE	ORA131306	2160001	SANTA ANA	LOCAL HIGHWAY		17TH STREET	LINCOLN AVE	E OF LOSSAN	17TH STREET GRADE SEPARATION AT LOSSAN	2030							
ORANGE	ORA190901	7120004	SANTA ANA	LOCAL HIGHWAY		CIVIC CENTER DRIVE	FAIRVIEW STREET	BRISTOL STREET	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.	2026		1					
ORANGE	ORA170007	2A0704	SANTA ANA	LOCAL HIGHWAY			9TH STREET	16TH STREET	FAIRVIEW STREET BETWEEN 9TH STREET AND 16TH STREET FROM A FOUR-LANE ROADWAY TO 6-LANE ARTERIAL TO PROVIDE ADEQUATE VEHICULAR CAPACITY. FAIRVIEW STREET BRIDGE CROSSING OVER SANTA ANA RIVER, WITHIN PROJECT LIMIT, WILL BE REPLACED (BRIDGE #55C0513) TO ACCOMMODATE A 6-LANE ARTERIAL ROADWAY. FAIRVIEW STREET OVER SANTA ANA RIVER CHANNEL, 0.2 MI S/O WESTMINSTER AV. BRIDGE REPLACEMENT. REPLACE EXISTING 4 LANE BRIDGE WITH 6 LANE BRIDGE. PROJECT MUST APPEAR IN 20 YR RTP. HBP FROM 10/20/23.	2032	FAIRVIEW ST	0.4	9TH ST	16TH ST	STREET WIDENING	4	6
ORANGE	ORA190914	2L220	SAN CLEMENTE	LOCAL HIGHWAY		SOUTH EL CAMINO REAL	AVENIDA MENDOCINO	CRISTIANITOS ROAD	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.	2030		1.1			NEW CLASS II BIKE LANES AND ROAD DIET FOR SAFETY	4	2
ORANGE	ORA151507	2L220	WESTMINSTER	LOCAL HIGHWAY			SR-22/I-405	SR-22	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	GARDEN GROVE BOULEVARD	1.5	SR-22/I-405	SR-22	ROAD DIET, TRAFFIC SIGNAL MODIFICATION, ROADWAY SIGNING AND STRIPING	3	2

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ORANGE	ORA170205	2L220	ORANGE COUNTY	LOCAL HIGHWAY			GOLDENWEST STREET	EUCLID STREET	HAZARD AVENUE BIKEWAY PROJECT BETWEEN GOLDENWEST STREET AND EUCLID AVENUE. CONSTRUCT APPROXIMATELY 4 MILES OF A CLASS IV (PAVED, ON-ROAD PROTECTED) BIKEWAY IN THE CITIES OF WESTMINSTER AND GARDEN GROVE. REDUCE LANES ON HAZARD FROM 4 TO 3 BY ELIMINATING ONE WB AND ONE EB LANE AND ADDING A TWO WAY LEFT TURN LANE.	2024							
ORANGE	ORA190904	2L220	SANTA ANA	LOCAL HIGHWAY		MCFADDEN AVENUE	HARBOR BLVD	GRAND AVE	BLVD. PROJECT - MCFADDEN AVE. 15,050 LINEAR FEET OF CLASS IV PROTECTED BIKE LANES AND ROAD DIETS AND 6,365 LINEAR FEET OF CLASS III BICYCLE BLVD FROM HARBOR BLVD TO GRAND AVE IN THE CITY OF SANTA ANA. ATP TOLL CREDITS.	2027		2.85					
ORANGE	ORA190905	2L220	SANTA ANA	LOCAL HIGHWAY		STANDARD AVENUE	3RD STREET	WARNER AVE	STANDARD AVENUE CLASS IV PROTECTED BIKE LANE AND CLASS II BUFFERED BIKE LANE FROM 3RD STREET TO WARNER AVENUE AND PROTECTED INTERSECTION PROJECT AT MCFADDEN IN THE CITY OF SANTA ANA. PROJECT INCLUDES 9,900 LINEAR FEET (LF) OF ROAD DIETS, 4,000 LF CLASS II, 1,700 LF CLASS III, AND 5,900 LF CLASS IV BIKEWAYS. ATP TOLL CREDITS.	2027		1.875					
ORANGE	ORA000173	ORA000173	MISSION VIEJO	LOCAL HIGHWAY		LA PAZ RD	MURILAND	CHRISANTA	LA PAZ RD (MURILANDS/I-5 TO CHRISANTA DR) WIDENING FROM 4 TO 6 LANES BRIDGE # 55C0215	2025	LA PAZ RD	1500 FT	MURILAND	CHRISANTA	WIDENING	4	6
ORANGE	ORA150003	ORA125	SANTA ANA	LOCAL HIGHWAY		BRISTOL STREET	WARNER	ST ANDREW	BRISTOL STREET WIDENING FROM WARNER AVENUE TO ST. ANDREW PLACE. WIDEN FROM 4 TO 6 LANES. PHASE IV. SPLIT FROM ORA125	2027	BRISTOL STREET	0.5	WARNER	ST ANDREW	WIDEN.	4	6
ORANGE	ORA150004	ORA125	SANTA ANA	LOCAL HIGHWAY		BRISTOL	CIVIC CENTER	WASHINGTON	BRISTOL STREET WIDENING FROM CIVIC CENTER DRIVE TO WASHINGTON AVENUE. WIDEN FROM 4 TO 6 LANES. PHASE IIIA. SPLIT FROM ORA125	2026	BRISTOL	0.3	CIVIC CENTER	WASHINGTON	WIDEN	4	6
ORANGE	ORA230810	2L220	ORANGE COUNTY TRANS AUTHORITY (OCTA)	LOCAL HIGHWAY		PASEO DE VALENCIA AND CABOT RD			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.	2030					ROAD DIET	2	4
ORANGE	10254	10254	TCA	STATE HIGHWAY	73		PM 16.9	PM 21.4	SR 73 CATALINA VIEW IMPROVEMENT PROJECT: IN THE NORTHBOUND DIRECTION FROM SR 133 TO THE SAND CANYON UNDERCROSSING AND IN THE SOUTHBOUND DIRECTION FROM NEWPORT COAST DRIVE TO LAGUNA CANYON ROAD, ADD A FOURTH LANE THROUGH THE CATALINA VIEW MAINLINE TOLL POINT.	2029	73	15.85	I-5	BISON	WIDENING	6	8
ORANGE	ORA131301	2121002	COUNTY TRANSPORTATION AUTHORITY (OCTA)	STATE HIGHWAY	55	SR-55	I-5	SR-91	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	55	2.1	I-5	SR-22	ADDING GP LANE	4	5
ORANGE	ORA131304	2M0728	COUNTY TRANSPORTATION AUTHORITY (OCTA)	STATE HIGHWAY	405	I-405	I-5	SR-55	I-405 (I-5 TO SR-55) - ADD 1 MF LANE EACH DIRECTION BETWEEN I-5 AND SR-55 AND IMPROVE MERGING. (UTILIZE TOLL CREDIT MATCH FOR RSTP) ENG ONLY.	2034	405	8.5	I-5	SR-55	WIDENING AND IMPROVE OPERATIONS	6	7
ORANGE	ORA111801	2M0730	ORANGE COUNTY TRANS AUTHORITY (OCTA)	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	5	1.1	17.1 ALICIA PARKWAY	18.9 EL TORO ROAD	EXTEND 2ND HOV	4	5
ORANGE	ORA131711	2M0730	ORANGE COUNTY TRANS AUTHORITY (OCTA)	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)	2026	5	2.1	SR-73	OSO CREEK	ADD 1 GP LANE EACH DIRECTION	4	5

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ORANGE	ORA131712	2M0730	ORANGE COUNTY TRANS AUTHORITY (OCTA)	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	5	2.6	OSO CREEK	ALICIA PARKWAY	ADD 1 GP LANE EACH DIRECTION	4	5
ORANGE	#REF!	2M0731	CALTRANS	STATE HIGHWAY	5				ADD ONE MIXED FLOW LANE NORTHBOUND FROM TRUCK BYPASS ON-RAMP TO YALE; ADD ONE MIXED FLOW LANE SOUTHBOUND FROM YALE TO TRUCK BYPASS. TOLL CREDITS: $622 IN FY22/23 FOR NHPP. TOLL CREDITS USED.	2030	I-5		I-405	YALE AVENUE	ADD A MF LANE NORTH AND SOUTH AND AUX LANE	6	7
ORANGE	ORA192301	2M0731	CALTRANS	STATE HIGHWAY	5	I-5	405	SR-55	I-5 IMPROVEMENT, YALE AVE TO SR-55 (SEGMENT 2) - ADD ONE MIXED FLOW LANE IN BOTH THE NORTHBOUND AND SOUTHBOUND DIRECTIONS FROM SR-55 TO YALE AVENUE IN THE CITY OF IRVINE.	2031	5		YALE AVENUE	SR-55	ADD MF LANE NORTH & SOUTH	6	7
ORANGE	ORA100511	2M0733	VARIOUS AGENCIES	STATE HIGHWAY	55	SR-55	I-405	I-5	SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF AND 1 HOV LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I- 5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND NON-CAPACITY OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS. TOLL CREDIT FOR RSTP AND CMAQ. (INCLUDING STREET TRAFFIC SIGNAL IMPROVEMENT AT I-5/NEWPORT AVENUE ONRAMP FOR MITIGATION. NON-CAPACITY)	2029	55	2.82	7.09 I-405	9.91 I-5	ADD 1 HOV LANE	1	2
ORANGE	ORA111207	2T01135	VARIOUS AGENCIES	STATE HIGHWAY	241		SR-91		241/91 EXPRESS LANES (HOT) CONNECTOR: NB SR-241 TO EB SR-91, WB SR-91 TO SB SR-241	2035	241	3	SR-241	SR-91	HOT/HOV CONNECTOR FROM SR-241 TO SR-91	0	1
ORANGE	ORA000820	2TK01116	CALTRANS	STATE HIGHWAY	57	SR-57	LAMBERT	NORTH OF ORANGE COUNTY/LOS ANGELES COUNTY LINE	SR-57 NORTHBOUND CLIMBING LANE FROM LAMBERT ROAD TO 0.2 MILES NORTH OF ORANGE COUNTY/LOS ANGELES COUNTY LINE (PA&ED AND PS&E ONLY) (PPNO 3847A)	2038	57		LAMBERT	NORTH OF ORANGE COUNTY/LOS ANGELES COUNTY LINE	ADD TRUCK CLIMBING LANE	5	6
ORANGE	ORA030605	ORA030605	ORANGE COUNTY TRANS AUTHORITY (OCTA)	STATE HIGHWAY	405				I-405 FROM SR-73 TO I-605. ADD 1 MF LANE IN EACH DIRECTION AND ADDITIONAL CAPITAL IMPROVEMENTS (BY 2022), CONVERT EXISTING HOV TO HOT. ADD 1 ADDITIONAL HOT LANE EACH DIRECTION. COMBINED WITH ORA045, ORA151, ORA100507, ORA120310, AND ORA030605A. SIGNAGE FROM PM 7.6 TO 24.2	2023	405	0	0 N/A GOLDENWEST BRIDGE	0 N/A GOLDENWEST BRIDGE	WIDEN BRIDGE OVER I-405	5	6
ORANGE	ORA120535	ORA120507	VARIOUS AGENCIES	STATE HIGHWAY	74	SR-74			SR-74 ORTEGA HIGHWAY GAP CLOSURE & MULTIMODAL IMPROVEMENTS - IN SAN JUAN CAPISTRANO FROM CALLE ENTRADERO TO REATA ROAD. WIDEN FROM 2 LANES TO 4 LANES. GAP CLOSURE AND MULTIMODAL IMPROVEMENTS. 1.1-MILE-LONG CLASS II BICYCLE LANES.	2033	74	1.1	CALLE ENTRADERO	REATA ROAD	GAP CLOSURE	2	4
ORANGE	ORA151401	ORA150201	ORANGE COUNTY TRANS AUTHORITY (OCTA)	STATE HIGHWAY	5				I-5 MANAGED LANE EXTENSION FROM AVENIDA PICO TO SAN DIEGO COUNTY LINE	2036	5	3.4	AVENIDA PICO	SAN DIEGO COUNTY LINE	ADD HOV LANE	4	5
RIVERSIDE	991203A	991203	TEMECULA	LOCAL HIGHWAY		OVERLAND DR BRIDGE	OVER MURRIETA CREEK	AT AVENIDA ALVARADO/DIAZ RD	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.	2032	OVER MURRIETA CREEK	348 FEET	ENTERPRISE CIR WEST	DIAZ RD	CONSTRUCT 4 LN BRIDGE OVER MURRIETA CREEK (2 LNS IN EA DIR)	0	4
RIVERSIDE	RIV181050	3120002	EASTVALE	LOCAL HIGHWAY		LIMONITE AVE.	ARCHIBALD	HELLMAN AVE	IN WESTERN RIV CO IN THE CITY OF EASTVALE - CONSTRUCT THE LIMONITE AVE GAP CLOSURE AND CONSTRUCT BRIDGE OVER CUCAMONGA CREEK INCLUDING CAPACITY ENHANCEMENT.	2025	LIMONITE AVE	0.6 MILES	ARCHIBALD AVE	HELLMAN AVE	ADD 4 GENERAL PURPOSE LANES, 2 LANES IN EACH DIRECTION.	0	4
RIVERSIDE	RIV180145	3160028	COACHELLA	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	DILLON RD	0.65 MILES	CABAZON RD	SR-86	WIDENING FROM 2 TO 6-LANES	2	6
RIVERSIDE	RIV151103	3160036	MORENO VALLEY	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	INDIAN ST	800	INDIAN ST.	FLOOD CONTROL CHANNEL LATERAL A	CONSTRUCT NEW BRIDGE OVER PERRIS VALLEY STORM CHANNEL	0	4

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RIVERSIDE	RIV180134	3160042	TEMECULA	LOCAL HIGHWAY					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.	2028	YNEZ ROAD	1.37 MILES	TIERRA VISTA RD	SANTIAGO RD	WIDEN YNEZ RD FROM 2 TO 4 LANES FROM TIERRA VISTA RD TO SANTIAGO RD	2	4
RIVERSIDE	RIV180119	2016A319	MARCH JOINT POWERS AUTHORITY	LOCAL HIGHWAY					IN WESTERN RIV CO INT HE MARCH JPA - CONSTRUCT EXTENSION OF 2-LANE LOCAL CONNECTOR ON BARTON DR FROM CAMINO DEL SOL TO GROVE COMMUNITY DR.	2030	BARTON DRIVE	.75 MILES	CAMINO DEL SOL	GROVE COMMUNITY DR	EXTEND BARTON DR 1 LN EA DIR BTWN CAMINO DEL SOL AND GROVE COMMUNITY DR	0	2
RIVERSIDE	RIV180120	2016A319	MARCH JOINT POWERS AUTHORITY	LOCAL HIGHWAY					IN WESTERN RIV CO IN THE MARCH JPA - CONSTRUCT EXTENSION OF CACTUS AVE FROM MERIDIAN PKWY TO BARTON DR WITH 4-LANE ARTERIAL WITH CENTER MEDIAN.	2030	CACTUS AVE	1.61MI	MERIDIAN PKWY	BARTON DRIVE	EXTENSION OF CACTUS AVE (2LNS EA DIR), FROM MERIDIAN PKWY TO BARTON DR	0	4
RIVERSIDE	RIV180121	2016A319	MARCH JOINT POWERS AUTHORITY	LOCAL HIGHWAY					IN WESTERN RIV CO IN THE MARCH JPA - CONSTRUCT EXTENSION OF SAN GORGONIO DR FROM ALESSANDRO BLVD TO CACTUS AVE WITH 4-LANE ARTERIAL WITH CENTER MEDIAN.	2030	SAN GORGONIA AVE	0.15	ALESSANDRO BLVD	CACTUS AVE	EXTEND SAN GORGONIO DR FROM ALESSANDRO BLVD TO CACTUS AVE	0	4
RIVERSIDE	RIV160901	3161L001	LA QUINTA	LOCAL HIGHWAY		AVENUE 50	WASHINGTON ST	PARK AVE	QUINTA - WIDEN AVENUE 50 FROM WASHINTON ST TO PARK AVE- WB INCREASE FROM 1 TO 2 LANES; EB EXISTING 2 LANES. PROJECT TO INSTALL 1,700 FT (.3 MI) SIDEWALK AND CLASS II BIKE LANES. TO INCLUDE REPLACEMENT OF AN EXISTING LOW WATER CROSSING WITH A BRIDGE AND NECESSARY SLOPE AND CHANNEL SCOUR PROTECTION MEASURES.	2035	AVENUE 50	0.3	WASHINGTON ST	1/3 MI WEST OF PARK AVE AT WATER CROSSING	WIDEN FROM 1 TO 2 LANES WESTBOUND	1	2
RIVERSIDE	RIV160405	3161L005	CORONA	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.	2028	MAGNOLIA AVE	0.2	EL CAMINO AVE	1,000" E/O ALL AMERICAN WAY	INCREASE FROM 4 TO 6 LANES	2	3
RIVERSIDE	RIV160902	3161L009	LAKE ELSINORE	LOCAL HIGHWAY		REALIGNED TEMESCAL CANYON RD.	LAKE ST.	WESTERLY CITY LIMITS	IN LAKE ELSINORE - CONS OF A NEW 4-LANE DIVIDED ROADWAY, REALIGNING EXISTING TEMESCAL CANYON ROAD AND REPLACE EXISTING 2-LANE UNIMPROVED TEMESCAL CANYON ROAD FROM LAKE STREET TO 650 FT EASTERLY OF CITY'S WESTERLY BOUNDARY. SEGMENT OF THIS REALIGNED ROAD INCLUDES A 706' SECTION THAT HAS A 375' BRIDGE FUNDED BY HBP LISTED SEPARATELY UNDER RIV111203.	2030	TEMESCAL CANYON RD.	.67 MILES	LAKE ST.	WESTERLY CITY LIMITS	REALIGNMENT OF EXISTING TEMESCAL CANYON TO THE SOUTH BETWEEN LAKE ST AND WESTERLY CITY LIMITS. - 4 LN RD WITH 2 LNS IN EACH DIRECTION. 375' OF THE ROAD IS HBP LISTED UNDER RIV111203	0	4
RIVERSIDE	RIV181111	3200L015	JURUPA VALLEY	LOCAL HIGHWAY		VAN BUREN BOULEVARD	LIMONITE AVENUE	SANTA ANA RIVER	IN THE CITY OF JURUPA VALLEY, WIDEN VAN BUREN BLVD FROM 4 TO 6 LANES FROM LIMONITE AVENUE TO SANTA ANA RIVER.	2028	VAN BUREN BLVD	5000 FEET	LIMONITE AVENUE	SANTA ANA RIVER	WIDEN FROM 4 TO 6 LANES	4	6
RIVERSIDE	RIV181110	3200L072	RIVERSIDE COUNTY	LOCAL HIGHWAY					IN WESTERN RIVERSIDE COUNTY - CONSTRUCT 6 LANE ARTERIAL ON CLINTON KEITH ROAD FROM LEON RD TO SR-79.	2024	CLINTON KEITH ROAD	3000 FEET	LEON RD	SR-79	WIDEN TO 6 LANE ARTERIAL	0	6
RIVERSIDE	RIV030901A	3A01CV004	COACHELLA	LOCAL HIGHWAY		AVE 50			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.	2029	AVE 50	1.2 MI	FILLMORE ST	I-10	CONSTRUCT 6 NEW LANES		
RIVERSIDE	RIV180107	3A01CV089	CATHEDRAL CITY	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.	2030	VARNER ROAD	1.53	PALM DRIVE	MOUNTAIN VIEW DR	WIDEN VARNER RD FROM 2 TO 4 LNS	2	4
RIVERSIDE	RIV180106	3A01CV091	CATHEDRAL CITY	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.	2030	VARNER ROAD	4.4 MILES	DATE PALM DRIVE	BOB HOPE DR	WIDEN VARNER ROAD TO 4 LANES, WITH CENTER MEDIAN	2	4
RIVERSIDE	RIV180122	3A01WT049A	MORENO VALLEY	LOCAL HIGHWAY		ALESSANDRO BL	I-215	OLD 215	IN WESTERN RIV CO IN THE CITY OF MORENO VALLEY - WIDEN ALESSANDRO FROM I215 TO OLD 215 FROM 4 TO 6 THROUGH LANES. THE PROJECT WILL MODIFY THE INTERSECTION OF OLD 215 AND ALESSANDRO TO REMOVE THE EXISTING "PORK CHOP" ISLANDS, RELOCATE THE TRAFFIC SIGNALS, INSTALL BUS PAD AT THE NORTHWEST CORNER, CLOSE SIDEWALK GAP ON NORTH SIDE, INSTALL BIKE LANES, WIDEN 300 FEET OF ROADWAY ON APPROACH TO I-215, AND MODIFY THE I-215 RAMP SIGNAL TO PROVIDE THREE CONTINUOUS LANES THROUGH THE PROJECT LIMITS.	2035	ALESSANDRO	.21 MILES	I-215	OLD 215	WIDEN ALESSANDRO FROM 4 TO 6 LANES FRIN I-215 TO OLD 215	4	6

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
RIVERSIDE	RIV180123	3A01WT049A	MORENO VALLEY	LOCAL HIGHWAY		ALESSANDRO BL	OLD 215	FREDERICK ST	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.	2035	ALESSANDRO	1.27 MILES	OLD 215	FREDERICK	WIDEN ALESSANDRO FROM 5 TO 6 LANES - ADD 1 WB LANE, BTWN OLD 215 AND FREDERICK	5	6
RIVERSIDE	RIV180124	3A01WT050C	MORENO VALLEY	LOCAL HIGHWAY					IN WESTERN RIV CO IN THE CITY OF MORENO VALLEY - WIDEN ALESSANDRO BOULEVARD FROM 300 FEET EAST OF KITCHING STREET TO LASSELLE STREET FROM 2 TO 6 THROUGH LANES – 3 IN EACH DIRECTION, INCLUDING ADDITION OF SIDEWALKS, ADA RAMPS, RAISED MEDIANS, BIKE LANES, AND UPGRADE TRAFFIC SIGNALS.	2035	ALESSANDRO	.47 MILES	EAST OF KITCHING ST	LASSELLE ST	WIDEN ALESSANDRO FROM 2 TO 6 LANES EAST OF KITCHING ST TO LASSELLE ST	2	6
RIVERSIDE	RIV180125	3A01WT050C	MORENO VALLEY	LOCAL HIGHWAY					IN WESTERN RIV CO IN THE CITY OF MORENO VALLEY - WIDEN ALESSANDRO BOULEVARD FROM LASSELLE STREET TO NASON STREET FROM 2 TO 6 THROUGH LANES – 3 IN EACH DIRECTION. INCLUDING ADDITION OF SIDEWALKS, ADA RAMPS, RAISED MEDIANS, BIKE LANES, AND UPGRADE TRAFFIC SIGNALS.	2035	ALESSANDRO	1 MILE	LASSELLE ST	NASON ST	WIDEN ALESSANDRO FROM 2 TO 6 LANES BTWN LASSELLE ST AND NASON ST	2	6
RIVERSIDE	RIV180127	3A01WT071	WILDOMAR	LOCAL HIGHWAY		CLINTON KEITH RD	I-15	COPPERCRAFT	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	CLINTON KEITH RD	1.45 MILES	INLAND VALLEY DRIVE	COPPER CRAFT DR	WIDENING FROM 2 TO 4 LANES, CLASS 2 BIKE LANES BUFFERS 1.45 MI	2	4
RIVERSIDE	RIV180126D	3A01WT133	WILDOMAR	LOCAL HIGHWAY		BUNDY CANYON RD			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	BUNDY CANYON RD	2.33 MILES	1600' E/O CANYON DRIVE	SUNSET AVE	WIDENING FROM 2 TO 4 LANES (ONE LN IN EACH DIR)	2	4
RIVERSIDE	RIV180126B	3A01WT134	WILDOMAR	LOCAL HIGHWAY		BUNDY CANYON RD.	MISSION TRAIL	I-15 FREEWAY	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	BUNDY CANYON RD	0.85 MILES	MISSION TRAIL	I-15	WIDENING FROM 2 TO 4 LANES	2	4
RIVERSIDE	RIV121204	3A01WT159	RIVERSIDE COUNTY	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).	2029	HAMNER AVE	0	BRIDGE OVER SANTA ANA RIVER	BRIDGE OVER SANTA ANA RIVER	WIDEN BRIDGE FROM 2 TO 6 LANES	2	6
RIVERSIDE	RIV180140	3A01WT207	MENIFEE	LOCAL HIGHWAY					RD/BUNDY CANYON RD WIDENING FROM 2 TO 4-LANES FROM HAUN RD TO SUNSET WAY (APPROX 3-MILES), RELOCATE EXISTING POWER POLES, ACQUIRE ADDITIONAL RIGHT-OF-WAY, CONSTRUCT DRAINAGE IMPROVEMENTS.	2030	SCOTT RD	3 MILES	HAUN RD	SUNSET RD	WIDENING FROM 2 TO 4 LANES	2	4
RIVERSIDE	RIV180135	3A01WT222A	TEMECULA	LOCAL HIGHWAY		DIAZ ROAD (WESTERN BYPASS)	DENDY PARKWAY	RANCHO CALIFORNIA RD	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)	2027	DIAZ ROAD	1.5 MILES	WINCHESTER RD	RANCHO CALIFORNIA RD	WIDEN FROM 2 TO 4 LANES	2	4
RIVERSIDE	RIV080915	3A04WT056F	MORENO VALLEY	LOCAL HIGHWAY		IRONWOOD AVE	PERRIS BLVD	VISTA DE CERROS DR.	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	IRONWOOD AVE.	0.7 MILES	PERRIS BLVD.	NASON ST	WIDENING FROM 2 TO 5 LANES (2 IN EA DIRECTION PLUS 1 CENTER TURNING LANE)	2	4
RIVERSIDE	RIV200104	3A04WT126	WILDOMAR	LOCAL HIGHWAY		WILDOMAR TRAIL	800' WEST FROM IC	'800 EAST FROM IC	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.	2035	WILDOMAR TRAIL	0.3 MILE			ADD 2 LANES (1 IN EACH DIRECTION) ON WILDOMAR TRAIL, UPGRADE FREEWAY ON-RAMPS AND OFF-RAMPS AND CONSTRUCT NEW TRAFFIC SIGNALS AT EACH RAMP.	2	4
RIVERSIDE	RIV090903	3A04WT137A	RIVERSIDE COUNTY	LOCAL HIGHWAY		CAJALCO RD.	TEMESCAL CANYON RD.	I-215	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).	2028	CAJALCO RD.	15.1 MILES	TEMESCAL CANYON BRIDGE/EAGLE CANYON RD	I-215	WIDENING FROM 2 TO 4 THRU LANES (2 IN EA DIR)	2	4

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
RIVERSIDE	RIV111003	3A04WT165	RIVERSIDE COUNTY	LOCAL HIGHWAY					IN WESTERN RIVERSIDE COUNTY IN THE CITY OF JURUPA VALLEY - MARKET STREET BRIDGE REPLACEMENT: REPLACE THE EXISTING TWO LANE (ONE LANE IN EACH DIRECTION) MARKET STREET BRIDGE OVER THE SANTA ANA RIVER, 0.4 MILES NORTHWEST OF SR60 WITH A FOUR LANE (TWO LANES IN EACH DIRECTION).	2032	MARKET ST.	1,595 FT	SANTA ANA RIVER	SANTA ANA RIVER	WIDEN FROM 2 TO 4 LANES - MAIN BRIDGE 1,216 FT, PLUS 200 FT ON EACH SIDE OF THE BRIDGE APPROACHES	2	4
RIVERSIDE	RIV140401	3A04WT179	RIVERSIDE COUNTY	LOCAL HIGHWAY					IN WESTERN RIVERSIDE COUNTY NEAR THE CITY OF MENIFEE - ON NUEVO ROAD, REHABILITATE AND WIDEN EXISTING 2 LANE BRIDGE TO A 4 LANE BRIDGE OVER SAN JACINTO RIVER 1.2 MILES W/O LAKEVIEW AVENUE. (BRIDGE NO. 56C0004).	2031	NUEVO ROAD	1056 FT	BRIDGE OVER SAN JACINTO RIVER	BRIDGE OVER SAN JACINTO RIVER	WIDEN BRIDGE FROM 2 TO 4 LANES	2	4
RIVERSIDE	RIV150901A	3A04WT197	RIVERSIDE COUNTY	LOCAL HIGHWAY					CLOSURE) WIDEN TEMESCAL CYN ROAD FROM TWO TO FOUR LANES INCLUDING BUT NOT LIMITED TO CURB&GUTTER, SIDEWALK, BIKE LANES, AND CURB RAMPS IN SEGMENT 1: N/O EL CERRITO RD TO TOM BARNES ST, PLUS 200' SEGMENT OF WIDENING N/O CAJALCO RD (SEGMENT 1 OF RIV150901- NEW SPLIT PROJECT) (PA&ED ONLY).	2028	TEMESCAL CANYON RD	0.04 MILE	200' SEGMENT	N/O CAJALCO RD	WIDEN TC RD FROM 3 TO 4 LANES; 1,000 FEET BIKE LANE CLASS 2; 200 FEET NEW S/W	3	4
RIVERSIDE	RIV111203	3A04WT198	LAKE ELSINORE	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	TEMESCAL CANYON RD.	775 FT.	400' W/O BERNARD ST.	1,700' W/O LAKE ST.	REPLACE/REALIGN TEMESCAL CANYON RD. 2-LN BRIDGE WITH A 4-LN BRIDGE (2 LNS IN EA DIR) - 375 FT BRIDGE PLUS 200 FT BRIDGE APPROACH ON EACH SIDE.	2	4
RIVERSIDE	RIV091001	3A07023	DESERT HOT SPRINGS	LOCAL HIGHWAY		INDIAN AVE.	PIERSON BLVD.	SR62	IN DESERT HOT SPRINGS - INDIAN AVE WIDENING: WIDENING OF INDIAN AVE FROM 2 TO 6 THROUGH LANES (3 IN EA DIR), BETWEEN HWY 62 AND MISSION LAKES BLVD., INCLUDING THE CONSTRUCTION OF AN ALL WEATHER BRIDGE OVER MISSION CREEK (PA&ED).	2030	INDIAN AVE.	2.85 MILES	SR62	MISSION LAKES BLVD.	WIDENING FROM 2 TO 6 LANES AND CONSTRUCTION OF AN ALL WEATHER BRIDGE OVER MISSION CREEK.	2	6
RIVERSIDE	RIV110501	3A07028	CATHEDRAL CITY	LOCAL HIGHWAY		DATE PALM DR.	I-10	350 ' S/O VARNER RD.	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.	2028	DATE PALM DR.	.8 MILES	I-10 NORTH	VARNER RD.	ARTERIAL WIDENING FROM 2 TO 6 LNS, INCLUDES BOX CULVERT SPANNING LONG CANYON WASH	2	6
RIVERSIDE	RIV210623	3A07052	INDIO	LOCAL HIGHWAY		AVENUE 50	MONROE ST	JACKSON ST	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	AVENUE 50	1 MILE	MONROE ST	JACKSON ST	WIDEN FROM 3 TO 4 LANES	3	4
RIVERSIDE	RIV210622	3A07056	INDIO	LOCAL HIGHWAY		AVENUE 50	MADISON ST	MONROE ST	WIDEN FROM 2 TO 4 LANES	2030							
RIVERSIDE	RIV121202	3A07061	LA QUINTA	LOCAL HIGHWAY					IN EASTERN RIVERSIDE COUNTY IN THE CITY OF LA QUINTA - ON DUNE PALMS RD: REPLACE 3-LANE LOW WATER CROSSING WITH 4 LANE BRIDGE OVER THE COACHELLA VALLEY STORMWATER CHANNEL (WHITEWATER RIVER - BRIDGE NO.00L0070)	2025	DUNE PALMS RD	0	BRIDGE AT WHITE WATER CHANNEL	BRIDGE AT WHITE WATER CHANNEL	WIDEN BRIDGE FROM 3 TO 4 LANES	3	4
RIVERSIDE	RIV210620	3A07070	LA QUINTA	LOCAL HIGHWAY					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.	2030	AVENUE 50	1 MILE	JEFFERSON ST	MADISON STREET	WIDENING AVE 50 FROM JEFFERSON TO MADISON	1	2
RIVERSIDE	RIV210624	3A07070	LA QUINTA	LOCAL HIGHWAY		AVE 50	VERANO	MADISON STREET	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.	2030	AVENUE 50	0.43	VERANO DRIVE	MADISON STREET	WIDEN FROM 1 LANE 2 LANES	1	2
RIVERSIDE	RIV210621	3A07086	INDIO	LOCAL HIGHWAY		JACKSON ST	AVE 50	AVE 52	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.	2030	JACKSON ST	1.5 MILE	AVE 49	AVE 52	WIDEN FROM 3 TO 4 LANES	3	4

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
RIVERSIDE	RIV110124	3A07100	PALM SPRINGS	LOCAL HIGHWAY					IN THE COACHELLA VALLEY IN THE CITY OF PALM SPRINGS - RAMON RD. WIDENING BETWEEN SAN LUIS REY DR & LANDAU BLVD.: WIDENING OF RAMON RD. FROM A 4-LN ARTERIAL TO A 6-LN ARTERIAL (3-LNS IN EA DIR) BETWEEN SAN LUIS REY DR & LANDAU BLVD., INCLUDING THE WIDENING/REPLACEMENT OF THE WHITEWATER RIVER BRIDGE (BRIDGE NO. 56C0287), INCLUDING SEISMIC RETROFIT AND SCOUR COUNTERMEASURES AS NECESSARY.	2035	RAMON RD.	1,654'	200' W/O RAMON RD. BRIDGE	310' E/O RAMON RD. BRIDGE TO LANDAU BLVD.	WIDENING FROM 4 TO 6 LANES - 3 LNS IN EACH DIRECTION	4	6
RIVERSIDE	RIV111202	3A07137	INDIO	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.	2030	AVENUE 44	1,263 FT	PALO VERDE STREET	AZTEC STREET	COACHELLA VALLEY SD CHANNEL FROM 2 TO 4 LNS INCLUDING SIDEWALKS AND BIKE LANES; BRIDGE LENGTH = 515', WESTERLY ABUTMENT = 413' AND EASTERLY ABUTMENT = 335'	2	4
RIVERSIDE	RIV080918	3A07156	MORENO VALLEY	LOCAL HIGHWAY		REDLANDS BLVD	SR-60	CACTUS AVE	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.	2035	REDLANDS BLVD.	10,500 FT.	SR60	CACTUS AVE.	LOCAL ARTERIAL WIDENING FROM 2 TO 4 THROUGH LANES.	2	4
RIVERSIDE	RIV091209	3A07258	INDIAN WELLS	LOCAL HIGHWAY		HWY 111	EL DORADO DR.	EAST CITY LIMITS.	IN EASTERN RIVERSIDE CO. IN THE COACHELLA VALLEY - HWY 111 WIDENING WITHIN INDIAN WELLS CITY LIMITS: WIDENING FROM 4 TO 6 THRU LNS (3 LNS IN EA DIR) BTWN PROVINCE WAY & EAST CITY LIMITS (W/O WASHINGTON), INCLUDING THE INSTALL OF A RAISED, LANDSCAPE MEDIAN AND RIGHT TURN ONLY LANE AT INDIAN WELLS LN (RTP ID'S 3A07258 & 3A07259).	2038	HWY 111	2.1 MILES	PROVINCE WAY	EAST CITY LIMITS (W/O WASHINGTON AVE)	ADD A 3RD EB & A 3RD WB LANE.	4	6
RIVERSIDE	RIV080911	3A0801	MORENO VALLEY	LOCAL HIGHWAY		HEACOCK ST	SAN MICHELE RD	OLEANDER AVE (IN PERRIS)	IN THE CITY OF MORENO VALLEY - WIDEN HEACOCK ST BETWEEN NANDINA AVE AND HARLEY KNOX RD, FROM 2 TO 4 LANES; REALIGN HEACOCK ST WITHIN PROJECT LIMITS; REPLACE BRIDGE OVER PVSD LATERAL B.	2040	HEACOCK ST.	3,500 FT.	NANDINA AVE	HARLEY KNOX RD. (CITY OF PERRIS)	WIDENING FROM 2 TO 4 LANES (2 IN EACH DIRECTION)	2	4
RIVERSIDE	RIV090910	3A0806	MORENO VALLEY	LOCAL HIGHWAY		WORLD LOGISTICS CENTER PKWY	WB SR-60 RAMPS	IRONWOOD AVE	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	WORLD LOGISITICS CENTER PARKWAY	2,000 FT.	SR-60 WB RAMPS	IRONWOOD AVE.	WIDENING FROM 2 TO 4 THRU LANES (2 IN EA DIR)	2	4
RIVERSIDE	RIV090909	3A0807	MORENO VALLEY	LOCAL HIGHWAY		THEODORE ST	EUCALYPTUS AVE	EB SR-60 RAMPS	IN MORENO VALLEY, WIDEN WORLD LOGISTICS CENTER PARKWAY FROM 2 TO 4 LANES + 2 AUX LANES FROM EUCALYPTUS AVE TO SR-60 EB RAMPS, INCLUDING MEDIANS, TRAFFIC SIGNALS, CHANNELIZATION IMPROVEMENTS, LEFT-TURN POCKETS, DEDICATED RIGHT-TURN LANES, DRAINAGE IMPROVEMENTS, LANDSCAPING, SIDEWALKS, AND BIKE LANES.	2035	WORLD LOGISITICS CENTER PARKWAY	2,000 FT.	EUCALYPTUS AVE.	SR60 EB RAMPS	WIDEN FROM 1 TO 2 THRU LANES (1 LN IN EA DIR) + 1 AUX. LN IN EA DIR	2	4
RIVERSIDE	RIV120206	3AL104	PALM SPRINGS	LOCAL HIGHWAY		WEST SAN RAFAEL RD.	N. INDIAN CANYON DR.	N. VIRGINIA RD.	IN EASTERN RIVERSIDE COUNTY IN PALM SPRINGS WIDENING OF WEST SAN RAFAEL RD: WIDENING OF WEST SAN RAFAEL RD FROM TWO TO FOUR LANES (2 LANES IN EACH DIRECTION) WITH A CONTINUOUS LEFT TURN LANE FROM N. INDIAN CANYON DR. TO N. VIRGINIA RD.	2035	WEST SAN RAFAEL RD.	1,650 FT.	N. INDIAN CANYON DR.	N. VIRGINIA RD.	WIDENING FROM 2 TO 4 LANES (2 IN EACH DIRECTIN) AND A CONTINUOUS LEFT TURN LANE.	2	4
RIVERSIDE	RIV100102	3AL204	BEAUMONT	LOCAL HIGHWAY		POTRERO BRIDGE PROJECT (SR 79 BYPASS EXTENSION NORTH)	.675 MILES NORTH FROM THE FUTURE SR60/POTRERO FWY IC (RIV050535)	OAK VALLEY PKWY	IN WESTERN RIVERSIDE CO IN BEAUMONT: SR79 BYPASS EXT NO. PH II – INSTAL OF A 3-LN PRE-FAB BRIDGES ON THE EASTSIDE OF THE PH I POTRERO BRIDGE SR79 BYPASS EXT. NO. (3LNS EA DIRECTION), EXTENDING THE POTRERO BLVD 0.675 MI. NO. FROM THE FUTURE SR60/POTRERO FWY IC (RIV050535), TO CONNECT TO THE OAK VALLEY PKWY IN BEAUMONT, INCLUDING THE INSTAL OF A CLASS I MULTI-PURPOSES TRAIL, FLARED INTERSECTION AND TURNING POCKETS.	2030	POTRERO BRIDGE - SR79 BYPASS EXTENSION NORTH	.675 MILES	SR60	OAK VALLEY PKWY	ADD THE FINAL 1/2 WIDTH IMPROVEMENTS (3 LANES) TO THE NEW POTRERO BLVD. FACILITY.	3	6
RIVERSIDE	RIV180401	3AL204	LA QUINTA	LOCAL HIGHWAY					IN EASTERN RIVERSIDE COUNTY IN THE CITY OF LA QUINTA – ON AVENUE 50 OVER LA QUINTA EVACUATION CHANNEL, REPLACE 3-LANE LOW WATER CROSSING WITH 4-LANE BRIDGE (BRIDGE NO. 00L0091).	2025							
RIVERSIDE	RIV070702	3AL304	RIVERSIDE COUNTY	LOCAL HIGHWAY					NEAR SR60 AND BEAUMONT W/O JCT SR60/I-10: CONSTRUCT NEW 4 LANE (2 LNS EACH DIR) POTRERO BLVD FROM SR 60 SOUTH & EAST TO SR79 (PA&ED/PRE-DESIGN)	2030						0	4

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
RIVERSIDE	RIV071280	3G01G10	RIVERSIDE, CITY OF	LOCAL HIGHWAY		MARY ST	MARGUERITA AVE.	INDIANA AVE.	IN RIVERSIDE ON MARY STREET: REPLACE EXISTING 4 LN (2 LNS IN EA DIR) R/R X-ING WITH A 4 LN (2 LNS IN EA DIR - NON-CAPACITY) U.C. GRADE SEPARATION ON MARY ST BETWEEN MARGUERITE AVE AND INDIANA AVE.	2040							
RIVERSIDE	RIV210510	3G01G19	BANNING	LOCAL HIGHWAY		HARGRAVE ST	I-10	LINCOLN ST	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)	2030	HARGRAVE STREET	0.2	W/B ON/OFF RAMPS	PLAZA ST	NEW GRADE SEPARATION ON HARGRAVE STREET AT UPRR AND RAMP MODIFICATION OF E/B ON/OFF RAMPS	2	4
RIVERSIDE	RIV180105	3G01G26	BEAUMONT	LOCAL HIGHWAY					IN WESTERN RIV CO IN THE CITY OF BEAUMONT - GRADE SEPERATION UNDER CROSSING AT CALIFORNIA AVE UPRR, INCLUDING WIDENING OF CALIFORNIA AVE FROM 1ST ST TO 6TH ST FROM 2 TO 4 LANES.	2040	CALIFORNIA AVENUE	.46 MILES	1ST STREET	6TH STREET	GRADE SEPERATION UNDER CROSSING AT CALIFORNIA AVE	2	4
RIVERSIDE	RIV140820	3ITS08	COACHELLA VALLEY ASSOC OF GOVERNMENTS	LOCAL HIGHWAY		INTELLIGENT TRANSPORTATION SYSTEM	COUNTYWIDE		IN EASTERN RIVERSIDE COUNTY FOR CVAG: REGIONAL SIGNAL SYCHRONIZATION PROGRAM THROUGH THE COACHELLA VALLEY (HIGHWAY 111, WASHINGTON ST, RAMON RD) INCLUDING BUT NOT LIMITED TO SIGNAL UPGRADES, COMMUNICATION SYSTEMS, HARDWARE AND SOFTWARE. (PM 2.5 BENEFITS)	2024	COACHELLA VALLEY	N/A	WESTERN COACHELLA VALLEY	EASTERN COACHELLA VALLEY	SYNCHRONIZE SIGNALS ALONG ARTERIALS IN THE COACHELLA VALLEY	N/A	N/A
RIVERSIDE	RIV140820A	3ITS08	COACHELLA VALLEY ASSOC OF GOVERNMENTS	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.	2026							
RIVERSIDE	RIV221002	424L021	RANCHO MIRAGE	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							
RIVERSIDE	RIV210625	4A98L00	WILDOMAR	LOCAL HIGHWAY		PALOMAR STREET	GRUWELL	WILDOMAR TRAIL	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR: WIDEN PALOMAR STREET FROM 2 TO 4 LANES FROM GRUWELL STREET TO WILDOMAR TRAIL.	2030	PALOMAR STREET	1.26 MILES	GRUWELL STREET	WILDOMAR TRAIL	WIDEN TO ACCOMMODATE ADDITIONAL LANE IN EACH DIRECTION	2	4
RIVERSIDE	RIV210626	4A98L01	BEAUMONT	LOCAL HIGHWAY		POTRERO BLVD EXTENSION	4TH STREET INTERSECTION	400' WEST OF MICHIGAN AVE INTERSECTION	IN WESTERN RIV. CO. IN THE CITY OF BEAUMONT: CONSTRUCT A 4 LANE (2 IN EACH DIR) EXTENSION OF POTRERO BLVD. FROM APPROX. 500' WEST OF THE MANZANITA PARK RD./MICHIGAN AVE. INTERSECTION TO THE 4TH STREET AND POTRERO BLVD. INTERSECTION.	2035	POTRERO BLVD.,	3.3 MILES	500' W/O MANZANITA/MICHIGAN AVE.	4TH STREET	ADD 2 NEW EB LANES	0	2
RIVERSIDE	RIV210407A	4A98L02	DESERT HOT SPRINGS	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	NORTH INDIAN CANYON DRIVE	1220 LF BRIDGE	HWY 62	MISSION LAKES BLVD	CONSTRUCT 1 NEW BRIDGE OVER WATER CROSSING	2	4
RIVERSIDE	RIV210407	4A98L02	DESERT HOT SPRINGS	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.	2027	DILLON RD,	1400 LF BRIDGE	LITTLE MORONGO RD	PALM DRIVE	CONSTRUCT 1 NEW BRIDGE OVER WATER CROSSING	2	4
RIVERSIDE	RIV991216	4A98L03	MARCH JOINT POWERS AUTHORITY	LOCAL HIGHWAY					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.	2030	VILLAGE WEST DRIVE	0.55	LEMAY DRIVE	NANDINA AVE	CONSTRUCT 4 NEW LANES TO CONNECT/EXTEND LEMAY AVE TO NANDINA AVE	0	4

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
RIVERSIDE	RIV031202	RIV031202	RIVERSIDE COUNTY	LOCAL HIGHWAY					I-10 BYPASS SOUTH (FORMERLY RAMSEY ST. EXT.): CONSTRUCT TWO LANES OF AN ULTIMATE 4-LANE ROADWAY TO PROVIDE A BY-PASS/NETWORK FACILITY FOR THE I-10, APPROX. 1/2 MILE S/O I-10 BETWEEN THE EASTERN END OF THE CITY OF BANNING AND APACHE TRAIL IN CABAZON. OTHER IMPROVEMENTS INCLUDE THE CONSTRUCTION OF BRIDGE CROSSINGS AT SMITH CREEK AND SAN GORGONIO RIVER.	2032	I-10 BYPASS SOUTH - ONE-HALF MILE SOUTH OF THE I-10	3.3	I-10/HARGRAVE ST. IN THE CITY OF BANNING	I-10/APACHE TRAIL NEAR THE COMMUNITY OF CABAZON	CONSTRUCT A 2-LANE ROAD (1 LN IN EA DIR)	N/A	2
RIVERSIDE	RIV031205	RIV031205	PALM SPRINGS	LOCAL HIGHWAY		RAMON RD.	EL CIELO RD.	SUNRISE WAY	IN THE CITY OF PALM SPRINGS - WIDEN RAMON RD FROM 4 TO 6 LNS (3 IN EA DIR), FROM EL CIELO RD TO SUNRISE WY., WITH INTERSECTION WIDENING AT EL CIELO RD (ADD WB RT TURN LANE), AT FARRELL DR (ADD SB LEFT TURN LANE), & AT SUNRISE WY (ADD SB LEFT, NB LEFT, AND WB LEFT). (PA&ED ONLY).	2040	RAMON RD.	1 MILE	EL CIELO RD.	SUNRISE WAY	WIDENING FROM 4 TO 6 THROUGH LANES (3 IN EA DIR)	4	6
RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	LOCAL HIGHWAY		MID COUNTY PKWY	I-215 IN PERRIS	SR79 IN SAN JACINTO	IN WESTERN RIV CO - NEW MID CO PKWY: CONS 6 THRU LN (3 LNS IN EA DIR) APPROX 16 MI. BTWN I-215 IN PERRIS EAST TO SR79 IN SAN JACINTO, INC. CONS/RECONS OF 13 ICS, ADD OF AUX LN REDLANDS-EVANS & EB AUXILIARY LN EVANS-ANTELOPE. I-215 IMP: ADD 1 MF LN IN EA DIR NUEVO RD -VAN BUREN BLVD, & 1 AUX LN IN EA DIR MID CO PKWY-CAJALCO/RAMONA EXP & FROM MID CO PKWY-NUEVO (PORTION OF MCP SPLIT TO PLACENTIA RIV031218A).	2040	I-215	1.4 MILES	MID COUNTY PARKWAY	NUEVO RD	CONSTRUCT 2 AUXILIARY LANES (1 IN EA DIR)	N/A	2
RIVERSIDE	RIV060102	RIV060102	CALIMESA	LOCAL HIGHWAY		COUNTY LINE RD	I-10	600' EAST OF CALIMESA BLVD	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	COUNTY LINE RD. - EAST BOUND	750 FT.	I-10 EAST BOUND RAMPS	600' EAST OF CALIMESA BLVD	WIDEN COUNTY LINE RD EB FROM 1 TO 2 THROUGH LANES AND WIDEN FOR TRANSITION FOR A ROUNDABOUT AT CALIMESA BLVD/COUNTY LINE RD INTERSECTION	1	2
RIVERSIDE	RIV110825	RIV110825	COACHELLA	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.	2027	AVE. 50	1200 FT	300-FT WEST OF APACHE TRAIL	SR86S INTERSECTION	WIDEN ROADWAY APPROACHES FROM 2 LN TO 6 LN WITH A NEW 6 LN BRIDGE OVER THE COACHELLA STORMWATER CHANNEL	2	6
RIVERSIDE	RIV111131	RIV111131	MURRIETA	LOCAL HIGHWAY		KELLER RD.	WHITEWOOD R.	SR79 (WINCHESTER RD)	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	2030	KELLER RD.	18,500 FT.	WHITEWOOD RD. (EAST)	SR 79 (WINCHESTER RD).	EXTENSION OF KELLER RD. FROM WHITEWOOD RD. TO SR 79 - 4 LANES (2 LNS IN EA DIR), LEFT TURN LN, BIKE LANE, AND CG&S.	0	4
RIVERSIDE	RIV180103	RIV180103	BANNING	LOCAL HIGHWAY		SUNLAKES BLVD	HIGHLAND HOME RD	SUNSET AVE	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	SUNLAKES BLVD	1.1 MILES	HIGHLAND HOME RD	SUNSET AVE	EXTEND SUNLAKES BLVD, 2 LANES EA DIR, MEDIAN, AND BRIDGES	0	4
RIVERSIDE	RIV180138	RIV180138	MENIFEE	LOCAL HIGHWAY		MURRIETA RD & 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.	2030	MURRIETA RD	1000 FEET	SURREY RD	600FT S/O HOLLAND RD	WIDEN MURRIETA RD FROM 2 TO 4 LANES FROM SURREY RD TO 600 FT S/O HOLLAND RD	2	4
RIVERSIDE	RIV990727	RIV990727	PALM SPRINGS	LOCAL HIGHWAY		INDIAN CANYON DR.	UPRR OVERCROSSING	GARNET AVE.	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).	2026	INDIAN CANYON DR.	3,000 FT.	UPRR OVERCROSSING (BRIDGE NO. 56C0025)	GARNET AVE. (BRIDGE NO. 56C0025)	WIDENING FROM 2 TO 6 THROUGH LANES (3 IN EA DIR)	2	6
RIVERSIDE	RIV230806	RIV230806	BEAUMONT	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.	2030	SECOND ST	0.5	900 LF WEST OF COMMERCE WAY	PENNSYLVANIA AVE	ADD 4 LANES	0	4

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
RIVERSIDE	RIV170901	3160001	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	STATE HIGHWAY	15	I-15	CAJALCO RD. (PM 36.8)	SR74 (PM 22.3)	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	I-15 (PM 22.3 - 38.1)	15.8 MILES	SR-74 (CENTRAL AVE)	EL CERRITO RD	CONST 4 TOLL EXPS LNS-2 IN EACH DIRECTION.	6	10
RIVERSIDE	RIV200738	3200S015	TEMECULA	STATE HIGHWAY	15	I-15	TEMECULA PARKWAY ON-RAMP	RANCHO CALIFORNIA OFF-RAMP	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	I-15	1.6	TEMECULA PARKWAY ON-RAMP	RANCHO CALIFORNIA OFF-RAMP	CONSTRUCT AUX LANE	0	1
RIVERSIDE	RIV191001	3A04A29	JURUPA VALLEY	STATE HIGHWAY	60	SR-60 (PM 9.33 TO 9.87)	29TH STREET	1000 FEET W/O IC	IN THE CITY OF JURUPA VALLEY - SR-60 AT RUBIDOUX BOULEVARD INTERCHANGE RAMPS RECONFIGURATION, INCLUDING THE RECONSTRUCTION OF RUBIDOUX BOULEVARD OVERPASS, RUBIDOUX BOULEVARD FROM 29TH STREET TO APPROXIMATELY 1000 FEET WEST OF THE INTERCHANGE.	2035		2000'	29TH ST	1000 FT W/O IC	THIS PROJECT WOULD RECONFIGURE THE SR-60 RAMPS AT RUBIDOUX BLVD IN A SPUI CONFIGURATION.	4	6
RIVERSIDE	RIV091007	3A04WT047	LAKE ELSINORE	STATE HIGHWAY	74	SR-74	HUNCO WAY	ORTEGA MOUNTAINS	LAKE ELSINORE: WIDENING OF SR-74 FROM 2 TO 6 THROUGH LANES (3 LANES IN EACH DIRECTION), WEST OF I-15 TO THE ORTEGA MOUNTAINS. OTHER IMPROVEMENTS INCLUDE TURN POCKETS AND ONE TRAFFIC SIGNAL AT INTERSECTION OF SR74 (RIVERSIDE DR) AND GRAND AVE (RIV131127).	2035	SR-74	4.67 MILES	WEST OF I-15	ORTEGA MOUNTAINS (SR-74)	WIDENING FROM 2 TO 6 THRU UNIFORM LANES (3 LNS IN EA DIR)	2	6
RIVERSIDE	RIV180101	3A04WT059	PERRIS	STATE HIGHWAY	215		31.8	32.8	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	I-215 (PM 31.8-32.8)	0.99	HARVILL AVE	WESTERN WAY	RECONFIGURE EXISTING IC TO DDI	4	4
RIVERSIDE	RIV071252	3A07020	INDIO	STATE HIGHWAY	10	JACKSON ST	AVENUE 42	S/O WHITEWATER RIVER CHANNEL	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	2030	I-10/JACKSON ST EB ENTRY RAMP	620'	JACKSON ST	I-10	WIDEN FROM 1 LANE TO 2 LANES AT ARTERIAL MERGING TO 1 LANE AT MAINLINE (NO HOV)	1	2
RIVERSIDE	RIV071253	3A07021	INDIO	STATE HIGHWAY	10	GOLF CENTER PKWY	AVENUE 44	SOUTH OF WHITEWATER RIVER CHANNEL	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	GOLF CENTER PKWY	2407'	AVE 44	S/O WHITEWATER RIVER CHANNEL	WIDEN FROM 4 TO 6 LANES INCL BRIDGE OVER CHANNEL	4	6
RIVERSIDE	RIV071254	3A07022	INDIO	STATE HIGHWAY	10	MONROE ST	AVENUE 42	S/O WHITEWATER RIVER CHANNEL	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-RAMP TERMINI 1 TO 2 LANES AND OFF-RAMP TERMINI 1 TO 3 LANES, CONSTRUCT AUX LANE B/T MONROE AND JACKSON STREET, AND EXTEND RAMPS WITH ACCELERATION/DECELERATION LANES (EA: 0K730K)	2030	I-10/MONROE ST EB ENTRY RAMP	1389'	MONROE ST	I-10	WIDEN FROM 1 LANE TO 2 ACCEL LANES AT ARTERIAL MERGING TO 1 LANE AT MAINLINE	1	2
RIVERSIDE	RIV071242	3A07045	MORENO VALLEY	STATE HIGHWAY	60	INDIAN ST	SUNNYMEAD BLVD	HEMLOCK AVE	IN THE CITY OF MORENO VALLEY - RECONSTRUCT INDIAN ST X-ING SR 60 FROM 150' S/O SUNNYMEAD BLVD., TO HEMLOCK AVE: COMPLETE RECONSTRUCT. OF THE BRIDGE TO PROVIDE 16'6" CLEARANCE & 4 THROUGH LANES (2 LNS IN EA DIR) & ASSOC. ST IMP. WITHIN THE PROJECT LIMITS (LEFT TURN POCKETS AT SUNNYMEAD AND HEMLOCK INTERSECT., RIGHT-TURN ONLY SB AT SUNNYMEAD, NEW TS AT HEMLOCK/INDIAN ST., & INTERCONNECT MOD).	2035	INDIAN ST	.25 MILES	150' SOUTH OF SUNNYMEAD BLVD	HEMLOCK AVE	WIDEN OC FROM 2 TO 4 LANES	2	4
RIVERSIDE	RIV131127	3AL204	LAKE ELSINORE	STATE HIGHWAY	74				IN LAKE ELSINORE - INTERSECTION WIDENING - RIVERSIDE DR/SR74 AT GRAND AVE: WIDEN RIVERSIDE DR/SR74 FROM 3 TO 6 LANES AND GRAND AVENUE FROM 2 TO 4.	2030	RIVERSIDE DR./SR74	.40 MILES	LAKESIDE HS STADIUM WAY	FAIRVIEW ST.		3	6
RIVERSIDE	RIV071276	3H07A	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	STATE HIGHWAY	215	I-215	NUEVO RD	BOX SPRINGS RD	ON I-215 FROM NUEVO RD TO BOX SPRINGS RD: CONSTRUCT 2 HOV LANES (1 LANE IN EACH DIRECTION) - PA&ED.	2040	I-215	11.03 MI	NUEVO RD	BOX SPRINGS RD	ADD 1 NB AND 1 SB HOV LANE	N/A	2
RIVERSIDE	RIV131202	3M01WT022	RIVERSIDE, CITY OF	STATE HIGHWAY	91	SR-91 (PM 15.40 TO 15.70)	AT ADAMS ST	BTWN DIANA AVE & INDIANA AVE	RECONSTRUCT/WIDEN IC AND RECONSTRUCT/WIDEN RAMPS	2028							

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
RIVERSIDE	RIV181105	3M04WT004	BEAUMONT	STATE HIGHWAY	10	I-10 (PM 7.71 TO 8.71)	AT PENNSYLVANIA AVE	BTWN 6TH ST AND 3RD ST	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		0.05	I-10	PENNSYLVANIA AVE	RECONSTRUCT WB OFF-RAMP & EB ON-RAMP		
RIVERSIDE	RIV091012	3M04WT009	PERRIS	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).	2030	MATTHEWS RD	0.3 MI	CASE RD	SB RAMPS	REALIGN/WIDEN FROM 2 TO 4 LANES	2	4
RIVERSIDE	RIV131003	3M04WT014	PERRIS	STATE HIGHWAY	215				215 AT NUEVO INTERCHANGE IMPROVEMENTS: WIDENING OF OC FROM 4 TO 6 LANES (3 LANES IN EA DIRECTION) AND WIDENING OF NB AND SB ENTRY RAMP FROM 2 TO 3 LANES. ADDITIONAL IMPROVEMENTS INCLUDE SIDEWALK INSTALLATION ON BOTH SIDES OF THE OC.	2035	I-215 OC	1 MILE	START OF THE BRIDGE (OC)	END OF THE BRIDGE (OC)	WIDENING FROM 4 TO 6 LANES (3 IN EACH DIRECTION) ACROSS THE OC	2	3
RIVERSIDE	RIV080902	3M0712	MORENO VALLEY	STATE HIGHWAY	60	REDLANDS BLVD	AT SR-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	2030	REDLANDS BLVD	2300'	SPRUCE AVE	FIR AVE	WIDEN FROM 2 TO 6 LANES	2	6
RIVERSIDE	RIV080903	3M0714	MORENO VALLEY	STATE HIGHWAY	60	GILMAN SPRINGS RD	AT SR-60		AT SR-60/GILMAN SPRINGS RD IC - REALIGN GILMAN SPRINGS RD/REMOVE EXISTING EB/WB RAMPS; WIDEN OC FROM 2 TO 6 THRU LANES; WB EXIT IS 1 LANE WIDENING TO 2 LANES THEN TO 3 LANES AT ARTERIAL, WB LOOP & EB ENTRY RAMPS FROM 1 LANE TO 2 LANES W/ HOV; WIDEN EB EXIT RAMPS FROM 1 LANE TO 2 LANES AT EXIT AND 3 LANES AT ARTERIAL; ADD AUX LANES TO WEST OF IC 1200' EB AND 2200' WB	2040	GILMAN SPRINGS RD	2500'	EUCALYPTUS ST	RAMPS N/O SR-60	WIDEN FROM 2 TO 6 LANES	2	6
RIVERSIDE	RIV071274	3M0717	COACHELLA	STATE HIGHWAY	86	AVENUE 52	COACHELLA STORM DRAIN	E/O TYLER ST.	THROUGH LANE IC FROM E/O COACHELLA STORMWATER CHANNEL BRIDGE TO E/O TYLER ST. IMPROVEMENTS INCLUDE: REALIGN POLK ST AND RELOCATE AVE 52 AND POLK ST INTERSECTION, EXTENDED RAMP ACCELERATION/DECELERATION LANES, BIKE LANES, SIDEWALKS, AND RECONSTRUCT TRAFFIC SIGNALS (EA: 0C960).	2035	AVE 52	N/A	COACHELLA STORM WATER CHANNEL	POLK ST	CONSTRUCT NEW 6 LANE OVERPASS IC ACROSS SR 86, WIDEN FROM 2 TO 6 LANES	2	6
RIVERSIDE	RIV151218	3M0719	MENIFEE	STATE HIGHWAY	215	I-215	SUN CITY BLVD.	EASTERLY OF ENCANTO DR.	RECONSTRUCT/WIDEN I-215 IC AT MC CALL BLVD. - WIDEN IC FROM 4 TO 6 LANES (SUN CITY BLVD TO EASTERLY OF ENCANTO DR), WIDEN ENTRY RAMPS (RAMP METERED / NON HOV PREFERENTIAL LANE), WIDEN EXIT RAMPS (DUAL LEFT @ SB & DUAL RIGHT @ NB WITH MCCALL), ADD DUAL LEFT-TURN AND DEDICATED RIGHT-TURN LANES (EA 1F700).	2030	215	1600'	MCCALL BLVD.	I-215	WIDEN NB ENTRY RAMPS FROM 1 LN TO 2 LANES AND HOV LANE, RAMP AT ARTERIAL MERGING TO 1 LANE AT MAINLINE (METERED RAMP)	1	2
RIVERSIDE	RIV071251	3M0720	CATHEDRAL CITY	STATE HIGHWAY	10	DA VALL DR	VARNER RD	RAMON RD	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.	2030	I-10 EB AUX LANES	2 MI	DA VALL DR	BOB HOPE DR	ADD 1 EB AUX LANE	N/A	1
RIVERSIDE	RIV180108	3M0722	CATHEDRAL CITY	STATE HIGHWAY					IN COACHELLA VALLEY FOR CITY OF CATHEDRAL CITY - CONSTRUCT THE PROPOSED I-10 IC FROM LANDAU BLVD BETWEEN RIO VISTA RD AND VALLEY CENTER BLVD AND ADD NEW EXTENSION ALONG LANDAU BLVD BETWEEN RIO VISTA RD AND PROPOSED VALLEY CENTER DRIVE. INCLUDES NEW GRADE SEPARATION WITH UPRR AND NEW FREEWAY CONNECTION AT NEW 4 LANE IC ON LANDAU I-10.	2035	VISTA CHINO TO UPRR	1.1 MILES	RIO VISTA	UPRR	CONSTRUCT 4 NEW LANES AND IC	0	4
RIVERSIDE	RIV200102	3M0727	WILDOMAR	STATE HIGHWAY	15	I-15 (PM 15.8 TO 16.8)	AT BUNDY CANYON RD	BTWN ORANGE ST AND CHERRY ST	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.	2035	BUNDY CANYON ROAD	0.3	ORANGE STREET	CHERRY STREET	WIDEN BUNDY CANYON RD. 0.3 MILES ADD 2 LANES (ONE IN EACH DIRECTION AND RECONSTRUCT RAMPS)	4	6

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RIVERSIDE	RIV080901	3M0730	MURRIETA	STATE HIGHWAY	15	I-15	AT MURRIETA HOT SPRINGS RD		AT I-15/MURRIETA HOT SPRINGS RD IC - CONSTRUCT NEW NB LOOP ON RAMP AND REALIGN EXISTING NB OFF RAMP (EA: 0J650K)	2030	I-15/MURRIETA HOT SPRINGS RD NB LOOP ENTRY RAMP	1300'	MURRIETA HOT SPRINGS RD	I-15	ADD NEW 2-LANE NB LOOP ENTRY RAMP (APPROX. LENGTH IS 1300')	N/A	2
RIVERSIDE	RIV110122	3M0738	CALTRANS	STATE HIGHWAY	215	I215	1.5 MILES N/O MURRIETA HOT SPRINGS RD	FVP OFF-RAMP	HALF MILES N/O MURRIETA HOT SPRINGS RD TO FRENCH VALLEY PKWY OFFRAMP: CONSTRUCT A THIRD MIXED-FLOW LANE IN THE MEDIAN AND AUX-LANE FROM MURRIETA HOT SPRINGS SB ENTRANCE RAMP TO ONE-HALF MILE S/O FRENCH VALLEY PKWY OFF-RAMP (WIDEN) I215/I-15 SEPARATION FROM 2 TO 4 LANES) (EA: OF163).	2040	I-215	7000'	ONE AND ONE-HALF MILES NORTH OF MURRIETA HOT SPRINGS RD	FRENCH VALLEY PARKWAY OFF-RAMP	CONSTRUCT THIRD MIXED FLOW LANE IN THE MEDIAN	2	3
RIVERSIDE	RIV080904	3M0801	MORENO VALLEY	STATE HIGHWAY	60	THEODORE ST	AT SR-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)	2031	SR-60 EB AUX LANES	1400'	1400' E/O WORLD LOGISTICS CENTER PARKWAY	WORLD LOGISTICS CENTER PARKWAY	ADD 1 EB AUX LANE 1400' E/O WORLD LOGISTICS CENTER PARKWAY. TO WORLD LOGISTICS CENTER PARKWAY	N/A	1
RIVERSIDE	RIV100107	3M10WT03	MURRIETA	STATE HIGHWAY	215	KELLER RD			IN SW RIVERSIDE CO. I-215/KELLER RD. IC: REPLACE EXISTING 2-LN I-215/KELLER RD. UNDERPASS WITH A NEW 4-LN (2 LNS IN EA DIR), AUX LANE AT THE SB OFF-RAMP (APPROX. 1,550'), ADD 3-LN NB AND 2-LN SB OFF RAMPS, 2-LN NB/SB ON-RAMPS W/HOV, SWS, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	2027	215	1600'	I-215	KELLER RD	ADD 3 LANE NB EXIT RAMP	0	3
RIVERSIDE	RIV220303	424S012	RCTC	STATE HIGHWAY	91	SR 91	I-15	MAGNOLIA AVE. (SR 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							
RIVERSIDE	RIV151219	RIV151219	MENIFEE	STATE HIGHWAY	215	HOLLAND RD.	HAUN	HANOVER	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).	2030	ACCESS RD (NOT NAMED YET)	2700	HOLLAND RD	EXISTING BUSINESSES S/O HOLLAND RD & W/O I-215	ADD 2 NEW LNS FOR INDUSTRIAL ACCESS RD	0	2
RIVERSIDE	RIV010206B	RIV010206	LAKE ELSINORE	STATE HIGHWAY	15				CONS NEW I-15/FRANKLIN ST INC, CONST AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, RELAIGN & RECONSTRUCT MAIN ST SB ON RAMP FROM 1-2 LNS, ON WS OF I-15 CONST AUTO CENTER DR EXTNSN FROM EX FRANKLIN ST TO ADOBE ST & ON ES OF I-15 AND CONST CNY ESTATE DR EXT FROM EX FRANKLIN ST TO CAMINO DEL NORTE.	2032	I-15	.27 MILES	I-15	NEW FRANKLIN ST.	CONSTRUCT NEW I-15 FRANKLIN ST NB EXIT RAMP, FROM 1 LN AT I-15 TO 2 LNS (1 RIGHT LN & 1 THRU LN WITH OPTION TO TURN LEFT) @ FRANKLIN ST.	0	2
RIVERSIDE	RIV011232A	RIV011232B	RIVERSIDE COUNTY	STATE HIGHWAY	215	I-215	ANTELOPE RD.	HAUN RD.	THRU AND 4 TURN) BTWN ANTELOPE RD AND HAUN RD - RECONSTRUCT/WIDEN RAMPS - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES, ADD EXTENDED RIGHT-TURN LNS. - PH II.	2038	I-215/SCOTT RD - NB EXIT RAMP	1850 FT.	I-215	SCOTT RD.	WIDEN FROM 1 LN AT MAINLINE TO 2 LNS AT MAINLINE AND 2 LNS AT ARTERIAL. STD OFF RAMP FOR SCOTT RD. EXIT EB TRAFFIC ONLY. DECEL LN 1300'.	1	2
RIVERSIDE	RIV030901	RIV030901	COACHELLA	STATE HIGHWAY	10	AVENUE 50	1/2 MILE N/O I-10	1/2 MILE S/O I-10	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)	2030	I-10/AVENUE 50 EB ENTRY RAMP	2000	AVENUE 50	I-10	ADD NEW EB ENTRY, TWO-LANES AT AVE. 50 REDUCING TO 1 LANE AT ACCELERATION LANE	N/A	2
RIVERSIDE	RIV031209	RIV031209	PALM DESERT	STATE HIGHWAY	10	PORTOLA AVE	DINAH SHORE DR	VARNER RD	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	I-10 EB AUX LANES	2000'	PORTOLA AVE IC ENTRY RAMP	COOK ST IC EXIT RAMP	ADD 1 EB AUX LANE	N/A	1
RIVERSIDE	RIV031215B	RIV031215	TEMECULA	STATE HIGHWAY	15	FRENCH VALLEY PKWY	JEFFERSON ST	YNEZ RD	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	FRENCH VALLEY PKWY	371 METERS	FVP IC SB EXIT RAMP	JEFFERSON AVE.	PH III: WIDEN FVP FROM 2 THROUGH LANES TO 6 THROUGH LANES	2	6

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RIVERSIDE	RIV031218B	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	STATE HIGHWAY	215				NEW MID COUNTY PARKWAY (MCP) CONSTRUCTION CONTRACT 2 - IN THE CITY OF PERRIS AND PORTIONS OF UNINCORPORATED RIVERSIDE COUNTY: CONSTRUCT 4 LANES ON FUTURE MCP ALIGNMENT BETWEEN REDLANDS AVE AND RAMONA EXPRESSWAY.	2033	FUTURE MCP ALIGNMENT,	3.05 MILES	REDLANDS AVE	RAMONA EXPRESSWAY	CONSTRUCT 2 WB LNS		
RIVERSIDE	RIV031218C	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	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	RAMONA EXPRESSWAY/ MID COUNTY PARKWAY	8.6 MILES	APPROX. 1 MILE E/O RIDER ST.	WARREN RD.	CONSTRUCT 2 LANES IN THE EASTERLY DIRECTION	2	4
RIVERSIDE	RIV041052	RIV041052	MORENO VALLEY	STATE HIGHWAY	60	MORENO BEACH DR	NORTH RAMPS	EUCALYPTUS AVE	IN MORENO VALLEY AT SR-60/MORENO BEACH DR IC: MODIFY MORENO BEACH DR IC - WIDEN OC FROM 2 TO 6 THROUGH LANES, REALIGN/WIDEN RAMPS (WB EXIT 1 TO 2 LANES), ADD NEW WB ENTRY RAMP (2 LANES), ADD WB AUX LANE, AND INSTALL RELATED DRAINAGE AND ASSOCIATED WORK (EA: 32303).	2025	MORENO BEACH DR	2000'	JUST BEYOND WB EXIT RAMPS	EB EXIT RAMP/EUCALYPTUS AVE	WIDEN FROM 2 TO 6 LANES	2	6
RIVERSIDE	RIV050533	RIV050533	MORENO VALLEY	STATE HIGHWAY	215	CACTUS AVE	W/O BNSF RR BRIDGE	ELSWORTH ST	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)	2031	CACTUS AVE EB	2650'	APPROX 300' WEST OF BNSF RR	1300' EAST OF VETERANS WAY	WIDEN FROM 2 TO 3 LANES	2	3
RIVERSIDE	RIV050535A	RIV050535	BEAUMONT	STATE HIGHWAY	60	POTRERO BLVD	HEARTLAND PKWY SOUTH	4TH ST	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	SR-60/POTRERO BLVD WB LOOP ENTRY RAMP	1760'	POTRERO BLVD	SR-60	ADD NEW WB LOOP ENTRY 2 LANES AT ARTERIAL MERGING TO 1 LANE AT MAINLINE WITH HOV PREFERENTIAL WITH RAMP METER (2 LANES AT METER)	N/A	2
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	STATE HIGHWAY	15	SR74/CENTRAL AVE	1,000' W/O COLLIER AVE	RIVERSIDE ST.	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).	2025	15	2.25 MILES	COLLIER AVE	CONARD AVE	CENTRAL AVE INTERCHANGE MODIFICATION	4	8
RIVERSIDE	RIV060111	RIV060111	PERRIS	STATE HIGHWAY	215				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.	2035	ETHANAC RD	2400'	1200' E/O I-215 CL	1200' W/O I-215 CL	WIDEN FROM 2 TO 4 LANES	2	4
RIVERSIDE	RIV060115	RIV060115	BEAUMONT	STATE HIGHWAY	10	OAK VALLEY PKWY/SAN TIMOTEO CYN RD	500 FT W/O DESERT LAWN DR	JUST E/O GOLF CLUB DR	AT I-10/OAK VALLEY PKWY IC: RECONSTRUCT/WIDEN IC FROM 2 TO 6 THROUGH LANES FROM APPROX 500 FT. W/O DESERT LAWN DR TO GOLF CLUB DR, WIDEN RAMPS - EB ENTRY 1 TO 2 LANES, EB & WB EXIT 1 TO 4 LANES, WB ENTRY 1 TO 3 LANES, , ADD NEW EB/WB ENTRY LOOP RAMPS (2 LANES) , ENTRY RAMPS INCLUDE HOV PREFERENTIAL LANE, AND RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANE (EA: 0G280).	2035	I-10/OAK VALLEY PKWY EB ENTRY RAMP	1340'	OAK VALLEY PARKWAY	I-10	WIDEN FROM 1 LANE TO 2 LANES AT ARTERIAL MERGING TO 1 LANE AT MAINLINE WITH HOV PREFERENTIAL	1	2
RIVERSIDE	RIV060116	RIV060116	CALIMESA	STATE HIGHWAY	10	CHERRY VALLEY BLVD	CALIMESA BLVD	ROBERTS RD	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	CALIMESA BLVD.	650'	CHERRY VALLEY BLVD.	650' N/O CHERRY VALLEY BLVD.	REALIGN CALIMESA BLVD. 620' TO THE EAST	2	2

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RIVERSIDE	RIV060117	RIV060117	CALIMESA	STATE HIGHWAY	10	SINGLETON RD	WOODHOUSE RD	CALIMESA BLVD	THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMPS - EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, EB EXIT RAMP (2 LNS), WB ENTRY RAMP (1 LN W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS AND RELOCATE CALIMESA BLVD/SINGLETON RD INTERSECTION, AND ADD SB EXTENDED DEDICATED RIGHT-TURN LN (EA: 0F980)	2035	I-10/SINGLETON RD EB ENTRY RAMP	1100'	SINGLETON RD	I-10	WIDEN FROM 1 LANE RAMP TO 2 LANES AT ARTERIAL MERGINE BACK TO 1 LANE AT MAINLINE INCL. HOV	1	2
RIVERSIDE	RIV060117A	RIV060117	CALIMESA	STATE HIGHWAY	10	SINGLETON RD			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.	2026	I-10/SINGLETON RD EB EXIT RAMP	1100'	I-10	SINGLETON RD	ADD NEW EB EXIT RAMP WITH 1 LANE OFF MAINLINE EXPANDING TO 1 TURN LANES AT ARTERIAL	0	1
RIVERSIDE	RIV061159	RIV061159	COACHELLA	STATE HIGHWAY	86	AVENUE 50	E/O COACHELLA STORMWATER CHANNEL BRIDGE	E/O TYLER	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	SR-86/AVE 50	1500 FT.	E/O COACHELLA STORM WATER CHANNEL	EAST OF TYLER ST	CONSTRUCT NEW 6 LANE OVERPASS IC ACROSS SR 86, WIDEN FROM 2 TO 6 LANES	2	6
RIVERSIDE	RIV070308	RIV070308	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	STATE HIGHWAY	91	SR91/71 JCT	SR91 0.6	SR91 2.6	AT SR91/71 JCT: REPLACE EB 91 TO NB 71 CONNECTOR W/ DIRECT CONNECTOR, AND RECONSTRUCT THE GREEN RIVER ROAD EB ON-RAMP (EA: 0F541) ($1,501/$639/$200 TOLL CREDITS WILL BE USED IN PS&E TO MATCH DEMO-SAFETEALU/DEMO-TEA21/STP, RESPECTIVELY. $159 TOLL CREDITS WILL BE USED IN R/W TO MATCH DEMO-SAFETEALU.)	2028	SR-91/SR-71/GREEN RIVER ROAD	4050'	GREEN RIVER RD	EB SR-91	ADD 2 LANE ON-RAMP ADJACENT TO THE SR-71 DIRECT CONNECTOR THAT MERGES TO 1 AUXILIARY LANE AT SR-91	2	2
RIVERSIDE	RIV131201	RIV131201	CALIMESA	STATE HIGHWAY	10	I-10	7TH PLACE	CALIMESA BLVD.	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - RECONSTRUCTION OF EXISTING INTERCHANGE AT I-10/COUNTY LINE EXTENDING 1300 LINEAR FEET FROM COUNTY LINE LANE TO APPROX. 300 FT. W/O CALIMESA BLVD. THE PROJECT WILL INCLUDE RAMP REALIGNMENT FOR ALL FOUR RAMPS WITH MINOR RAMP WIDENING.	2035	I-10/COUNTY LINE RD EB ENTRY RAMP	800'	COUNTY LINE RD.	I-10	REALIGN ENTRY RAMP 40' TO THE WEST	1	1
RIVERSIDE	RIV180102	RIV180102	CORONA	STATE HIGHWAY		ONTARIO AVE	330' W/O COMPTON AVE	STATE ST	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.	2027	ONTARIO AVE.	1500 FEET	330' W/O COMPTON AVE	320' E/O I-15 N/B RAMPS	WIDEN AND REALIGN 5 LNS TO 7 LNS ON ONTARIO AVE UNDER I-15	5	7
RIVERSIDE	RIV180104	RIV180104	RIVERSIDE COUNTY TRANSPORTATION COMMISSION	STATE HIGHWAY	10	I-10/HIGHLAND SPRINGS	275' N/O THE W/B OFF/ON RAMPS	250' S/O THE E/B OFF/ON RAMPS	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	10	0.25 MILES	0.25 MILES WEST OF HIGHLAND SPRINGS	HIGHLAND SPRINGS AVE	CONSTRUCT NEW WB HOOK ON-RAMP	1	1
RIVERSIDE	RIV180144	RIV180144	LAKE ELSINORE	STATE HIGHWAY	15				IMPROVEMENTS: WIDENING OF NB MAIN ST UNDER THE FREEWAY FROM 1 TO 2 LNS, ADD AN ADDITIONAL LN TO THE NB ENTRANCE AND EXIT RAMPS. WIDEN SB OFF RAMP TO ACCOMODATE 1 RT LN, 1 LT LN, AND 1 THRU LT LN AT MAIN ST INTERSECTION. INSTALL RAMP METERS & TRAFFIC SIGNALS AT THE ON & OFF RAMPS INTERSECTIONS, AND CAMINO DEL NORTE/MAIN ST INTERSECTION.	2026							
RIVERSIDE	RIV201101	RIV201101	MENIFEE	STATE HIGHWAY	215	I-215 (PM 15.95 TO 16.95) @ GARBANI RD	HAUN RD	ANTELOPE RD	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	215	.31 MILES	HAUN RD	ANTELOPE RD	CONSTRUCT NEW IC BRIDGE, 2 LANES IN EACH DIRECTION (PM 16.4 - 17.2)	0	4
RIVERSIDE	RIV62024	RIV62024	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	STATE HIGHWAY	79	SR79	2.0 KM S/O DOMENIGONI PKWY	GILMAN SPRINGS RD	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.	2035	SR-79	18.02 MI	2.0 KM SOUTH OF DOMENIGONI PKWY	GILMAN SPRINGS RD	WIDEN FROM 2 TO 4 LANES	2	4
SAN BERNARDINO	200035	200035	REDLANDS	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	2027	WABASH AVE	N/A	5TH AVE	I-10 FREEWAY		N/A	2
SAN BERNARDINO	200202	200202	CHINO	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	CHINO AVENUE	N/A	SIXTH STREET	MONTE VISTA	WIDENING AND TRAFFIC SIGNAL INSTALLATION	2	4

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
SAN BERNARDINO	200207	200207	CHINO	LOCAL HIGHWAY					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.	2026	NEW ROAD CONNECTION	0.6 MILES	EL PRADO	SR-71	NEW ROADWAY 4 LANE ROAD CONNECTION.	0	4
SAN BERNARDINO	200419	200419	REDLANDS	LOCAL HIGHWAY					ALABAMA STREET WIDENING - WIDEN FROM 2-4 LANES FROM NORTH CITY LIMITS TO 3,000 FT. NORTH PALMETTO	2027	ALABAMA ST	N/A	NORTH CITY LIMITS	3,000' N/O PALMETTO		2	4
SAN BERNARDINO	200603	200603	RIALTO	LOCAL HIGHWAY					RIVERSIDE AVE. OVER UP RR MAIN TRACKS & 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.)	2026	RIVERSIDE AVE	0.02	S/O I-10	SLOVER AVE.	RR BRIDGE MODIFICATION	5	5
SAN BERNARDINO	200619	200619	SAN BERNARDINO COUNTY	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	GLEN HELEN PARKWAY	.4 MILES	0.2 MILES EAST OF CAJON CREEK	0.2 MILES WEST 0F CAJON CREEK		2	4
SAN BERNARDINO	201101	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	2024	ARROW RT.	2600	MONTE VISTA	BENSON	WIDENING	2	4
SAN BERNARDINO	200810	200810	SAN BERNARDINO COUNTY	LOCAL HIGHWAY		BAKER			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	BAKER BLVD	N/A	150' E/O MOJAVE FLOOD CHANNEL	BRIDGE SPAN		2	4
SAN BERNARDINO	200835	200835	SAN BERNARDINO COUNTY	LOCAL HIGHWAY		SAN BERNARDINO AVE.			SAN BERNARDINO AVE. FROM CHERRY AVE. TO FONTANA CITY LIMITS (ELM AVE.) (1.27 MILES)-WIDEN 2-4 LANES (NORTH SIDE ONLY)	2027	SAN BERNARDINO AVE	1.27 MILES	CHERRY AVE.	FONTANA CITY LIMITS (LIME AVE)	WIDEN FROM 2-4 LANES (NORTH SIDE ONLY)	2	4
SAN BERNARDINO	200843	200843	SAN BERNARDINO COUNTY	LOCAL HIGHWAY		RECHE CANYON			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	RECHE CANYON RD.	0.078 MILES	1.20 MILES OF S. BARTON ROAD	0.42 MILES SOUTH OF BARTON RD		2	4
SAN BERNARDINO	201180	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	2029	DEL ROSA DRIVE	0.2	5TH STREET	6TH STREET		2	4
SAN BERNARDINO	200856	200856	COLTON	LOCAL HIGHWAY		MT. VERNON BRIDGE			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	MT. VERNON BRIDGE	N/A	M ST.	I-10 ON RAMP	WIDEN BRIDGE FROM 2-4 LANES	2	4
SAN BERNARDINO	20190004	201134	RANCHO CUCAMONGA	LOCAL HIGHWAY		ETIWANDA AVE	NAPA ST	WHITTRAM AVE	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	ETIWANDA AVE		NAPA ST	WHITTRAM AVE	CONSTRUCT GRADE SEPARATION FOR ETIWANDA AVE @ SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY TRACKS WITH OVERHEAD ROADWAY. ADDITIONAL LANE IN EACH DIRECTION	2	4
SAN BERNARDINO	201179	201179	VICTORVILLE	LOCAL HIGHWAY		NATIONAL TRAILS HWY	I-15	AIR EXPRESSWAY	NATIONAL TRAILS HIGHWAY BETWEEN INTERSTATE 15 & AIR EXPRESSWAY WIDEN FROM 2-4 LANES (1.9 MILES)	2028	NATIONAL TRIALS HIGHWAY	1.9 MILES	320 FT. NORTH OF I-15	670 FT. NORTH OF NATIONAL TRIALS HIGHWAYS AND AIR EXPRESSWAY INTERSECTION		2	4
SAN BERNARDINO	20150201	2002160	ONTARIO	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.	2030	GROVE AVE	ABOUT 1.44 MILES	FOURTH ST	AIRPORT DRIVE	WIDEN	4	6
SAN BERNARDINO	20170805	4120116	COLTON	LOCAL HIGHWAY					REALIGN RECHE CANYON ROAD TO HUNTS LANE/WASHINGTON STREET. CONSTRUCT NEW FOUR (4) LANE ROAD WITH TOTAL LENGTH OF 0.30 MILE.	2026							
SAN BERNARDINO	201156	20061014	HIGHLAND	LOCAL HIGHWAY					GREENSPOT RD. FROM SANTA PAULA ST. TO SOUTH CITY LIMIT - WIDEN FROM 2-4 LANES WITH MEDIAN (2.2 MILES)	2029	GREENSPOT RD.	2.2 MILES	SANTA PAULA	2,600' S/O SANTA ANA RIVER	WIDEN FROM 2-4 LANES WITH MEDIAN	2	4
SAN BERNARDINO	20130402	20130402	SAN BERNARDINO COUNTY	LOCAL HIGHWAY		BAKER BLVD	WEST I-15	SH127	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	2028	BAKER BLVD.	APPROX. 0.67 MILES	WEST I-15 RAMPS	SH 127		2	4

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SAN BERNARDINO	20190003	20190003	HIGHLAND	LOCAL HIGHWAY					IN HIGHLAND: 3RD & 5TH ST CORRIDOR IMPROVEMENTS: WIDEN 0.4 MILES OF 3RD ST B/W PALM AVE & 5TH ST 2-4 LNS; EXTEND 3RD ST NE TO CONNECT TO/AT 5TH ST/CHURCH AVE INTERSECTION; RESTRIPE 0.1 MILE OF 5TH ST B/W CHURCH AVE & EAST EDGE OF CITY CREEK BRDG 4-6 LNS; SHOULDER IMPROVEMENTS ALONG 5TH ST, CENTRAL AVE & PALM AVE; ADD'L TURN LANES AT 3RD/PALM & 5TH/PALM INTERSECTIONS. (COMB 2017 FTIP ID 2011105)	2024	3RD STREET	0.4 MILES	PALM AVE	5TH STREET	WIDEN	2	4
SAN BERNARDINO	20190012	20190012	RIALTO	LOCAL HIGHWAY					RIALTO: WIDEN RIVERSIDE AVE; FROM SOUTH CITY LIMITS TO SLOVER AVE 4-6 LANES.	2025	RIVERSIDE AVE	ABOUT 2.52 MILES	SOUTH CITY LIMITS (SANTA ANA RIVER)	SLOVER AVE	WIDEN 4-6 LANES	4	6
SAN BERNARDINO	20190014	20190014	SAN BERNARDINO COUNTY	LOCAL HIGHWAY					SAN BERNARDINO COUNTY: WIDEN RANCHERO ST. 2-4 LANES - FROM 0.3 M E/O MARIPOSA TO HESPERIA CL (3 MILES)	2024	RANCHERO	3 MILES	0.3 MILES E/O MARIPOSA	HESPERIA CL	WIDEN RANCHERO ST. 2-4 LANES	2	4
SAN BERNARDINO	20250004	4A01043	CHINO	LOCAL HIGHWAY		PHILADELPHIA ST			IN CHINO: PHILADELPHIA STREET - WITHIN CITY LIMITS (MILLS AVE TO APPROX 650' WEST OF MONTE VISTA AVE): WIDENING FROM 2 TO 4 LANES	2028	PHILADELPHIA ST		LA COUNTY LINE	CENTRAL AVE	WIDEN PHILADELPHIA ST FROM LA COUNTY LINE TO CENTRAL AVE FROM 2 TO 4 LANES	2	4
SAN BERNARDINO	201147	4A01132	FONTANA	LOCAL HIGHWAY		SLOVER AVE	ETIWANDA AVE	800 FT EAST OF ETIWANDA AVE	SLOVER AVENUE FROM ETIWANDA AVENUE TO 800 FEET EAST OF ETIWANDA AVENUE WIDEN FROM 2-4 LANES	2025	SLOVER AVENUE	N/A	ETIWANDA AVENUE	800 FT. EAST OF ETIWANDA AVENUE		2	4
SAN BERNARDINO	20210101	4A01278	SAN BERNARDINO COUNTY	LOCAL HIGHWAY		PHELAN RD	SR-138	LOS BANOS AVE	IN SAN BERNARDINO COUNTY: WIDEN PHELAN ROAD 2-4 LANES FROM SR 138 TO LOS BANOS AVENUE, PLUS A CONTINUOUS LEFT TURN.	2031	PHELAN RD		SHEEP CREEK RD	BALDY MESA RD	WIDEN PHELAN RD FROM SHEEP CREEK RD TO BALDY MESA RD FROM 2 TO 6 LANES	2	6
SAN BERNARDINO	201183	4A01368	HIGHLAND	LOCAL HIGHWAY					5TH ST FROM TIPPECANOE AVENUE TO DEL ROSA DR.- WIDEN FROM 2-4 LANES	2029	5TH STREET	2 MILES	TIPPECANOE AVENUE	VICTORIA AVENUE		2	4
SAN BERNARDINO	20250002	4A04036	CHINO	LOCAL HIGHWAY		EUCLID AVE	SOUTH OF PINE AVE	SR-71	IN CHINO: EUCLID AVENUE - SOUTH OF PINE TO SR-71: BRIDGE REPLACEMENT AND WIDENING FROM 2 TO 4 LANES	2030	EUCLID AVE	ABOUT 2.6 MILES	SOUTH OF PINE AVE	SR-71	EXIST CONFIG: 1 LANE EACH DIRECTION	2	4
SAN BERNARDINO	20250003	4A04036	CHINO	LOCAL HIGHWAY		EUCLID AVE	PINE AVE.	KIMBALL AVE	IN CHINO: EUCLID AVENUE - PINE AVE TO KIMBALL AVE: WIDENING FROM 4 TO 8 LANES	2030	EUCLID AVE	ABOUT 1.03 MILES	PINE AVE.	KIMBALL AVE	EXIST CONFIG: 2 LANES EACH DIRECTION	4	8
SAN BERNARDINO	20190104	4A04102	FONTANA	LOCAL HIGHWAY		FOOTHILL BLVD	HEMLOCK AVE	ALMERIA AVE	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.	2027	FOOTHILL BLVD		HEMLOCK AVE	ALMERIA AVE	WIDEN FOOTHILL BLVD FROM HEMLOCK AVE TO ALMERIA AVE FROM 4 TO 6 LANES	4	6
SAN BERNARDINO	201170	4A07119	SAN BERNARDINO, CITY OF	LOCAL HIGHWAY					5TH STREET FROM STERLING AVE TO VICTORIA AVE WIDEN FROM 2-4 LANES.	2026	5TH STREET	1 MILE	STERLING AVE	VICTORIA	WIDEN	2	4
SAN BERNARDINO	201182	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	2029	TIPPECANOE	0.3 MILES	3RD STREET	5TH STREET	WIDEN	2	4
SAN BERNARDINO	201158	4A07226	COLTON	LOCAL HIGHWAY					AGUA MANSA FROM RIALTO CHANNEL TO RANCHO AVE. 2-4 LANE WIDENING	2026	AGUA MANSA	1.30 MILES	RIALTO CHANNEL	RANCHO AVE.		2	4
SAN BERNARDINO	20151505	4A07248	YUCAIPA	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	AVENUE E	ABOUT 0.25 MILES	5TH STREET	4TH STREET	WIDEN 2-4 LANES	2	4
SAN BERNARDINO	201169	4A07263	SAN BERNARDINO, CITY OF	LOCAL HIGHWAY					H STREET FROM KENDALL DRIVE TO 40TH STREET WIDENING FROM 2-4 LANES	2025	H STREET	0.17 MILES	KENDALL DR.	4OTH STREET	WIDEN	2	4
SAN BERNARDINO	201105	4A07268	GRAND TERRACE	LOCAL HIGHWAY					MICHIGAN AVENUE WIDENING (2-4 LANES) FROM COMMERCE WAY TO MAIN STREET	2027	MICHIGAN AVENUE WIDENING	N/A	COMMERCE WAY	MAIN ST.		2	4
SAN BERNARDINO	20082402	4A07308	HIGHLAND	LOCAL HIGHWAY					WIDEN BASE LINE BETWEEN CHURCH AVE AND BUCKEYE ST FROM 4-6 LANES	2029	BASELINE	ABOUT 0.07 MILES	CHURCH	BUCKEYE ST.		4	6
SAN BERNARDINO	20150001	4G07421	MONTCLAIR	LOCAL HIGHWAY		CENTRAL AVE	CENTRAL AVE	ALHAMBRA/LOS ANGELES LINES	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.	2025	CENTRAL AVE	ABOUT 480 FEET	ABOUT 0.25 MILES NORTH OF MISSION BLVD.	ABOUT 0.15 MILES SOUTH OF HOLT BLVD.	WIDEN CENTRAL AVE GRADE SEPARATION ON THE ALHAMBRA AND LOS ANGELES LINES FROM 4 TO 6 LANES	4	6

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SAN BERNARDINO	20190001	4M01003	HIGHLAND	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)	2029	5TH ST	0.1 MILE	EAST EDGE OF CITY CREEK BRIDGE	EB SR210 RAMPS	WIDEN/RESTRIPE	4	6
SAN BERNARDINO	201191	4OM0701	HIGHLAND	LOCAL HIGHWAY					BASE LINE FROM SEINE AVENUE TO STONEY CREEK DRIVE - WIDEN FROM 4-6 LANES (0.2 MILES)	2029	BASE LINE	0.2 MILES	SEINE AVENUE	STONEY CREEK DRIVE		4	6
SAN BERNARDINO	SBD031266	SBD031266	FONTANA	LOCAL HIGHWAY					SIERRA AVENUE FOOTHILL BOULEVARD TO BASELINE AVENUE- WIDEN FROM 4 TO 6 LANES	2024	SIERRA AVENUE	N/A	FOOTHILL BOULEVARD	BASELINE AVENUE		4	6
SAN BERNARDINO	SBD212504	SBD212504	VARIOUS AGENCIES	LOCAL HIGHWAY					IN THE CITIES OF HIGHLAND & SAN BERNARDINO, WIDEN 3RD ST FROM TIPPECANOE AVE TO LELAND NORTON WAY FROM 4 TO 6 LANES, WIDEN 5TH STREET FROM STERLING AVE TO VICTORIA AVE FROM 2 TO 4 LANES AND CONSTRUCT CLASS 2 BIKE LANES; INCLUDES ROADWAY WIDENING TO PROVIDE TURN LANES, DRAINAGE SYSTEM, CURBS, GUTTERS, SIDEWALK, STREET LIGHTS AND TRAFFIC SIGNAL MODIFICATIONS ON 3RD ST FROM TIPPECANOE AVE TO VICTORIA AVE, 5TH ST FROM TIPPECANOE AVE TO VICTORIA AVE, AND ON DEL ROSA DR FROM 3RD TO 5TH ST. PA&ED ONLY	2029	3RD ST	1 MILE	TIPPENCANOE AVE	LELAND NORTON WAY	3RD ST FROM TIPPENCANOE AVE TO LELAND NORTON WAY	4	6
SAN BERNARDINO	SBD239801	SBD239801	CALTRANS	LOCAL HIGHWAY		66	FLORES STREET	H STREET	ON ROUTE 66/5TH STREET, IMPLEMENT ROADWAY REALLOCATION FOR COMPLETE STREETS, ROUNDABOUTS, SIDEWALK IMPROVEMENTS, BULB OUTS, ENHANCED CROSSWALKS, BIKE LANES, TRANSIT STOP IMPROVEMENTS, STREET TREES, LANDSCAPING, PEDESTRIAN SCALE LIGHTING. PAED ONLY	2032	ROUTE 66	1.5	FLORES ST	H ST	COMPLETE STREETS AND ROAD DIET.		
SAN BERNARDINO	SBD31876	SBD31876	LOMA LINDA	LOCAL HIGHWAY					CALIFORNIA STREET BARTON ROAD TO REDLANDS BOULEVARD WIDEN FROM 2 TO 4 LANES	2026	CALIFORNIA STREET	N/A	REDLANDS BOULEVARD	BARTON ROAD		2	4
SAN BERNARDINO	20150012	SBD31903	SAN BERNARDINO, CITY OF	LOCAL HIGHWAY					FOOTHILL BOULEVARD (STATE ROUTE 66) AT FOURTH MODIFY SIGNALS, CHANNELIZE TRAFFIC SIGNAL, INTERSECTION IMPROVEMENTS/REALIGN INTERSECTION (0.11 MILE)	2025							
SAN BERNARDINO	SBD41316	SBD41316	SAN BERNARDINO, CITY OF	LOCAL HIGHWAY					MT. VIEW AVE. RAILWAY GRADE CROSSING, 1500 FT. NORTH OF I-10 WIDEN RAILWAY GRADE CROSSING FROM 1 LANE NORTH & SOUTH TO 2 LANES NORTH & SOUTH & UPGRADE GATES (0.75 MILES)	2023	MT VIEW RR CROSSING	N/A	I10	1 MILE NORTH AND SOUTH	WIDEN	1	2
SAN BERNARDINO	SBD41317	SBD41317	SAN BERNARDINO, CITY OF	LOCAL HIGHWAY					MT. VIEW AVE. BRIDGE AT MISSION CREEK CHANNEL WIDEN ROADWAY & SHOULDER WORK AND EXISTING BRIDGE AT MT. VIEW -1 LN. NO. & SO. TO 2 LNS N/S & LFT_TURNS TO MAKE A TOTAL OF 4 LANES (2 IN EACH DIRECTION)	2023	MT. VIEW	.03 MILES	MISSION CREEK	MT. VIEW	WIDEN FROM 2-4 LANES	2	4
SAN BERNARDINO	SBD55011	SBD55011	APPLE VALLEY	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	YUCCA LOMA RD	ABOUT 1 MILE	APPLE VALLEY RD	RINCON ROAD	WIDEN FROM 2-4 LANES	2	4
SAN BERNARDINO	20150008	SBD55025	HESPERIA	LOCAL HIGHWAY					IN HESPERIA: MAIN ST FROM I-15 TO MAPLE (PHASE 1) / MAPLE TO 11TH (PHASE 2) / I-15 TO SR 395 (PHASE 3); WIDEN AND RECONSTRUCT FROM 4-6 LANES, INCLUDING WIDENING OF BRIDGE OVER CALIFORNIA AQUEDUCT (2.75 MILES)	2028	MAIN STREET	ABOUT 1.93 MILES	I-15	MAPLE		4	6
SAN BERNARDINO	SBD55030	SBD55030	HESPERIA	LOCAL HIGHWAY					RANCHERO RD. FROM TOPAZ AVE TO 7TH ST. - WIDEN FROM 2 TO 5 LANES (6 MILES)(INCLUDES BRIDGE OVER CALIFORNIA AQUEDUCT)	2024	RANCHERO RD.	6 MILES	TOPAZ AVE	7TH STREET		2	5
SAN BERNARDINO	SBD55031	SBD55031	HIGHLAND	LOCAL HIGHWAY					ALABAMA STREET FROM 3RD STREET TO SOUTH CITY LIMITS - WIDEN FROM 2 TO 3 NB LANES (0.25 MILES)	2029	ALABAMA STREET	0.25 MILES	3RD STREET	SOUTH CITY LIMITS	WIDEN NORTHBOUND	2	3
SAN BERNARDINO	SBD55033	SBD55033	HIGHLAND	LOCAL HIGHWAY					BOULDER AVE. FROM GREENSPOT TO SOUTH CITY LIMITS - WIDEN FROM 2-4 LANES (0.70 MILES)	2029	BOULDER AVENUE	0.7 MILES	GREENSPOT ROAD/5TH ST	SOUTH CITY LIMITS	WIDEN	2	4
SAN BERNARDINO	SBD59019	SBD59019	SAN BERNARDINO, CITY OF	LOCAL HIGHWAY					40TH ST. FROM JOHNSON LANE TO ELECTRIC AVENUE; ACQUIRE ROW AND WIDEN ROAD FROM 2TO 4 LANES (1,200 FT.)	2025	40TH ST	0.30 MILES	JOHNSON LANE	ELECTRIC AVE	WIDEN 2-4 LANES	2	4
SAN BERNARDINO	20250007	SBD59021	SAN BERNARDINO, CITY OF	LOCAL HIGHWAY					STATE STREET PHASE 1, FROM 16TH STREET TO BASELINE STREET; EXTEND AND CONSTRUCT (4) LANES OF ROADWAY TO CONNECT STATE STREET TO RANCHO AVENUE	2025	STATE ST.	0.5 MI	16TH STREET	BASELINE STREET	CONSTRUCT NEW 4 LANE ROAD	0	4
SAN BERNARDINO	SBD59021	SBD59021	SAN BERNARDINO, CITY OF	LOCAL HIGHWAY					STATE STREET FROM BASELINE STREET TO FOOTHILL BLVD.; EXTEND AND CONSTRUCT (4) LANES OF ROADWAY (ABOUT 1 MILE) TO CONNECT STATE STREET TO RANCHO AVENUE (NEW ROAD) PHASE 2-4	2033	STATE ST.	N/A	BASELINE STREET	FOOTHILL BLVD.	CONSTRUCT NEW 4 LANE ROAD	0	4

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
SAN BERNARDINO	20199902	4200L002	FONTANA	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.	2026	CHERRY AVENUE	1 MILE	I-210	BASELINE AVE	WIDEN, WILL INCLUDE CLASS I/II BIKE LANES	4	6
SAN BERNARDINO	1830	1830	VARIOUS AGENCIES	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).	2024	CEDAR AVE	ABOUT 0.61 MILES	BLOOMINGTON AVE	ORANGE ST	WIDEN 4-6 LANES WITH LEFT AND RIGHT TURN LANES	4	6
SAN BERNARDINO	34040	34040	CALTRANS	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)	2030	US395	28.7	1.8 MILES SOUTH OF DESERT FLOWER ROAD (PM19.3)	0.5 MILES SOUTH OF FARMINGTON ROAD (PM 48.0)	WIDENING	2	4
SAN BERNARDINO	SBD990211	200453	BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	STATE HIGHWAY	395	US-395	I-15	SR-18	US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM 0.16 MI N/O INTERSTATE ROUTE 15 JUNCTION TO SR18 - WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS (EA 0F633)	2026	US-395		I-15	SR-18 (PALMDALE RD)	WIDEN FROM 2 TO 4 LANES		4
SAN BERNARDINO	200602	200602	ONTARIO	STATE HIGHWAY	60				SR 60 AND VINEYARD AVE. INTERCHANGE RECONSTRUCTION-LENGTHEN BRIDGE TO ACOMMODATE VINEYARD AVE WIDENING AND RAMP WIDENING 4-6 LANES	2027	SR60	N/A	VINEYARD AVE. IC	VINEYARD AVE. IC		N/A	N/A
SAN BERNARDINO	200604	200604	ONTARIO	STATE HIGHWAY	60				SR60 AT GROVE AVENUE INTERCHANGE RECONSTRUCTION AND GROVE AVE. +/-300 FT. N/S OF SR 60-WIDEN FROM 4-6 LANES	2027	SR-60	N/A	GROVE AVE.	GROVE AVE.		4	6
SAN BERNARDINO	2002160	2002160	ONTARIO	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).	2030	I-10	N/A	GROVE INTERCHANGE	GROVE AVE.	WIDENING	4	6
SAN BERNARDINO	20190010	4120198	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	STATE HIGHWAY	10	I-10	PM 22.7	24.25	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.	2027	I-10	1,000'	EAST VALLEY BLVD	I-10 EB ON/OFF RAMPS	WIDEN BRIDGE STRUCTURE TO ACCOMODATE ADDITIONAL THROUGH LANES. SOUTH BOUND TRAFFIC REDUCES TO ONE LANE ALONG THE EXISTING BRIDGE. WIDEN TO TWO SB THROUGH LANES. NB REMAINS TWO THROUGH LANES	3	4
SAN BERNARDINO	20179901	4122003	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	STATE HIGHWAY					I-10 EB TRUCK CLIMBING LANE: CONTINUE THE EXISTING EASTBOUND TRUCK CLIMBING LANE ON I-10 FROM THE 16TH ST BRIDGE IN THE CITY OF YUCAIPA FOR ABOUT 3 MILES TO JUST EAST OF THE COUNTY LINE ROAD UNDERCROSSING. THE PROJECT INCLUDES A TRANSITION LANE TO ALLOW TRUCKS TO MERGE WITH GENERAL TRAFFIC AND MAY INCLUDE MINOR STRUCTURAL IMPROVEMENTS TO ACCOMMODATE FOR LANE WIDENING (PPNO 3009Q)	2025	ALONG I-10	3 MILES	16TH ST BRIDGE IN YUCAIPA	JUST EAST OF THE COUNTY LINE ROAD UNDERCROSSING	PROJECT ADDS (OR CONTINUES) EXISTING TRUCK CLIMBING LANE. ADDS 1 TRUCK CLIMBING LANE. POST MILES ARE FOR SBD AND RIV COUNTIES.	6	7
SAN BERNARDINO	20191301	4122005	BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	STATE HIGHWAY	10				PROVIDE ONE EXPRESS LANE IN EACH DIRECTION FROM JUST EAST OF I-15 TO SIERRA AVE IN FONTANA, CONNECTING TO THE I-10 CORRIDOR CONTRACT 1 EXPRESS LANES CURRENTLY UNDER CONSTRUCTION. (TOLL CREDITS TO MATCH STP) (PE COST IS FOR FTIP IDS 20191301 AND 20250001)	2028	I-10	0.47 MILES	STA 1635+00	STA 1660+00	INGRESS/EGRESS LOCATION - BETWEEN THE ETIWANDA AVE AND CHERRY AVE IC'S	0	1
SAN BERNARDINO	20159903	4122005	BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	STATE HIGHWAY	10				I-10 CORRIDOR CONTRACT 3B: THE PROJECT WILL PROVIDE 1 ADDITIONAL EXPRESS LANE IN EACH DIRECTION FROM JUST EAST OF I-15 TO CALIFORNIA ST IN REDLANDS, COMPLEMENTING THE EXPRESS LANE CONSTRUCTED AS I-10 CORRIDOR CONTRACT 2 AND CONTRACT 3A.	2034	I-10	ABOUT 18.21 MILES	I-10/I-15 INTERCHANGE	CALIFORNIA STREET	ADD TWO EXPRESS LANES IN EACH DIRECTION	0	4

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
SAN BERNARDINO	20191302	4122005	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	STATE HIGHWAY	10				I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 3A): IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM PEPPER AVE TO FORD ST IN REDLANDS FOR A TOTAL OF 10 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K) PARENT PROJECT IS FTIP ID 20159903.	2034	I-10	ABOUT 16 MILES	PEPPER AVE	FORD ST	ONE EXPRESS LANE IN EACH DIRECTION	0	1
SAN BERNARDINO	20250001	4122005	BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	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	10	ABOUT 0.43 MILES	STA 1966+00	STA1989+00	INGRESS/EGRESS LOCATION - CEDAR AVE IC AREA	0	1
SAN BERNARDINO	20159901	4122006	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	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.	2026	I-15 NORTHBOUND	ABOUT 1.35 MILES	CANTU GALLEANO RANCH ROAD	SR-60	CONST 1 NEW EXPRESS LANE NB	1	2
SAN BERNARDINO	20190903	4122006	BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	STATE HIGHWAY	15				LANES IN EACH DIRECTION BETWEEN FOOTHILL BLVD AND SR-210 AND 1 EXP. LANE IN EACH DIRECTION BETWEEN SR-210 AND DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO UNDERCROSSINGS AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED.	2032	I-15	1.79	FOOTHILL BLVD	BASELINE RD	CONST 2 NEW EXPRESS LANE NB	0	2
SAN BERNARDINO	20190009	20190009	CALTRANS	STATE HIGHWAY					FROM CONE PINE INTERSECTION TO JUNCTION I-15: WIDEN TWO BNSF BRIDGE STRUCTURES FROM 2-4 LANES. CONSTRUCT RETAINING WALLS.	2025	SR-138 ABOUT 0.88 MILES WEST OF THE I-215/SR-138 IC	ABOUT 220 FT	BRIDGE STRUCTURE	BRIDGE STRUCTURE	WIDEN 2-4 LANES	2	4
SAN BERNARDINO	SBD990214	4M04033	YUCAIPA	STATE HIGHWAY	10	I-10	PM 37	PM 39	IMPROVE ACCESS TO YUCAIPA AND CALIMESA WITH AN INTERCHANGE AND AUX LANES TO ADDRESS OPERATIONS, LOCAL LAND USES, MEET CORRIDOR TRAVEL DEMANDS, AND ACCESS OPEN SPACE SOUTH OF I-10 NEAR THE REST AREA BETWEEN PM R37.0 TO R39.0. LOCAL STREETS WILL BE WIDENED TO 4-LANES INCL 4,500 FT OF CALIMESA BLVD, RECONSTRUCT WILDWOOD CYN RD AS AVE F FOR 1,000 FT, AND CONSTRUCT 3,500 FT REALIGNMENT OF WILDWOOD CYN RD TO CROSS I-10. SIGNS WILL BE INSTALLED BETWEEN SBD PM 35.3 AND RIV PM R1.1.	2030	I-10	2	I-10	WILDWOOD AVE	INTERCHANGE IMPROVEMENTS FOR I-10 @ WILDWOOD CYN		
SAN BERNARDINO	20179701	4M07008	CALTRANS	STATE HIGHWAY	60				IN ONTARIO, ON SR-60: FROM HAVEN AVE TO MILLIKEN AVENUE; CONSTRUCT AUXILIARY LANE AND WIDEN CONNECTOR RAMPS.	2025	SR-60	5,100 FT	HAVEN AVE WB OFF-RAMP	ARCHIBALD WB OFF RAMP	ADD 1 NEW AUX LANE	1	2
SAN BERNARDINO	SBD990215	4M0801	HIGHLAND	STATE HIGHWAY	210	SR-210	SR-210	VICTORIA AVE	SR-210 @ VICTORIA AVE - CONSTRUCT NEW INTERCHANGE	2033	SR-210		SR-210	VICTORIA AVE	CONSTRUCT NEW INTERCHANGE AT VICTORIA AVE, MODIFICATIONS TO HIGHLAND/ARDEN AVE INTERCHANGE AS APPROPRIATE		
SAN BERNARDINO	SBD59204	SBD59204	SAN BERNARDINO, CITY OF	STATE HIGHWAY	215				I-215 AT UNIVERSITY PARKWAY INTERCHANGE - RECONSTRUCT INTERCHANGE	2025	I-215	N/A	UNIVERSITY	UNIVERSITY		4	4
SAN BERNARDINO	SBD990218	SBD990218	CALTRANS	STATE HIGHWAY	15	I-15	180.2	186.2	INSTALL FOUR DYNAMIC CANTILEVER EMS SIGNS WHICH WILL ALLOW FOR PART-TIME TRAVEL ON SHOULDER ON 1-15 SB	2024	I-15	6 MILES	180.2	186.2	I-15 SB BETWEEN CALIFORNIA/NEVADA STATE LINE AND THE CALIFORNIA DEPARTMENT OF FOOD & AGRICULTURAL MOUNTAIN PASS STATION.	2	3 PART-TIME
VENTURA	VEN170110	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)	2037	HARBOUR BOULEVARD	1..99 MILES	OXNARD CITY LIMITS	VENTURA CITY LIMITS	WIDENING	2	4
VENTURA	VEN051211	5A0721	CAMARILLO	LOCAL HIGHWAY					IN CAMARILLO ON LAS POSAS ROAD FROM VENTURA BLVD TO PLEASANT VALLEY ROAD WIDEN FROM 4 TO 6 LANES.	2031	LAS POSAS RD	0	PLEASANT VALLEY RD	VENTURA BLVD	WIDEN INTERSECTION	4	6
VENTURA	VEN131207	5A0725	CAMARILLO	LOCAL HIGHWAY					CENTRAL AVE FROM US-101 TO CITY LIMITS (1800 FEET), WIDEN FROM 2 TO FOUR LANES AND ADD BIKE LANE.	2028	CENTRAL AVE	1800 LINEAR FT	101	CITY LIMITS	WIDEN AND ADD BIKE LANE	2	4
VENTURA	VEN011202	VEN011202	VENTURA COUNTY	LOCAL HIGHWAY		HUENEME RD.	OXNARD CL	RICE RD	HUENEME RD FROM OXNARD CITY LIMITS TO RICE RD - WIDEN FROM 2 TO 4 LANES (PHASE I)	2031	HUENEME ROAD	1.4	OXNARD CITY LIMIT	RICE ROAD		2	4
VENTURA	VEN170109	VEN170109	VENTURA COUNTY	LOCAL HIGHWAY					HUENEME ROAD FROM RICE ROAD TO LAS POSAS ROAD - WIDEN 3.66 ROAD MILES TO FOUR LANES	2030	HUENEME ROAD	3.66 MILES	RICE RD	LAS POSAS RD		2	4

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VENTURA	VEN54019	VEN54019	CAMARILLO	LOCAL HIGHWAY					IN CAMARILLO ADOLFO RD EXTENSION FROM CONEJO CREEK TO CAMARILLO SPRINGS RD/US 101 (TWO-LANE UNDIVIDED ROAD)	2041	ADOLFO ROAD	0.8	EASTERN TERMINUS	CAMARILLO SPRINGS/US 101	CONSTRUCT UNDIVIDED ROAD	N/A	2
VENTURA	VEN131201	5160001	COUNTY TRANSPORTATION COMMISSION (VCTC)	STATE HIGHWAY	101	VENTURA FREEWAY	MOORPARK ROAD	SR-33	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.	2040	101	32 MILES	MOORPARK AVENUE	SR-33	ADD HOV/AUX LANES	6	8
VENTURA	VEN131206	7120003	CAMARILLO	STATE HIGHWAY	101				ROUTE 101 FROM SANTA ROSA RD TO CENTRAL AVENUE -- ADD 7 MILES OF AUXILLARY LANES BETWEEN INTERCHANGES AND RAMP METERING (OPERATIONAL IMPROVEMENTS ONLY)	2032							
VENTURA	VEN190117	2016A319	CAMARILLO	STATE HIGHWAY	101				IN CAMARILLO WIDEN THE SOUTHBOUND 101 FREEWAY OFF RAMP TO PLEASANT VALLEY ROAD FROM SINGLE LANE TO TWO LANES.	2032							
VENTURA	VEN210501	6201A1S01		STATE HIGHWAY	101	VENTURA FREEWAY	DEL NORTE BL	DEL NORTE BL	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.	2034	DEL NORTE BL	900'	101 SB RAMPS	101 NB RAMPS	DEL NORTE BOULEVARD BOTH DIRECTIONS BETWEEN 101 NB AND SB RAMPS	2	4
VENTURA	VEN010202	VEN010202	SAN BUENAVENTURA	STATE HIGHWAY	101				RECONFIGURE N/B CALIFORNIA ST OFFRAMP (RECONFIGURE RAMP TO TERMINATE AT OAKS ST INSTEAD OF THE CURRENT CALIFORNIA ST LOCATION)	2030	RTE 101 CALIFORNIA ST NB OFFRAMP	0.1	START CALIF ST NB ONRAMP	END CALIF ST NB ONRAMP		1	1
VENTURA	VEN031226	VEN031226	CAMARILLO	STATE HIGHWAY	101				IN CAMARILLO ROUTE 101 AT PLEASANT VALLEY ROAD IMPROVE INTERSECTION WITH SOUTHBOUND RAMPS - WIDEN ONRAMP ENTRANCE FROM 1 TO 2 LANES	2033	ROUTE 101 SB ON-RAMP	0.1	PLEASANT VALLEY ROAD	ROUTE 101		1	2
VENTURA	VEN051210	VEN051210	CAMARILLO	STATE HIGHWAY	101				IN CAMARILLO RECONFIGURE CENTRAL AVENUE / ROUTE 101 INTERCHANGE (INCLUDES CENTRAL AVE BRIDGE WIDENING FROM 1 TO 2 LANES EACH DIRECTION)	2031	CENTRAL AVENUE	0.1	ROUTE 101 SOUTH INTERCHANGE RAMPS	ROUTE 101 NORTH INTERCHANGE RAMPS		2	4
VENTURA	VEN051213	VEN051213	MOORPARK	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.	2027	ROUTE 23 - MOORPARK ROAD	0.5	3RD ST.	CASEY ROAD		2	3

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	ROADWAY -- ROUTE NAME	ROADWAY -- LENGTH	ROADWAY -- FROM	ROADWAY -- TO	ROADWAY --DESCRIPTION	ROADWAY -- EXISTING LANES	ROADWAY -- PROPOSED LANES
VENTURA	VEN34089	VEN34089	MOORPARK	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	2027	ROUTE 118 (L.A. AVE)	0.6	ROUTE 23 (MOORPARK AVE)	EAST OF SPRING		4	6

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	TRANSIT -- ROUTE NAME OR NUMBER	TRANSIT -- MODE (RAIL OR BUS)	TRANSIT -- PEAK HEADWAY	TRANSIT -- OFF PEAK HEADWAY
LOS ANGELES	LA29212XY	1120006	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY	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.	2025		BUS		
LOS ANGELES	LA99ITC101	1200T100	INGLEWOOD	TRANSIT		MARKET-MANCHESTER	DOWNTOWN INGLEWOOD	METRO CRENSHAW/LAW RAIL LINE	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	ITC	RAIL	2	6
LOS ANGELES	LA0G1162	1TR0101	LOS ANGELES COUNTY MTA (METRO)	TRANSIT					AIRPORT METRO CONNECTOR. TOLL CREDITS - LOCAL AND STATE HWY OF $2,174 WILL BE USED TO MATCH FY18 FEDERAL FUNDS FOR THE PE PHASE	2024	TRANSIT	LIGHT RAIL	0	0
LOS ANGELES	LA0G010	1TR0404	LOS ANGELES COUNTY MTA (METRO)	TRANSIT					REGIONAL CONNECTOR - LIGHT RAIL IN TUNNEL ALLOWING THROUGH MOVEMENTS OF TRAINS, BLUE, GOLD, EXPO LINES. FROM ALAMEDA / 1ST STREET TO 7TH STREET/METRO CENTER	2024	0	BUS	2.5 MINS.	5 MINS.
LOS ANGELES	LA0G626	1TR0704	LOS ANGELES COUNTY MTA (METRO)	TRANSIT		GOLD LINE EASTSIDE EXTENSION	GOLD LINE ATLANTIC STATION	WHITTIER (LAMBERT)	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.	2035		LRT	10	20
LOS ANGELES	LA0G1301	1TR0706	LOS ANGELES COUNTY MTA (METRO)	TRANSIT		EAST SAN FERNANDO VALLEY LRT	ORANGE LINE VAN NUYS STATION	SYLMAR/SAN FERNANDO METROLINK STATION	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		LIGHT RAIL	6	10
LOS ANGELES	LA0G1301B	1TR0706	LOS ANGELES COUNTY MTA (METRO)	TRANSIT		EAST SAN FERNANDO VALLEY LRT	ORANGE LINE VAN NUYS STATION	SYLMAR/SAN FERNANDO METROLINK STATION	THE EAST SAN FERNANDO VALLEY ESFV TRANSIT CORRIDOR - PHASE 2 IS A 2.5-MILE AT-GRADE LIGHT RAIL TRANSIT (LRT) SYSTEM THAT STARTS AT SAN FERNANDO RD/VAN NUYS BLVD STATION AND ENDS AT SYLMAR/SAN FERNANDO METROLINK STATION. THE TOTAL PROJECT CORRIDOR IS 9.2 MILES WITH THE REMAINING 6.7 MILES INCLUDED IN PHASE 1 AS REFERENCED IN FTIP ID# LA0G1301.	2031		LIGHT RAIL	6 MINS	10 MINS
LOS ANGELES	LA0G632	1TR1001	LOS ANGELES COUNTY MTA (METRO)	TRANSIT		GREEN LINE SOUTH BAY EXTENSION	MARINE AVENUE STATION	PROPOSED TORRANCE TRANSIT CENTER	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. ADDING ROW & CONSTRUCTION	2030	ALTERNATIVE 1	LRT	6	12
LOS ANGELES	LA0G1052	1TR1002	LOS ANGELES COUNTY MTA (METRO)	TRANSIT					METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 2 - WILSHIRE/LA CIENEGA TO CENTURY CITY	2026	WILSHIRE/LA	SUBWAY	4 MINS	10 MINS
LOS ANGELES	LA0G1450	1TR1003	LOS ANGELES COUNTY MTA (METRO)	TRANSIT					HEAVY RAIL TRANSIT FLEET UP TO 182 NEW RAIL CARS SYSTEMWIDE	2027	RED LINE	HEAVY RAIL	4 MIN	8 MIN
LOS ANGELES	LA0G642	1TR1003	LOS ANGELES COUNTY MTA (METRO)	TRANSIT		PURPLE/RED LINE	CENTURY CITY	WESTWOOD	WESTSIDE PURPLE LINE EXTENSION SECTION 3	2027	2.56 MILES	HEAVY RAIL	4 MINS	10 MINS

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	TRANSIT -- ROUTE NAME OR NUMBER	TRANSIT -- MODE (RAIL OR BUS)	TRANSIT -- PEAK HEADWAY	TRANSIT -- OFF PEAK HEADWAY
LOS ANGELES	LA0G1280	1TR1010	TORRANCE	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).	2024	TROLLEY 1	BUS	15	30
LOS ANGELES	LA0G1349	1TR1010	LOS ANGELES, CITY OF	TRANSIT					PURCHASE 35 ALTERNATIVE-FUEL 30-FOOT BUSES TO EXPAND DASH FLEET AND INCREASE SERVICE HOURS AND HEADWAYS.	2024	DASH	BUS	15	20
LOS ANGELES	LA0G1566	1TR1010	LOS ANGELES, CITY OF	TRANSIT					PURCHASE OF UP TO 120 ELECTRIC 30' TO 35' BUSES FOR THE DASH PROGRAM EXPANSION	2025	BOYLE HEIGHTS/EAST LA	BUS	15	20
LOS ANGELES	LA0G1762	1TR1010	LONG BEACH PUBLIC TRANSPORTATION COMPANY	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.	2025		BUS	20	35
LOS ANGELES	LAF9422	1TR1010	LOS ANGELES, CITY OF	TRANSIT					LADOT WILL PROCURE SEVEN (7) 30-FT CLEAN FUEL VEHICLES TO REDUCE HEADWAYS ON SIX SELECTED DASH ROUTES	2026	DASH HOLLYWOOD	BUS	15	15
LOS ANGELES	LA0G1094	1TR1011	LOS ANGELES COUNTY MTA (METRO)	TRANSIT		WEST SANTA ANA BRANCH ROW CORRIDOR	PIONEER BLVD (ARTESIA)	SLAUSON/A LINE	LPA OF 14.8-MILE SEGMENT FROM PIONEER STATION IN THE CITY OF ARTESIA TO THE SLAUSON/A LINE STATION.	2035			6	12
LOS ANGELES	LA0G1259	1TR1017	CULVER CITY	TRANSIT					CULVER CITY MULTI-MODAL TRANSIT CENTER (PE ONLY)	2029	VARIOUS	BUS	10 MIN	30 MIN
LOS ANGELES	LA9918939	220A1T02	COMPTON	TRANSIT		RENAISSANCE - TRANSIT CENTER			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.	2028	RENAISSANCE - TRANSIT CENTER	BUS	40 MINS	40 MINS
LOS ANGELES	LAMIP108	220A1T06	LOS ANGELES, CITY OF	TRANSIT					ROUTE EXPANSION OF DASH EL SERENO/CITY TERRACE TO CONNECT TO INDIANA/3RD METRO RAIL STATION TO ACCOMMODATE TRANSIT DEPENDENT POPULATIONS. THE ROUTE EXPANSION WILL BE FACILITATED BY PROCUREMENT OF BATTERY-ELECTRIC BUSES. THIS PROJECT WILL INCREASE TRANSIT RIDERSHIP, IMPROVE CONNECTIVITY, AND IMPROVE ACCESS TO KEY DESTINATIONS.	2030	EL SERENO/CITY TERRACE	BUS	5	12
LOS ANGELES	LA9919186	224T001	ANTELOPE VALLEY TRANSIT AUTHORITY	TRANSIT			ANTELOPE VALLEY	VICTOR VALLEY	NEW ROUTE BETWEEN ANTELOPE AND VICTOR VALLEYS ALONG STATE HWY 138. WILL DEPLOY THREE (3) ROUTES IN THE MORNING AND THREE (3) ROUTES IN THE EVENING. ROUTE WILL UTILIZE THREE (3) COMMUTER COACHES AND ONE (1) FOR SPARE.	2030	HDC	BUS	60 MIN	

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	TRANSIT -- ROUTE NAME OR NUMBER	TRANSIT -- MODE (RAIL OR BUS)	TRANSIT -- PEAK HEADWAY	TRANSIT -- OFF PEAK HEADWAY
LOS ANGELES	LAMATFLM109	224T010	CULVER CITY	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.	2031		EXCLUSEIVE BUSWAY	40	40
LOS ANGELES	LA0C53	LA0C53	LOS ANGELES, CITY OF	TRANSIT		HAWTHORNE AVE	N/A	N/A	HOLLYWOOD INTERMODAL TRANSPORTATION AND PUBLIC PARKING CENTER ON HAWTHORNE AVE. BETWEEN HIGHLAND AVENUE AND NORTH ORANGE DRIVE (EXIST 500 SP PARK STRUCTURE).TCRP#49.2	2023	0	BUS	10	15
LOS ANGELES	LA0D198	LA0D198	LOS ANGELES COUNTY MTA (METRO)	TRANSIT					CRENSHAW/LAX TRANSIT CORRIDOR - THE CRENSHAW/LAX TRANSIT CORRIDOR PROJECT IS AN 8.5-MILE LIGHT RAIL TRANSIT (LRT) LINE EXTENDING FROM THE INTERSECTION OF CRENSHAW AND EXPOSITION BOULEVARDS ALLOWING FOR TRANSFER TO THE EXPOSITION LIGHT RAIL TRANSIT LINE TO A CONNECTION WITH THE METRO GREEN LINE AT THE AVIATION/LAX STATION (PPNO 4027A)	2025	EXPOSITION/CRENSHAW TO AVIATION/LAX	BUS	6 MINS.	12 MINS.
LOS ANGELES	LA0G447	LA0G447	LOS ANGELES COUNTY MTA (METRO)	TRANSIT					METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 1 - WILSHIRE/WESTERN TO LA CIENEGA	2025	WILSHIRE/WESTERN TO LA CIENEGA	SUBWAY	4 MINS	10 MINS
LOS ANGELES	LA9919142	LA9919142	TORRANCE	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.	2031				
ORANGE	ORA080909	2TR1001	ORANGE COUNTY TRANS AUTHORITY (OCTA)	TRANSIT					OC STREETCAR BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE.	2025	N/A	LIGHT RAIL	10MIN	15MIN
RIVERSIDE	RIV130201	3120027	RIVERSIDE TRANSIT AGENCY	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.	2025	TRANSTI CENTER FOR METROLINK SERVICE LINE	BUS	30 MIN	30 MIN
RIVERSIDE	RIV190606	7120002	SUNLINE TRANSIT AGENCY	TRANSIT	111	QUICK BUS 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	111-EXPRESS	BUS	60 MINUTES	60 MINUTES

COUNTY	FTIP ID	RTP ID	LEAD AGENCY	SYSTEM	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	TRANSIT -- ROUTE NAME OR NUMBER	TRANSIT -- MODE (RAIL OR BUS)	TRANSIT -- PEAK HEADWAY	TRANSIT -- OFF PEAK HEADWAY
RIVERSIDE	RIV180131	2016A319	RIVERSIDE TRANSIT AGENCY	TRANSIT					IN WESTERN RIV CO IN THE CITY OF HEMET FOR RIVERSIDE TRANSIT AGENCY - CONSTRUCTION OF THE HEMET MOBILITY HUB ON 2 ACRE PARCEL LOCATED EAST OF RAIL ROW, SOUTH OF EAST DATE STREET, WEST OF NORTH JUANITA ST, AND NORTH OF EAST DEVONSHIRE AVE TO INCLUDE: 10 BUS BAYS, 10 SHELTERS/CANOPIES, 20 PARKING SPACES, 1 TRAFFIC SIGNAL AT DEVONSHIRE & CARMALITA, 1 CONTROLLED INTERSECTION AT DEVONSHIRE AND JUANITA; STORAGE AND RESTROOM FACILITY. (FTA 5339 FY15-PAED ONLY).	2030	27, 31, 32, 33, 42, 74, 79, 212, 217	BUS	30-60 MIN	30-60 MIN
SAN BERNARDINO	20190015	4120213	BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	TRANSIT		WEST VALLEY CONNECTOR	GAREY AVE	VICTORIA GARDENS	ALIGNMENT): A 19 MILE BUS RAPID TRANSIT (BRT) SERVICE FROM THE DOWNTOWN POMONA METROLINK STATION TO ONTARIO INTERNATIONAL AIRPORT AND THE RANCHO CUCAMONGA METROLINK STATION. INCLUDES PROCUREMENT OF 18 ZERO EMISSION BATTERY ELECTRIC BUSES.	2026	WEST VALLEY CONNECTOR	BRT	10	15
SAN BERNARDINO	20192702	4160049	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)	TRANSIT		ONTARIO INTERNATIONAL AIRPORT (ONT) LOOP	RANCHO CUCAMONGA METROLINK STATION	ONTARIO INTERNATIONAL AIRPORT	ONTARIO INTERNATIONAL AIRPORT (ONT) LOOP - ZERO-EMISSION, RUBBER TIRE, DIRECT TRANSIT CONNECTION BETWEEN THE RANCHO CUCAMONGA METROLINK STATION AND ONT.	2027	ONTARIO INTERNATIONAL AIRPORT (ONT) LOOP	ZERO-EMISSION, RUBBER TIRE, DIRECT TRANSIT CONNECTION BETWEEN THE RANCHO CUCAMONGA METROLINK STATION AND THE ONTARIO INTERNATION	4 MIN. (DEPENDANT ON METROLINK TRAIN SCHEDULE)	
SAN BERNARDINO	20190011	20190011	VICTOR VALLEY TRANSIT AUTHORITY	TRANSIT					VVTA REGIONAL EXPANSION BUSES: ROUTE 59 (1 BUS) & ROUTE 65 (2 BUSES)	2027		BUS	30	30
VENTURA	VEN230106	VEN230106	VENTURA COUNTY TRANS COMMISSION (VCTC)	TRANSIT		VALLEY EXPRESS	FILMORE	MOORPARK	IN VENTURA COUNTY, VENTURA COUNTY TRANSPORATION COMMISSION (VCTC) TO EXPAND SERVICE OF THE VALLEY EXPRESS TO ESTABLISH A THREE-YEAR DEMO ROUTE THAT PROVIDES DIRECT ONE-SEAT RIDE CONNECTING FILLMORE TO MOORPARK VIA THE HIGHWAY 23/GRIMES CANYON CORRIDOR, APPROXIMATELY 15 MILES IN EACH DIRECTION. ROUTE WILL OPERATE SEVEN DAYS A WEEK WITH TWO BUSES TO MAINTAIN 60-90 MINUTE HEADWAYS DURING PEAK WEEKDAY HOURS, AND ONE BUS ON WEEKENDS.	2027	VALLEY EXPRESS	BUS	45	60

SECTION III: EMISSIONS MODELING AND REGIONAL EMISSION ANALYSIS

1. TRANSPORTATION CONFORMITY REQUIREMENTS ON EMISSIONS MODELING

EPA's Transportation Conformity Regulations require that the 2025 FTIP regional emissions use the latest emission estimation model in the development of conformity determinations and be consistent with (i.e., not exceed) the motor vehicle emissions budgets in the applicable SIPs [40 CFR Sections 93.111 and 93.118(a, c, and e)]. Consistency with emissions budgets must be demonstrated for each year that the applicable emissions budgets are established, for the transportation planning horizon year, and for any milestone years as necessary so that the years for which consistency is demonstrated are no more than ten years apart (40 CFR Section 93.119(g)). Where there are no EPA approved SIP budgets, an interim emission test is used for conformity (40 CFR Section 93.109(c-k)). For the interim emissions tests, the build scenario's emissions must be less than or equal to the no-build scenario's emissions and/or the build scenario's emissions must be less than or equal to the baseline year (40 CFR Section 93.118(b)(1)).

2. EMISSIONS MODEL AND INTERIM OFF-MODEL ADJUSTMENT FACTORS

2.1 EMFAC MODEL

The EMFAC model (short for EMission FACtor) is a computer emissions modeling software that estimates emission rates for motor vehicles for calendar years from 2000 to 2050 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, light, heavy, and medium-duty trucks, motorcycles, buses, and motor homes.

EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, county, air district, air basin, or MPO level. EMFAC contains default vehicle activity data that can be used to estimate a motor vehicle emissions inventory in tons/day for a specific year and season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel, and vehicle speeds.

Effective November 15, 2022, EPA approved EMFAC2021 for use in the SIP development and transportation conformity in California. EMFAC2021 is the latest update to the EMFAC model for use by California state and local governments to meet federal CAA requirements. The new model (EMFAC2021), based on improved data and new and amended regulations in California, calculates emissions from on-road motor vehicles.

2.2 INTERIM OFF-MODEL ADJUSTMENT FACTORS

Under 40 CFR 93.122(a)(3)(i) of the Transportation Conformity Regulations, emission reductions from a regulation can be included in a transportation conformity regional emissions analysis if the regulation has been adopted by the enforcing jurisdiction. CARB approved the Heavy-Duty Vehicle Inspection and Maintenance Program (HD I/M Program) regulation in December 2021, the California Office of Administrative Law approved it with an effective date of January 1, 2023, and the HD I/M Program began operation on that date. Therefore, CARB has adopted this Program, which is necessary before the emission reductions can be used in transportation conformity regional emissions analyses.

The HD I/M Program is important for reducing mobile source emissions in California and to ensure that benefits of new control programs such as the HD I/M Program are included in California's air quality plans, to help California areas attain the NAAQS. Some MPOs in California also need to incorporate the emission reduction benefits from the HD I/M Program adopted by CARB after and thus not included in EMFAC2021 into the regional emissions analyses for transportation conformity determinations prior to CARB incorporating the Program into the next version of EMFAC. Under these circumstances, CARB developed interim off-model adjustment factors to account for only 50 percent of the emissions reduction benefits from the HD I/M Program.

On May 26, 2023, EPA approved the interim off-model adjustment factors for EMFAC2021 for regional emissions analyses in transportation plan and TIP conformity determinations, not for CO or PM hot-spot analyses for project-level conformity determinations. The approved interim transportation conformity off-model adjustment factors will remain applicable until the first California nonattainment area 70 parts per billion 8-hour ozone attainment demonstration and/or reasonable further progress demonstration and associated motor vehicle emissions budgets are approved by EPA.

The regional emissions analysis for the 2025 FTIP, which is identical to that for Connect SoCal 2024 Amendment 1, uses the approved EMFAC2021 for each of the nonattainment and maintenance areas within the SCAG region. In addition, impacting emissions of NOx, PM2.5, and PM10 but not CO nor ROG, the approved interim off-road adjustment factors have been applied to the following regional emission analysis tables.

3. 2025 FTIP BASELINE YEARS AND PLANNING HORIZON YEAR

The conformity baseline year for the 2025 FTIP is 2017 for 2015 8-hour ozone NAAQS; 2014 for 2012 PM2.5 NAAQS; 2011 for 2008 8-hour ozone; 2008 for 2006 PM2.5; 2002 for 1997 PM2.5; and 1990 for all other pollutants. The 2025 FTIP's horizon year is 2050, which is the horizon year for the adopted Connect SoCal 2024.

4. 2025 FTIP NO-BUILD AND BUILD SCENARIOS

The 2025 FTIP "No Build" scenario includes all existing regionally significant highway and transit projects, all ongoing TDM or Transportation System Management (TSM) activities, and all projects which are undergoing right-of-way acquisition, are currently under construction, have completed the NEPA process, or are in the first year of the previously conforming 2023 FTIP (FY2022-2023).

The 2025 FTIP "Build" scenario is generally defined as all FTIP projects, including the 2025 FTIP No Build, and the future transportation networks that will result from full implementation of the 2025 FTIP and Connect SoCal 2024.

For more specific individual project information as part of the 2025 FTIP and regional emissions analysis, refer to the 2025 FTIP Modeled Projects List.

5. CONSTRUCTION-RELATED PARTICULATE MATTER EMISSIONS

The Transportation Conformity Regulations require that in PM non-attainment and maintenance areas for which the SIPs identify construction-related fugitive dust as a contributor to the area problem, the regional emissions analysis should include construction-related fugitive PM (40 CFR Section 93.122(d)(2)). Of the SCAG's PM nonattainment areas, only the SCAB and the Coachella Valley portion of SSAB within the SCAG region have PM SIPs. The relevant emissions budgets for these two areas include construction emissions, and the 2025 FIP PM regional emissions analysis include construction emissions as appropriate.

6. RE-ENTRAINED PAVED AND UNPAVED ROAD DUST

Re-entrained road dust from travel on paved and unpaved roads are calculated separately from roadway construction emissions. On January 13, 2011, EPA posted a new method for estimating re-entrained road dust emissions from cars, trucks, buses, and motorcycles on paved roads. On February 4, 2011, EPA published the Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads approving the January 2011 method for use in regional emissions analysis and beginning a two-year conformity grace period, after which use of the January 2011 AP-42 method is required (e.g., February 4, 2013) in regional conformity analyses.

7. SUMMARY OF REQUIRED REGIONAL EMISSIONS ANALYSIS

The required regional emissions tests for the 2025 FTIP are summarized in Tables 18 through 43. Since transportation conformity findings must go out to the RTP's horizon year (i.e., 2050), the latest budget years deemed adequate by EPA serve as the budgets for future years in each emissions test.

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 the EPA's AP-42 method for the updated Base Year and a combination of additional growth in center-line miles and VMT for all future applicable modeling 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 Connect SoCal 2024 and the 2025 FTIP. Unpaved re-entrained road dust emissions were provided by the South Coast AQMD.

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

Table 18. 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2035	2045	2050
ROG*	Budget	5	5	5	5
	Plan Emissions	2	2	2	1
Budget – Plan Emissions		**3**	**3**	**3**	**4**
NOx	Budget	7	7	7	7
	Plan Emissions	3	2	1	1
Budget – Plan Emissions		**4**	**5**	**6**	**6**

**Reactive Organic Gases*

SOUTH COAST AIR BASIN

Table 19. 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	0.1	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	53.0	46.7	43.2	36.8	32.4	31.4
		Sum	53.2	46.9	43.4	37.0	32.6	31.5
		SCAB	54	47	44	37	33	32
	Budget – Plan Emissions		**6**	**7**	**6**	**13**	**17**	**18**
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	0.4	0.3	0.2	0.1	0.1
		SCAB excluding Morongo and Pechanga	59.0	49.0	44.0	34.3	30.2	30.1
		Sum	60.0	49.8	44.7	34.8	30.6	30.4
		SCAB	60	50	45	35	31	31
	Budget – Plan Emissions		**17**	**19**	**21**	**31**	**35**	**35**

Table 20. 1997, 2006, and 2012 (Excluding Pechanga) PM2.5 (Annual Emissions [Tons/Day])

Pollutant		2025	2035	2045	2050
ROG	Budget	69	69	69	69
	Plan Emissions	55	38	33	32
Budget – Plan Emissions		**14**	**31**	**36**	**37**
NOx	Budget	127	127	127	127
	Plan Emissions	70	41	34	33
Budget – Plan Emissions		**57**	**86**	**93**	**94**
PM2.5	Budget	20	20	20	20
	Plan Emissions	12	12	12	12
Budget – Plan Emissions		**8**	**8**	**8**	**8**

Table 21. PM10 (Annual Emissions [Tons/Day])

Pollutant		2025	2030	2040	2050
ROG	Budget	110	81	81	81
	Plan Emissions	51	42	32	29
Budget – Plan Emissions		**59**	**39**	**49**	**52**
NOx	Budget	180	116	116	116
	Plan Emissions	68	51	36	33
Budget – Plan Emissions		**112**	**65**	**80**	**83**
PM10	Budget	164	175	175	175
	Plan Emissions	64	65	66	68
Budget – Plan Emissions		**100**	**110**	**109**	**107**

Table 22. CO (Winter Emissions [Tons/Day])

Pollutant		2025	2030	2040	2050
CO	Budget	2,137	2,137	2,137	2,137
	Plan Emissions	490	392	298	280
Budget – Plan Emissions		**1,647**	**1,745**	**1,839**	**1,857**

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

Table 23. 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
	Plan Emissions	4.6	3.5	2.7	2.4
Budget – Plan Emissions		**1.6**	**2.7**	**3.5**	**3.8**
NOx	Budget	10.2	10.2	10.2	10.2
	Plan Emissions	6.3	4.9	4.2	4.3
Budget – Plan Emissions		**3.9**	**5.3**	**6.0**	**5.9**

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

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

Pollutant		2025	2035	2045	2050
PM10	No Build	8.4	9.2	10.1	10.6
	Build	8.4	9.0	9.9	10.4
No Build – Build		**0.0**	**0.2**	**0.2**	**0.2**

MOJAVE DESERT AIR BASIN – SEARLES VALLEY POTION

Table 25. PM10 NAAQS (Annual Emissions [Tons/Day])

Pollutant		2025	2035	2045	2050
PM10	No Build	0.0	0.0	0.0	0.0
	Build	0.0	0.0	0.0	0.0
No Build – Build		**0.0**	**0.0**	**0.0**	**0.0**

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

Table 26. 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
	Plan Emissions	2.2	2.0	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
	Plan Emissions	3.4	3.0	2.9	2.8	3.1
Budget – Plan Emissions		**2.4**	**2.8**	**2.8**	**2.9**	**2.6**

Table 27. PM10 (Annual Planning Emissions [Tons/Day])

Pollutant		2025	2035	2040	2050
PM10	Budget	10.9	10.9	10.9	10.9
	Plan Emissions	3.9	4.5	4.6	4.7
Budget – Plan Emissions		**7.0**	**6.4**	**6.3**	**6.2**

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

Table 28. 2008 and 2015 8-hour Ozone NAAQS (Summer Planning Emissions [Tons/Day)]

Pollutant		2025	2035	2045	2050
ROG	Budget	4	4	4	4
	Plan Emissions	2	2	1	1
Budget – Plan Emissions		**2**	**2**	**3**	**3**
NOx	Budget	7	7	7	7
	Plan Emissions	3	2	2	2
Budget – Plan Emissions		**4**	**5**	**5**	**5**

Table 29. 2006 24-hour and 2012 Annual PM2.5 NAAQS (Planning Emissions [Tons/Day])

Pollutant		2025	2035	2045	2050
NOx	No Build	1.4	0.9	0.9	0.9
	Build	1.4	0.9	0.8	0.9
No Build – Build		**0.0**	**0.0**	**0.1**	**0.0**
PM2.5	No Build	0.2	0.2	0.2	0.2
	Build	0.1	0.2	0.2	0.2
No Build – Build		**0.1**	**0.0**	**0.0**	**0.0**

Table 30. PM10 NAAQS (Annual Planning Emissions [Tons/Day])

Pollutant		2025	2030	2035	2045	2050
PM10	Budget	20	19	19	19	19
	Plan Emissions	1	1	2	2	2
Budget – Plan Emissions		**19**	**18**	**17**	**17**	**17**

8. DETAILED REGIONAL EMISSIONS ANALYSIS

The following tables present further details of the regional emissions analysis for nonattainment and maintenance areas within the SCAG region.

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

Table 31. 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
	Plan Emissions	2	2	2	1
Budget – Plan Emissions		**3**	**3**	**3**	**4**
NOx	Budget	7	7	7	7
	EMFAC2021 Emissions	2.8	1.7	1.2	1.1
	Interim Off-Model Adjustment Factors	-0.2	-0.2	-0.2	-0.2
	Sum	2.7	1.5	1.0	0.9
	Plan Emissions	3	2	1	1
Budget – Plan Emissions		**4**	**5**	**6**	**6**

**Reactive Organic Gases*

SOUTH COAST AIR BASIN

Table 32. 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	0.1	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	53.0	46.7	43.2	36.8	32.4	31.4
		Sum	53.2	46.9	43.4	37.0	33	32
		SCAB	54	47	44	37	33	32
	Budget – Plan Emissions		**6**	**7**	**6**	**13**	**17**	**18**
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	0.4	0.3	0.2	0.1	0.1
		SCAB excluding Morongo and Pechanga	64.5	55.4	50.4	40.7	36.8	37.4
		EMFAC2021 Emissions Sum	65.6	56.3	51.2	41.3	37.3	37.8
		Interim Off-Model Adjustment Factors	-5.6	-6.5	-6.6	-6.5	-6.7	-7.4
		Sum	60.0	49.8	44.7	34.8	30.6	30.4
		Plan Emissions SCAB	60	50	45	35	31	31
	Budget – Plan Emissions		**17**	**19**	**21**	**31**	**35**	**35**

Table 33. 1997, 2006, and 2012 (Excluding Pechanga) PM2.5 (Annual Emissions [Tons/Day])

Pollutant		2025	2035	2045	2050
ROG	Budget	69	69	69	69
	EMFAC2021 Emissions	54.2	37.6	32.1	31.2
	Plan Emissions	55	38	33	32
Budget – Plan Emissions		**14**	**31**	**36**	**37**
NOx	Budget	127	127	127	127
	EMFAC2021 Emissions	74.5	47.2	40.2	40.7
	Interim Off-Model Adjustment Factors	-5.3	-6.9	-7.0	-7.7
	Sum	69.2	40.4	33.2	32.9
	Plan Emissions	70	41	34	33
Budget – Plan Emissions		**57**	**86**	**93**	**94**
PM2.5	Budget	20	20	20	20
	EMFAC2021 Emissions	3.7	3.4	3.3	3.4
	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
	EMFAC2021 Emissions and Road Dust	11.5	11.4	11.6	11.8
	Interim Off-Model Adjustment Factors	-0.1	-0.1	-0.1	-0.1
	Sum	11.4	11.3	11.6	11.7
	Plan Emissions	12	12	12	12
Budget – Plan Emissions		**8**	**8**	**8**	**8**

Table 34. PM10 (Annual Emissions [Tons/Day])

Pollutant		2025	2030	2040	2050
ROG	Budget	110	81	81	81
	EMFAC2021 Emissions	54.2	44.0	34.0	31.2
	Smog Check Reductions*	-3.8	-2.8	-2.8	-2.8
	Sum	50.4	41.2	31.2	28.4
	Plan Emissions	51	42	32	29
Budget – Plan Emissions		**59**	**39**	**49**	**52**
NOx	Budget	180	116	116	116
	EMFAC2021 Emission	74.5	57.9	41.8	40.7
	Smog Check Reductions*	-1.7	0	0	0
	EMFAC2021 Emissions and Smog Check Reductions	72.8	57.9	41.8	40.7
	Interim Off-Model Adjustment Factors	-5.3	-6.8	-6.8	-7.7
	Sum	67.5	51.0	35.1	32.9
	Plan Emissions	68	51	36	33
Budget – Plan Emissions		**112**	**65**	**80**	**83**
PM10	Budget	164	175	175	175
	EMFAC2021 Emissions	9.9	9.7	9.5	9.8
	Re-entrained Road Dust Paved	46.5	47.5	48.9	50.8
	Re-entrained Road Dust Unpaved**	5.8	5.8	5.8	5.8
	Road Construction Dust*	1.6	2.0	1.8	1.3
	EMFAC2021 Emissions and Road Dust	63.8	65.0	66.0	67.6
	Interim Off-Model Adjustment Factors	-0.1	-0.1	-0.1	-0.1
	Sum	63.8	65.0	65.9	67.6
	Plan Emissions	64	65	66	68
Budget – Plan Emissions		**100**	**110**	**109**	**107**

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

Table 35. CO (Winter Emissions [Tons/Day])

Pollutant		2025	2030	2040	2050
CO	Budget	2,137	2,137	2,137	2,137
	EMFAC2021 Emissions	489.6	391.3	298.0	279.3
	Plan Emissions	490	392	298	280
Budget – Plan Emissions		**1,647**	**1,745**	**1,839**	**1,857**

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

Table 36. 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	3.46	2.70	2.39
	Plan Emissions	4.6	3.5	2.7	2.4
Budget – Plan Emissions		**1.6**	**2.7**	**3.5**	**3.8**
NOx	Budget	10.2	10.2	10.2	10.2
	EMFAC2021 Emissions	7.27	5.98	5.36	5.80
	Interim Off-Model Adjustment Factors	-0.97	-1.16	-1.24	-1.51
	Sum	6.30	4.82	4.12	4.29
	Plan Emissions	6.3	4.9	4.2	4.3
Budget – Plan Emissions		**3.9**	**5.3**	**6.0**	**5.9**

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

Table 37. 1997 24-hour PM10 NAAQS (Annual Emissions [Tons/Day])

Pollutant			2025	2035	2045	2050
PM10	No Build	Re-Entrained Road Dust	7.60	8.35	9.20	9.64
		Motor Vehicles	0.78	0.86	0.95	1.01
		EMFAC2021 Emissions and Road Dust	8.38	9.20	10.15	10.65
		Interim Off-Model Adjustment Factors	-0.02	-0.02	-0.02	-0.02
		Sum	8.37	9.18	10.13	10.62
		No Build Emissions	8.4	9.2	10.1	10.6
	Build	Re-Entrained Road Dust	7.55	8.11	8.92	9.32
		Paving Unpaved Roads	N/A	N/A	N/A	N/A
		Motor Vehicles	0.78	0.84	0.93	0.99
		EMFAC2021 Emissions and Road Dust	8.34	8.95	9.85	10.31
		Interim Off-Model Adjustment Factors	-0.02	-0.02	-0.02	-0.02
		Sum	8.32	8.93	9.83	10.29
		Build Emissions	8.3	8.9	9.8	10.3
No Build – Build			**0.0**	**0.3**	**0.3**	**0.3**

MOJAVE DESERT AIR BASIN – SEARLES VALLEY POTION

Table 38. PM10 NAAQS (Annual Emissions [Tons/Day])

Pollutant			2025	2035	2045	2050
PM10	No Build	EMFAC2021 Emissions and Road Dust	0.00	0.00	0.00	0.00
		Interim 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 and Road Dust	0.00	0.00	0.00	0.00
		Interim Off-Model Adjustment Factors	0.00	0.00	0.00	0.00
		Sum	0.00	0.00	0.00	0.00
		Build Emissions	0.0	0.0	0.0	0.0
No Build – Build			**0.0**	**0.0**	**0.0**	**0.0**

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

Table 39. 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	2.15	1.95	1.84	1.63	1.61
	Plan Emissions	2.2	2.0	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	4.02	3.77	3.65	3.62	4.17
	Interim Off-Model Adjustment Factors	-0.68	-0.78	-0.81	-0.91	-1.13
	Sum	3.34	2.99	2.85	2.71	3.04
	Plan Emissions	3.4	3.0	2.9	2.8	3.1
Budget – Plan Emissions		**2.4**	**2.8**	**2.8**	**2.9**	**2.6**

Table 40. PM10 (Annual Planning Emissions [Tons/Day])

Pollutant		2025	2035	2040	2050
PM10	Budget	10.9	10.9	10.9	10.9
	EMFAC2021 Emissions	0.40	0.46	0.49	0.56
	Re-entrained Road Dust Paved	1.70	1.99	2.09	2.24
	Re-entrained Road Dust Unpaved*	1.71	1.70	1.70	1.70
	Road Construction Dust	0.10	0.36	0.33	0.23
	EMFAC2021 Emissions and Road Dust	3.90	4.50	4.60	4.74
	Interim Off-Model Adjustment Factors	-0.01	-0.01	-0.01	-0.01
	Sum	3.89	4.49	4.59	4.72
	Plan Emissions	3.9	4.5	4.6	4.7
Budget – Plan Emissions		**7.0**	**6.4**	**6.3**	**6.2**

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

Table 41. 2008 and 2015 8-hour Ozone NAAQS (Summer Planning Emissions [Tons/Day)]

Pollutant		2025	2035	2045	2050
ROG	Budget	4	4	4	4
	EMFAC2021 Emissions	1.6	1.1	0.9	0.8
	Plan Emissions	2	2	1	1
Budget – Plan Emissions		**2**	**2**	**3**	**3**
NOx	Budget	7	7	7	7
	EMFAC2021 Emissions	2.8	2.1	2.0	2.1
	Interim Off-Model Adjustment Factors	-0.4	-0.5	-0.5	-0.6
	Sum	2.4	1.6	1.5	1.6
	Plan Emissions	3	2	2	2
Budget – Plan Emissions		**4**	**5**	**5**	**5**

Table 42. 2006 24-Hour and 2012 Annual PM2.5 NAAQS (Planning Emissions [Tons/Day])

Pollutant			2025	2035	2045	2050
NOx	No Build	EMFAC2021 Emissions	1.5	1.1	1.1	1.1
		Interim Off-Model Adjustment Factors	-0.2	-0.2	-0.3	-0.3
		Sum	1.3	0.9	0.8	0.8
		No Build Emissions	1.3	0.9	0.8	0.8
	Build	EMFAC2021 Emissions	1.5	1.1	1.1	1.1
		Interim Off-Model Adjustment Factors	-0.2	-0.2	-0.3	-0.3
		Sum	1.3	0.9	0.8	0.8
		Build Emissions	1.3	0.9	0.8	0.8
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
		Motor Vehicles	0.1	0.1	0.1	0.1
		EMFAC2021 Emissions and Road Dust	0.2	0.2	0.2	0.2
		Interim Off-Model Adjustment Factors	0.0	0.0	0.0	0.0
		Sum	0.2	0.2	0.2	0.2
		No Build Emissions	0.2	0.2	0.2	0.2
	Build	Re-Entrained Road Dust	0.0	0.1	0.1	0.1
		Motor Vehicles	0.1	0.1	0.1	0.1
		EMFAC2021 Emissions and Road Dust	0.1	0.1	0.1	0.1
		Interim Off-Model Adjustment Factors	0.0	0.0	0.0	0.0
		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 43. PM10 NAAQS (Annual Planning Emissions [Tons/Day])

Pollutant		2025	2030	2035	2045	2050
PM10	Budget	20	19	19	19	19
	EMFAC2021 Emissions	0.2	0.2	0.2	0.3	0.3
	Re-Entrained Road Dust	0.8	0.8	0.8	0.9	0.9
	Paving unpaved roads credit	N/A	N/A	N/A	N/A	N/A
	EMFAC2021 Emissions and Road Dust	1.0	1.0	1.0	1.2	1.2
	Interim Off-Model Adjustment Factors	0.0	0.0	0.0	0.0	0.0
	Sum	1.0	1.0	1.0	1.2	1.2
	Plan Emissions	1	1	1	2	2
Budget – Plan Emissions		**19**	**18**	**18**	**17**	**17**

SECTION IV: TRANSPORTATION CONFORMITY REQUIREMENTS ON FINANCIAL CONSTRAINT

1. TRANSPORTATION CONFORMITY REQUIREMENTS ON FINANCIAL CONSTRAINT

The FTIP must include a financial plan that complies with federal financial constraint requirements. In designated nonattainment and maintenance areas, the financial plan must limit the programming of projects for the first two years of the FTIP to those for which funds are available or committed (USDOT metropolitan planning regulations in 23 CFR 450.324(e)). Revenues may be reasonably available in the third and fourth year of the FTIP to support programming levels for that year.

2. FINANCIAL CONSTRAINT TEST

In accordance with 40 CFR Section 93.108 and 23 CFR Section 450.324(e), SCAG's 2025 FTIP demonstrates financial constraint because it identifies all transportation revenues including local, state, and federal sources available to meet the region's programming totals.

The financial plan of the 2025 FTIP includes both a "traditional" core revenue forecast comprised of existing local, state, and federal sources and more innovative but reasonably available sources of revenue to meet the region's programming totals and to keep people and goods moving. It identifies how much money SCAG reasonably expects will be available to support the region's surface transportation investments, ensuring that there is sufficient revenue available to support expenditures identified in the 2025 FTIP. The financial plan will continue to meet the necessary milestones to implement the 2025 FTIP and.

The Financial Plan Section of this Technical Appendix is incorporated by reference.

SECTION V: TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MESURES (TCMS)

PREFACE

This section itemizes and reports on the findings of timely implementation of Transportation Control Measure (TCM) projects specified in the fiscally constrained portion, or the first two years (i.e., FY 2024/25-2025/26) of the 2025 FTIP. The findings are required only for the applicable TCM projects contained in the approved SIPs for the relevant air basins.

1. TRANSPORTATION CONFORMITY REQUIREMENTS ON TCMS

The Transportation Conformity regulation requires that the TIP/RTP "must provide for the timely implementation of TCMs in the applicable implementation plan." The criteria for identifying TCM projects and the requirements for timely implementation of these projects are defined in the EPA's Transportation Conformity Regulations, 40 CFR 93.101:

> Transportation control measure (TCM) is any measure that is specifically identified and committed to in the applicable implementation plan, including a substitute or additional TCM that is incorporated into the applicable SIP through the process established in CAA section 176(c)(8), that is either one of the types listed in CAA section 108, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart.

A. TRANSPORTATION CONTROL MEASURES (TCMS)

Section 108(f)(1)(A) of the federal CAA lists the following sixteen measures as illustrative of TCMs. However, this list should not be considered exhaustive.

- Programs for improved use of public transit;
- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- Employer-based transportation management plans, including incentives;
- Trip-reduction ordinances;
- Traffic flow improvement programs that achieve emission reductions;
- Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;
- Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;
- Programs for the provision of all forms of high-occupancy, shared-ride services;

- Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- Programs to control extended idling of vehicles;
- Programs to reduce motor vehicle emissions, consistent with Title II of the Clean Air Act, which are caused by extreme cold start conditions; Employer-sponsored programs to permit flexible work schedules;
- Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- Programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest; and
- Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

In addition to the types of measures listed above, other measures may be considered as TCM projects if they reduce emissions or concentrations of air pollutants from transportation sources by modifying vehicle use, changing traffic flow, or mitigating traffic congestion conditions. TCM projects may be voluntary programs, incentive-based programs, regulatory programs, as well as market- or pricing-based programs. However, all TCM categories must be listed in the applicable (EPA-approved) SIP to be considered TCMs.

It should be noted, however, that measures and projects that use technology to reduce emissions – such as innovations in fuel formulation technologies, or the promotion of zero-emission vehicles, or of alternative fueled engines – cannot be considered TCM projects. Roadway capacity enhancement projects are also not typically considered TCMs.

The transportation conformity process is designed to ensure timely implementation of TCM strategies, thus reinforcing the link between AQMP/SIPs and the transportation planning process. If a TCM cannot be implemented or is only partially implemented, the shortfall must be made up by either substituting a new TCM strategy or by enhancing other control measures through the substitution.

B. CRITERIA AND PROCEDURES FOR THE TIMELY IMPLEMENTATION OF TCMS

The transportation conformity process is designed to ensure timely implementation of TCM strategies, thus reinforcing the link between AQMP/SIPs and the transportation planning process. If a TCM cannot be implemented or is only partially implemented, the shortfall must be made up through a TCM substitution.

The Transportation Conformity Regulations in 40 CFR 93.113 states:

(A) The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.

(B) For transportation plans, this criterion is satisfied if the following two conditions are met:
   1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.
   2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan.

(c) For TIPs, this criterion is satisfied if the following conditions are met:
   1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area.

   2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.

   3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan.

(d) For FHWA/FTA projects which are not from a conforming transportation plan and TIP, this criterion is satisfied if the project does not interfere with the implementation of any TCM in the applicable implementation plan.

C. APPLICABLE SIPS IN THE SCAG REGION

In the Transportation Conformity regulation, the definition provided for the term "applicable implementation plan" is:

> Applicable implementation plan is defined in Section 302(q) of the federal CAA and means the portion (or portions) of the implementation plan, or most recent revision thereof, which has been approved under Section 110, or promulgated under Section 110(c), or promulgated or approved pursuant to regulations promulgated under Section 301(d) and which implements the relevant requirements of the federal CAA.

In the SCAG region, ozone SIPs developed in the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin contain TCM strategies and are subject to EPA's Transportation Conformity Rule analyses. There are no applicable TCMs in any other federal nonattainment or maintenance areas in the SCAG region. See Section I of this Technical Appendix for discussions on applicable TCMs and associated SIPs.

2. TCMS REPORTING PROCESS IN THE SCAG REGION

Only those TCM-category projects that have been committed for implementation are considered for purposes of timely implementation reporting. As such, only those projects designated as TCMs in the first two years (the fiscally constrained portion) of the prevailing FTIP are considered for reporting.

In the SCAG region, new TCMs are identified by the FTIP process. Projects that meet the TCM criteria become committed TCMs and part of the applicable SIP after 1) funds are committed for right-of-way or construction in the first two years (the fiscally constrained portion) of the FTIP; 2) the FTIP is approved by the Regional Council; and 3) state and federal approval of the FTIP. New TCMs (i.e., those projects first identified in the 2025 FTIP) are listed later by county in this section. However, project status for these new TCMs will be provided in the next required timely implementation report, assuming the 2025 FTIP is approved by the Regional Council and by FHWA and FTA.

The projects reported on in this Technical Appendix are those TCM-category projects, which have committed to right-of-way acquisition, construction, or implementation in the first two years of the prevailing FTIP (FY 2024/25 and FY 2025/26). In addition, those TCM projects designated for reporting in previous FTIPs, and which are still under construction or implementation, will continue to be reported. TCM projects completed during this FTIP cycle are also reported.

Although project implementation remains an enforceable commitment by project sponsor agencies, SCAG is responsible for assuring the timely implementation of TCMs. Per a request from the federal agencies, beginning with the 2003 AQMP/SIP, SCAG began to develop a protocol for tracking currently anticipated project completion dates against previously reported completion dates, as provided by the county transportation commissions (CTCs). It is SCAG's intention that project completion dates reported when a TCM is first listed in an approved FTIP will be reported in all subsequent Timely Implementation Reports alongside the most current completion dates, until such a time as the project is completed. In this case, ongoing projects include the original date listed beginning with the 2004 RTIP, or a later FTIP when first listed as a committed TCM.

SCAG relies on the established project status update process used for the RTP and the FTIP to gather data from CTCs for preparing the TCM Timely Implementation Report. It is an iterative and collaborative process. The final data gathered on TCM project implementation status, currently anticipated completion dates, and, when delay occurs, reasons for the delay and efforts to overcome the implementation obstacles, is used to establish the final Timely Implementation Report. SCAG's process integrates an assessment of the specific steps and funding sources needed to fully implement each TCM and confirms that the projects are on or ahead of schedule; or, in the case that some particular project is delayed, the

analysis establishes that the obstacles to implementation have been or are being overcome, and that the project is henceforth expected to be expeditiously implemented.

TIMELY IMPLEMENTATION OF TCM PROJECTS IN THE SCAG REGION

The federal Transportation Conformity Regulations state that timely implementation is to be measured against the TCM projects in the applicable SIP. SCAG evaluates the TCM-category projects to determine the anticipated level and current status of implementation. The enforceable commitment is to report on the funding and implementation of TCM projects in the first two years of the six-year FTIP. In each FTIP, TCM category projects roll forward and the enforceable commitment is automatically revised to encompass the first two-year schedule of TCM-category projects without the need for a SIP revision. The implementation status of each of these TCM projects then continues to be reported on in subsequent FTIPs, until the TCM project is reported as having been completed, or the suitably replaced or substituted project has been completed.

D. SOUTH COAST AIR BASIN

The 2022 South Coast AQMP/SIP pending EPA final approval includes the following three TCM categories:

- High Occupancy Vehicle (HOV) Measures
- Transit and Systems Management Measures, and
- Information-based Transportation Strategies

It should be noted that the TCM categories in the 2022 South Coast AQMP/SIP are consistent with the TCM categories in the 1994/1997/2003/2007/2012/2016 ozone AQMPs/SIPs.

It should also be noted that the TCM project categories in Appendix IV-C, Regional Transportation Strategy and Control Measures, of the 2016 South Coast AQMP/SIP, are consistent with those of TCM01 specified in the 1994 and subsequent Ozone SIPs and are updated by the list provided in the Timely Implementation Report section of this document.

E. VENTURA COUNTY PORTION OF SCCAB

The applicable TCM projects in Ventura County include the following measures:

- Ridesharing
- Non-Motorized
- Traffic Flow Improvement
- Land Use
- Transit

It should be noted that the 2022 Ventura County AQMP/SIP pending EPA final approval makes no changes to previously approved TCM categories contained in 1994, 2007, and 2016 Ventura County AQMPs/SIPs.

LISTING OF TCMS SUBJECT TO TIMELY IMPLEMENTATION AND COMPLETED/CORRECTED PROJECTS

The information in Tables 44 through 58 demonstrates timely implementation of TCMs (by County). Table 44 through Table 58 are included at the end of this Technical Appendix.

Los Angeles County

Table 44. Los Angeles County TCMs Subject to Timely Implementation

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
ALHAMBRA	LAMIPMR114	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.	7/31/2025	7/31/2025	7/31/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
ALHAMBRA	LAMIPMR116	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.	2/29/2024	2/29/2024	2/28/2026	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

Los Angeles County

Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
ALHAMBRA	LAMIPMR117	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.	7/31/2025	7/31/2025	7/31/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
AVALON	LAF9600	CITY OF AVALON FIVE-CORNER COMPREHENSIVE PEDESTRIAN PROJECT: THE PROJECT PROPOSES TO CONSTRUCT NEW-PERMENANT SIDEWALKS, MEDIAN SAFETY ISLANDS, TRAFFIC CALMING (ROUND-ABOUT) AND LIGHTING IN ORDER TO PROVIDE SAFER ACCESS FOR PEDESTRIANS. THE TOTAL PROJECT IS APPROXIMATELY .25 MILES IN LENGTH.	6/30/2021	12/31/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UTILITY RELOCATION. IN BID/ADVERTISE PHASE.
BALDWIN PARK	LATP17S029	CONSTRUCT 2.3 MILES OF CLASS I SHARED-USE RECREATIONAL PATH ("TRAIL"). DEVELOP CONCEPTUAL DESIGNS FOR 6.8 MILE CLASS I RECREATIONAL TRAIL ALONG WALNUT CREEK AND 15.3 MILES OF ON-STREET CLASS II AND CLASS III BIKEWAYS.	6/6/2022	6/30/2023	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO FEDERAL AGENCY REVIEW PROCESS. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

Los Angeles County

Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
BURBANK	LA9918844	4 TRAFFIC SIGNALS UPGRADED TO ENABLE REAL TIME SIGNAL SYNCHRONIZATION PLANS AND MONITORING TRAFFIC. MAGNOLIA/MARIPOSA, MAGNOLIA/REESE, MAGNOLIA/SCREENLAND & VICTORY/ELMWOOD.	10/31/2026	10/31/2026	10/31/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN CONTRACT/PROJECT AWARD.
BURBANK	LA9918853	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.	9/30/2025	9/30/2025	9/30/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
BURBANK	LA9918855	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.	9/30/2025	9/30/2025	9/30/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
CALTRANS	LA0B951	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. (2001 CFP 8349, TCRP #50) (EA# 210600, PPNO 2741=EA 21060, PPNO 2741 + EA 21061, PPNO 2741N, EA 21062, PPNO 1741S) (TCRP #50) (USE TOLL CREDITS AS LOCAL MATCH).	11/21/2028	11/21/2028	11/21/2028	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Los Angeles County

Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
CARSON, CITY OF	LA0G1130	ACTIVE TRANSPORTATION PROGRAM - CITY-WIDE BIKE AND PEDESTRIAN IMPROVEMENTS - THE INFRASTRUCTURE COMPONENT INCLUDES A CLASS II BIKE LANE (1.07 MILE) ON SANTA FE AVE, HIGH VISIBILITY CROSSWALKS, COUNTDOWN PEDESTRIAN SIGNALS, CURB RAMPS, ETC. THE NON-INFRASTRUCTURE COMPONENT INCLUDES, EDUCATION, ENCOURAGEMENT, AND ENFORCEMENT PROGRAMMING THAT WILL OCCUR OVER A THREE-YEAR PERIOD. UTILIZING TOLL CREDITS.	12/31/2018	12/31/2020	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO RESCOPE TO MEET CITYWIDE COMMUNITY SAFETY REQUIREMENTS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
COMMERCE	LA0G1704	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.	6/30/2026	6/30/2026	6/30/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Los Angeles County

Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
COMPTON	LA0G1711	THIS WILMINGTON AVENUE REGIONAL BIKEWAY CORRIDOR CONNECTS EXISTING BIKEWAYS AND LANES AT ROSECRANS AVE ON THE NORTH AND CONTINUES SOUTH TO VICTORIA ST. THIS PROJECT WILL PROVIDE BICYCLE ELEMENTS INCLUDING CLASS II BIKE LANES, PEDESTRIAN LIGHTING, AND MISSING SIDEWALKS GAPS TO PROVIDE SAFE TRAVELS FOR PEDESTRIANS AND BICYCLISTS. THIS CORRIDOR WILL EVENTUALLY CONNECT THE COMPTON CREEK BIKE PATH AT EL SEGUNDO WITH THE METRO BLUE LINE ARTESIA STATION. PROJECT IS 2.5 MILES LONG.	3/31/2025	3/31/2025	3/31/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
COMPTON	LA0G1713	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.	6/30/2025	6/30/2025	6/30/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
COMPTON	LAF9530	ENHANCE SAFETY/IMPROVE NON-MOTORIZED TRANSPORTATION TRAVELS ALONG CENTRAL AV BY INSTALLING PROTECTIVE BUFFERED BIKE LANES, IMPROVING INTERSECTION CROSSINGS AND CLOSING SIDEWALK GAPS.	8/1/2021	12/31/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ADDITIONAL TIME TO MEET DESIGN REQUIREMENT. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS

Los Angeles County

Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
COMPTON	LATP17S012	THIS PROJECT IS THE FINAL DESIGN AND CONSTRUCTION OF 29.68 MILES OF GAP CLOSURE IN THE BIKE LANE NETWORK IN THE CITIES OF COMPTON AND CARSON. PROJECT ELEMENTS INCLUDE CLASS I, II, AND III BIKE LANE IMPROVEMENTS INCLUDING STRIPING, BIKE SHARROWS, DIRECTIONAL PAINTED GREEN LINES AND WAYFINDING SIGNAGE.	12/31/2022	12/31/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. TO INITIATE INFORMAL TCM REPLACEMENT VIA 2025 FTIP.
COVINA	LA0G1729	CITRUS AVE INCLUDES 80-100 FEET OF PUBLIC R-O-W, TWO NEW BICYCLE TRAVEL LANES FOR N/B AND S/B TRAFFIC (5,950 LINEAR FT. OF BIKE LANES TO BE ADDED), REPAIRING SIDEWALKS AND CURB RAMPS. FOOTHILL TRANSIT SERVES THE CITRUS AVE CORRIDOR AND PROVIDES ADDITIONAL MULTIMODAL TRANSPORTATION CONNECTIVITY. PROPOSED IMPROVEMENTS WILL ENHANCE FIRST/LAST MILE CONNECTIVITY, ROAD/CONCRETE INFRASTRUCTURE, PEDESTRIAN/BICYCLE SAFETY, AND ADD TREE CANOPY AND DROUGHT TOLERANT STREETSCAPING AMENITIES.	4/30/2026	4/30/2026	4/30/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
CUDAHY	LAF9605	THE CUDAHY CITY WIDE COMPLETE STREETS IMPROVEMENT PROJECT FOCUSES ON THE ATLANTIC AVENUE CORRIDOR AND CITY WIDE MULTIMODAL TRANSPORTATION IMPROVEMENTS FOR THE FIRST/LAST MILE. PROJECT IS APPROXIMATELY 1.1 MILES LONG.	12/1/2021	12/31/2023	3/31/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Los Angeles County

Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
CULVER CITY	LAF7303	NETWORK-WIDE SIGNAL SYNC WITH VID & ARTERIAL PERFORMANCE MEASUREMENT SYSTEM FOR ATCS: (1) OPTIMIZES SIGNAL COORDINATION TIMING NETWORK-WIDE. (2) UPGRADES MAJOR INTERSECTIONS WITH ENHANCED SYSTEM DETECTION AND ARTERIAL PERFORMANCE MEASUREMENT CAPABILITIES ALONG WASHINGTON BL, SEPULVEDA BL, JEFFERSON BL, AND OTHERS. (16 SIGNALS THAT ARE SYNCHED)	12/31/2018	12/31/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEED TO INSTALL ADDITIONAL CAMERA LOCATIONS. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS
DIAMOND BAR	LA0G1708	DIAMOND BAR BLVD FROM GOLDEN SPRINGS DRIVE TO PALOMINO DRIVE. RECONSTRUCT ASPHALT AND CONSTRUCT ENHANCED CROSSWALKS, PEDESTRIAN WALKWAYS, GREEN BICYCLE LANES, ADA RAMPS, AND BIOSWALES. UPGRADED GREEN BICYCLE LANES AND PEDESTRIAN PATHWAYS SPAN THE ENTIRE LENGTH OF THE PROJECT IN EACH DIRECTION. THE TOTAL LENGTH OF GREEN BICYCLE LANES AND PEDESTRIAN PATHWAYS ARE APPROXIMATELY 2,500 FEET EACH.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN BID/ADVERTISE PHASE.

Los Angeles County

Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
DOWNEY	LAF7311	DOWNEY CITYWIDE TRANSIT PRIORITY SYSTEM PROGRAM: (1) SYNCHRONIZES TRAFFIC SIGNALS ALONG EXISTING TRANSIT ROUTES. (2) INSTALLS NEW FIBER OPTIC COMMUNICATION ALONG 5.5 MILES OF ARTERIAL STREETS TO CONNECT SIGNALS TO THE CENTRAL TRAFFIC MANAGEMENT CENTER. (3) INSTALLS AND INTEGRATES TRANSIT PRIORITY SYSTEM WITH THE TRAFFIC SIGNAL SYSTEM.	8/1/2024	8/1/2024	7/31/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO STAFF SHORTAGE AND ADDITIONAL TIME TO MEET EQUIPMENT REQUIREMENT. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS
DOWNEY	LAF9525	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.	12/1/2021	3/31/2024	3/31/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO EXTENSIVE REPAVEMENT AND AVOIDANCE OF SCHOOL MONTHS TO COMPLETE WORK. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Los Angeles County

Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
DUARTE	LATP19S001	BICYCLE AND PEDESTRIAN GAP CLOSURE IMPROVEMENTS THAT WILL LINK THE DUARTE TOWN CENTER SPECIFIC PLAN AREA, DUARTE CIVIC CENTER AREA, AND SCHOOLS AND PARKS ON THE NORTH SIDE OF I-210 WITH NEIGHBORHOODS, CITY OF HOPE, AND THE METRO GOLD LINE. CLASS II BICYCLE CENTRAL AVENUE FROM BRADBURY AVENUE TO HIGHLAND AVENUE (0.9 MI), EVERGREEN STREET FROM BUENA VISTA STREET TO HIGHLAND AVENUE (0.7MI), 3 PEDESTRIAN UNDERPASS IMPROVEMENTS AT I-210 FREEWAY UNDERPASSES AT HIGHLAND, DUNCANNON, BUENA VISTA ST	12/31/2028	12/31/2028	12/31/2035	OBSTACLES ARE BEING OVERCOME. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
EL MONTE	LATP21MPO101	CONSTRUCT 1.1 MILE CLASS IV TWO-WAY CYCLE TRACK WITH LANDSCAPE BUFFER; REMOVE EXISTING SPEED HUMPS; INSTALL MEDIAN CURB EXTENSIONS, HIGH-VISIBILITY CONTINENTAL CROSSWALKS, ADA IMPROVEMENTS, & SIGNAGE; ROADWAY NARROWING & STREET TREES TO CALM TRAFFIC.	12/31/2030	12/31/2030	12/31/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
EL MONTE	LATP23F101	INSTALL 1.1-MILE CLASS IV CYCLE TRACK, CLASS III ROUTE (2100 FEET), LANDSCAPE BUFFER, X-WALKS, CURB EXTENSIONS, ADA RAMPS, CONFLICT STRIPING, WIDEN SIDEWALK, ADD STOP CONTROL AT 1 INTERSECTION.	12/31/2032	12/31/2032	12/31/2032	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Los Angeles County

Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
EL SEGUNDO	LA9918809	EXISTING PAVEMENT SHOWS WIDESPREAD SIGNS OF DETERIORATION THROUGHOUT THE CORRIDOR WHICH CONSTITUTES A NEED FOR REHABILITATION. EXISTING CONDITIONS ON EL SEGUNDO BOULEVARD ARE MISSING ADA COMPLIANT CURB RAMPS, LARGER TRAFFIC SIGNAL POLES, DEDICATED BICYCLE FACILITIES INCLUDING BICYCLE DETECTION, AND ADEQUATE PEDESTRIAN CROSSINGS WHICH WILL BE ADDRESSED AT SPECIFIC LOCATIONS AS PART OF THE PROJECT. 12,000 LINEAR FEET OF BIKE LANES (CLASS II AND CLASS III) WILL BE INSTALLED.	11/15/2026	11/15/2026	11/15/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
FOOTHILL TRANSIT ZONE	LA0G1501	CONSTRUCT BUS LAYOVER FACILITIES JOINTLY BY AVTA, LADOT & FOOTHILL TRANSIT	12/31/2023	12/31/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEED TO WAIT FOR FINAL MEMORANDUM OF UNDERSTANDING WITH TRANSIT AGENCY. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

Los Angeles County

Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
GARDENA	LATR02020	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.	12/31/2021	6/30/2024	6/30/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
HAWTHORNE	LA0G1546	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.	6/20/2022	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO RIGHT OF WAY ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
HAWTHORNE	LA0G1547	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	6/30/2022	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO INTERSECTIONS DESIGN CHANGES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
HAWTHORNE	LA0G1548	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.	11/30/2022	11/30/2024	6/30/2026	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES. IN BID/ADVERTISE PHASE.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
HAWTHORNE	LAF9102	5 INTERSECTION LOCATIONS; SIGNAL IMPROVEMENT INCLUDE UPGRADE TRAFFIC SIGNAL CONTROLLER AND CABINET ENABLING, REWIRING OF THE SIGNALIZED INTERSECTION TO ENSURE COMMUNICATION BETWEEN SIGNAL EQUIPMENT; UPGRADE PEDESTRIAN SIGNALS TO COUNT DOWN TYPE AND PUSH BUTTONS, INSTALL BATTERY BACKUP SYSTEM TO MINIMIZE DISRUPTION OF TRAFFIC DURING POWER OUTAGE NEW VEHICLE DETECTION INCLUDING BICYCLE LOOPS/SENSORS; NEW BIKE LANE WILL BE ONE MILE (EACH WAY).	10/18/2021	12/31/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO SUPPLY CHAIN ISSUES. IN CONTRACT/PROJECT AWARD.
HUNTINGTON PARK	LA0G1669	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.	2/1/2023	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN BID/ADVERTISE PHASE.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
INGLEWOOD	LA9919191	INCLUDES BUT SHALL NOT BE LIMITED TO PRELIMINARY INVESTIGATION, ROADWAY RESURFACING, UTILITY COORDINATION, PS&E. LANDSCAPE, ENVIRONMENTAL ASSESSMENT TO COMPLY WITH CEQA AND PAVEMENT REHAB. FULL TRAFFIC SIGNAL MODIFICATION COMPLETE WITH TIMING SHEETS AT 15 INTERSECTIONS. FIBER OPTIC IMPROVEMENTS OF 3 MI LONG ON CRENSHAW BLVD. NEW CROSSWALKS, RAMPS, LANE DELINEATION & IMPROVED RAISED MEDIANS AT 3 INTERSECTIONS. INSTALL CCTV AT 10 INTERSECTIONS & CMS AT 2 INTERSECTIONS. NO NEW SIGNAL SYNC.	12/31/2032	12/31/2032	12/31/2032	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP.
INGLEWOOD	LA99ITC101	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.	12/31/2027	12/31/2027	3/4/2030	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COMPLEX RIGHT OF WAY ACQUISITIONS AND UTILITY RELCATION. IN ROW ACQUISITION.
LAKEWOOD	LA0G1262	LAKEWOOD BL REGIONAL CORRIDOR CAPACITY ENHANCEMENT PROJECT (DEL AMO BL TO NORTH CITY LIMIT) - CLASS II BIKE LANES (1.9 MILE) IN EACH DIRECTION, NEW SIDEWALK, STREET RESURFACING, ADA & STORMWATER COMPLIANCE, TRAFFIC SIGNAL MODIFICATIONS, DROUGHT RESISTANT LANDSCAPING & IRRIGATION, SIGNING & STRIPING, AND UTILITY UNDERGROUNDING WITHIN THE EXISTING CITY RIGHT OF WAY.	12/31/2019	12/31/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES WITH UTILITY COMPANY. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LANCASTER	LA0G931	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.	12/31/2026	12/31/2026	12/31/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ROW ACQUISITION.
LAWNDALE	LAF7500	HAWTHORNE BOULEVARD CLASS II BICYCLE LANES: (1) INSTALLS 1.0 MILE OF CLASS 2 BIKE LANES ON HAWTHORNE BLVD FOR BOTH DIRECTIONS. (2) PROVIDES BICYCLE PARKING.	10/31/2019	6/30/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LONG BEACH	LAF7204	(1) REALIGNS PIER B ST. BETWEEN PICO AVE. AND ANAHEIM WAY AND WIDENS INTO 2 LANES IN EACH DIRECTION TO IMPROVE GOODS MOVEMENT MOBILITY AND ENHANCE PEDESTRIAN TRAVEL THROUGH THE ADDITION OF STREET LIGHTING AND SIGNAGE. (2) REALIGNS PICO AVE. TO THE WEST FROM PIER B ST./I-710 RAMPS TO PIER D ST. (3) CONSTRUCTS AND REPLACES 7,250 FEET OF SIDEWALK ON THE SOUTH SIDE OF PIER B ST. AND ALONG THE WEST SIDE OF PICO AVE. (4) CLOSE THE AT-GRADE RAILROAD CROSSING AT 9TH STREET.	5/1/2028	5/1/2028	5/1/2030	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO VARIOUS INTERIM CONSTRUCTION PACKAGES. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LONG BEACH	LAF7316	UPGRADES TRAFFIC SIGNALS ALONG ARTESIA BL BETWEEN LONG BEACH BL AND DOWNEY AV TO CONNECT WITH ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS), INSTALLS CCTV AND CMS ON ARTESIA BL, INSTALLS FIBER OPTIC CABLE AND DEVICES TO CONNECT SIGNALS TO EACH OTHER AND TRAFFIC MANAGEMENT CENTER (TMC), NEW TRAFFIC SIGNALS IN SHARED JURISDICTIONS WITH COMPTON ON THE WEST END AND BELLFLOWER ON THE EAST END, INSTALL 3.5 MILES OF CLASS IV BIKEWAYS IN BOTH DIRECTIONS, AND PEDESTRIAN IMPROVEMENTS.	12/31/2021	6/30/2024	9/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO FIELD ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LONG BEACH	LAF9130	ESTABLISHING A GREAT STREET (OR MULTIMODAL CORRIDOR) IN LONG BEACH - IMPLEMENTING THE CITY'S STREET PRIORITIZATION FRAMEWORK. IMPROVEMENT INCLUDES ROUND-ABOUT, BUS SHELTER UPGRADE, BULB-OUT, ENHANCED CROSSING, AND CLASS II BIKE LANE (3 MILES)	5/1/2024	5/1/2024	9/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO FIELD ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LONG BEACH	LAF9314	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	12/31/2022	12/31/2024	8/31/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PROJECT STAFF CHANGES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LONG BEACH	LATP21F103	TRANSFORM PACIFIC AVENUE FROM OCEAN BLVD TO PCH INTO A COMPLETE STREETS BEST PRACTICES CORRIDOR BY UPGRADING 1.6 MILES OF CLASS III ROUTE TO CLASS IV CURB-PROTECTED BIKE LANES, PROTECTED INTERSECTIONS, AND CURB EXTENSIONS. NON-INFRASTRUCTURE ELEMENTS INCLUDE PEDESTRIAN SAFETY EDUCATION, TARGETED MESSAGING, AND INTERACTIVE ACTIVITIES THAT MODEL DESIRED SAFETY BEHAVIORS.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LONG BEACH PUBLIC TRANSPORTATION COMPANY	LA0G1762	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. UTILIZING TDC IN FY25 FOR $901K TO MATCH 5307 FUNDS. TRANSIT DEVELOPMENT CREDITS USED.	12/31/2025	12/31/2025	12/31/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN CONTRACT/PROJECT AWARD.
LOS ANGELES COUNTY	LA0D461	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.	6/30/2021	4/30/2024	4/30/2026	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DESIGN CHANGES TO REFLECT UPDATED ALIGNMENT, RIGHT OF WAY NEEDS, AND INCREASE IN CONSTRUCTION COST. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LA0D465	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.	12/15/2020	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO INTERNAL DECISION-MAKING PROCESS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LA0G1486	THE PROJECT CONSISTS OF DESIGN AND CONSTRUCTION OF 1.86 MILES OF CLASS I BIKE PATH ALONG PUENTE CREEK AND 0.37 MILES OF ENHANCED CLASS III BIKE ROUTE ALONG RIMGROVE AND WITZMAN DRIVE ADJACENT TO THE RIMGROVE COUNTY PARK. THE NON-INFRASTRUCTURE PORTION OF THE PROJECT INCLUDES BICYCLE AND PEDESTRIAN SAFETY EDUCATION AND ENCOURAGEMENT TRAINING WORKSHOPS AND RODEOS TO STUDENTS AT 3 ELEMENTARY, 1 MIDDLE, AND 1 HIGH SCHOOL LOCATED NEAR THE PROPOSED BIKEWAY.	6/30/2023	6/30/2023	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ADDITIONAL COMMUNITY ENGAGEMENT. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LA9918952	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.	3/31/2024	3/31/2024	2/28/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PERMITTING DELAY. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF1311	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.	10/1/2020	6/30/2023	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF1312	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.	10/1/2020	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES WITH LOCAL CITIES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF1321	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSPORTATION SYSTEM COMPONENTS. SYNCHRONIZES 83 CONSECUTIVE INTERSECTIONS.	10/1/2015	6/30/2023	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO SUPPLY CHAIN ISSUE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF3308	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.	6/30/2016	6/30/2024	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION WITH UTILITY COMPANY AN FUNDING ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF3309	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)	6/30/2016	6/30/2023	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES WITH LOCAL CITIES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF3310	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)	6/30/2016	6/30/2023	2/28/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO INTERNAL REVIEW AND COORDINATION ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF3519	NORTH COUNTY BIKEWAYS. INSTALL THREE CLASS II AND THREE CLASS III BIKEWAY SEGMENTS, INCLUDING SIGNAGE, STRIPING, ROAD WIDENING, & ROAD SHOULDER IMPROVEMENTS. (APROX. 3.88 MILES OF BIKE LANES AND 3.18 MILES OF BIKE ROUTES.)	12/31/2020	6/30/2024	12/31/2024	OBSTACLES ARE BEING OVERCOME. TO INITIATE INFORMAL TCM REPLACEMENT VIA 2025 FTIP.
LOS ANGELES COUNTY	LAF5310	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 (APROX. 48 SIGNAL LOCATIONS)	6/30/2019	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO FINAL SCOPE OF WORK. ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E)
LOS ANGELES COUNTY	LAF5315	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)	6/30/2019	6/30/2024	6/30/2026	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES AND LONGER REVIEW TIME. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF5316	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.	6/30/2019	6/30/2024	6/30/2026	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES AND LONGER REVIEW TIME. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF7305	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 (UPTO 14 CCTVS), AND CHANGEABLE MESSAGE SIGNS.	6/30/2021	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF7306	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.	6/30/2021	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF7307	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).	6/30/2021	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES WITH AND LONGER RESPONSE TIMES FROM ALL CITIES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF7308	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).	4/30/2021	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF7310	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.	6/30/2021	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES AND LONGER REVIEW TIME. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF7508	VINCENT COMMUNITY BIKEWAYS. INSTALL 2 MILES OF BIKE PATHS ALONG THE BIG DALTON WASH BETWEEN IRWINDALE AVE AND LARK ELLEN AVE AND BETWEEN ARROW HWY AND CITRUS AVE, AND 1.3 MILES OF BIKE LANES AND 1.4 MILES OF BIKE ROUTES TO CONNECT TO THE EXISTING AND PROPOSED BIKEWAYS IN THE SURROUNDING AREAS.	6/1/2021	12/31/2023	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO LONGER TIME TO ADDRESS COMMUNITY NEED. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES COUNTY	LAF7610	AVIATION /LAX GREEN LINE STATION COMMUNITY LINKAGES.THE PROJECT INCLUDES IMPROVEMENTS ON CORRIDORS NEAR THE METRO AVIATION/LAX STATION INCLUDING PEDESTRIAN AND BICYCLE FACILITIES, WAYFINDING SIGNS, LANDSCAPING AND TRAFFIC CALMING. AN APPROXIMATE TOTAL OF 2 MILES OF BIKEWAY AND 2.5 MILES OF UPGRADED PEDESTRIAN FACILITIES WILL BE IMPLEMENTED.	6/1/2021	PROJECT CANCEL	12/31/2024	TO INITIATE INFORMAL TCM REPLACEMENT OR TCM SUBSTITATION.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF9302	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.	12/31/2023	12/31/2023	12/31/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PROJECT SCHEDULE DELAY. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF9303	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT. THIS PROJECT INCLUDES TRAFFIC SIGNAL SYNCHRONIZATION ON CRENSHAW BOULEVARD BETWEEN 120TH STREET AND ROSECRANS AVENUE AND DEL AMO BOULEVARD BETWEEN AVALON BOULEVARD AND SUSANA ROAD (APPROX. 15+ SIGNALS) AND ALSO INCLUDES SYSTEMWIDE COORDINATION TIMING, OPERATIONAL IMPROVEMENTS AND ITS.	6/30/2027	6/30/2027	6/30/2027	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF9304	THE DESIGN AND CONSTRUCTION OF TRAFFIC SIGNAL SYNCHRONIZATION AND INTELLIGENT TRANSPORTATION SYSTEM IMPROVEMENTS AND INSTALLATION OF PERFORMANCE MEASUREMENT DEVICES IN THE GATEWAY CITIES AREA. THERE ARE 39 INTERSECTIONS IN THE TSSP ROUTE.	6/30/2027	6/30/2027	6/30/2027	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF9504	E. PASADENA & E. SAN GABRIEL BIKEWAY ACCESS IMPROVEMENTS: INSTALL APPROXIMATELY 4.8 MILES OF BIKE LANES AND ENHANCED BIKE ROUTES IN THE EAST PASADENA AND EAST SAN GABRIEL COMUNITIES	12/31/2022	12/31/2022	12/31/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO STAFF SHORTAGE AND NEW ASSIGNMENT. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF9511	SOUTH WHITTIER COMMUNITY BIKEWAY ACCESS IMPROVEMENTS: CONSTRUCTION OF 3.1 MILES OF CLASS II AND 1.8 MILES OF CLASS III BIKE FACILITIES IN THE UNINCORPORATED COUNTY AREA OF SOUTH WHITTIER ALONG WITH VARIOUS PEDESTRIAN INTERSECTION IMPROVEMENTS.	6/30/2022	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ADDITIONAL ENVIRONMENTAL REVIEW AND AGENCY COORDINATION. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LATR02018	THE WHITTIER BOULEVARD TRANSIT SIGNAL PRIORITY PROJECT (PROJECT) INCLUDES THE DEPLOYMENT OF ITS INFRASTRUCTURE TO ENHANCE ARTERIAL OPERATIONS AND MONITORING IN EAST LOS ANGELES. WIRELESS COMMUNICATIONS AND UPGRADED CONTROLLER EQUIPMENT WILL BE DEPLOYED ALONG A CRITICAL SEGMENT OF WHITTER BLVD. THAT SERVES METRO RAPID LINE 720 AND PROVIDES PARALLEL CAPACITY TO THE 1-10 EXPRESSLANES.	12/31/2020	6/30/2024	12/31/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ELECTRICAL DESIGN AND TESTING DELAYS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY MTA	LA0D198	CRENSHAW/LAX TRANSIT CORRIDOR - THE CRENSHAW/LAX TRANSIT CORRIDOR PROJECT IS AN 8.5-MILE LIGHT RAIL TRANSIT (LRT) LINE EXTENDING FROM THE INTERSECTION OF CRENSHAW AND EXPOSITION BOULEVARDS ALLOWING FOR TRANSFER TO THE EXPOSITION LIGHT RAIL TRANSIT LINE TO A CONNECTION WITH THE METRO GREEN LINE AT THE AVIATION/LAX STATION (PPNO 4027A)	12/31/2018	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DESIGN AND TESTING COORDINATION. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES COUNTY MTA	LA0G010	REGIONAL CONNECTOR - LIGHT RAIL IN TUNNEL ALLOWING THROUGH MOVEMENTS OF TRAINS, BLUE, GOLD, EXPO LINES. FROM ALAMEDA / 1ST STREET TO 7TH STREET/METRO CENTER $59.2M OF SECTION 5309 NS ARPA-CIG (CAPITAL INVESTMENT GRANT) IN FY22.	12/31/2019	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO STREET RESTORATION. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES COUNTY MTA	LA0G1052	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 2 - WILSHIRE/LA CIENEGA TO CENTURY CITY FTA ARPA - CIG (SECTION 5309 NS) $58.4M IN FY22	6/30/2026	6/30/2026	6/30/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES COUNTY MTA	LA0G1247	THE PROJECT CONSISTS OF BICYCLE AND PEDESTRIAN TRANSPORTATION LINKAGE IMPROVEMENTS TO THE RAIL-TO-RAIL ACTIVE TRANSPORTATION CORRIDOR (ATC) CONNECTOR PROJECT SEGMENT A ALONG AN APPROXIMATELY 5.6-MILE LONG CORRIDOR FROM THE FUTURE METRO CRENSHAW/LAX FAIRVIEW HEIGHTS STATION TO THE EXISTING METRO BLUE LINE SLAUSON STATION.	12/31/2019	12/31/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CHANGE IN PROJECT DELIVERY METHOD. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES COUNTY MTA	LA0G1375	THIS IS A LARGE-SCALE DEPLOYMENT OF THE FREIGHT ADVANCED TRAVELER INFORMATION SYSTEM (FRATIS) PROGRAM TO DEPLOY ADVANCED CONGESTION MANAGEMENT TECHNOLOGIES WHICH CAN ACHIEVE SIGNIFICANT REDUCTIONS IN TRUCK CONGESTION, IMPROVE AIR QUALITY, AND REDUCE THE USE OF FOSSIL FUELS IN THE LOS ANGELES REGION.	12/30/2023	12/30/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO SUPPLY CHAIN AND PERSONNEL ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES COUNTY MTA	LA0G440	THE PROJECT WILL EXTEND THE HOV LANES ON I-5 FROM THE SR-14 INTERCHANGE TO JUST SOUTH OF THE PARKER ROAD INTERCHANGE (I-5 PM 45.4 - 59.0), INCORPORATING AN ADDITIONAL NORTHBOUND TRUCK CLIMBING LANE FROM SR 14 TO CALGROVE BOULEVARD AND AN ADDITIONAL SOUTHBOUND TRUCK CLIMBING LANE FROM PICO CANYON ROAD/LYONS AVENUE TO SR-14. INCLUDES ITS HUB (I-5 PM 41.4 - 43.8) AND EXTENDED PROJECT LIMITS RELATED TO PAVEMENT DELINEATION AND ADVANCED SIGNAGE (I-5 PM 45.0 - 59.6).	12/31/2024	12/31/2026	12/31/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES COUNTY MTA	LA0G447	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 1 - WILSHIRE/WESTERN TO LA CIENEGA FTA ARPA - CIG (SECTION 5309 NS) $66.4M IN FY22	12/31/2019	12/31/2023	12/31/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEAR-TERM CRITICAL DESIGN AND CONSTRUCTION ACTIVITIES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES COUNTY MTA	LA0G635	PROJECT INCLUDES ADA CURB RAMPS, CROSSWALK IMPROVEMENTS, AND WAYFINDING IMPROVEMENTS. ALSO INCLUDES THE INSTALLATION OF A NEW 600 FT ESPLANADE/CLASS I BIKEWAY ON ALAMEDA ST FROM 1ST ST TO TEMPLE ST, AN 800 FT CLASS II BIKE LANE ON LOS ANGELES ST FROM 1ST ST TO 2ND ST, AND A 9,450 FT CLASS II BIKE LANE ON SANTA FE AVE FROM 4TH ST TO TEMPLE ST. (PHASE 3)	6/30/2020	6/30/2023	2/28/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO TRAFFIC SIGNAL AND STRIPING PLAN CONFORMANCE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES COUNTY MTA	LA0G642	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 3 FTA ARPA - CIG (SECTION 5309 NS) $93.4M IN FY22	6/30/2027	6/30/2027	6/30/2027	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES, CITY OF	LA0C53	HOLLYWOOD INTERMODAL TRANSPORTATION AND PUBLIC PARKING CENTER ON HAWTHORNE AVE. BETWEEN HIGHLAND AVENUE AND NORTH ORANGE DRIVE (EXIST 500 SP PARK STRUCTURE). TCRP#49.2	10/1/2020	12/31/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO MANAGEMENT CHANGES. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LA0G1349	PURCHASE 35 ALTERNATIVE-FUEL 30-FOOT BUSES TO EXPAND DASH FLEET AND INCREASE SERVICE HOURS AND HEADWAYS.	12/31/2022	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES, CITY OF	LA0G1380	PURCHASE OF 170 SOLAR-POWERED, REAL-TIME BUS ARRIVAL INFORMATION SIGNS FOR BUS STOP IMPROVEMENT IN THE LOS ANGELES PROMISE ZONE	1/31/2020	12/31/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO LONGER BIDDING AND REVIEW TIME. CONTRACT/PROJECT AWARD,
LOS ANGELES, CITY OF	LA0G1566	PURCHASE OF UP TO 120 ELECTRIC 30' TO 35' BUSES FOR THE DASH PROGRAM EXPANSION	9/26/2022	9/26/2024	9/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO MANUFACTURING RESTRICTIONS IN RESPONSE TO COVID-19. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LA0G901	HISTORIC LOS ANGELES STREETCAR	6/30/2017	12/31/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COMPLETION OF ENVIRONMENTAL CLEARANCE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES, CITY OF	LAE3764	SEPULVEDA BOULEVARD CLOSED-CIRCUIT TELEVISION TRAFFIC SIGNAL IMPROVEMENT SIGNAL SYNC	4/30/2025	4/30/2025	4/30/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES, CITY OF	LAF3171	DE SOTO AVE WIDENING: RONALD REAGAN FWY TO DEVONSHIRE ST. MINOR WIDENING OF DE SOTO AVE FR SR-118 TO DEVONSHIRE ST TO PROVIDE UNIFORM RODWAY WIDTH IN EACH DIRECTION AS WELL AS INSTALLING 10' SIDEWALK, CURB AND GUTTER. SIDEWALK IS 1.1 MILES, 90% OF THE SIDEWALKS ALONG THE PROJECT LIMITS WILL BE NEW.	12/1/2015	PROJECT CANCEL	12/31/2024	TO INITIATE INFORMAL TCM REPLACEMENT OR TCM SUBSTITATION.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LAF3644	BROADWAY HISTORIC THEATER DISTRICT PEDESTRIAN IMPROVEMENTS 4TH-6TH STREETS. THE PROJECT WILL IMPROVE PEDESTRIAN SAFETY BY INSTALLING CURB EXTENSIONS, WIDENING SIDEWALKS, IMPROVING PEDESTRIAN LIGHTING, ENHANCING CROSSWALKS, AND PROVIDE PEDESTRIAN AMENITIES; BENCHES, STREET TREES, LANDSCAPED BUFFERS FROM TRAFFIC AND 10 BIKE RACKS.	11/2/2022	11/19/2025	11/19/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES, CITY OF	LAF3647	MENLO AVE/MLK VERMONT EXPO STATION PEDESTRIAN IMPROVEMENTS. IMPROVE PEDESTRIAN ACCESS TO THE NEW EXPO STATION ON VERMONT AVE BY INSTALLING SIDEWALKS, LANDSCAPING, AND LIGHTING ALONG MENLO AVE. AND MLK JR. BLVD. PLUS A MEDIAN ON MLK BLVD.	6/30/2020	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COMPLETION OF ANCILLARY PROJECTS IN SHARED PROJECT SITE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES, CITY OF	LAF5525	TO DESIGN AND CONSTRUCT CURB-SIDE BICYCLE PARKING (BICYCLE CORRAL) THAT WILL SERVE EACH COUNCIL DISTRICT. THE PROJECT REQUIRES SURFACE MODIFICATIONS TO CURBSIDE PARKING AREAS FOR INSTALLING AT LEAST 150 BIKE RACKS.	1/1/2018	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES FROM REDISTRICTING. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E),

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LAF7109	SOTO ST WIDENING FROM MULTNOMAH ST TO MISSION RD: (1) WIDENS SOTO ST BETWEEN MULTNOMAH ST AND 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. UTILIZING TOLL CREDITS OF $459K IN FY23 FOR CON TO MATCH STPL-R FUNDS.	10/1/2025	10/1/2025	10/1/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES, CITY OF	LAF7123	MAGNOLIA BOULEVARD WIDENING (NORTH SIDE) - CAHUENGA BOULEVARD TO VINELAND: INSTEAD OF WIDENING, IT RESCOPED TO INCLUDE PEDESTRIAN AND SAFETY-RELATED IMPROVEMENTS SUCH AS CURB EXTENSIONS WHERE APPROPRIATE, ENHANCED LEFT TURN PROTECTION AT SELECT LOCATIONS, TREES, ADDITIONAL SAFER CROSSINGS WITH THE INTRODUCTION OF PEDESTRIAN HYBRID BEACONS, SIDEWALK REPAIRS, ADA-COMPLIANT ACCESS RAMPS, SPEED TABLES, STORM DRAIN EXTENSION, AND ADDITIONAL CATCH BASINS.	10/1/2023	10/1/2023	10/1/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO INCLUSION OF ADDITIONAL SCOPE OF WORK TO MEET DESIGN REQUIREMENTS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LAF7814	LADOT STREETS FOR PEOPLE: TRANSIT CORRIDOR PARKLETS AND PLAZAS: INSTALLS 12 PARKLETS AND 3 PLAZAS. THE LIMITS OF THE PARKLETS WILL BE EQUAL TO TWO CURBSIDE PARKING SPACES (APPRX. 40X 6). THE PLAZA LIMIT VARIES RANGING FROM 2,000 TO 6,000 SF.	12/31/2021	12/31/2023	2/28/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO RESCOPE TO IDENTIFY LOCATIONS OF PARKLETS AND PLAZAS. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES, CITY OF	LAF9422	LADOT WILL PROCURE SEVEN (7) 30-FT ELECTRIC CLEAN FUEL VEHICLES TO REDUCE HEADWAYS ON SIX SELECTED DASH ROUTES	4/30/2022	4/30/2024	4/30/2026	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CONTRACT TERM EXTENSION AND INSPECTION LEAD TIME. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES, CITY OF	LAF9527	PROJECT WILL CONSTRUCT A 3.1 MILE CYCLETRACK ALONG CHANDLER BOULEVARD, CONNECTIN THE CHANDLER AND ORANGE LINE BIKE PATHS AND BRIDGING A GAP IN THE LOW-STRESS BICYCLE NETWORK	1/1/2023	1/1/2023	1/1/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO REVIEW COORDINATION. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LAMIP107	TRANSIT INFRASTRUCTURE IMPROVEMENTS INCLUDE THE PROCUREMENT AND INSTALLATION OR REAL-TIME ARRIVAL SOLAR-POWERED BUS SIGNS AT EACH BUS STOP ON THE DASH HIGHLAND PARK/EAGLE ROCK ROUTE. USING TDC IN FY25/26 FOR $194K TO MATCH CMAQ IN CON.	12/31/2026	12/31/2026	12/31/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. CONTRACT/PROJECT AWARD.
LOS ANGELES, CITY OF	LARE1701A	IMPLEMENTING DYNAMIC CORRIDOR RAMP METERING SYSTEM (DCRMS) IN I-405 SEPULVEDA PASS CORRIDOR (INTERSTATE 405 FROM I-10 TO SR101), A SYSTEM-WIDE ADAPTIVE RAMP METERING STRATEGY WHICH SIMULTANEOUSLY COORDINATES WITH ARTERIAL TRAFFIC SIGNAL OPERATION. THE SYSTEM WILL DYNAMICALLY ADJUST TRAFFIC ACCORDING TO CURRENT CAPACITY RESTRICTIONS CAUSED BY INCIDENTS OR RECURRENT CONGESTION. IMPROVE TRAFFIC MOVEMENT AND ACCESS TO FREEWAY AND MAJOR ARTERIAL INCLUDING TRANSIT OPERATION.	12/31/2022	12/31/2022	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEGOTIATION OF TECHNOLOGY WARRANTY ISSUE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES, CITY OF	LATP16S006	BOYLE HEIGHTS PEDESTRIAN LINKAGES. PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS INCLUDING SIDEWALK REPAIRS, 3,400 LINEAR FEET OF NEW SIDEWALK, AND INSTALLATION OF PEDESTRIAN LIGHTING, CONTINENTAL CROSSWALKS, AND CURB RAMPS TO IMPROVE CONNECTIVITY WITHIN COMMUNITY AND TO 6TH STREET VIADUCT REPLACEMENT PROJECT. UTILIZING TOLL CREDITS.	6/1/2020	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LATP17M014	ARTS DISTRICT PEDESTRIAN & CYCLIST SAFETY PROJECT. THE PROJECT WILL ESTABLISH CRITICAL PEDESTRIAN AND CYCLIST CONNECTIONS TO AND WITHIN THE ARTS DISTRICT IN DOWNTOWN LOS ANGELES WHICH IS A HISTORIC INDUSTRIAL NEIGHBORHOOD WITH A COMPLEX STREET SYSTEM THAT CHALLENGES THE MOBILITY OF ALL USERS WHETHER THEY ARE ON FOOT, ON A BIKE OR IN A VEHICLE.	4/26/2022	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO BIDDING ISSUE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES, CITY OF	LATP17S005	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).	5/15/2023	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES, CITY OF	LATP19M013	DESIGN AND CONSTRUCTION OF 2.93 MILES OF GREENWAY GAP CLOSURE ALONG THE BANKS OF THE LA RIVER, AND ADJACENT ON-STREET NETWORK OF BICYCLE AND PEDESTRIAN IMPROVEMENTS	9/30/2026	9/30/2026	9/30/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Los Angeles County

Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LATP19M014	SAFETY AND MOBILITY IMPROVEMENTS ALONG 2.8 MILE STRETCH OF BROADWAY (MANCHESTER AVE TO IMPERIAL HWY) AND MANCHESTER AVE (VERMONT AVE TO BROADWAY). INCLUDES A SEPARATED 4-MILE CLASS IV CYCLE TRACK), SIDEWALK AND CROSSING IMPROVEMENTS, SIGNAL UPGRADES, CENTER MEDIAN REFUGE ISLAND MODS, AND OTHER IMPROVEMENTS TO SLOW SPEEDING VEHICLES & INCREASE PEDESTRIAN/BICYCLIST SAFETY, PLUS PEDESTRIAN LIGHTING, STREET TREES, & PEDESTRIAN/BICYCLIST AMENITIES, SUCH AS BENCHES, BIKE RACKS, AND TRASH RECEPTACLES.	12/31/2030	12/31/2030	12/31/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	LA29212XY	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.	6/30/2027	6/30/2025	6/30/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
MONTEREY PARK	LAF9502	MONTEREY PASS ROAD COMPLETE STREETS BIKE PROJECT IS A 1.6 MILE CORRIDOR PROVIDING MULTIMODAL TRANSPORTATION ALTERNATIVES INCREASING PED, BIKE & TRANSIT USE FOR THE FIRST LAST MILE.	12/31/2023	12/31/2023	12/31/2024	PROJECT CANCELED. TO INITIATE INFORMAL TCM REPLACEMENT OR TCM SUBSTITUTION.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
NORWALK	LA0G1342	IMPERIAL HIGHWAY ITS PROJECT, FROM SAN GABRIEL RIVER TO SHOEMAKER ROAD: TRAFFIC SIGNAL SYNCHRONIZATION	7/1/2020	12/31/2023	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PROCUREMENT OF DESIGN SERVICES AND ADDED SCOPE IN DESIGN PHASE. IN BID/ADVERTISE PHASE.
NORWALK	LATP17S028	DESIGN AND CONSTRUCT 12,000 LF OF CLASS 2 BICYCLE LANES AND IMPROVE 2,000 LF OF SIDEWALK ON ALONDRA BLVD. THIS IS PART OF A LONG-RANGE PROJECT IDENTIFIED IN THE GATEWAY CITIES 2014 STRATEGIC TRANSPORTATION PLAN TO CREATE OVER 14 MILES OF BIKE LANES ALONG THIS CORRIDOR.	6/1/2026	6/1/2026	6/1/2026	PROJECT CANCELED. TO INITIATE INFORMAL TCM REPLACEMENT OR TCM SUBSTITUTION.
PALMDALE	LATP17S025	THE IMPROVEMENTS WOULD CONSIST OF IMPLEMENTING A "COMPLETE STREETS" ELEMENT THAT INCLUDES CROSSWALK ENHANCEMENTS, BULB-OUT CROSSINGS, NEW CLASS II BIKE LANES (0.74 MILE), THE UPGRADE OF A CLASS II BIKE LANE TO A CLASS IV FACILITY (0.3 MILE), MINI-ROUNDABOUTS, SIDEWALK GAP CLOSURES, ADA-COMPLIANT CURB RAMPS, AND UPGRADED TRAFFIC CONTROL DEVICES ALONG 10TH STREET EAST FROM AVENUE Q-9 TO Q-12.	12/31/2030	12/31/2030	12/31/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
PASADENA	LAMIPMR120	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 VIDEO SURVEILLANCE SYSTEMS, HIGH RESOLUTION CAPABLE CONTROLLERS, TRAFFIC SAFETY ANALYTICS AND COLLISION PREDICTION AND SHORT WAVE RADIO FOR VEHICLE TO INFRASTRUCTURE OR V2I APPLICATIONS	12/31/2025	12/31/2025	12/31/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
PASADENA	LATP17M021	THE CITY OF PASADENA WILL INSTALL A 1.5-MILE, TWO-WAY, PROTECTED CYCLE TRACK (CLASS I) ON UNION STREET FROM HILL AVENUE TO ARROYO PARKWAY, INCLUDING NECESSARY SIGNAL UPGRADES WITH ROAD DIET FROM 3 TO 2 LANES. ALSO INSTALLING BIKE BOULEVARD (0.3 MILES, CLASS III) ALONG HOLLISTON AVENUE BETWEEN UNION ST AND CORDOVA ST (NO ROAD DIET.)	2/1/2022	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
PICO RIVERA	LAF7502	REGIONAL BIKEWAY PROJECT. THE PROJECT WILL INSTALL A BICYCLE/PEDESTRIAN BRIDGE, CLASS II BICYCLE LANES, A CLASS I SHARED- USE PATH, TRAFFIC CALMING MEDIANS, SIDEWALKS, CURB RAMPS, SIGNAL MODIFICATIONS, AND WAYFINDING SIGNAGE, CONNECTING TO TWO REGIONAL CLASS I ROUTES.	6/1/2019	12/31/2023	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO RIGHT OF WAY AND UTILITY ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
POMONA	LAF9526	POMONA ATP PHASE 2 BICYCLE NETWORK FOR COMMUNITY ASSETS: NEARLY 9 MILES OF BIKEWAYS ALONG 5 ROADS, IMPROVING ACCESS TO COMMUNITY DESTINATIONS AND ASSETS, ENHANCING ACCESS TO THE LOCAL AND REGIONAL MULTI-MODAL TRANSPORTATION NETWORK.	12/1/2023	12/1/2026	12/1/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
POMONA	LATP19S009	PRIORITY PROJECTS OF THE POMONA ACTIVE TRANSPORTATION PLAN, INCLUDING 10.2 MILES OF BIKE LANES, 1.8 MILES OF TRAFFIC CALMING MEASURES, AND 14 INTERSECTIONS OF BIKE/PED IMPROVEMENTS.	9/24/2024	9/24/2024	12/31/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
REDONDO BEACH	LAF3502	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION. IMPLEMENT CLASS II AND III BIKE FACILITIES IDENTIFIED IN THE CITY OF REDONDO BEACH'S ADOPTED BICYCLE TRANSPORTATION PLAN. APPROXIMATELY 2.1 CENTERLINE MILES OF BIKE LANES AND 15.8 CENTERLINE MILES OF BIKE ROUTES THROUGHOUT THE CITY OF REDONDO BEACH.	12/31/2015	12/31/2022	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO BIDDING ISSUES. CONTRACT/PROJECT AWARD.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
REDONDO BEACH	LAF5301	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).	6/30/2022	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO BIDDING ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
REDONDO BEACH	LAF7521	BICYCLE TRANSPORTATION PLAN IMPLEMENTATION PHASE II: (1) ROAD DIET WITH BIDIRECTIONAL CLASS 2 BIKE LANES ON PROSPECT AV (3.33MI) AND ON CATALINA AV (1.63MI). (2) INSTALLS BULBOUTS AT STOP-CONTROLLED INTERSECTIONS ON CATALINA. (3) INSTALLS ROUNDABOUT ON NORTH HARBOR DR AT YACHT CLUB WY AND AT HERONDO ST. (4) INSTALLS HIGH-VISIBILITY CROSSWALKS AT ALL-WAY CONTROLLED INTERSECTIONS AND AT CROSSINGS APPROACHING THE ROUNDABOUT.	12/31/2023	12/31/2023	12/31/2024	PROJECT CANCELED. TO INITIATE INFORMAL TCM REPLACEMENT OR TCM SUBSTITUTION.
ROSEMEAD	LAMIPMR111	INSTALL ADAPTIVE TRAFFIC SIGNAL CONTROL (ATSC) SYSTEM, INCLUDING NECESSARY SIGNAL SYSTEM UPGRADES FOR COMPLIANCE WITH CURRENT STANDARDS AT 39 SIGNALIZED LOCATIONS ALONG GARVEY AVE (9 INTERSECTIONS - W TO E CITY LIMITS), VALLEY BLVD (7 INTERSECTIONS - W TO E CITY LIMITS), SAN GABRIEL BLVD (6 INTERSECTIONS N TO S CITY LIMITS), WALNUT GROVE AVE (16 INTERSECTIONS - N TO S CITY LIMITS), AND ROSEMEAD BLVD (5 INTERSECTIONS - N TO S CITY LIMITS).	6/30/2027	6/30/2027	6/30/2027	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
SAN FERNANDO	LAF9313	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.	3/31/2023	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN BID/ADVERTISE PHASE.
SAN GABRIEL	LAMIPMR102	THE PROPOSED PROJECT WILL REPLACE AND UPGRADE TRAFFIC SIGNAL EQUIPMENT AT 30 SIGNALIZED INTERSECTIONS ALONG MAJOR ARTERIAL IN THE CITY OF SAN GABRIEL. THE PROPOSED UPGRADES INCLUDE, BUT ARE NOT LIMITED TO: NEW LOOP DETECTION, VIDEO DETECTION, BATTERY BACK-UP, NEW CONTROLLERS, AND COMMUNICATIONS. THE CITY SHALL FURNISH A LIST INTERSECTION LOCATIONS AND EQUIPMENT TO THE METRO PROJECT MANAGER PRIOR TO INSTALLATION AND IMPLEMENTATION. ALL 30 SIGNALS IS PROPOSED TO BE SYNCHRONIZED.	5/31/2024	5/31/2024	5/31/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DESIGN PLANS. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
SANTA CLARITA	LAF7105	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.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
SANTA CLARITA	LAF9118	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.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
SANTA CLARITA	LAF9513	RAILROAD AVENUE CLASS I BIKE PATH: PROJECT WILL ADD 1.45 MILES OF CLASS I BIKE PATH ON RAILROAD AVENUE AND ENHANCE CONNECTIVITY TO THE JAN HEIDT NEWHALL METROLINK STATION TO THE CITY'S BICYCLE TRAIL NETWORK	6/30/2023	6/30/2023	12/31/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO SCOPE CHANGE COORDINATION. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
SANTA MONICA	LA9918887	PROJECT TO MAKE CONNECTIVITY AND SAFETY IMPROVEMENTS ON OLYMPIC BL BETWEEN STEWART & 26TH ST, INCLUDING SIDEWALK & PEDESTRIAN CROSSINGS, TO PROVIDE SAFER FIRST/LAST MILE ACCESS AND ENHANCE MOBILITY. PROJECT CONSISTS OF APPROX 1,300 LF (0.25 MILES) OF PEDESTRIAN IMPROVEMENT, ENHANCE SIGNAL AND INTERSECTION GEOMETRY AT 26TH ST & OLYMPIC BL TO REMOVE A RIGHT TURN SLIP LANE AND ISLAND, SHORTEN PEDESTRIAN CROSSING DISTANCES & IMPROVE LIGHTING. USE TC $221K IN FY24 TO MATCH STPL. TOLL CREDITS USED.	12/31/2022	12/31/2023	12/31/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO RIGHT OF WAY ISSUES. IN BID/ADVERTISE PHASE.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
SANTA MONICA	LATP21F109	CONSTRUCTION OF CLASS IV SEPARATED BIKEWAY, BUS ISLANDS, AND INTERSECTION RECONFIGURATIONS ALONG STEWART STREET. ADD NEW SIDEWALKS AND PEDESTRIAN SCALE LIGHTING ALONG PENNSYLVANIA AVE. THIS PROJECT WILL INCLUDE 1300 FEET OF NEW SIDEWALK AND 3300 FEET OF NEW BIKEWAYS.	7/31/2027	7/31/2027	7/31/2027	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
SOUTH GATE	LATP17S006	INSTALL A CLASS I BIKE PATH (750 FT), CLASS II BIKE LANES (2.65 MILES), AND CLASS III BIKE ROUTES (1.61 MILES) ALONG WITH PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALK, CURB EXTENSIONS, ADA CURB RAMPS, HIGH VISIBILITY CROSSWALKS, RECTANGULAR RAPID FLASHING BEACON, BUS SHELTERS, AND BIKE RACKS.	5/24/2026	5/24/2026	5/24/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
SOUTH PASADENA	LA9918928	DEPLOY ADVANCED ADAPTIVE TRAFFIC MANAGEMENT SYSTEM ALONG THE NORTH SOUTH FAIR OAKS AVENUE AND ADJACENT FREMONT CORRIDOR FROM THE NORTH CITY LIMIT TO HUNTINGTON DRIVE (12 SIGNALS: 11 SOUTH PASADENA AND 1 PASADENA). THE ALL TRAFFIC SIGNAL SYSTEMS NEED FULL SCALE UPGRADES TO ACCOMMODATE INTELLIGENT TRANSPORTATION SYSTEMS TECHNOLOGIES. THE PROJECT INCLUDES ADA UPGRADES AND CHANGEABLE MESSAGE SIGNS TO PROVIDE REAL TIME INFORMATION FOR DRIVERS TO DEPLOY INTEGRATED CORRIDOR MANAGEMENT STRATEGIES.	12/31/2026	12/31/2026	12/31/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	LA0G1596	SAN FERNANDO ROAD BIKE PATH PHASE III - CROSSINGS SAFETY IMPROVEMENT. THE PROJECT IS LOCATED ALONG SAN FERNANDO ROAD BETWEEN BRANFORD STREET IN THE CITY OF LOS ANGELES TO CP HOLLYWOOD IN THE CITY OF BURBANK AND INCLUDES 4.2 MILE OF BIKE PATH AND 5 AT-GRADE CROSSINGS.	12/31/2023	12/31/2023	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DESIGN CHANGES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
TORRANCE	LA0G1280	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).	12/31/2022	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN BID/ADVERTISE PHASE.
TORRANCE	LA0G1589	ANZA AVE FROM DEL AMO BLVD TO SEPULVEDA BLVD; ASPHALT PAVEMENT REHABILITATION, REPAIR DAMAGED SIDEWALKS AND CURB AND GUTTER, TRAFFIC SIGNAL IMPROVEMENTS TO INCREASE CAPACITY AND THROUGHPUT (VIDEO DETECTION, PEDESTRIAN ACTUATION), INSTALLATION OF EMERGENCY VEHICLE PREEMPTION. NO SIGNAL SYNC OR CAPACITY ENHANCING.	6/30/2020	6/30/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO STAFF CHANGES AND SHORTAGE. CONTRACT/PROJECT AWARD.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
VARIOUS AGENCIES	LA0G1324	ROUTE 105: IN LOS ANGELES COUNTY, IN VARIOUS CITIES, EXPRESSLANES BETWEEN I-405 AND I-605 [EA 31450] INCLUDING SIGNAGE IMPROVEMENTS BEGINNING AT PM 0.5 THROUGH PM 18.1. IN ADDITION TO SIGNAGE IMPROVEMENTS ON I-110 BETWEEN PM 13.8 TO PM 16.6	12/31/2029	12/31/2029	12/31/2028	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 45. Los Angeles County Completed/Corrected TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
ANTELOPE VALLEY TRANSIT AUTHORITY	LA9918864	FIVE (5) EXPANSION BATTERY ELECTRIC BUSES - TWO (2) 30-FT & THREE (3) 35-FT	6/30/2023	12/31/2024	COMPLETE	
ANTELOPE VALLEY TRANSIT AUTHORITY	LA9918898	FIVE (5) EXPANSION 60 FT. ARTICULATED ELECTRIC BUSES - DECREASE HEADWAYS TO EVERY 15 MINUTES ON EXISTING ROUTE 11	6/30/2023	12/31/2024	COMPLETE	
BALDWIN PARK	LAF3507	SOUTH BALDWIN PARK COMMUTER BIKEWAY PROJECT. CONSTRUCT 3-MILE COMMUTER CLASS I BIKE PATH ALONG SAN GABRIEL RIVER AND WALNUT CREEK CONNECTING TO MAJOR EMPLOYMENT CENTERS ON BALDWIN PARK BLVD.	12/31/2021	12/31/2023	COMPLETE	
CALTRANS	LA000358	ROUTE 005: --- FROM ROUTE 134 TO ROUTE 170 HOV LANES (8 TO 10 LANES) (CFP 346) (2001 CFP 8355). (EA# 12180, 12181,12182+12183=1218W,12184, 13350 PPNO 0142F,151E,3985,3986,3987) SAFETEA LU # 570. CONSTRUCT MODIFIED IC @ I-5 EMPIRE AVE, AUX LNS NB & SB BETWEEN BURBANK BLVD & EMPIRE AVE; AND MODIFY EXISTING STRUCTURES. ADD AUXILIARY LANE BETWEEN ALAMEDA AND OLIVE FROM PM 28.43 TO PM 29.78	2012/2010	7/30/2022	COMPLETE	
CALTRANS	LA0B875	ROUTE 10: HOV LANES AND PAVEMENT REHAB FROM CITRUS TO ROUTE 57 (EA# 11934 + 31120 = 1193U, PPNO 0310B+4812=0310B). USE TOLL CREDIT AS LOCAL MATCH.	2015	12/3/2021	COMPLETE	

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Table 45. Los Angeles County Completed/Corrected TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
CALTRANS	LA0D73	ROUTE 005: LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO RTE 605 JUNCTION. WIDEN FOR HOV & MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW (EA 2159A0 = 21591, 21592+31320=2159U, 21593, 21594, 21595 PPNO 2808 = 4153, 2808, 4154, 4155, 4156, 4841). TCRP#42.2&42.1 (USE TOLL CREDITS AS LOCAL MATCH)	2014	10/31/2022	COMPLETE	
CALTRANS	LAF9301	ROUTE 210: IMPLEMENTATION OF I-210 CONNECTED CORRIDORS TRANSPORTATION MANAGEMENT SYSTEM THAT INTEGRATES FREEWAY RAMP METERS, ARTERIAL SIGNAL SYSTEMS, TRANSIT SYSTEMS AND TRAVELER INFORMATION [EA 32910].	12/30/2021	12/30/2021	COMPLETE	
COMMERCE	LA9919026	EASTERN AVENUE TRANSIT HUB. THIS PROJECT INCLUDES IMPROVEMENTS IN THE FOLLOWING AREAS: INSTALL NEW BUS SHELTERS, SOLAR POWER DIGITAL DISPLAYS PROVIDING ARRIVAL TIMES, STREET STRIPING, PAVEMENT, AND LIGHTING. USING TOLL DEVELOPMENT CREDITS OF $8K IN FY 22/23 AND $218K IN FY 23/24.	12/31/2026	12/31/2026	COMPLETE	
CULVER CITY MUNI BUS LINES	LAF3729	REAL-TIME BUS ARRIVAL INFORMATION SYSTEM. DEVELOP & INSTALL ON 60 BUS STOP REAL-TIME BUS ARRIVAL INFORMATION SYSTEM USING INTELLIGENT TRANSPORTATION SYSTEM (ITS) TECHNOLOGY TO DISSEMINATE "NEXT BUS" INFO TO TRAVELERS. THE PROJECT'S PHYSICAL COMPONENT IS LOCATED AT BUS STOPS AND TRANSIT CENTER WITHIN THE CITY OF CULVER CITY. THE NON-PHYSICAL COMPONENT OF THE PROJECT IS LOCATED ON A WEB SERVER.	10/31/2024	10/31/2024	COMPLETE	

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Table 45. Los Angeles County Completed/Corrected TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
EL MONTE	LA0G1180	A 0.5 MILE CLASS III BIKE ROUTE WITH SHARROWS, A 0.7 MILE CLASS II GREEN-PAINTED BIKE LANE, AND A 2 MILE A CLASS II BIKE LANE WITH BUFFER PAVEMENT STENCILING. IMPROVEMENTS INCLUDES ROADWAY RESURFACING, HIGHLIGHTING, CROSSWALK IMPROVEMENTS, CAMERA INSTALLATION AT INTERSECTIONS, AND WAYFINDING SIGNAGE. THE PROJECT RUNS 3.2 MILES ALONG SANTA ANITA FROM ELLIOT AVENUE (SOUTH) TO WEST HONDO PARKWAY (NORTH).	12/30/2018	12/31/2023	COMPLETE	
FOOTHILL TRANSIT ZONE	LA0G1234	MT. SAN ANTONIO COLLEGE (MSAC) TRANSIT CENTER. THE TRANSIT CENTER INCLUDES 10 BUS BAYS, 2 CHARGERS FOR ELECTRIC BUSES, A TRANSIT STORE, LIGHTED SHELTERED WAIT AREAS, REAL-TIME BUS ARRIVAL KIOSKS, AND UPGRADED ADA AND PEDESTRIAN ACCESS.	12/31/2022	12/31/2024	COMPLETE	
FOOTHILL TRANSIT ZONE	LA9918847	PROJECT WILL INSTALL AND UPGRADE BUS TRAFFIC SIGNAL PRIORITY AT KEY SEGMENTS ON COLORADO BOULEVARD CORRIDOR FOR SERVICE LINES 187. THE SIGNAL PRIORITY ON THIS CORRIDOR WILL IMPROVE THE COMMUNICATION BETWEEN THE BUS AND INTERSECTION EQUIPMENT TO HELP BUSES ALONG COLORADO BOULEVARD IMPROVE TRAVEL TIMES AND SCHEDULE PERFORMANCE.	12/31/2026	12/31/2026	COMPLETE	
GLENDALE	LA9918934	BROADWAY TRAFFIC SIGNAL MODIFICATIONS PROJECT INCLUDES MODIFICATIONS TO THE EXISTING SIGNAL SYSTEM ON BROADWAY FROM SAN FERNANDO RD TO CENTRAL AVE AT CENTRAL AVE., COLUMBUS AVE. AND GALLERIA WAY. THE PROJECT WILL HAVE 3 SIGNAL SYNCHRONIZATION LOCATIONS.	12/31/2025	12/31/2025	COMPLETE	

Los Angeles County

Table 45. Los Angeles County Completed/Corrected TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
HAWAIIAN GARDENS	LA9919050	TRAFFIC SIGNAL IMPROVEMENTS FOR UPGRADING SIGNAL HARDWARE AND SYNCHRONIZING EIGHT INTERSECTIONS ALONG CARSON STREET FROM PIONEER BOULEVARD TO BLOOMFIELD AVENUE. THE CITY OF HAWAIIAN GARDENS WILL COORDINATE THE PROJECT'S SCOPE AND TIMELINE WITH LAKEWOOD AND LONG BEACH FOR THE SHARED INTERSECTIONS. THE SYNCHRONIZATION OF SIGNALS WILL BE COMPLETED AT THE SAME TIME AND ALONG WITH THE CITY'S HSIP PROJECT. UTILIZING $10K OF TOLL CREDITS TO MATCH STP-L FUNDS IN FY23 IN CON. TOLL CREDITS USED.	12/31/2030	12/31/2030	COMPLETE	
INGLEWOOD	LAF7319	INGLEWOOD ITS - PHASE V: (1) DESIGNS AND CONSTRUCTS COMPUTERIZED TRAFFIC CONTROL AND MONITORING SYSTEMS. (2) EXPANDS CENTRAL TRAFFIC CONTROL AND ADVANCE TRAFFIC MANAGEMENT AT 39 INTERSECTIONS (3) IMPROVES 6.13 MILES OF FIBER OPTIC COMMUNICATIONS, (4) EXPANDS CLOSED CIRCUIT TELEVISION CAMERAS (CCTV) AT 10 INTERSECTIONS, (5) INSTALLS CHANGEABLE MESSAGE SIGNS (CMS) AT 2 INTERSECTIONS, AND (6) INSTALLS EW COMMUNICATION HUBS AT 3 INTERSECTIONS. NO SIGNAL SYNC.	3/30/2019	12/31/2023	COMPLETE	

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Table 45. Los Angeles County Completed/Corrected TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
INGLEWOOD	LAF9307	CITY OF INGLEWOOD ITS PHASE VI PROJECT: 5,280 FEET OF FIBER OPTIC ALONG PINCAY DRIVE; REPLACE 170 CONTROLLERS WITH TYPE 2070 CONTROLLERS AT TWELVE INTERSECTIONS; TRAFFIC SIGNAL SYNCHRONIZATION ALONG PINCAY DRIVE BETWEEN PRAIRIE AND CRENSHAW; INSTALL CHANGEABLE MESSAGE SIGN AT CENTURY/PRAIRIE; AND MODERNIZING CITY HALL TMC TO PROVIDE ADAPTIVE TRAFFIC CONTROL AND MEET CURRENT STANDARDS.	6/30/2022	6/30/2024	COMPLETE	
LA CANADA-FLINTRIDGE	LAF5522	FOOTHILL BLVD. LINK BIKEWAY & PEDESTRIAN GREENBELT PROJECT, BRIGGS AVE. TO ALTA CANYADA RD, CONSTRUCT 1.5 MILES OF CLASS II BIKE LANES, BIKE AND BUS FACILITIES, RAISED MEDIAN AND 0.5 MILES OF PEDESTRIAN BELTWAY WITH LIGHTING AND HARDSCAPE.	12/31/2020	12/31/2022	COMPLETE	
LOS ANGELES COUNTY	LA0G1291	HUNTINGTON DR - SAN GABRIEL BL TO 132' W/O MICHILLINDA AVE: CONSTRUCT APPROX. 7200FT BUFFERED CLASS II BIKE LANES, UPGRADE CURBS & SIDEWALKS TO MEET STANDARDS. ADD PEDESTRIAN ACCESS THROUGH THE MEDIAN @S SAN GABRIEL. ADD DROUGHT TOLERANT LANDSCAPING/HARDSCAPE INSIDE MEDIAN. INSTALL NEW TRAFFIC SIGNAL AT HUNTINGTON DR & MADRE ST/MUSCATEL AV WHICH MAY REQUIRE TREE REMOVAL.	9/30/2022	6/30/2023	COMPLETE	

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Table 45. Los Angeles County Completed/Corrected TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LATP17M025	INSTALL A 1.6 MILE LONG AND 17-FOOT-WIDE WALKWAY ADJACENT TO EXISTING MARVIN BRAUDE BIKE TRAIL TO CLOSE THE GAP BETWEEN THE EXISTING WALKWAYS CONNECTING PACIFIC PALISADES AND THE CITY OF SANTA MONICA. THIS WILL INCREASE SAFETY FOR CYCLISTS/PEDESTRIANS WHICH WILL INCREASE USAGE AND PHYSICAL ACTIVITY OPPORTUNITIES.	12/31/2021	12/31/2023	COMPLETE	
LOS ANGELES COUNTY MTA	2018FBX00	LOS ANGELES COUNTY; SOFTWARE MODIFICATIONS AND HARDWARE UPGRADES OF FARE COLLECTION EQUIPMENT AT METRO RAIL STATIONS AND ON METRO AND MUNICIPAL OPERATOR BUSES TO ADDRESS EQUIPMENT OBSOLESCENCE, ENHANCE SYSTEM SECURITY, COMMUNICATE IN NEAR REAL-TIME, AND SUPPORT FUTURE TAP MOBILE APP AND OTHER NEW PAYMENT TECHNOLOGIES.	12/31/2023	12/31/2023	COMPLETE	
LOS ANGELES COUNTY MTA	LA0F075	LIGHT RAIL TRANSIT FLEET-UP TO 193 NEW CARS SYSTEMWIDE. THESE EXPANSION RAIL CARS WILL BE ASSIGNED TO EXPO II, GOLD LINE FOOTHILL AND VEHICLE REPLACEMENTS. PPNO 4025	8/31/2023	8/31/2023	COMPLETE	
LOS ANGELES COUNTY MTA	LA0G1162	AIRPORT METRO CONNECTOR.	12/31/2024	12/31/2024	COMPLETE	
LOS ANGELES COUNTY MTA	LA0G1167	DESIGN AND CONSTRUCTION OF STREETSCAPE, PEDESTRIAN AND BICYCLE ACCESS IMPROVEMENTS IN THE LITTLE TOKYO AND ARTS DISTRICT NEIGHBORHOOD OF DOWNTOWN LOS ANGELES WITHIN A ONE-MILE RADIUS OF THE 1ST/CENTRAL STATION OF THE REGIONAL CONNECTOR LIGHT RAIL LINE.	8/31/2020	9/30/2023	COMPLETE	

Los Angeles County

Table 45. Los Angeles County Completed/Corrected TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
PASADENA	LAF3522	CORDOVA STREET COMPLETE STREETS PROJECT. CONVERT THE VEHICULAR-ORIENTED STREET TO A COMPLETE STREET BY REMOVING 2 VEHICULAR TRAFFIC LANES TO ACCOMMODATE BIKE AND PEDESTRIAN FACILITIES. CITY OF PASADENA - HILL STREET TO ARROYO PARKWAY.	7/30/2023	7/30/2023	COMPLETE	
REDONDO BEACH	LA0G1423	PURCHASE AND INSTALL A REAL TIME PASSENGER INFORMATION SYSTEM ON BEACH CITIES TRANSIT FIXED ROUTE BUSES.	6/30/2021	12/31/2023	COMPLETE	
SANTA CLARITA	LA0G774	VISTA CANYON RANCH TRANSIT CENTER - RELOCATE THE EXISTING, TEMPORARY VIA PRINCESSA METROLINK STATION TO THE VISTA CANYON PROJECT SITE; INCLUDES METROLINK STATION AND BUS TRANSFER STATION, A PEDESTRIAN OVERPASS OR UNDERCROSSING OF THE TRACKS AND AN ADJACENT PARKING STRUCTURE WITH UP TO 750 PARKING SPACES.	6/30/2019	6/30/2024	COMPLETE	
SIGNAL HILL	LATP17S010	THE PROJECT WILL INSTALL APPROXIMATELY 2.0 LANE MILES OF BIKE LANES (CLASS II) ON SPRING STREET, REPAVE ROADWAY TO MINIMIZE DRAINAGE TO BIKE LANES/LEVEL SURFACE, REVISED STRIPING, SIGNING, MODIFIED PEDESTRIAN WALKWAYS/RAMPS, SIGNAL PEDESTRIAN COUNTDOWN HEADS, SAFETY LIGHTING, AND INSTALL BIO-RETENTION STORMWATER QUALITY DEVICES.	9/15/2026	9/15/2026	COMPLETE	
SOUTH GATE	LA9918774	CONSTRUCT RAISED MEDIAN INCLUDED IN THE SCOPE OF WORK IS TIMING AND COORDINATION AND INTELLIGENT TRANSPORTATION SYSTEM FOR EXISTING THREE (3) TRAFFIC SIGNALS.	12/31/2023	12/31/2023	COMPLETE	

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Table 45. Los Angeles County Completed/Corrected TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
SOUTH GATE	LAF7309	TWEEDY BOULEVARD SIGNAL SYNCHRONIZATION PROJECT: (1) INTERCONNECTS 18 TRAFFIC SIGNALS USING FIBER OPTIC CABLE AND WIRELESS COMMUNICATIONS (2) SYNCHRONIZES SIGNAL TIMING TO IMPROVE TRAFFIC FLOW AND REDUCES DELAYS ALONG THE 2.7-MILE ARTERIAL. (3) INSTALL A CLOSED CIRCUIT TELEVISION CAMERA (CCTV) AT THE INTERSECTION OF LONG BEACH BL TO SUPPORT THE ADVANCE TRANSPORTATION MANAGEMENT SYSTEMS (ATMS).	6/30/2021	6/30/2024	COMPLETE	
SOUTH PASADENA	LAF5308	SOUTH PASADENA'S ATMS, CENTRAL TCS AND FOIC FOR FAIR OAKS AV. THIS PROJECT IS LOCATED IN SOUTH PASADENA ON FAIR OAKS AV BETWEEN COLUMBIA ST AND HUNTINGTON DR. IT WILL ESTABLISH A FIBER-OPTIC BACKBONE COMMUNICATION SYSTEM CONNECTION BETWEEN 12 SIGNALS ON FAIR OAKS AV AND CITY HALL AND INSTALL THE ATMS/CENTRAL MANAGEMENT/CONTROL SYSTEM AT ITS CITY HALL BUILDING. FUNDS ARE FOR DESIGN AND CONSTRUCTION COSTS.	6/1/2019	12/31/2023	COMPLETE	
WHITTIER	LAF5314	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - IMPROVE TRAFFIC SIGNAL OPERATIONS BY UPGRADING EACH TRAFFIC SIGNAL TO FEDERAL AND STATE STANDARDS, PROVIDING ADDITIONAL VEHICLE DETECTION TO ENABLE OPERATION AS A FULLY TRAFFIC-ACTUATED SIGNAL, INSTALLING THE APPROPRIATE COMPONENTS TO ENABLE EACH SIGNAL TO BE CAPABLE OF TIME-BASED COORDINATION AND RETIMING SIGNALS TO IMPROVE THE OVERALL PROGRESSION OF TRAFFIC (APPROXIMATELY 17 SIGNALS INCLUDED)	12/31/2020	12/31/2023	COMPLETE	

Los Angeles County

Table 45. Los Angeles County Completed/Corrected TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
WHITTIER	LAF7519	PROJECT IS LOCATED IN THE CITY OF WHITTIER. IT WILL IMPLEMENT A TWO-MILE CLASS I BIKE/PEDESTRIAN PATH ON A CITY-CONTROLLED EASEMENT ALONG THE UNION PACIFIC RAILROAD CORRIDOR FROM MILLS AV TO LEFFINGWELL RD, AND IT WILL ALSO PROVIDE A TRAILHEAD EAST OF MILLS AV. THE PROJECT PROMOTES A REGIONAL BIKEWAY CORRIDOR BY EXTENDING THE 4.5-MILE WHITTIER GREENWAY TRAIL EAST AT THE CITY AND LA COUNTY LIMITS. UTILIZING TC OF $247K IN FY24 TO MATCH CMAQ IN CON. TOLL CREDITS USED.	12/31/2020	12/31/2023	COMPLETE	
WHITTIER	LATP16S011	WHITTIER GREENWAY TRAIL EAST EXTENSION GAP CLOSURE. ACQUISITION OF FINAL 0.5 MILE AND CONSTRUCTION/COMPLETION OF FINAL 2.8 MILES OF THE 7.3-MILE WHITTIER GREENWAY TRAIL, A CLASS I BICYCLE AND PEDESTRIAN TRAIL ALONG SOUTHERN BOUNDARY OF WHITTIER, CONNECTING LA & ORANGE COUNTY.	4/15/2019	12/31/2023	COMPLETE	

Los Angeles County

Table 46. Los Angeles New TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2025 FTIP COMPLETION DATE
COMMERCE	LATP23S102	PROJECT FOCUSES ON PEDESTRIAN, BIKE, & TRANSIT SAFETY IMPROVEMENTS ALONG THE 2.6-MILE SLAUSON AVENUE CORRIDOR & 10 UNSIGNALIZED INTERSECTIONS OR MIDBLOCK CROSSINGS CITYWIDE. IMPROVEMENTS INCLUDE REPAINTING CROSSWALKS, UPGRADING PEDESTRIAN SIGNAL COUNTDOWN HEADS, UPGRADING BUS SHELTER AMENITIES, INSTALLING CLASS II BIKE LANE STRIPING/SIGNAGE (2.6 MILES), INSTALLING SPEED FEEDBACK SIGNS, INSTALLING RRFB SYSTEMS AND REPLACE SIGNAGE. NO SIGNAL SYNC.	12/31/2035
GLENDORA	LATP17M027	BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING FIRST/LAST MILE IMPROVEMENTS TO THE METRO L (GOLD) LINE GLENDORA STATION ALONG GLENDORA AVENUE AND FOOTHILL BOULEVARD (0.5-MILE OF CLASS IV & 1.5-MILES OF CLASS II), ROUNDABOUT, PROTECTED INTERSECTION, AND ENHANCED CROSSINGS. APPROX. 7 MILES OF URBAN TRAIL CLASS I ALONG THREE FLOOD CONTROL CHANNELS WITHIN THE CITY'S BOUNDARIES. ON-STREET CLASS III OF 1.2 MILES FOR LINKS BETWEEN CHANNEL ENTRANCES.	12/31/2032
LONG BEACH	LATP19S007	ORANGE AVENUE BACKBONE BIKEWAY AND COMPLETE STREETS IMPROVEMENTS. DISTANCE IS 8.3 MILES. PROJECT DESCRIPTION - TRANSFORM ORANGE / ALAMITOS AVENUES INTO A NATIONALLY SIGNIFICANT ATP BEST PRACTICES CORRIDOR ADDING 4.5 MILES OF CLASS IV AND 1.5 MILES OF CLASS II PROTECTED BIKE LANES / INTERSECTIONS, CURB EXTENSIONS / BUS ISLANDS & IMPROVED LIGHTING.	12/31/2037
LOS ANGELES, CITY OF	LATP21F104	7 MILES OF PEDESTRIAN AND CYCLIST IMPROVEMENTS WITHIN THE HEART OF THE CANOGA PARK COMMUNITY CONNECTING DAC RESIDENTS WITH LOCAL DESTINATIONS & THE REGIONAL TRANSIT & TRAIL SYSTEM. THIS INCLUDES APPROXIMATELY 12,000 FEET OF CLASS IV BIKE LANES, 10,000 FEET OF CLASS II AND III BIKE LANES, AND 11,000 SQUARE FEET OF SIDEWALK IMPROVEMENTS.	8/30/2035
LOS ANGELES, CITY OF	LATP21MPO104	IMPLEMENTATION OF CLASS I AND CLASS IV BIKE FACILITIES, PEDESTRIAN IMPROVEMENTS, TRANSIT CONNECTIONS AND TRAFFIC CALMING MEASURES THAT IMPROVE SAFETY FOR NON-MOTORIZED ROAD USERS. THIS INCLUDES APPROXIMATELY 13,000 FEET OF CLASS I BIKE LANES AND 7,000 FEET OF CLASS IV BIKE LANES.	8/31/2035
LOS ANGELES, CITY OF	LATP23SF106	SKID ROW CONNECTIVITY AND SAFETY PROJECT. IN LA SKID ROW, 3.24 MILES OF PEDESTRIAN & CYCLIST IMPROVEMENTS REVERSE LONGTIME NEGLECT AND PROVIDE SAFETY, CONNECTIVITY, ACCESS AND EQUITY FOR UNHOUSED & HOUSED DAC RESIDENTS. PROJECT IMPROVEMENTS INCLUDE 2.43 MILES OF CLASS IV BIKE LANES, WIDENED SIDEWALKS, CURB EXTENSIONS, CURB RAMPS, ENHANCED CROSSWALKS, HYBRID BEACONS, PEDESTRIAN LIGHTS, STREET TREES, AND TRAFFIC SIGNAL MODIFICATIONS.	12/31/2037

Los Angeles County

Table 46. Los Angeles New TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2025 FTIP COMPLETION DATE
LOS ANGELES COUNTY	LATP23S106	CONSTRUCT 5,445 FEET OF NEW SIDEWALK; 72 HIGH VISIBILITY CROSSWALKS; 29 CURB EXTENSIONS; 138 CURB RAMPS AND INSTALL 7 WAYFINDING SIGNS; AND 0.6 MILES OF CLASS IV BIKEWAY.	12/31/2037
NORWALK	LA0G1509A	FIRESTONE BLVD IMPROVEMENTS FROM STUDEBAKER RD. TO IMPERIAL HWY (3320 FT). WIDENING APPROXIMATELY 1800 FT. WITHIN THE PROJECT SEGMENT FROM 5 TO 6 LANES (FROM 80 FT. TO 90 FT.) BY NARROWING CENTER MEDIAN ON FIRESTONE BLVD, FROM ELMCROFT AVE. TO ORR AND DAY RD. INSTALL CLASS II BIKE LANE ON ENTIRE PROJECT SEGMENT FROM STUDEBAKER TO IMPERIAL HWY (3320 FT).	12/31/2030

Orange County

Table 47. Orange County TCMs Subject to Timely Implementation

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
ANAHEIM	ORA152211	NOHL RANCH OPEN SPACE TRAIL - PROJECT WILL CONSIST OF A 10-FOOT-WIDE CLASS I BIKEWAY IN COMPLIANCE WITH CALTRANS STANDARDS AND A 3- TO 10-FOOT-WIDE PEDESTRIAN TRAIL IN COMPLIANCE WITH CITY STANDARDS. THE PROJECT ALIGNMENT WOULD BE APPROXIMATELY 5,230 LF AND CONNECT ANAHEIM HILLS ROAD TO THE EXISTING CLASS II BIKE PATH ALONG SANTA ANA CANYON ROAD. ANCILLARY FEATURES OF THE PROJECT INCLUDE LIGHTING, LANE MARKINGS, SIGNS, BICYCLE PARKING AND PEDESTRIAN AMENITIES.	6/30/2023	6/30/2027	6/30/2028	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CONSTRUCTION ISSUES. IN ROW ACQUISITION.
BREA	ORA190906	OC LOOP BREA GAP CLOSURE - CLASS I, 1.30-MILE BIKEWAY ALONG THE EXISTING RAILROAD ROW BETWEEN NORTH PALM STREET AND THE BREA CANYON CHANNEL IN THE CITY OF BREA.	6/30/2028	6/30/2028	6/30/2028	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
ORANGE COUNTY	ORA170205	HAZARD AVENUE BIKEWAY PROJECT BETWEEN GOLDENWEST STREET AND EUCLID AVENUE. CONSTRUCT APPROXIMATELY 4 MILES OF A CLASS IV (PAVED, ON-ROAD PROTECTED) BIKEWAY IN THE CITIES OF WESTMINSTER AND GARDEN GROVE.	12/1/2023	12/1/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
ORANGE COUNTY	ORA230801	OC LOOP SEGMENT P AND Q - CLASS I TRAIL ALONG THE COYOTE CREEK FLOOD CHANNEL (1.6 MILES) THAT CLOSES A GAP ALONG THE 66-MILE MULTI-MODAL REGIONAL ROUTE KNOWN AS THE OC LOOP. SPLIT PROJECT FROM ORA151508.	12/19/2030	12/19/2030	12/19/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ROW ACQUISITION.

Orange County

Table 47. Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA080909	OC STREETCAR BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE. $9.407M OF SECTION 5309B NS ARPA-CIG (CAPITAL INVESTMENT GRANT) IN FY22.	6/30/2021	12/31/2024	8/31/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PROJECT SCHEDULE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA112702	RIDESHARE VANPOOL PROGRAM - CAPITAL LEASE COST FY12/13 - FY20/21. THIS PROJECT INCLUDES SUBSIDY, MARKETING, DATABASE, RIDE GUIDE AND ASSOCIATED COSTS FOR THE RIDESHARE/VANPOOL PROGRAM. TRANSIT DEVELOPMENT CREDITS: FY18/19 FTA 5307 TRANSFER @ $516, FY20/21 CMAQ @ $516 AND FY21/22 CMAQ @ $516	1/31/2017	9/30/2024	9/30/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA211701	COUNTYWIDE SIGNAL SYNCHRONIZATION BASELINE THIS PROJECT AIMS TO BUILD AND RESET THE SYNCHRONIZATION BASELINE NETWORK FOR ORANGE COUNTY'S SIGNAL SYNCHRONIZATION NETWORK OR SSN FOR THE WEEKDAY AND WEEKEND PEAK PERIODS. THIS PROJECT WILL INCLUDE DATA COLLECTION, TIMING OPTIMIZATION, IMPLEMENTATION, FINE-TUNING AND CONTINUITY TESTING OF 2,500 SIGNALS ALONG THE SSN. TOLL CREDITS: CMAQ: $1,376 IN FY22/23; STBG: $344 IN FY22/23.	6/30/2029	6/30/2029	6/30/2029	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

Orange County

Table 47. Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
SANTA ANA	ORA151502	SANTA ANA AND FIFTH PROTECTED BIKE LANE - INSTALL MEDIAN PROTECTED BIKE LANES ON SANTIAGO, SIXTH, BROWN, GARFIELD, FRENCH, FIFTH AND SANTA ANA WITH ALL APPLICABLE SIGNAGE, STRIPING, AND SIGNAL IMPROVEMENTS. ATP STATE ONLY FUNDING.	12/1/2026	12/1/2026	12/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UNFORSEEN CONSTRUCTION CONFLICTS AND REMOVAL OF HAZARDOUS MATERIALS. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
SANTA ANA	ORA151503	THE EDINGER AVE PROTECTED BIKE LANES PROJECT - INSTALL BIKE LANES DOWN THE 1.7 MILE CORRIDOR PASSING THROUGH RESIDENTIAL HOMES, SCHOOLS, PARKS, AND SMALL BUSINESS SHOPPING CENTERS. THE PROJECT INCLUDES A SAFE ROUTES TO SCHOOL PROGRAM AT 3 SCHOOLS. ATP STATE-ONLY FUNDED.	12/31/2024	12/1/2026	12/1/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
SANTA ANA	ORA152213	CITYWIDE BIKE RACKS - INSTALL 2,500 BICYCLE RACKS THROUGHOUT THE CITY OF SANTA ANA.	12/30/2028	N/A	12/30/2028	ON SCHEDULE. IN BID/ADVERTISE PHASE.
SANTA ANA	ORA170802	FIRST STREET PEDESTRIAN IMPROVEMENTS - WIDEN EXISTING SIDEWALKS BY THREE FEET, NARROW THE VEHICLE LANES, CONSTRUCT ADA IMPROVEMENTS ON SIDEWALKS AND WHEELCHAIR RAMPS, PROVIDE HIGH VISIBILITY MARKED CROSSWALKS, AND ADD A SIGNAL CONTROLLED PEDESTRIAN CROSSING ALONG FIRST STREET, 1.1 MILE CORRIDOR.	12/14/2026	12/14/2026	12/14/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Orange County

Table 47. Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
SANTA ANA	ORA190901	FREMONT ELEMENTARY AND SPURGEON INTERMEDIATE SRTS - PEDESTRIAN/BICYCLIST TRAFFIC SAFETY IMPROVEMENTS FOR FREMONT ELEMENTARY AND SPURGEON INTERMEDIATE SAFE ROUTES TO SCHOOL. WORK INCLUDES BULBOUTS, CURB RAMPS, 2,383 LINEAR FEET (LF) OF NEW SIDEWALK, 10,824 LF OF CLASS 3 BIKEWAYS AND A ROAD DIET WITH 5,280 LF OF CLASS 2 BIKEWAYS. STATE ONLY FUNDS.	12/15/2024	7/15/2026	7/15/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
SANTA ANA	ORA190904	MCFADDEN AVE. PROTECTED BIKE LANE AND BICYCLE BLVD. PROJECT - MCFADDEN AVE. 15,050 LINEAR FEET OF CLASS IV PROTECTED BIKE LANES AND ROAD DIETS AND 6,365 LINEAR FEET OF CLASS III BICYCLE BLVD FROM HARBOR BLVD TO GRAND AVE IN THE CITY OF SANTA ANA. ATP TOLL CREDITS.	12/15/2024	7/15/2026	7/15/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
SANTA ANA	ORA190905	STANDARD AVENUE CLASS IV PROTECTED BIKE LANE AND CLASS II BUFFERED BIKE LANE FROM 3RD STREET TO WARNER AVENUE AND PROTECTED INTERSECTION PROJECT AT MCFADDEN IN THE CITY OF SANTA ANA. PROJECT INCLUDES 9,900 LINEAR FEET (LF) OF ROAD DIETS, 4,000 LF CLASS II, 1,700 LF CLASS III, AND 5,900 LF CLASS IV BIKEWAYS. ATP TOLL CREDITS.	12/15/2024	7/15/2026	7/15/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

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Table 47. Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
SANTA ANA	ORA190915	BRISTOL STREET PROTECTED BIKE LANES - PHASE II WARNER TO ST. ANDREW PLACE - CLASS IV, 1.0-MILE BICYCLE LANE INSTALLATION ON BRISTOL STREET FROM WARNER AVENUE TO ST. ANDREW PLACE. THIS SEGMENT WILL INSTALL A SIX-FOOT WIDE BICYCLE LANE AND A FOUR-FOOT-WIDE SEPARATION BARRIER AS A BUFFER WITHIN THE CURB TO CURB STREET WIDTH AFTER.	2/26/2024	2/26/2026	2/26/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CONSTRUCTION SCHEDULE AND ADDITIONAL TIME FOR CLOSE OUT. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
SANTA ANA	ORA210901	RAITT STREET PROTECTED AND BUFFERED BIKE LANE PROJECT - RAITT ST. CLASS 4 PROTECTED BIKE LANE FROM ST. GERTRUDE TO SANTA ANA BLVD, CLASS 2 BIKE LANE FROM WARNER TO OCCIDENTAL, AND CLASS 3 BICYCLE BLVD FROM SANTA ANA BLVD TO WASHINGTON.	12/30/2030	12/30/2030	12/30/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
VARIOUS AGENCIES	ORA100511	SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF AND 1 HOV LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND NON-CAPACITY OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS. TOLL CREDIT FOR RSTP AND CMAQ. (INCLUDING STREET TRAFFIC SIGNAL IMPROVEMENT AT I-5/NEWPORT AVENUE ONRAMP FOR MITIGATION. NON-CAPACITY)	12/15/2024	4/30/2029	4/30/2029	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

Orange County

Table 47. Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
VARIOUS AGENCIES	ORA111801	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.	6/30/2023	9/30/2025	9/30/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
WESTMINSTER	ORA151507	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.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

Orange County

Table 48. Orange County Completed/Corrected TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA030605	I-405 FROM SR-73 TO I-605. ADD 1 MF LANE IN EACH DIRECTION AND ADDITIONAL CAPITAL IMPROVEMENTS (BY 2022), CONVERT EXISTING HOV TO HOT. ADD 1 ADDITIONAL HOT LANE EACH DIRECTION. COMBINED WITH ORA045, ORA151, ORA100507, ORA120310, AND ORA030605A. SIGNAGE FROM PM 7.6 TO 24.2	12/31/2026	12/31/2026	COMPLETE	
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA085004	ANAHEIM CANYON STATION PROJECT WILL ADD DOUBLE TRACK AND ANOTHER PLATFORM AS WELL AS EXTEND THE EXISTING PLATFORM TO BE IN CONFORMANCE WITH THE METROLINK STANDARDS FOR PASSENGER PLATFORM LENGTH. (TDCS IN FY18/19 $136 FOR DES, $29 FOR ROW AND $2,532 FOR CON; 5307 FHWA TRANSFER: $43 IN FY19/20 FROM ORANGE PARKING STRUCTURE SAVINGS ALREADY IN FTA GRANT CA-2017-072)	6/1/2014	12/31/2022	COMPLETE	
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA210301	THE PROJECT WILL INSTALL REAL-TIME DISPLAY & BRAVO! SIGNAGE AT UP TO 23 BUS STOPS ALONG THE BRAVO! MAIN STREET RAPID BUS AND OC BUS ROUTE 53/53X CORRIDOR. ROUTE 53/53X OPERATES FROM ANAHEIM THROUGH ORANGE AND SANTA ANA TO IRVINE VIA MAIN STREET AND BRAVO! MAIN STREET RAPID BUS (ROUTE 533) OPERATES ON MAIN STREET FROM ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER TO MACARTHUR BOULEVARD IN SANTA ANA	12/31/2025	12/31/2025	COMPLETE	

Orange County

Table 48. Orange County Orange County Completed/Corrected TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
VARIOUS AGENCIES	ORA239801	PORTOLA PARKWAY SIGNAL SYNCH PROJECTS - SYNCHRONIZATION OF 31 TRAFFIC SIGNALS ALONG 7.6 MILES OF PORTOLA PARKWAY BETWEEN PALOMA PARKWAY AND PLANO TRABUCO ROAD. INCLUDES SELECT UPGRADES TO KEY EQUIPMENT INCLUDING ADVANCED TRAFFIC CONTROLLERS (ATC), COMMUNICATIONS, AND DETECTION.	N/A	12/31/2022	COMPLETE	
VARIOUS AGENCIES	ORA239802	1ST STREET/BOLSA AVENUE SIGNAL SYNCHRONIZATION PROJECT - SYNCHRONIZATION OF 55 TRAFFIC SIGNALS ALONG 13.1 MILES OF 1ST STREET BETWEEN BOLSA AVENUE AND NEWPORT AVENUE. INCLUDES SELECT UPGRADES TO KEY EQUIPMENT INCLUDING ATC, COMMUNICATIONS, AND DETECTION.	N/A	12/31/2022	COMPLETE	
VARIOUS AGENCIES	ORA239803	ALTON PARKWAY SIGNAL SYNCHRONIZATION PROJECT - SYNCHRONIZATION OF 50 TRAFFIC SIGNALS ALONG 12.8 MILES OF ALTON PARKWAY BETWEEN RED HILL STREET TO PORTOLA PARKWAY. INCLUDES SELECT UPGRADES TO KEY EQUIPMENT INCLUDING ATC, COMMUNICATIONS, AND DETECTION.	N/A	12/31/2022	COMPLETE	

Orange County

Table 49. Orange County New TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2025 FTIP COMPLETION DATE
GARDEN GROVE	ORA170202	CITY OF GARDEN GROVE, BICYCLE CORRIDOR IMPROVEMENTS - NEW BIKE LANES THROUGH ROAD REBALANCING ON WEST STREET AND GILBERT STREET, STRIPING BUFFERS TO EXISTING BIKE LANES ON BROOKHURST STREET, CHAPMAN AVENUE, AND LAMPSON AVENUE, STRIPING BIKE LANE NETWORK GAPS ON BROOKHURST STREET, IMPROVING AND CREATING BICYCLE ROUTES ON LAMPSON AVENUE, GILBERT AVENUE, IMPERIAL AVENUE, SHAPEL STREET AND DEADORA DRIVE.	10/1/2025
LA HABRA	ORA190920	OC LOOP SEGMENT A - LA HABRA RAILS TO TRAILS OC LOOP GAP CLOSURE PROJECT - WEST LA HABRA CITY LIMIT TO PALM STREET. 3.1 MILE OF CLASS 1 BIKEWAY/MULTI-USE PATH ALONG EXISTING BLIGHTED RAIL-TO-TRAIL. INCLUDES BIKEWAY GAP CLOSURE, INFRASTRUCTURE IMPROVEMENT SUCH AS WIDENING EXISTING PAVED PATHWAY, AND ENHANCING SAFETY FEATURES. MERGED WITH ORA113011.	7/1/2032
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA219901	DIGITAL BUS STOP SIGNS/ELECTRONIC MESSAGE SIGNS ALONG HIGH-QUALITY TRANSIT CORRIDORS - INSTALLATION OF REAL-TIME DISPLAYS AND SIGNAGE AT UP TO 150 BUS STOPS ALONG VARIOUS OC BUS ROUTES IN ORANGE COUNTY.	12/31/2035
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA230507	RIDESHARE VANPOOL PROGRAM - CAPITAL LEASE COST. THIS PROJECT INCLUDES SUBSIDY, MARKETING, DATABASE, RIDE GUIDE AND ASSOCIATED COSTS FOR THE RIDESHARE/VANPOOL PROGRAM. TRANSIT DEVELOPMENT CREDITS: FY24/25 CMAQ @ $1,032	12/31/2030
VARIOUS AGENCIES	ORA120535	SR-74 ORTEGA HIGHWAY GAP CLOSURE & MULTIMODAL IMPROVEMENTS - IN SAN JUAN CAPISTRANO FROM CALLE ENTRADERO TO REATA ROAD. WIDEN FROM 2 LANES TO 4 LANES. GAP CLOSURE AND MULTIMODAL IMPROVEMENTS. 1.1-MILE-LONG CLASS II BICYCLE LANES.	12/31/2033

Riverside County

Table 50. Riverside County TCMs Subject to Timely Implementation

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
CALIMESA	RIV190623	IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF CALIMESA (JOINT PROJECT WITH CITY OF YUCAIPA) - ON COUNTY LINE RD B/W PARK AV AND BRYANT ST, CONSTRUCT 4 SINGLE-LANE AND 1 MULTI-LANE ROUNDABOUTS; AND IMPROVEMENTS TO STREET, PEDESTRIAN FACILITIES, AND BICYCLE FACILITIES.	12/31/2030	12/31/2030	12/31/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
CITY OF EASTVALE	RIV210627	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF EASTVALE - SOUTHEAST EASTVALE SAFE ROUTES TO SCHOOL EQUITABLE ACCESS PROJECT - CONSTRUCT: 1 LANE MILE OF CLASS II BIKEWAY ALONG ORANGE STREET FROM SUMMER AVE TO SCHOLAR WAY; A PEDESTRIAN SIGNAL WITH BULB-OUTS & PEDESTRIAN REFUGE ISLAND; 3 ADDITIONAL CROSSING IMPROVEMENTS FOR EXISTING CLASS 1 PATH; 4 BULB-OUTS.	10/28/2028	10/28/2028	10/28/2028	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
CITY OF JURUPA VALLEY	RIV200703	IN WESTERN RIVERSIDE CO. FOR THE CITY OF JURUPA VALLEY - SRTS SIDEWALK GAP CLOSURE ON VARIOUS STREETS NEAR SUNNYSLOPE ELEMENTARY SCHOOL: CONSTRUCT 9,715 LF OF SIDEWALKS, 15 CROSSWALKS (11 NEW & 4 UPGRADES), 19 ADA RAMPS, SOLAR FLASHING BEACONS AT 2 AWSC INTERECTIONS AND RRFB CONTROLLED CROSSWALK (STATE-ONLY FUNDS: SB1 & SHA).	12/30/2027	12/30/2027	12/30/2027	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

Riverside County

Table 50. Riverside County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
HEMET	RIV181010	IN CITY OF HEMET - HEMET VALLEY BIKEWAY CONX: INSTALL CLASS II (1,200 LF), III (10,500 LF) BIKE LNS, NEW S/W (4,000 LF) W/ ADA RAMPS, XING IMP., ON PALM BW ESPLANDE & JOHNSTN, WHITTIER BW PALM & GILBERT, JOHNSTN BW PALM & GILBERT, GILBERT BW WHITTIER & CHAMBERS, CHAMBERS BW GILBERT & STATE; BIKE STAGING W/ DETECTION, LOCKERS, REPAIR AREA; INCL OUTREACH. (ATP-3 AUG STATE) TC UTILIZ FOR FY19, FY20.	9/1/2023	9/1/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO SUPPLY CHAIN ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
MENIFEE	RIV230305	IN THE CITY OF MENIFEE: CONSTRUCT SIDEWALKS, CROSSWALKS, BICYCLE LANES AND ADA RAMPS ALONG WATSON ROAD AND BRIGGS ROAD - MAJOR ACCESS ROUTES TO THE HARVEST VALLEY ELEMENTARY SCHOOL.	12/31/2030	12/31/2030	12/31/2029	ON SCHEDULE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
PERRIS	RIV210619	IN WESTERN RIV. CO. IN THE CITY OF PERRIS: CONSTRUCT 9,240 LINEAR FT OF CLASS IV BIKE LANES WITH HARDSCAPE BUFFER AND REFLECTIVE DELINEATORS, 3 HIGH-VISIBILITY CROSSWALKS, 700 LINEAR FT OF SIDEWALKS, BIKE REPAIR STATIONS, AND SIGNAGE ON REDLANDS AVE BETWEEN PLACENTIA AVE AND TAHOE ST, AND ON CITRUS AVE BETWEEN REDLANDS AVE AND PERRIS BLVD. INCLUDES PUBLIC OUTREACH CAMPAIGN.	12/31/2028	12/31/2028	12/31/2028	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

Riverside County

Table 50. Riverside County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
RIVERSIDE COUNTY	RIV200707	IN WESTERN RIVERSIDE CO. FOR THE UNINCORPORATED AREA OF WARM SPRINGS AND IN THE CITY OF LAKE ELSINORE - EL TORO RD/DEXTER AVE SRTS SIDEWALK PROJECT: CONSTRUCT APPROX. 5,748 LF OF SIDEWALK, CURB AND GUTTER ON EL TORO/DEXTER FROM CARMELA CT TO 630' N/O CENTRAL AVE INCLUDING 7 NEW CURB RAMPS, A NEW CROSSWALK AND 2 FLASHING BEACONS. SRTS PROGRAM INCLUDES: WALK/BIKE AUDIT, PED SAFETY CLASS, MOCK CITY EVENTS, AND SRTS LAW ENFORCEMENT.	12/30/2028	12/30/2028	6/30/2024	ON SCHEDULE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV200105	IN WESTERN RIVERSIDE COUNTY - CONTINUE THE IMPLEMENTATION OF SUBSIDIES FOR ELIGIBLE VANPOOLS COMMUTING TO WORKSITES IN WESTERN COUNTY. TDC USED AS FOLLOWS: FFY 23/24 $49K; FFY24/25 $70K; & FFY25/26 $93K.	12/30/2030	12/30/2030	12/30/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV200801	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF TEMECULA: INSTALLATION OF NEW VEHICLE DETECTION AND ADAPTIVE HIGHWAY METERING SYSTEMS ON I-15 NB FROM THE SAN DIEGO COUNTY LINE TO THE I-15/I-215 SPLIT. INCLUDES RELOCATION OF EXISTING RAMP METERS AT RANCHO CALIFORNIA RD. (RCR) AND TEMECULA PARKWAY, RAMP MODIFICATIONS AT RCR AND WINCHESTER ROAD, VARIABLE SPEED LIMIT SIGNS, AND OTHER ITS ELEMENTS. TC UTILIZATION FOR CMAQ AND TC FOR EARMARKS.	12/31/2025	12/31/2025	12/31/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

Table 50. Riverside County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
RIVERSIDE TRANSIT AGENCY	RIV180131	IN WESTERN RIV CO IN THE CITY OF HEMET FOR RTA - CONSTRUCTION OF THE HEMET MOBILITY HUB ON 2 ACRE PARCEL LOCATED EAST OF RAIL ROW, SOUTH OF EAST DATE STREET, W/O NORTH JUANITA ST, AND NORTH OF EAST DEVONSHIRE AVE TO INCLUDE: 10 BUS BAYS, 10 SHELTERS/CANOPIES, 20 PARKING SPACES, 1 TRAFFIC SIGNAL AT DEVONSHIRE & CARMALITA, 1 CONTROLLED INTERSECTION AT DEVONSHIRE AND JUANITA; STORAGE AND RESTROOM FACILITY. (FTA 5339: FY15 $1,626 (URBAN); FY16 $317 AND FY17 $326 (SMALL URBAN).	12/31/2030	12/31/2030	12/31/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
WILDOMAR	RIV180127	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.	6/30/2030	N/A	6/30/2030	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
WILDOMAR	RIV210630	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR: BUNDY CANYON ATP CORRIDOR (CIP 026-3): BETWEEN MONTE VISTA DRIVE AND HARVEST WAY, CONSTRUCT A 2.2 MILE ADA COMPLIANT 15-FOOT-WIDE CLASS I SHARED BIKE/PEDESTRIAN PATH ALONG BUNDY CANYON ROAD WITH LIGHTING, WOOD/ROPE BARRIER, AND CA MUTCD SIGNAGE. INCLUDES COMMUNITY PROGRAMS TO ENHANCE SAFETY AND COMFORT FOR RESIDENTS AND STUDENTS.	12/31/2029	12/31/2029	12/31/2029	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

Riverside County

Table 51. Riverside County Completed-Corrected TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV160101	IN WESTERN RIVERSIDE COUNTY ON SR-91/I-15: ON I-15 -ADD TOLL EXPRESS LANE MEDIAN DIRECT CONNECT FROM SB15 TO WB91 & EB91 TO NB15, 1 TOLL EXPRESS LANE EACH DIRECTION FROM HIDDEN VALLEY TO SR91 DIRECT CONNECTOR. CONSTRUCT OPERATIONAL IMPROVEMENT BY EXTENDING THE EB91 EXPRESS LANE (2ND LN SPLIT TO RIV160101A) AND AUXILARY LANE ALONG SR91. CONSTRUCT ADDITIONAL SIGNAGE ALONG SR91 AT PM R18.0 IN OR COUNTY.	6/30/2023	6/30/2024	COMPLETE	
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV160101A	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF CORONA ON EASTBOUND SR-91: EXTENDING A SECOND TOLL EXPRESS LANE FROM THE EXIT TO THE EXPRESS LANES CONNECTORS (JUST EAST OF THE MAIN STREET UNDERCROSSING) TO THE BEGINNING OF THE SR-91 HOV LANE JUST EAST OF THE PROMENADE AVENUE OVERCROSSING.	6/30/2023	N/A	COMPLETE	

Riverside County

Table 52. Riverside County New TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2025 FTIP COMPLETION DATE
CITY OF JURUPA VALLEY	RIV230102	IN WESTERN RIVERSIDE COUNTY - IN THE CITY OF JURUPA VALLEY: JURUPA VALLEY MIRA LOMA AREA SRTS GAP CLOSURE PROJECT TO COMPLETE A NETWORK OF NEW SIDEWALKS, CROSSWALKS, RRFB, AND SOLAR BEACONS NEAR SCHOOLS THAT PROVIDE SAFE PASSAGE FOR STUDENTS ON VARIOUS STREETS NEAR MIRA LOMA MIDDLE & VAN BUREN ELEMENTARY SCHOOL (CYCLE 6, SB 1 FUNDS).	6/30/2029
CITY OF JURUPA VALLEY	RIV230103	IN WESTERN RIVERSIDE COUNTY - IN THE CITY OF JURUPA VALLEY: JURUPA VALLEY GRANITE HILL SRTS GAP CLOSURE PROJECT TO COMPLETE A NETWORK OF NEW SIDEWALKS, CROSSWALKS, AND CURB RAMPS NEAR SCHOOLS THAT PROVIDE SAFE PASSAGE FOR STUDENTS ON VARIOUS STREETS NEAR GRANITE HILL & MISSION BELL ELEMENTARY SCHOOL. (CYCLE 6, SB 1 FUNDS).	6/30/2030
CITY OF JURUPA VALLEY	RIV231204	IN WESTERN RIVERSIDE COUNTY - IN THE CITY OF JURUPA VALLEY: JURUPA VALLEY AGATE COMPLETE STREETS PROJECT TO CONSTRUCT NEW PEDESTRIAN AND BICYCLE FACILITIES AND NEW MID-BLOCK CROSSINGS WITH PEDESTRIAN FLASHERS ON AGATE STREET BETWEEN JURUPA ROAD AND 45TH STREET ADJACENT TO JURUPA MIDDLE SCHOOL AND AGATE PARK. (CYCLE 6, SB 1).	6/30/2030
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV160101A	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF CORONA ON EASTBOUND SR-91: EXTENDING A SECOND TOLL EXPRESS LANE FROM THE EXIT TO THE EXPRESS LANES CONNECTORS (JUST EAST OF THE MAIN STREET UNDERCROSSING) TO THE BEGINNING OF THE SR-91 HOV LANE JUST EAST OF THE PROMENADE AVENUE OVERCROSSING.	11/21/2023
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV170901	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. TC UTILIZATION FOR CMAQ, STBG, CRP, AND HIP(CPFCD)/EARMARK IN FY22/23.	12/31/2030
RIVERSIDE, CITY OF	RIV230306	IN THE CITY OF RIVERSIDE: UPGRADE CROSSWALKS AT FIVE POINTS INTERSECTION INCLUDING IN-PAVEMENT LIGHTING, CONSTRUCT A 9,000 SQUARE FOOT PEDESTRIAN PLAZA WITH REMOVABLE BOLLARDS, AND CONSTRUCT 1.5 MILES OF SIDEWALKS WITH RAMPS ALONG WELLS, HEIRS, DOANE, AND MITCHELL AVENUES.	5/29/2031

San Bernardino County

Table 53. San Bernardino County TCMs Subject to Timely Implementation

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
FONTANA	20131506	IN FONTANA: SAN SEVAINE TRAIL (PHASE 1, SEG 2) NORTH/SOUTH 1.25 MILE LONG, 12 FT WIDE PAVED MULTI-USE TRAIL FROM BANYAN ST. TO THE PACIFIC ELECTRIC TRAIL IN FONTANA	12/31/2020	12/31/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS
HIGHLAND	SBD230803	IN HIGHLAND: CONSTRUCTION OF 1 MILE OF NEW CLASS II AND III BICYCLE LANES ON ORANGE ST FROM GREENSPOT RD TO EUCALYPTUS AVE (CLASS II), ORANGE ST FROM EUCALYPTUS AVE TO TONNER DR. (CLASS III), TONNER DR. FROM ORANGE ST TO STREATER DR. (CLASS III), STEATER DR. FROM BASELINE TO GLENHEATHER DR. (CLASS II AND III), GLENHEATHER DR. FROM STREATER DR. TO CHURCH ST/LOVE ST. (CLASS II AND III) AND LOVE ST. FROM CHURCH ST. TO ELDER GULCH PASEO (CLASS III)	6/30/2025	6/30/2025	6/30/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
OMNITRANS	20150307	COUNTY-WIDE VANPOOL PROJECT (ONGOING)(TDC: FY24/25 5307RS CON $391, 5307LA CON $16)	6/30/2016	6/30/2023	6/30/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN BID/ADVERTISE PHASE.

San Bernardino County

Table 53. San Bernardino County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	20190702	SBCTA METROLINK STATION ACCESSIBILITY IMPROVEMENT PROJECT - PHASE II: BICYCLE AND PEDESTRIAN ACCESSIBILITY IMPROVEMENTS NEAR FIVE METROLINK TRANSIT STATIONS (MONTCLAIR, UPLAND, RANCHO CUCAMONGA, FONTANA, AND SAN BERNARDINO). TOLL CREDIT TO MATCH ATP	5/21/2024	5/21/2024	1/31/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CONTRACT ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
VARIOUS AGENCIES	20159901	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.	12/31/2024	5/28/2026	10/1/2026	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES. IN BID/ADVERTISE PHASE.
VARIOUS AGENCIES	20191301	I-10 CORRIDOR CONTRACT 2A: THE PROJECT WILL PROVIDE ONE EXPRESS LANE IN EACH DIRECTION FROM JUST EAST OF I-15 TO SIERRA AVE IN FONTANA, CONNECTING TO THE I-10 CORRIDOR CONTRACT 1 EXPRESS LANES CURRENTLY UNDER CONSTRUCTION. (TOLL CREDITS TO MATCH STP) (PE COST IS FOR FTIP IDS 20191301 AND 20250001)	N/A	12/30/2027	12/31/2028	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DESIGN CHANGES, COORDINATION ISSUES, AND REVIEW TIME. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

San Bernardino County

Table 53. San Bernardino County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
VARIOUS AGENCIES	20250001	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)	12/31/2027	N/A	12/31/2028	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DESIGN CHANGES, COORDINATION ISSUES, AND REVIEW TIME. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

San Bernardino County

Table 54. San Bernardino County Completed-Corrected TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
OMNITRANS	20151301	REDLANDS PASSENGER RAIL PROJECT (RPRP): NEW PASSENGER RAIL SERVICE FROM RIALTO / E ST IN SAN BERNARDINO TO REDLANDS. (SBCTA IS SUB RECIPIENT OF FTA FUNDS & IS ACTUAL PROJECT LEAD AGENCY) (TD CREDITS: 5307-TR FTA FUNDS FY19/20 $3,998) (THE PROJECT MANAGEMENT COST OF APPROX $20M IN LOCAL FUNDS IS NOT INCLUDED IN FTIP TOTAL COST.) (INCLUDES LOCOMOTIVE PURCHASE FROM STUDY PROJECT 20151303)	12/31/2020	N/A	COMPLETE	
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	201186	AT SR-210/BASE LINE IC: RECONSTRUCT/WIDEN BASE LINE BETWEEN CHURCH AVE AND BOULDER AVE FROM 4 TO 6 THROUGH LANES AND EXTEND LEFT TURN LANES, WIDEN RAMPS: WB EXIT 1 TO 3 LANES, WB AND EB ENTRANCES 1 TO 3 LANES INCLUDING HOV PREFERENTIAL LANES (EA 1C970)	6/1/2021	12/31/2022	COMPLETE	
VARIOUS AGENCIES	20159902	I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. (TOLL CREDITS TO MATCH STP, CMAQ) (TOLL SYSTEM PROVIDER (TSP) SPLIT AS 20159902A)	3/1/2022	10/1/2023	COMPLETE	

San Bernardino County

Table 55. San Bernardino County New TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2025 FTIP COMPLETION DATE
FONTANA	20190104	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.	12/1/2027
FONTANA	20199902	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.	10/1/2026
OMNITRANS	20190015	WEST VALLEY CONNECTOR (WVC - PHASE 1/MILLIKEN ALIGNMENT): A 19 MILE BUS RAPID TRANSIT (BRT) SERVICE FROM THE DOWNTOWN POMONA METROLINK STATION TO ONTARIO INTERNATIONAL AIRPORT AND THE RANCHO CUCAMONGA METROLINK STATION. INCLUDES PROCUREMENT OF 18 ZERO EMISSION BATTERY ELECTRIC BUSES. (FTA 5309A IS MADE UP $26,088,771 OF ARPA)	6/30/2026

Ventura County

Table 56. Ventura County TCMs Subject to Timely Implementation

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
OXNARD	VEN130101	IN OXNARD, ON NORTHEAST COMMUNITY NEIGHBORHOOD STREETS, AND ON CLOYNE ST/CYPRESS RD FROM CHANNEL ISLANDS BLVD TO HUENEME RD, INSTALL CLASS II BIKE LANES (1.9 MILES), CLASS III BIKE LANES (6.3 MILES), IMPROVE EXISTING BIKE LANES, AND INSTALL CURB EXTENSIONS AND ADA IMPROVEMENTS.	5/31/2015	12/30/2022	8/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO STAFFING SHORTAGE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
OXNARD	VEN150907	IN VENTURA COUNTY, IN THE CITY OF OXNARD, DESIGN AND CONSTRUCT 2,200 FEET OF CLASS II GREEN BIKE LANES ON OXNARD BLVD. FROM TOWN CENTER DRIVE, OVER THE US 101 TO WAGON WHEEL ROAD, 950 FEET OF SIDEWALK FROM ORCHARD PLACE TO VINEYARD PLAZA, AND NEW PEDESTRIAN CROSSING SIGNAL AT THE US 101 SOUTHBOUND OFF-RAMP.	12/29/2017	6/30/2023	6/28/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CITY REQUIREMENT. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
OXNARD	VEN210801	IN OXNARD ON 4TH STREET FROM META ST TO C STREET (1,600'), INSTALL CURB EXTENSIONS, CROSSWALKS, CLASS II BIKE LANES, BIKE RACKS, STREET LIGHTING, BUS STOP IMPROVEMENTS, STREET LIGHTING, AND TRAFFIC SIGNAL MODIFICATIONS.	1/3/2025	1/3/2025	1/3/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

Ventura County

Table 56. Ventura County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
SAN BUENAVENTURA	VEN171009	IN VENTURA HARMON BARRANCA BIKE PATH AT TELEPHONE; RALSTON, AND ANTELOPE, ANTELOPE AVENUE FROM HARMON BARRANCDA TO BRISTOL; BRISTOL FROM ANTELOPE TO HARMON BARRANCA INSTALL ACTIVE TRANSPORTATION IMPROVEMENTS INCLUDING 600 LINEAR FEET OF CLASS IV CYCLE TRACK AND APPROXIMATELY 1,700 LINEAR CLASS III BIKE BOULEVARD 175 LINEAR FEET OF CLASS ONE PATH , SAFETY FEATURES, RRFBS, PEDESTRIAN SIGNALS, ADA TOLL CREDITS OF $7 IN FY 19/20 AND $50 IN TOLL CREDITS IN FY 22/23.	6/1/2023	12/31/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CONSTRUCTION ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
SAN BUENAVENTURA	VEN210803	THE CABRILLO SEGMENT MULTI-USE PATH GAP COMPLETION CONSTRUCTS A CLASS I TRAIL IN THE CITY OF VENTURA CREATING A 2.0-MILE-LONG CONTINUOUS ACTIVE TRANSPORTATION CORRIDOR.	5/29/2024	5/29/2024	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CONSTRUCTION ISSUES. IN ROW ACQUISITION.
THOUSAND OAKS	VEN220401	IN THOUSAND OAKS, RANCHO CONEJO BIOTECH AREA SIDEWALK IMPROVEMENTS, INSTALL SIDEWALK AND PEDESTRIAN SAFETY IMPROVEMENTS (LIGHTING AND CROSSWALKS AS REQUIRED), AS FOLLOWS: (A) TELLER RD BETWEEN LAWRENCE DR AND APPROX 1,000 FEET WEST OF LAWRENCE DR; (B) HILLCREST DRIVE BETWEEN MITCHELL RD AND APPROX 1,000 FEET WEST OF LAWRENCE DR; (C) LAWRENCE DR BETWEEN HILLCREST DR AND APPROX 700 FEET NORTH OF HILLCREST DR: AND (D) ON CORPORATE CENTER DR EAST OF RANCHO CONEJO BLVD. APPROX 440 FEET.	3/16/2026	3/16/2026	3/16/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

Ventura County

Table 56. Ventura County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
VENTURA COUNTY	VEN210606	EL RIO PEDESTRIAN IMPROVEMENT AND SAFE ROUTE TO SCHOOL PROJECT: INSTALL SIDEWALKS, CURBS, GUTTERS, WATER-RETENTION AREAS, CURB EXTENSIONS, RRFBS, AND INTERSECTION IMPROVEMENTS, FOR SRTS AND DISADVANTAGED COMMUNITY.	6/30/2025	6/30/2025	6/30/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ROW ACQUISITION.
VENTURA COUNTY	VEN210802	SANTA ROSA ROAD BIKE LANE IMPROVEMENT AND PEDESTRIAN PROJECT INSTALLS 6.8 LANE MILES OF CLASS II BIKE LANE WITH A 2 FOOT BUFFER AND RUMBLE STRIPS AND OVER 900 LINEAR FEET OF SIDEWALKS TO PROVIDE SRTS.	9/28/2024	9/28/2024	10/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO SCHEDULE CHANGES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN131201	ROUTE 101 MOORPARK ROAD TO ROUTE 33 ADD TWO HOV LANES, ONE (1) IN EACH DIRECTION, AND AUXILARY LANES AT VARIOUS LOCATIONS. PROJECT WILL USE TOLL CREDITS FOR STP IN FY24/25, 25/26, 26/27 AND 27/28.	9/30/2040	9/30/2040	9/30/2040	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN93017	REGIONAL RIDESHARE PROGRAM FOR 24/25 & 25/26. PROJECT WILL USE TOLL CREDITS FOR CMAQ IN 24/25 AND 25/26.	2010	3/18/2027	3/18/2027	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2024 RTP. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

Ventura County

Table 57. Ventura County Completed-Corrected TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2024 RTP COMPLETION DATE	2025 FTIP COMPLETION DATE	2025 FTIP PROJECT STATUS
MOORPARK	VEN181001	IN MOORPARK, EXPAND NORTH RAIL STATION PARKING BY 30 SPACES.	4/15/2020	9/30/2022	COMPLETE	
THOUSAND OAKS	VEN171005	IN THOUSAND OAKS ON CONEJO SCHOOL ROAD AND WILLOW LANE BETWEEN HILLCREST AND HAMPSHIRE, INSTALL MISSING SIDEWALK AND RECONSTRUCT EXISTING SIDEWALK SEGMENTS FOR ADA REQUIREMENTS (APPROX 3,400 FT.), INSTALL NEW AND RETROFIT CURB RAMPS, , INSTALL PED CROSSWALK ENHANCEMENTS, STRIPE NEW CLASS 2 (APPROX 5,300 LF), CLASS 3 SHARROWS (APPROX 1,400 LF), MODIFY VEHICLE STRIPING.	6/30/2023	6/30/2023	COMPLETE	
THOUSAND OAKS	VEN190702	IN THE CITY OF THOUSAND OAKS ON LOS FELIZ DRIVE, CONSTRUCT SIDEWALK, CURB AND GUTTER AND HANDICAP RAMPS FROM THOUSAND OAKS BLVD. TO CONEJO SCHOOL RD. (4,680 FEET)	12/30/2022	12/30/2022	COMPLETE	
THOUSAND OAKS	VEN191205	IN THE CITY OF THOUSAND OAKS AT JANSS ROAD PARK AND RIDE, NEW LIGHT POLES AND LED FIXTURES, NEW VINYL FENCING, ASPHALT GRIND AND OVERLAY, NEW STRIPING, AND INSTALLATION OF ADDITIONAL EV CHARGER.	12/30/2022	12/30/2022	COMPLETE	
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN040405	AUTOMATIC VEHICLE LOCATOR SYSTEM UPGRADE, PASSENGER COUNTING, AND FAREBOX SYSTEM (TDC CREDITS OF $229 IN FY 18/19 FOR CMAQ.	7/1/2018	9/30/2020	COMPLETE	

Ventura County

Table 58. Ventura County New TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2025 FTIP COMPLETION DATE
CAMARILLO	VEN160103	PLEASANT VALLEY ROAD CLASS 2 BIKE LANES PROJECT FROM 5TH STREET TO LAS POSAS ROAD (APPROXIMATELY 8,700 FEET) USING TOLL CREDITS OF $162 TO MATCH CMAQ CON IN 21/22.	9/30/2026

SECTION VI: INTERAGENCY CONSULTATION AND PUBLIC INVOLVEMENT

1. FEDERAL REQUIREMENTS ON INTERAGENCY CONSULTATION AND PUBLIC INVOLVEMENT

The requirements for consultation procedures are listed in the Transportation Conformity Regulations under 40 CFR Section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, state, and federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis.

Section 93.105 of the conformity regulation notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e).

Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, "MPOs and State departments of transportation must provide reasonable opportunity for consultation with state air agencies, local air quality and transportation agencies, DOT, and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations."

Section 93.112 of the transportation conformity regulation requires documentation of the interagency and public consultation requirements according to Section 93.105.

2. SCAG'S PUBLIC PARTICIPATION PLAN

Consistent input and engagement from partnering agencies, stakeholders, and the general public is critical to successful regional transportation planning. As part of the development of the 2025 FTIP, SCAG built on the public outreach strategies of previous planning cycles to drive greater and more diverse participation.

Equitable engagement and decision making are the key to a more equitable future by increasing inclusive and meaningful representation of community-centered solutions. Using an equity lens, SCAG developed the 2022 Public Participation Plan (PPP) to guide the consultation and outreach process for Connect SoCal 2024. The 2022 PPP was adopted by SCAG's Regional Council on April 7, 2022.

INTERAGENCY CONSULTATION AND PUBLIC INVOLVEMENT

The 2025 FTIP complies with all federal and state requirements for interagency consultation and public involvement. Consisting of representatives from federal, state, and regional air quality and transportation agencies and in accordance with the PPP, SCAG's TCWG serves as the primary forum for interagency consultation on all matters related to both regional and project-level transportation conformity. Additionally, there were many ad-hoc meetings held between the stakeholder agencies for this purpose.

Periodic updates on the development of the 2025 FTIP were provided to the TCWG. The draft transportation conformity analyses for the draft 2025 FTIP will be released as part of the draft 2025 FTIP document for a 30-day public review and comment period on July 12, 2024. Two public hearings on the draft 2025 FTIP will be held during the public review and comment period. The first will be on July 23 and the second will be on July 30. To facilitate public participation, the hearings will be held in person and virtually via Zoom, permitting either video or telephonic public participation. These public hearings will be noticed in numerous newspapers throughout the region. The notices will be published in English, Spanish, Korean, Chinese, and Vietnamese languages (copies of these notices will be included as an attachment to the Final Technical Appendix). The draft 2025 FTIP will be posted on the SCAG website and a link will be shared with libraries throughout the region to ensure added accessibility for the public.

In addition, ongoing interagency consultation and public involvement have occurred throughout the 2025 FTIP development process. SCAG staff have provided updates to the TCWG on the availability of the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1, including the associated draft transportation conformity analyses. At the end of the public review and comment period, SCAG staff will document and include responses to all comments on the proposed final 2025 FTIP and the proposed final Amendment 1 to Connect SoCal 2024, including the associated transportation conformity analyses. Furthermore, SCAG staff will continue to provide status updates on the transportation conformity analyses to the TCWG throughout the finalization of the 2025 FTIP up until the final federal transportation conformity approval is received.

SECTION VII: FINDINGS, CONCLUSION, EXHIBITS, CONFORMITY ANALYSIS CHECKLIST

PREFACE

Under the USDOT Metropolitan Planning Regulations and EPA's Transportation Conformity Regulations, SCAG's 2025 FTIP needs to pass five required transportation conformity tests:

- Consistency with SCAG's RTP/SCS (23 CFR Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
- Regional Emissions Analysis (40 CFR Sections 93.109, 93.110, 93.118, and 93.119)
- Financial Constraint (40 CFR Section 93.108; and 23 CFR, Section 450.322)
- Timely Implementation of Transportation Control Measures (40 CFR Section 93.113)
- Interagency Consultation and Public Involvement (40 CFR Sections 93.105 and 93.112; and 23 CFR Section 450.324)

1. FINDINGS

SCAG has made the following conformity findings for the 2025 FTIP under the required federal tests:

1.1 CONSISTENCY WITH CONNECT SOCAL 2024 (2024 RTP/SCS) TEST

Finding: SCAG's 2025 FTIP is consistent with Connect SoCal 2024 (2024 RTP/SCS) as amended (policies, programs, strategies, and projects).

1.2 REGIONAL EMISSIONS ANALYSIS TEST

These findings are based on the regional emissions test analyses shown in Table 18 through Table 43 in Section III of this Technical Appendix.

Finding: The 2025 FTIP regional emissions analysis is identical to the regional emissions analysis for Connect SoCal 2024 (2024 RTP/SCS) Amendment 1.

Finding: The 2025 FTIP 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: The 2025 FTIP 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: The 2025 FTIP regional emissions analysis for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2025 FTIP 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: The 2025 FTIP 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: The 2025 FTIP 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).

1.3 FINANCIAL CONSTRAINT TEST

Finding: The 2025 FTIP is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e). SCAG's 2025 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.

1.4 TIMELY IMPLEMENTATION OF TCMS TEST

Finding: The TCM project categories listed in the 1994/1997/2003/2007/2012/2016/2022 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.

Finding: The TCM strategies listed in the 2016/2022 Ozone SIPs 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.

1.5 INTERAGENCY CONSULTATION AND PUBLIC INVOLVEMENT TEST

Finding: The 2025 FTIP 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). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a primary regional forum for interagency consultation. For more information on SCAG's PPP, please visit: https://scag.ca.gov/community-participation-public-participation-plan.

2. SUMMARY CONCLUSION

The 2025 FTIP demonstrates positive transportation conformity by meeting all the federally required transportation conformity tests.

3. MAJOR REFERENCES

Clean Air Act as amended. (1990). (42 U.S.C. Section 7404 et seq.)

United States Environmental Protection Agency. (2012). Transportation Conformity Regulations.

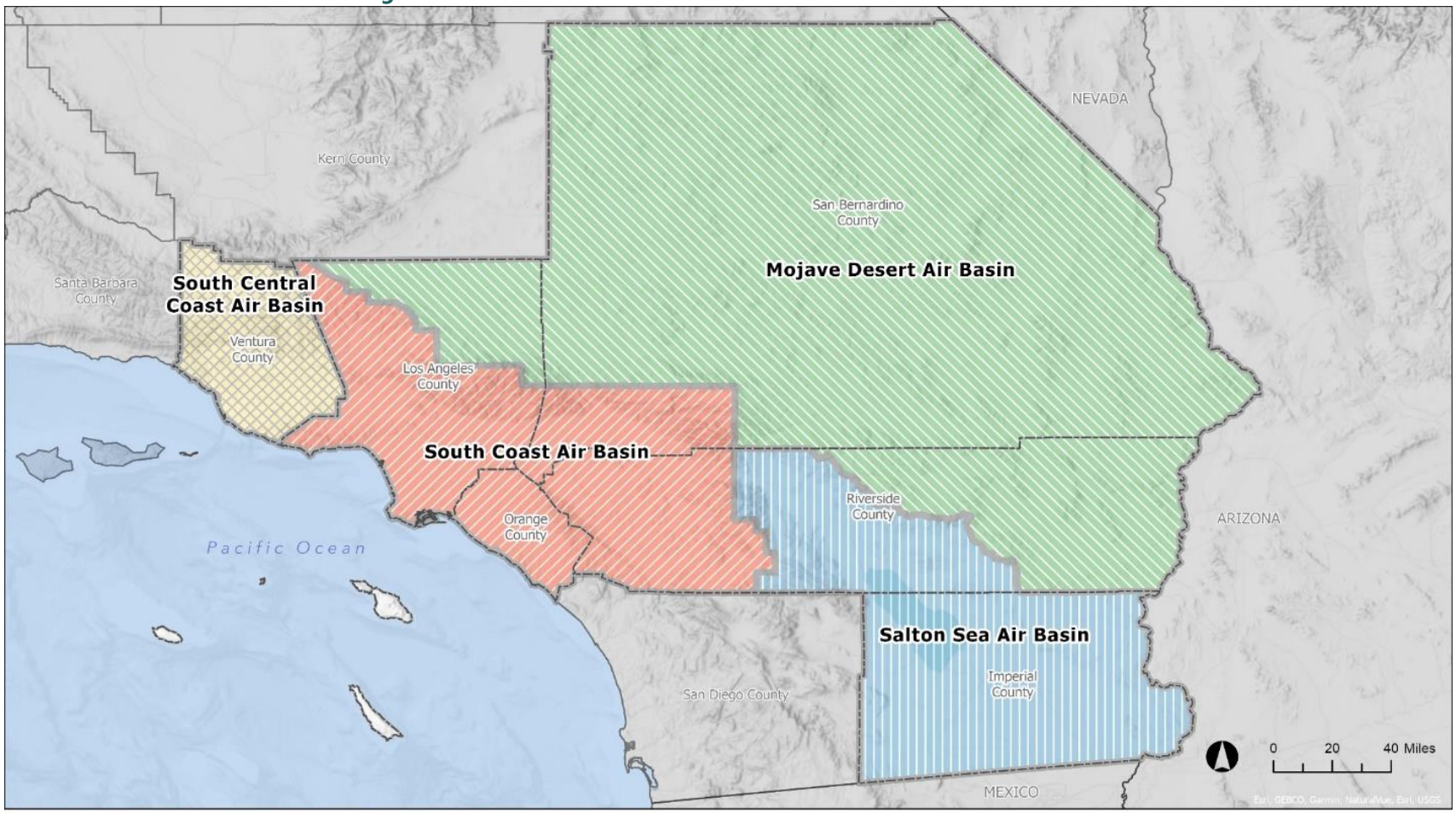
United States Department of Transportation. (2008). Guidance for the Use of Latest Planning Assumptions in Transportation Conformity Determinations, Revision to January 18, 2001 Guidance Memorandum.

Southern California Association of Governments. (2022). 2022 Public Participation Plan.

4. EXHIBITS

Nine exhibits include: Air Basins; Air Districts; and Federal Nonattainment and Maintenance Areas for various criteria pollutants in the SCAG region.

Exhibit 1. Air Basins in the SCAG Region



Mojave Desert Air Basin
Salton Sea Air Basin
South Central Coast Air Basin
South Coast Air Basin
SCAG Counties

Source: SCAG 2022

Map Title: 01_Air Basins in the SCAG Region

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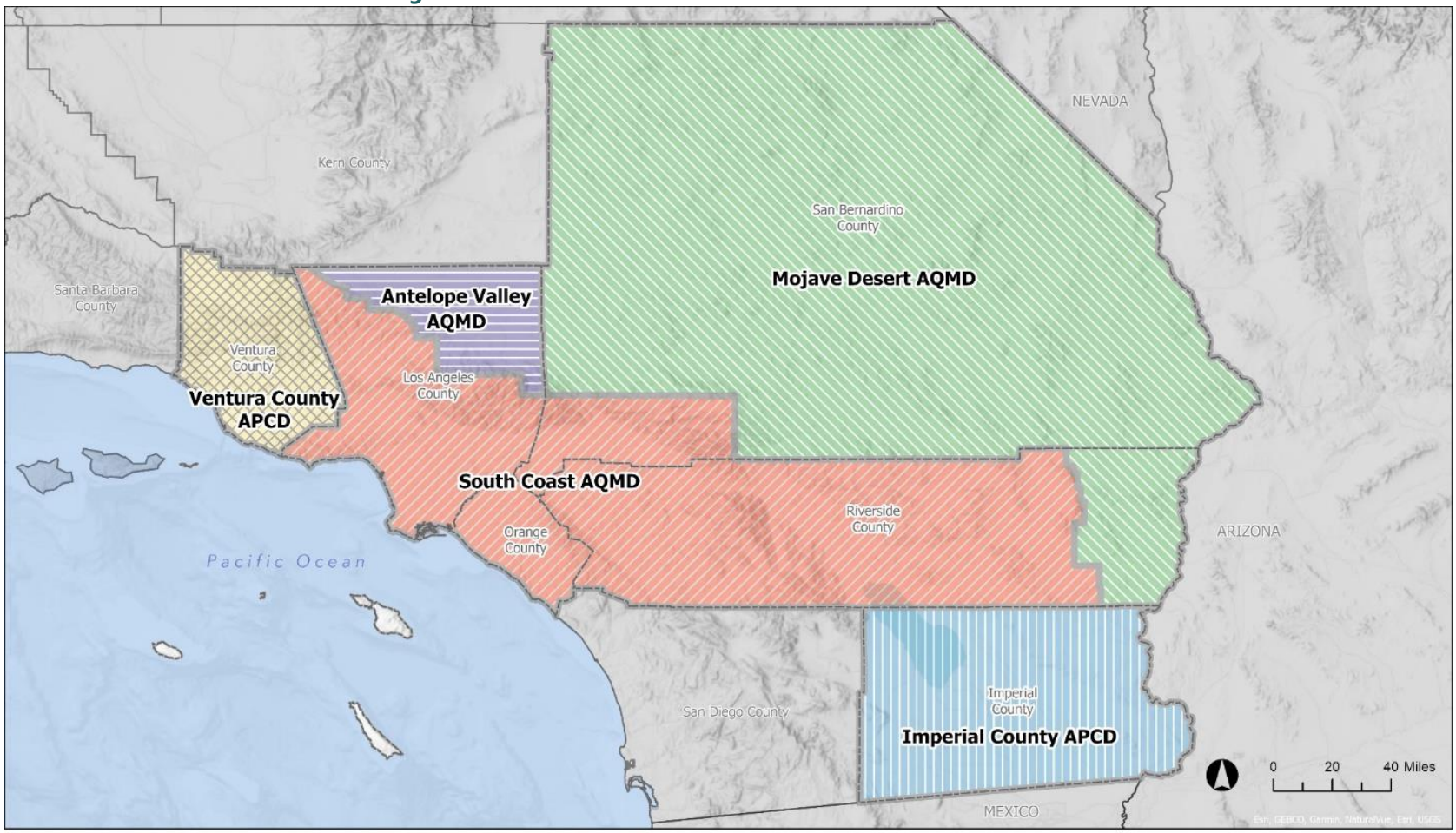
Exhibit 2. Air Districts in the SCAG Region



Antelope Valley AQMD
Imperial County APCD
Mojave Desert AQMD
South Coast AQMD
Ventura County APCD
SCAG Counties

APCD: Air Pollution Control District
AQMD: Air Quality Management District

Source: SCAG 2022

Map Title: 02_Air Districts in the SCAG Region

O:\=RTP\=rtp2024\aprx\Transportation_Conformity\02_Air Districts in the SCAG Region.aprx | Date: 2/6/2024

Exhibit 3. Federal Nonattainment and Maintenance Areas in the SCAG Region (2008 8-hour Ozone)

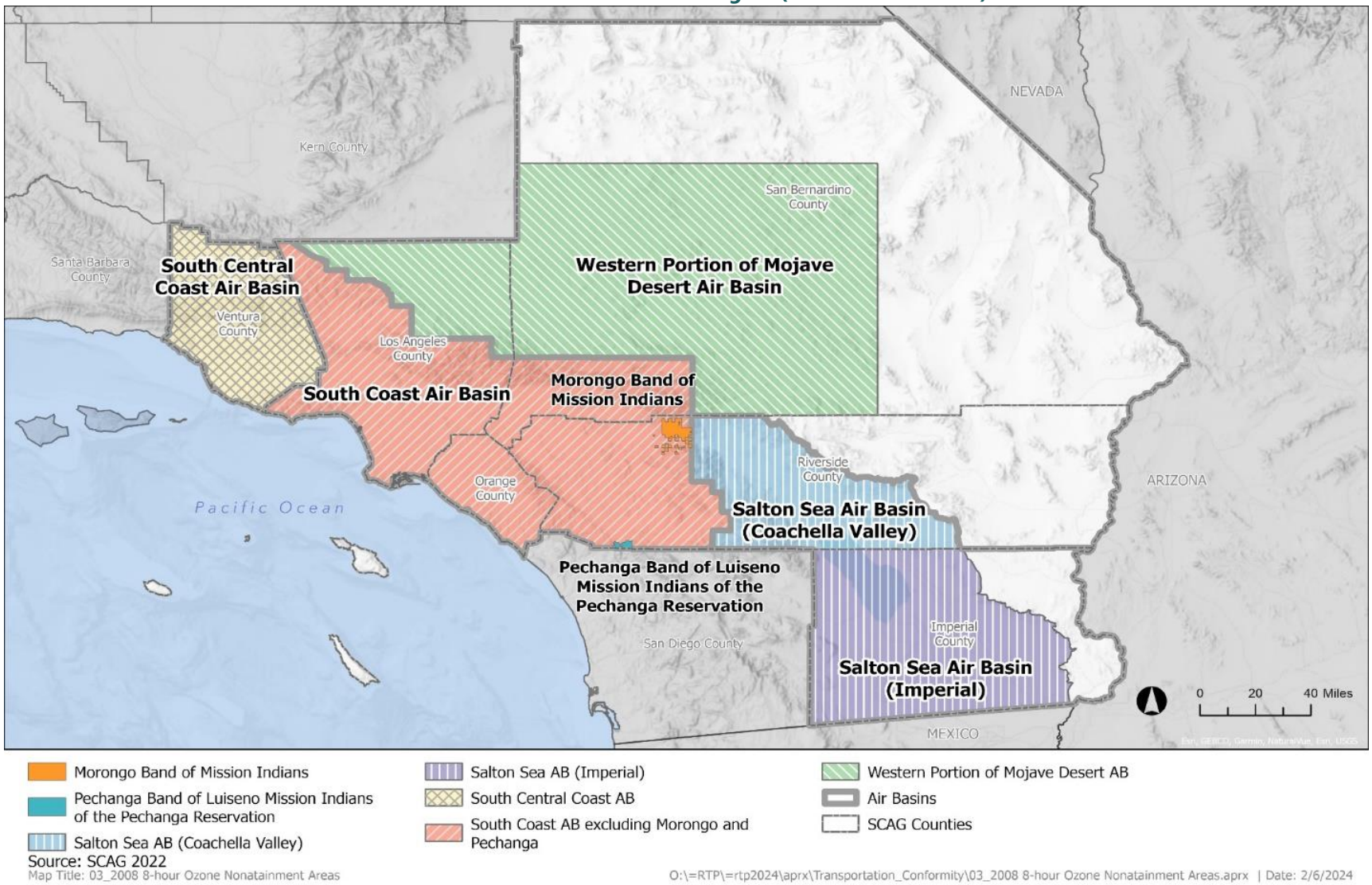


Exhibit 4. Federal Nonattainment and Maintenance Areas in the SCAG Region (2015 8-hour Ozone)

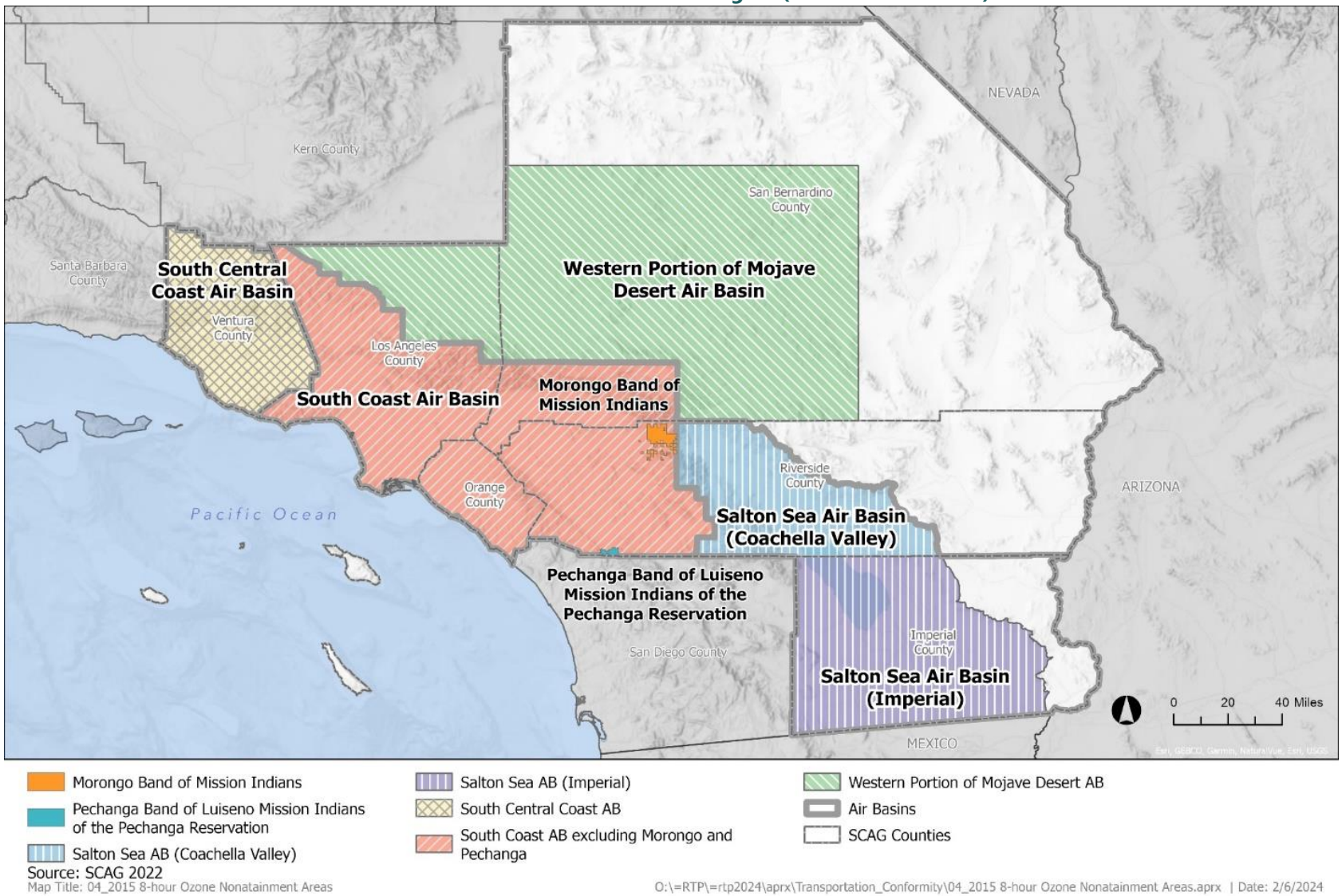
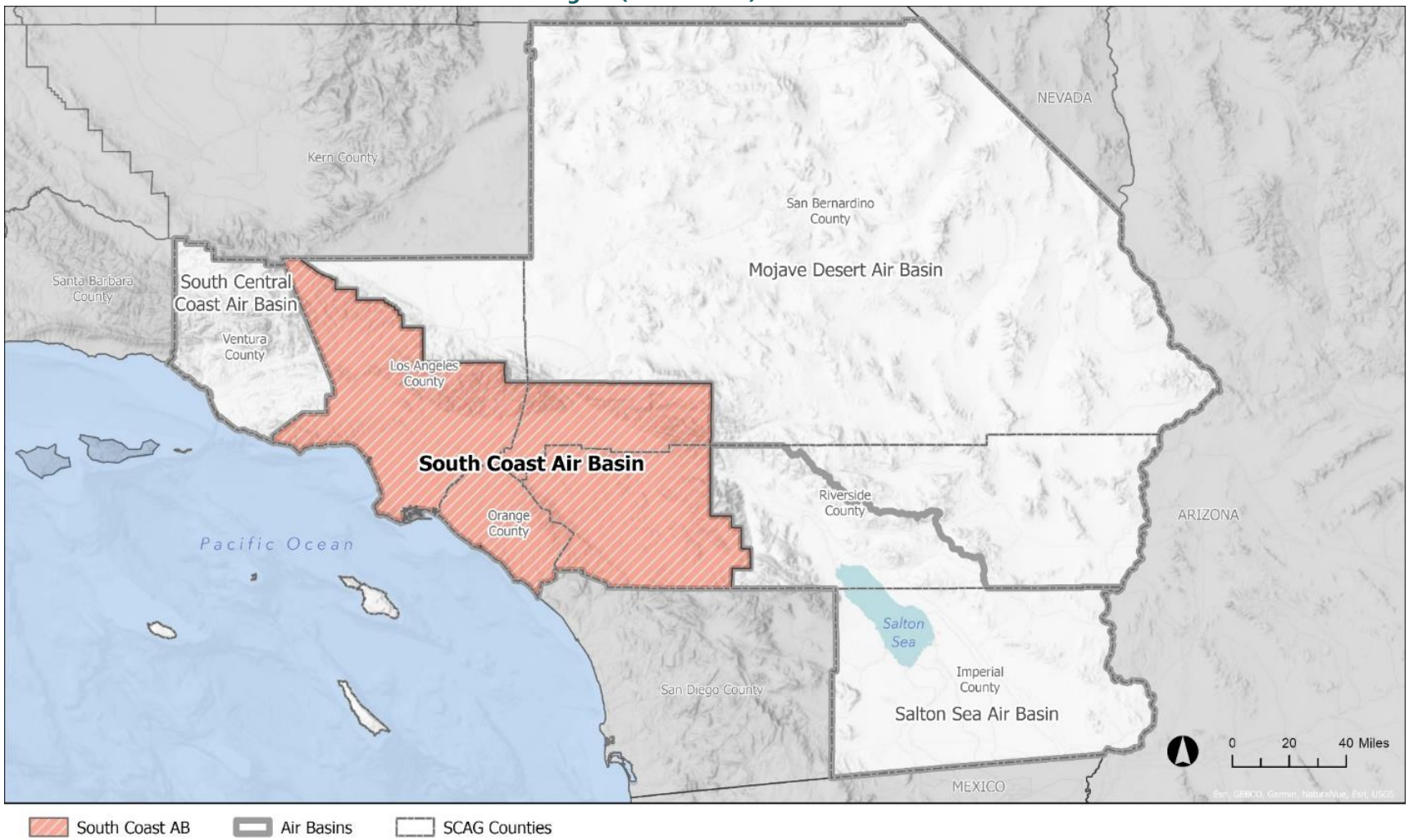


Exhibit 5. Federal Nonattainment Areas in the SCAG Region (1997 PM2.5)



Source: SCAG 2022

Map Title: 05_1997 PM2.5 Nonatainment Areas

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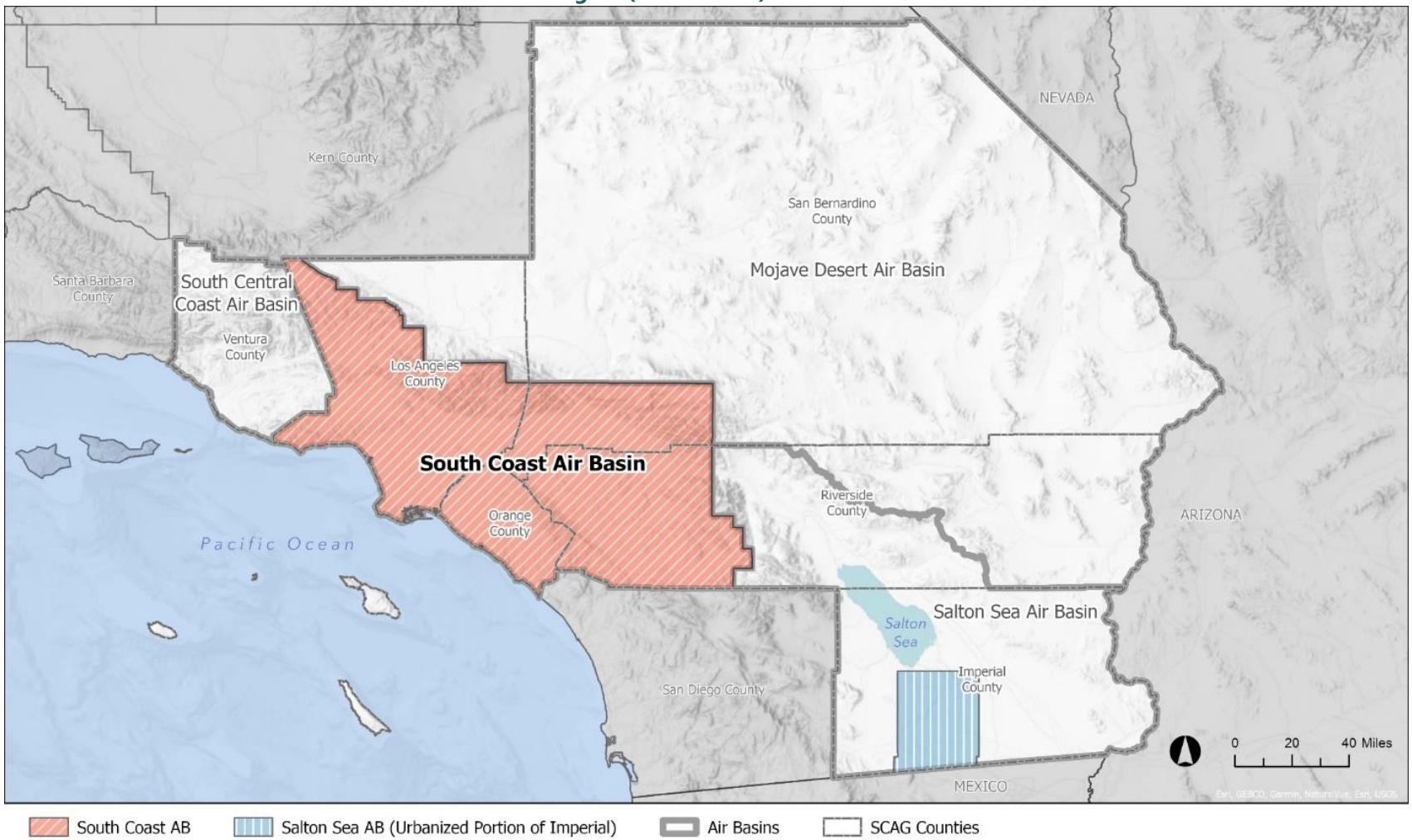
Exhibit 6. Federal Nonattainment Areas in the SCAG Region (2006 PM2.5)

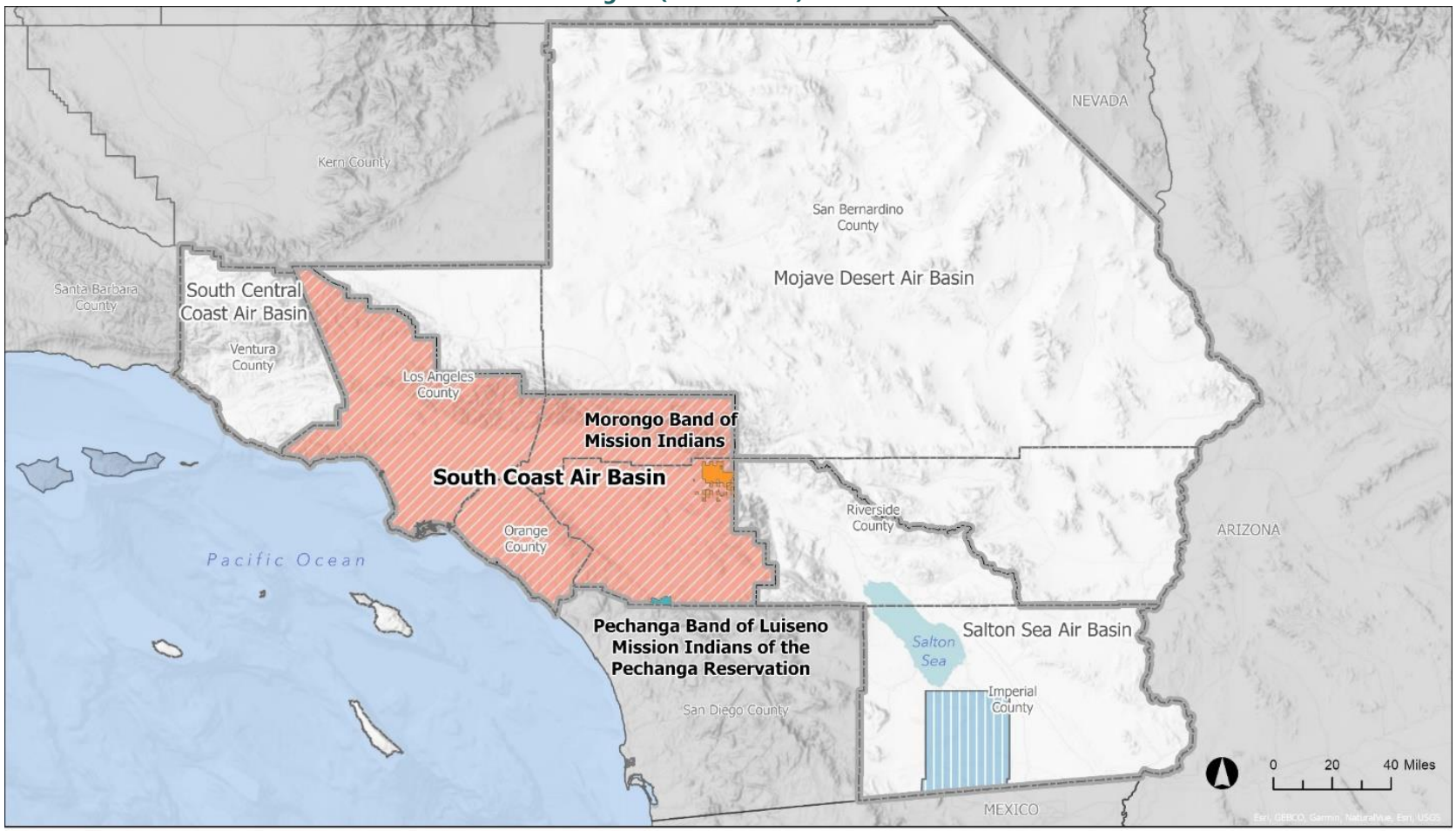


Source: SCAG 2022

Map Title: 06_2006 PM2.5 Nonatainment Areas

O:\=RTP\=rtp2024\aprx\Transportation_Conformity\06_2006 PM2.5 Nonatainment Areas.aprx | Date: 2/6/2024

Exhibit 7. Federal Nonattainment Areas in the SCAG Region (2012 PM2.5)



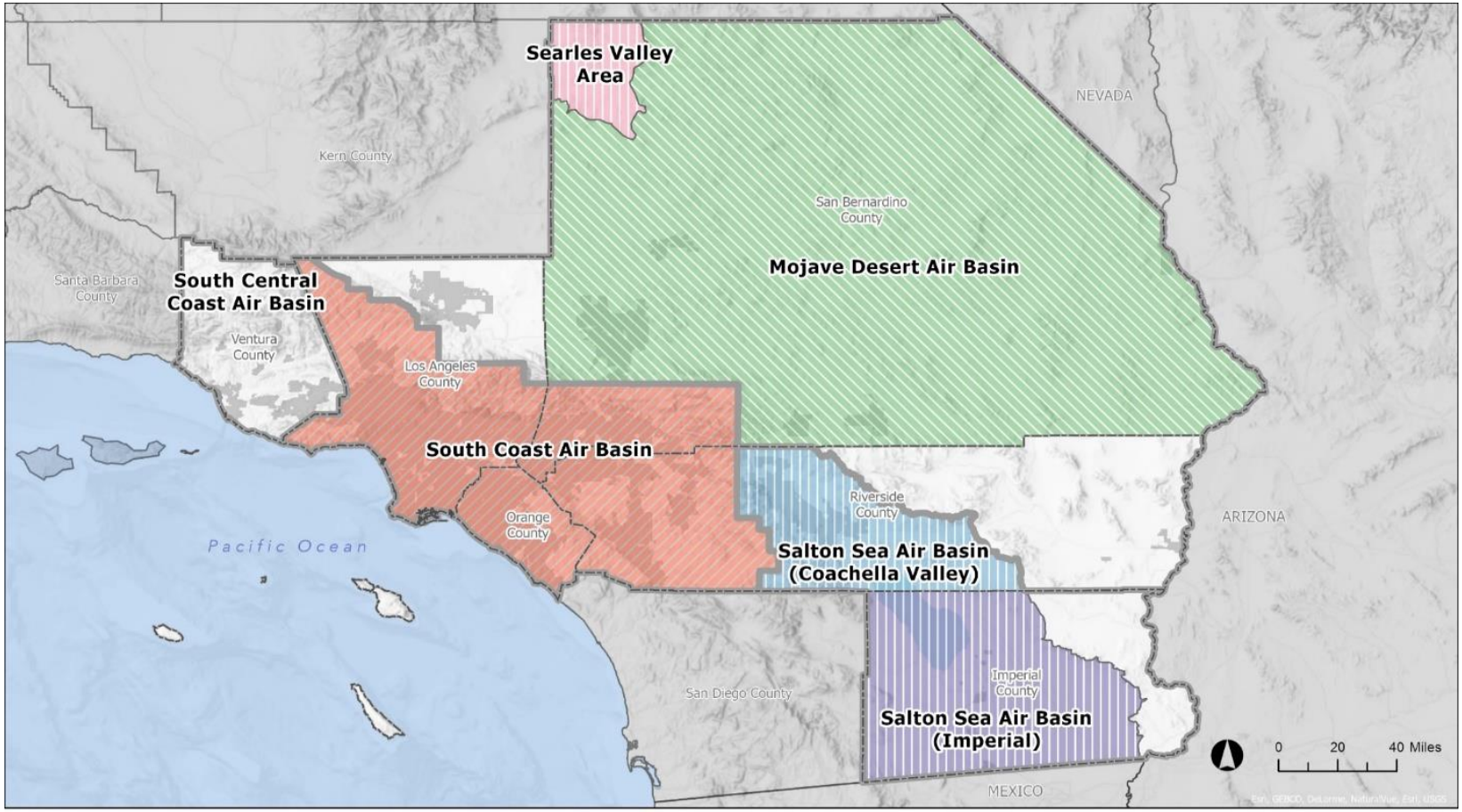
Morongo Band of Mission Indians
Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation
South Coast AB (Excluding Pechanga Reservation)
Salton Sea AB (Urbanized Portion of Imperial)
Air Basins
SCAG Counties

Source: SCAG 2022

Map Title: 07_2012 PM2.5 Nonatainment Areas

O:\=RTP\=rtp2024\aprx\Transportation_Conformity\07_2012 PM2.5 Nonatainment Areas.aprx | Date: 2/6/2024

Exhibit 8. Federal Nonattainment and Maintenance Areas in the SCAG Region (PM10)



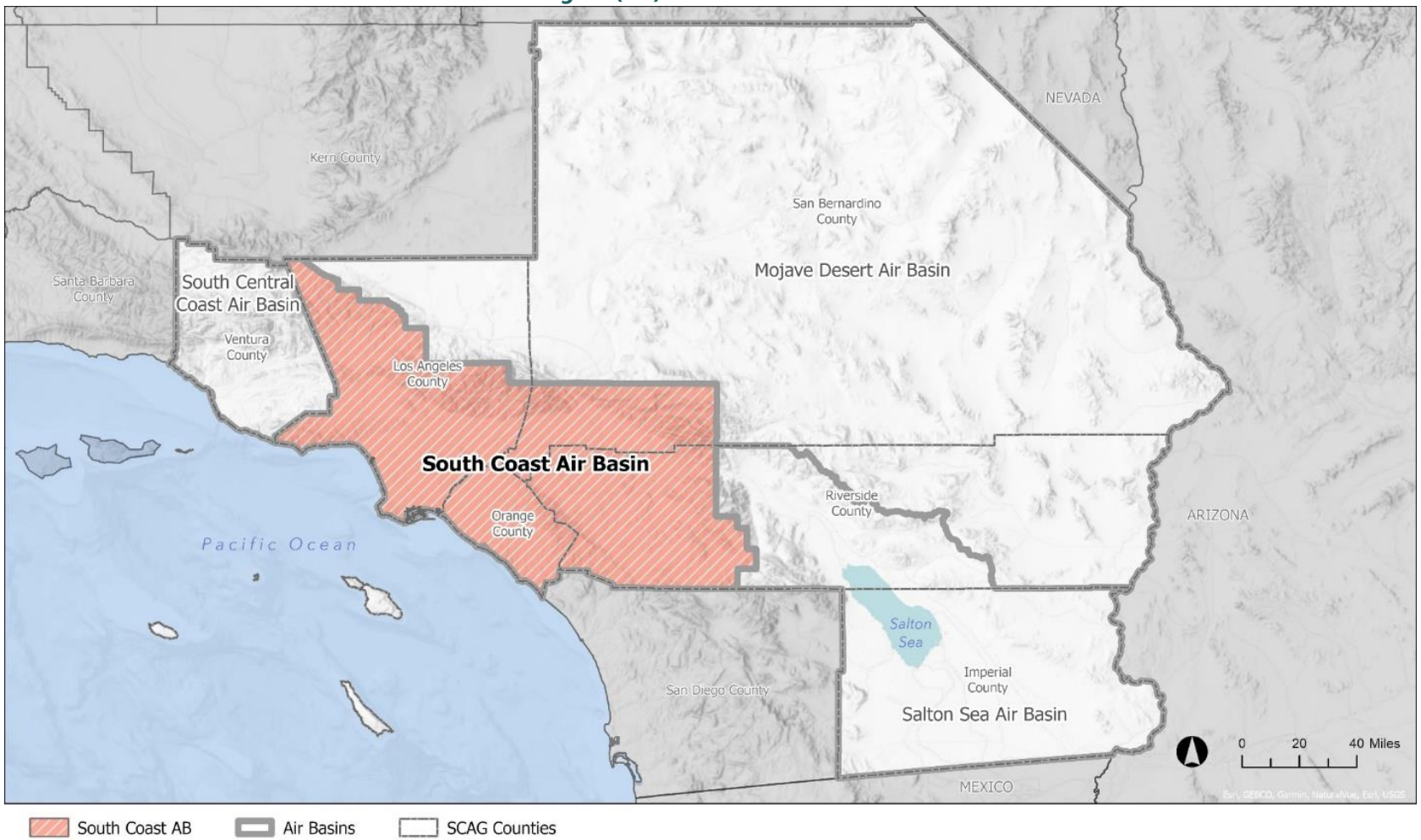
Salton Sea AB (Imperial)
Mojave Desert AB (San Bernardino County excluding Searles Valley)
Mojave Desert AB (Searles Valley) (Maintenance Area)
South Coast AB (Maintenance Area)
Salton Sea AB (Coachella Valley)
Air Basins
County Boundaries

Source: SCAG 2022

Map Title: 08_PM10 Nonatainment and Maintenance Areas

O:\=RTP\=rtp2024\aprx\Transportation_Conformity\08_PM10 Nonatainment and Maintenance Areas.aprx | Date: 8/2/2023

Exhibit 9. Federal Maintenance Areas in the SCAG Region (CO)



Source: SCAG 2022

Map Title: 09_CO Maintenance Area

O:\=RTP\=rtp2024\aprx\Transportation_Conformity\09_CO Maintenance Area.aprx | Date: 2/6/2024

5. CONFORMITY ANALYSIS CHECKLIST FOR SCAG'S 2025 FTIP AND CONNECT SOCAL 2024 AMENDMENT 1

40 CFR	**Criteria**	**Page**	**Comments**
Section 93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	The "Transportation Conformity" portion and Tables 5 through 17 in Connect SoCal 2024 Amendment 1. Executive Summary; Section I; Section III: Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis as set forth in Tables 18 through 43; and Exhibits 3 to 9 in the 2025 FTIP Technical Appendix Volume II.	The regional emissions analyses for 2025 FTIP and 2024-2050 RTP/SCS (Connect SoCal 2024) Amendment 1 are identical, including applicable nonattainment and maintenance areas.
Section 93.104(b,c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	The "Introduction" portion of Connect SoCal 2024 Amendment 1. Executive Summary; Section I.2.6 on conformity status of current RTP and FTIP in the 2025 FTIP Technical Appendix Volume II.	SCAG's Regional Council is anticipated to adopt 2025 FTIP and Connect SoCal 2024 Amendment 1, including the associated transportation conformity determinations at its regular meeting on October 3, 2024.
Section 93.104(e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	The "Transportation Conformity" portion and Tables 5 through 17 in Connect SoCal 2024 Amendment 1. Section I.1.3 on applicable SIPs in the SCAG region; Section I.2.4 on applicable vehicle emissions budges and associated SIPs; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis in Section III as set forth in Tables 18 through 43 in the 2025 FTIP Technical Appendix Volume II.	The regional emissions analyses for the 2025 FTIP and Connect SoCal 2024 Amendment 1 are identical, including applicable motor vehicle emissions budgets.
Section 93.106	If the metropolitan planning area is in a serious, severe, or extreme ozone nonattainment area and/or serious carbon monoxide nonattainment area and contains an urbanized population over 200,000, then RTP must specifically describe the	Section I.3 on conformity analysis years; Section II.6.2 on transportation network; Table 10: Summary of Highway Network Lanes; Table 11: Summary of Transit Route Pattern Miles in the 2025 FTIP Technical Appendix Volume II.	Transportation networks for 2025 FTIP and Connect SoCal 2024 Amendment 1 are identical in all future/horizon years.

	transportation system envisioned for future years called "horizon years."		
Section 93.106(a)(2)(ii)	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	The "Project Modifications" portion and associated tables in Connect SoCal 2024 Amendment 1. Section II.6.2 on transportation network in the 2025 FTIP Technical Appendix Volume II; The 2025 FTIP Project Listings in Volume III.	
Section 93.108	Document the TIP/RTP is fiscally constrained consistent with DOT's metropolitan planning regulations at (23 CFR 450) in order to be found in conformity.	The "Fiscal Impact" portion in Connect SoCal 2024 Amendment 1. Section IV of Transportation Conformity Requirements on Financial Constraint and Section VIII, Financial Plan, in the 2025 FTIP Technical Appendix Volume II.	
Section 93.109(a,b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Section II on latest planning assumptions and transportation modeling, which are summarized in Tables 17a and Table 17b; Section III on emissions modeling and regional emissions analysis; Section V on timely implementation of TCMs; Chapter VII on findings and conformity determination in the 2025 FTIP Technical Appendix Volume II.	The 2025 FTIP implements Connect SoCal 2024. Connect SoCal 2024 Amendment 1 does not change any planning assumptions of the adopted Connect SoCal 2024. Therefore, all planning assumptions are appropriately the same as those for Connect SoCal 2024, which has received final federal transportation conformity determination. The planning assumptions for Connect SoCal 2024 are documented in Chapter 2 of its Transportation Conformity Analysis Technical Report and the associated checklist (https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-transportation-conformity-analysis-final-040424.pdf). Please also see Connect SoCal 2024 Demographic and Growth

			Forecast Technical Report (https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf). Based on a review of applicable AQMPs/SIPs from air districts in the SCAG region, court orders are included in and addressed by local air districts' respective AQMPs/SIPs. SCAG has not received any SIP or conformity specific court orders.
Section 93.109(c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	For applicable conformity analysis years, please see Section I.3.2 and Table 1 through Table 7 in the 2025 FTIP Technical Appendix Volume II.	The regional emissions analyses for 2025 FTIP and Connect SoCal 2024 Amendment 1 are identical.
Section 93.110(a, b)	Document the use of latest planning assumptions (source and year) at the employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	For socioeconomic data, please see Section II.2; summary of population and employment data in Table 8 and Table 9, respectively in Section II of the 2025 FTIP Technical Appendix Volume II. For a summary of latest planning assumptions, please see Table 17b in the 2025 FTIP Technical Appendix Volume II. For vehicle registrations, please see Section II.3 in the 2025 FTIP Technical Appendix Volume II. For transportation networks, please see Section II.6.2; Table 10: Summary of Highway Network Lanes; and Table 11: Summary of Transit Route Pattern Miles in the 2025 FTIP Technical Appendix Volume II. For beginning of the conformity analysis, please see Section II.6.	The 2025 FTIP implements Connect SoCal 2024. Connect SoCal 2024 Amendment 1 does not change any planning assumptions of the adopted Connect SoCal 2024. Therefore, all planning assumptions are appropriately the same as those for Connect SoCal 2024, which has received final federal transportation conformity determination. The planning assumptions for Connect SoCal 2024 are documented in Chapter 2 of its Transportation Conformity Analysis Technical Report and the associated checklist. Please also see Connect SoCal 2024 Demographic and Growth Forecast Technical Report.

USDOT/ EPA Guidance	Documents planning assumptions are less than 5 years old at the time the conformity analysis begins. If assumptions are older than 5 years documents justification for not reviewing and updating assumptions at least every 5 years.	The latest planning assumptions are documented in Section II and Table 17b: Summary of Latest Planning Assumptions in the 2025 FTIP Technical Appendix Volume II.	The 2025 FTIP implements Connect SoCal 2024. Connect SoCal 2024 Amendment 1 does not change any planning assumptions of the adopted Connect SoCal 2024. Therefore, all planning assumptions are appropriately the same as those for Connect SoCal 2024, which has received final federal transportation conformity determination. The planning assumptions for Connect SoCal 2024 are documented in Chapter 2 of its Transportation Conformity Analysis Technical Report and the associated checklist. Please also see Connect SoCal 2024 Demographic and Growth Forecast Technical Report.
Section 93.110(c,d, e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	For transit network, transit operating policies and assumptions, please see Section II.6.2; Table 15 on Express/HOT Lane and Toll Roads Network in the 2025 FTIP Technical Appendix Volume II. For information on TCMs, please see Section V in the 2025 FTIP Technical Appendix Volume II. Section VI in the 2025 FTIP Technical Appendix Volume II discusses interagency and public consultation.	In accordance with SCAG's Public Participation Plan (PPP), SCAG's Transportation Conformity Working Group (TCWG) serves as a forum for interagency consultation. For more information on SCAG's PPP, please visit: https://scag.ca.gov/community-participation-public-participation-plan. The 2025 FTIP and Connect SoCal 2024 Amendment 1 go through the same extensive interagency and public consultation process following SCAG's PPP.
Section 93.111	Document the use of the latest emissions model approved by EPA.	For emissions models, please see Section III.1 on requirements for regional emissions analysis; Section III.2 on EMFAC2021 and interim off-road adjustment factors for EMFAC2021 in the 2025 FTIP Technical Appendix Volume II.	EMFAC2021, which was approved by EPA for regional transportation conformity analysis in California, effective November 15, 2022, was used in the regional emissions analysis for the 2025 FTIP and Connect SoCal 2024

			Amendment 1, which are identical. In addition, the interim off-model adjustment factors developed by CARB and approved by EPA were applied in the regional emissions analyses for the 2025 FTIP and Connect SoCal 2024 Amendment 1. Impacting emissions of NOx, PM2.5, and PM10, not CO nor ROG, the interim off-model adjustment factors account for only 50 percent of the emissions benefits of the previous EMFAC2021 adjustment factors for California's Heavy-Duty Vehicle Inspection and Maintenance Program adopted by CARB after and thus not included in EMFAC2021.
Section 93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to Section 51.390 or, if a SIP revision has not been completed, according to Section 93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	The "Public Comment and Review" portion in Connect SoCal 2024 Amendment 1. Section II.5 and Section VI in the 2025 FTIP Technical Appendix Volume II discuss interagency and public involvement.	2025 FTIP and Connect SoCal 2024 Amendment 1 go through an extensive interagency and public consultation process following strategies described in SCAG's PPP. In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.
Section 93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	2025 FTIP Executive Summary. For TCMs and a listing of committed TCMs subject to timely implementation requirements, please see Section II.4; Section V; and Tables 44 through to 58 in Section V of the 2025 FTIP Technical Appendix Volume II.	

Section 93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	For conformity status of current RTP and FTIP, please see Section I.2.6 in the 2025 FTIP Technical Appendix Volume II.	
Section 93.115	Describe how the projects come from a conforming RTP and TIP. If this criterion is not satisfied, the project must satisfy all criteria in Table 1 of Section 93.109(b) for a project not from a RTP and TIP.	The "Project Modifications" portion and associated tables in Connect SoCal 2024 Amendment 1. For projects, please see Section II.6.2 on transportation network; Table 10: Summary of Highway Network Lanes; and Table 11: Summary of Transit Route Pattern Miles in the 2025 FTIP Technical Appendix Volume II. The 2025 FTIP Project Listings in Volume of the 2025 FTIP.	
Section 93.118(a,c, e)	For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	The "Transportation Conformity" portion and Tables 5 through 17 in Connect SoCal 2024 Amendment 1. For each applicable pollutant and precursor, please see Section I.2.4; Section I.3; Tables 1 through Tables 7; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis in Section III as set forth in Tables 18 through 43 in the 2025 FTIP Technical Appendix Volume II.	There is no donut area within the SCAG region. The regional emissions analyses for 2025 FTIP and Connect SoCal 2024 Amendment 1 are identical.
Section 93.118(b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	The "Transportation Conformity" portion and Tables 5 through 17 in Connect SoCal 2024 Amendment 1. For documentation of applicable emissions budgets, please see Section I.2.4; Section I.3; Tables 1 through Tables 7; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis in Section III as set forth in Tables 18 through 43 in the 2025 FTIP Technical Appendix Volume II.	The regional emissions analyses for 2025 FTIP and Connect SoCal 2024 Amendment 1 are identical.

Section 93.118(d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	The "Transportation Conformity" portion and Tables 5 through 17 in Connect SoCal 2024 Amendment 1. For each applicable pollutant and precursor, Section I.2.4; Section I.3; Tables 1 through Tables 7; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis in Section III as set forth in Tables 18 through 43 in the 2025 FTIP Technical Appendix Volume II. For interpolation, Section I.3.1, Section I.3.2, Section III.8 in the 2025 FTIP Technical Appendix Volume II.	The regional emissions analyses for 2025 FTIP and Connect SoCal 2024 Amendment 1 are identical.
Section 93.119[1]	For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline", "Action/1990" and/or "Action/2002" interim emissions tests as applicable.	The "Transportation Conformity" portion and Tables 5 through 17 in Connect SoCal 2024 Amendment 1. For each applicable pollutant and precursor, Section I.2.4; Section I.3; Table 4; Table 5; Table 7; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis as set forth in Section III Tables 18 through 43 in the 2025 FTIP Technical Appendix Volume II.	The regional emissions analyses for 2025 FTIP and Connect SoCal 2024 Amendment 1 are identical, including Action/Build and Baseline/No-Build. The regional emissions analysis in Section III in the 2025 FTIP Technical Appendix Volume II includes Action/Build and Baseline/No-Build interim emissions tests as applicable.
Section 93.119(g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets. The regional emissions analysis must be performed for analysis years that are no more than ten years apart. The first analysis year must be no more than five years beyond the year in which the conformity determination is being made. The last year of the timeframe of the conformity determination (as described under Section 93.106(d)) must also be an analysis year.	The "Transportation Conformity" portion and Tables 5 through 17 in Connect SoCal 2024 Amendment 1. For each applicable pollutant and precursor, Section I.2.4; Section I.3; Tables 1 through Tables 7; Section III.3; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis in Section III as set forth in Tables 18 through 43 in the 2025 FTIP Technical Appendix Volume II.	The transportation conformity determination is made for 2025 FTIP and Connect SoCal 2024 Amendment 1 in year 2024. The last year of the transportation conformity determination is the plan horizon year 2050. 2025, 2035, 2045, and 2050 are the same four analysis years for all interim emissions or build vs. no-build analysis for areas without applicable SIP budgets. Additional analysis years are included in Table 1a, Table 2a, Table 3a, Table 6a, and Table 7a upon EPA approval of the new ozone budgets in 2022 Updates to California 2015 8-hour ozone

			SIP and the new PM2.5 budgets in 2018 Imperial County PM2.5 SIP as applicable.
Section 93.119(h,i)	Document how the baseline and action scenarios are defined for each analysis year.	2025 FTIP Technical Appendix Volume II, Section III.4.	
Section 93.122(a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	For transportation network, please see 2025 FTIP Technical Appendix Volume II, Section II.6.2. A complete list of projects is in the 2025 FTIP Project Listings, Volume III. For VMT data, please see 2025 FTIP Technical Appendix Volume II, Section II, Table 16.	Transportation networks for 2025 FTIP and Connect SoCal 2024 Amendment 1 are identical.

Section 93.122(a)(2,3)	Document that only emission reduction credits from TCMs on schedule have been included or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	For TCMs, please see 2025 FTIP Technical Appendix Volume II, Section V.	All committed TCMs demonstrate timely implementation.
Section 93.122(a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g., fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	Not applicable.	There are no nonregulatory measures that are not included in the STIP. EPA-approved EMFAC2021 and CARB-developed interim off-road adjustment factors for EMAC2021 were used for the regional emissions analyses for both Baseline/No-build and Action/Build for 2025 FTIP and Connect SoCal 2024 Amendment 1, which are identical.

Section 93.122(b)(1)(i)[2]	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	2025 FTIP Technical Appendix Volume II, Section II.6 on Transportation Modeling and Model Validation and Calibration. 2025 FTIP Technical Appendix Volume II, Table 17a: Summary of Transportation Conformity Requirements related to Travel Demand Model.	
Section 93.122 (b)(1)(ii)[2]	Document the land use, population, employment, and other network-based travel model assumptions.	For latest planning assumptions, please see 2025 FTIP Technical Appendix Volume II, Section II, Table 17a: Summary of Transportation Conformity Requirements related to Travel Demand Model, and Table 17b: Summary of Latest Planning Assumptions.	The 2025 FTIP implements Connect SoCal 2024. Connect SoCal 2024 Amendment 1 does not change any planning assumptions of the adopted Connect SoCal 2024. Therefore, all planning assumptions are appropriately the same as those for Connect SoCal 2024, which has received final federal transportation conformity determination. The planning assumptions for Connect SoCal 2024 are documented in Chapter 2 of its Transportation Conformity Analysis Technical Report and the associated checklist. Please also see Connect SoCal 2024 Demographic and Growth Forecast Technical Report.

Section 93.122 (b)(1)(iii)[2]	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	For socioeconomic data, please see Section II.2; summary of population and employment data in Table 8 and Table 9, respectively in Section II of the 2025 FTIP Technical Appendix Volume II. 2025 FTIP Technical Appendix Volume II, Table 17a: Summary of Transportation Conformity Requirements related to Travel Demand Model and Table 17b: Summary of Latest Planning Assumptions.	The 2025 FTIP implements Connect SoCal 2024. Connect SoCal 2024 Amendment 1 does not change any planning assumptions of the adopted Connect SoCal 2024. Therefore, all planning assumptions are appropriately the same as those for Connect SoCal 2024, which has received final federal transportation conformity determination. The planning assumptions for Connect SoCal 2024 are documented in Chapter 2 of its Transportation Conformity Analysis Technical Report and the associated checklist. Please also see Connect SoCal 2024 Demographic and Growth Forecast Technical Report.
Section 93.122 (b)(1)(iv)[2]	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off- peak volumes and speeds, and bases speeds on final assigned volumes.	For transportation modeling and the activity-based travel demand model, please see Section II.6; Table 14: capacity and free flow speed; Table 17a: Summary of Transportation Conformity Requirements related to Travel Demand Model in the 2025 FTIP Technical Appendix Volume II.	
Section 93.122 (b)(1)(v)[2]	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to- zone travel impedances used to distribute trips are used to model mode split.	For mode choice module of the activity-based travel demand model, please see Section II.6 and Table 17a: Summary of Transportation Conformity Requirements related to Travel Demand Model in the 2025 FTIP Technical Appendix Volume II.	

Section 93.122 (b)(1)(vi)[2]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	For transportation modeling and the activity-based travel demand model, please see Section II.6 and Table 17a: Summary of Transportation Conformity Requirements related to Travel Demand Model in the 2025 FTIP Technical Appendix Volume II.	
Section 93.122 (b)(2)[2]	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	For transportation modeling and the activity-based travel demand model, please see Section II.6 in the 2025 FTIP Technical Appendix Volume II.	SCAG's activity-based travel demand model meets or exceeds the state of the practice based on recommendations of SCAG Model Peer Review Committee. The model is developed with rigorous model calibration and validation efforts that includes extensive model sensitivity tests to ensure the model is reasonably sensitivity to changes in model inputs and assumptions. The modeling methodologies, parameters, and inputs are regularly updated to reflect current travel conditions and demographic changes.
Section 93.122 (b)(3)[2]	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	For activity-based modules and procedures, please see Section II.6 in the 2025 FTIP Technical Appendix Volume II.	
Section 93.122(d)	In areas not subject to Section 93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled.	Not applicable.	Activity-based travel demand model was used in regional emissions analysis of 2025 FTIP and Connect SoCal 2024 Amendment 1.

Section 93.122(e,f)	Document, in areas where a SIP identifies construction related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	The "Transportation Conformity" portion and Table 7, Table 8, Table 11, Table 12, Table 14, Table 14a, Table 16, Table 16a, and Table 17 in Connect SoCal 2024 Amendment 1. Summary of Regional Emissions Analysis in Table 20, Table 21, Table 24, Table 27, Table 27a, Table 29, Table 29a, and Table 30 of Section III in the 2025 FTIP Technical Appendix Volume II; Detailed Regional Emissions Analysis in Table 33, Table 34, Table 37, Table 38, Table 40, Table 40a, Table 42, Table 42a, and Table 43 of Section III the 2025 FTIP Technical Appendix Volume II. The 2025 FTIP Technical Appendix Volume II, Section III.5 on Construction-Related PM Emissions.	
Section 93.122(g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	Not applicable.	The transportation conformity determinations of 2025 FTIP and Connect SoCal 2024 Amendment 1 are based on a new regional emissions analysis as documented in the "Transportation Conformity" portion in Connect SoCal 2024 Amendment 1 and the 2025 FTIP Technical Appendix Volume II, Section III.
Section 93.126 Section 93.127 Section 93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	For the transportation modeling, please see the 2025 FTIP Technical Appendix Volume II, Section II.6. All exempt projects are documented in the 2025 FTIP Project Listings, Volume III. Specific exempt Conformity Category is identified (Sections 93.126, 93.127, and 93.128). For regional emissions analyses, please see the "Transportation Conformity" portion and Tables 5 through 17 in Connect SoCal 2024 Amendment 1 and the 2025 FTIP	The regional emissions analyses for 2025 FTIP and Connect SoCal 2024 Amendment 1 are identical.

		Technical Appendix Volume II, Section III.	

1. Note that some areas are required to complete both interim emissions tests.
2. 40 CFR Section 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population. Also note these procedures apply in any areas where the use of these procedures has been the previous practice of the MPO (40 CFR Section 93.122(d)).

Disclaimers

This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and Section 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and Section 93 contain additional criteria for project-level conformity determinations.

SECTION VIII: FINANCIAL PLAN

Overview

As a federally designated Metropolitan Planning Organization (MPO), SCAG is required to adopt a Transportation Improvement Program (TIP) for the six-county region comprising Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties – also referred to as SCAG's Federal Transportation Improvement Program (FTIP). The FTIP must include a financial plan that complies with federal financial constraint requirements. In non-attainment and maintenance areas, the financial plan must limit the programming of projects for the first two years of the FTIP to those for which funds are *available or committed* (23 CFR 450.324(e)). Revenues may be *reasonably available* in the third and fourth year of the FTIP to support programming levels for that year. In accordance with 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e), SCAG's 2025 FTIP demonstrates financial constraint by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.

The policy boards of the region's county transportation commissions have approved their respective programs and committed necessary funds to implement the projects listed in the 2025 FTIP. SCAG has received final resolutions from each of the six county transportation commissions in the SCAG region certifying financial constraint (see Attachment B – County Transportation Commission Resolutions). Additionally, the 2025 FTIP is consistent with the adopted Connect SoCal 2024, as required by the California Government Code, Section 65080.

SCAG's 2025 FTIP utilizes the 2024 State Transportation Improvement Program (STIP) Fund Estimate, adopted by the California Transportation Commission on August 16, 2023. Additionally, programming levels for the Surface Transportation Block Grant (STBG) and the Congestion Mitigation and Air Quality Improvement (CMAQ) programs are based on fund estimates provided by the California Department of Transportation (Caltrans) to MPOs. In addition to state and federally funded projects, the 2025 FTIP includes locally funded projects that are regionally significant and may require federal approval, regardless of funding source. Consistent with federal guidelines, the 2025 FTIP revenue and programming estimates are expressed in year-of-expenditure (or nominal) dollars.

Financial Capacity

2025 FTIP SOURCES AND USES OF FUNDS

The following financial capacity assessment for the 2025 FTIP shows that programmed totals do not exceed projected revenues for the SCAG region. The 2025 FTIP demonstrates financial constraint by year, limiting programming of projects in the first two years to those for which funds are available or committed. Additionally, revenues are reasonably available in the third year of the 2025 FTIP, consistent with programmed levels for that year.

Local, state, and federal funding shares are presented in TABLE 1 and 2 and FIGURE 1 and 2. Total funds programmed in the SCAG region's 2025 FTIP is $38.8 billion. Local funds comprise 55 percent of total dollars programmed in the 2025 FTIP, state funds 24 percent and federal funds 21 percent. Uses of funds in the

2025 FTIP by modal category show that state highway projects total 35 percent of funds programmed, transit projects 42 percent, and local highway projects 23 percent.

Table 1 and FIGURE 1 Summary of 2025 FTIP by Funding Source (in $000's)

	Federal	State	Local	Total
2025	$2,979,465	$3,444,167	$6,106,501	$12,530,133
2026	$2,043,244	$2,647,052	$4,569,947	$9,260,243
2027	$1,261,782	$1,642,839	$4,734,554	$7,639,175
2028	$898,971	$1,061,991	$4,568,253	$6,529,215
2029	$535,556	$412,567	$634,552	$1,582,675
2030	$535,498	$103,949	$651,913	$1,291,360
	$8,254,516	**$9,312,565**	**$21,265,720**	
	21%	**24%**	**55%**	

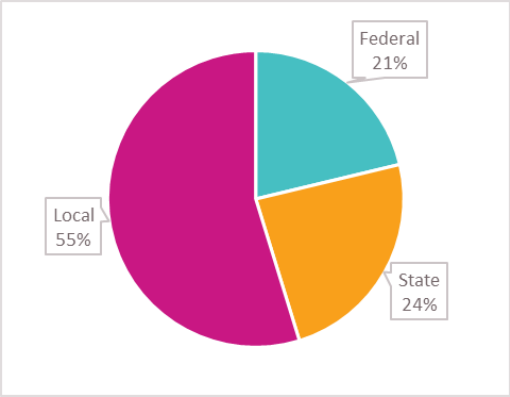
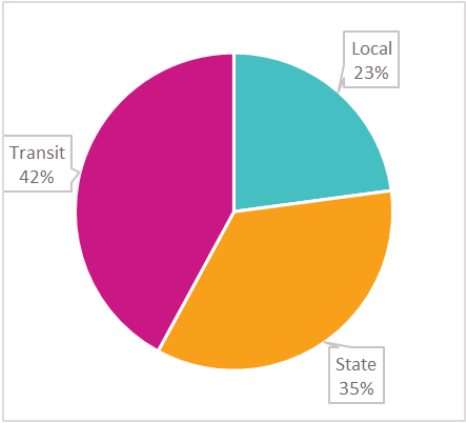


Table 2 and FIGURE 2 Summary of 2025 FTIP by All Programs (in $000's)

	Local	State	Transit	Total
2025	$2,983,186	$3,436,312	$6,110,635	$12,530,133
2026	$1,226,701	$4,421,849	$3,611,693	$9,260,243
2027	$3,185,059	$1,378,287	$3,075,829	$7,639,175
2028	$538,326	$3,740,704	$2,250,185	$6,529,215
2029	$591,867	$348,140	$642,668	$1,582,675
2030	$362,653	$286,099	$642,608	$1,291,360
	$8,887,792	**$13,611,391**	**$16,333,618**	**$38,832,801**
	23%	**35%**	**42%**	



Additional details on revenue sources and uses are presented in the tables located in Attachment D – Regional Funding and Expenditure Tables. There are a total of three tables in Attachment D, including a table showing revenue estimates for the first four years of the FTIP; a corresponding table showing programmed totals; and a final table comparing revenue estimates to the programmed totals.

Financial Condition

The 2025 FTIP is consistent with the financial forecasting model developed by SCAG for Connect SoCal 2024. The policies and investment strategies of Connect SoCal set the framework for the 2025 FTIP. Further, the financial plan for Connect SoCal provides a basis for identifying how much money is available to support the region's surface transportation investments.

The financial plan identifies all existing local, state, and federal transportation revenues that are committed, available, and reasonably available. The region has successfully secured the necessary resources to support transportation investments proposed in past planning cycles and this financial plan continues to incorporate recent milestones in realizing additional sources of funds for transportation investments.

In developing the region's financial plan, SCAG assessed the region's growth trends and economic outlook, stability of revenue streams, debt management policies, and commitments to maintaining and operating the region's transportation system. The following discussion highlights these critical areas.

GROWTH TRENDS

General economic as well as demographic trends and conditions directly impact transportation revenues in the SCAG region. The growth trends described in this section were integrated into SCAG's financial forecasting efforts.

POPULATION AND EMPLOYMENT GROWTH

The SCAG region is the second most populated metropolitan region in the United States. As of January 1, 2024, the region's population was 18,605,481. While this is over 550,000 more residents than in 2010 (an increase of 3.1 percent), the region added fewer people in the 2020s than it had in any decade since the 1940s and is roughly 220,000 people smaller than in 2020. After three years of population decline, largely related to the COVID-19 pandemic, the region's population stabilized in 2023; however, long-run growth is expected to be far more modest than in past periods.

Since the 2010 Census, which took place during the Great Recession, population growth and population growth rates in the SCAG region have been highest in Riverside County (252,737 people; 11.5 percent) and San Bernardino County (146,223 people; 7.2 percent). The Los Angeles County and Ventura County populations were each only 0.1 percent above their 2010 totals. The lack of population growth in Los Angeles County, however, belies its growth in housing. Between 2010 and 2024, 251,332 housing units were added in Los Angeles County—a 7.3 percent increase and representing 49 percent of the SCAG region's new units—far closer to the County's share of the SCAG region total population (52.8 percent) than its share of SCAG region population growth (0.9 percent).

Relatedly, the region's median age has increased from 30.5 in 1990 to 34.7 in 2010 to 37.7 in 2019 and is projected to increase to 43.8 by 2050, Connect SoCal's horizon year. Older residents typically live in smaller households and the region's average household size is expected to decrease from 2.99 in 2019 to 2.63 in 2050. Smaller household size decreases the likelihood of shared trips which, combined with different travel patterns for older residents, can lead to very different patterns of future travel demand than in prior planning cycles.

Table 3
SCAG REGION POPULATION

	Population			Change 2010–2024	
	2010	2020	2024	Number	Percent
Imperial County	174,528	179,702	182,881	8,353	4.8%
Los Angeles County	9,818,605	10,014,009	9,824,091	5,486	0.1%
Orange County	3,010,232	3,186,989	3,150,835	140,603	4.7%
Riverside County	2,189,641	2,418,185	2,442,378	252,737	11.5%
San Bernardino County	2,035,210	2,181,654	2,181,433	146,223	7.2%
Ventura County	823,318	843,843	823,863	545	0.1%
SCAG Region	**18,051,534**	**18,824,382**	**18,605,481**	**553,947**	**3.1%**

Source: Decennial Census, US Census Bureau, and State of California, Department of Finance E-5 2024 population estimates

The region's total employment was estimated to be 8.8 million in 2024, increasing by 1.1 million employed workers (14.5 percent) since 2010, which was during the Great Recession. Despite near-zero population increase over the same period, far more jobs were added in Los Angeles County than anywhere else in the region (467,400; 11.0 percent). Employment growth rates were highest in Riverside County (275,000 jobs; 36.1 percent) and San Bernardino County (190,000; 22.7 percent).

During the recovery from the Great Recession (2010-2019), the SCAG region's unemployment rate dropped from 12.5 percent to 4.2 percent. When the COVID-19 pandemic struck in 2020, these job gains evaporated in a matter of months. Between February and May 2020, the region lost 1.9 million jobs, and the unemployment rate reached an historic high of 17.3 percent. However, by 2022, regional employment returned to approximately its pre-pandemic level and the unemployment rate again dropped to near-historic lows, staying between 4.0 and 5.0 percent during 2022-2024. While job growth was notably uneven across all six counties, it exceeded population growth in all cases, reflecting this substantial drop in unemployment.

Table 4
SCAG REGION EMPLOYMENT

	Civilian Employment		Change 2010–2024	
	2010	2024	Number	Percent
Imperial County	56,400	61,700	5,300	9.4%
Los Angeles County	4,250,100	4,717,500	467,400	11.0%
Orange County	1,368,700	1,522,600	153,900	11.2%
Riverside County[1]	761,700	1,036,700	275,000	36.1%
San Bernardino County[1]	838,500	1,028,500	190,000	22.7%
Ventura County	376,900	392,000	15,100	4.0%
SCAG Region	**7,652,300**	**8,759,000**	**1,106,700**	**14.5%**

Source: State of California, Employment Development Department (EDD). Not seasonally adjusted.

INCOME

Median household income is an accessible and intuitive indicator of economic well-being in a region. Since median incomes reflect the midpoint across households, they are not severely drawn upward if the highest earners gain the most. In 2010, the inflation-adjusted median household income of the region was $76,647 (in 2023 dollars). By 2022, this figure had increased 17.4 percent to $89,990, suggesting that the material well-being of the typical SCAG region household had meaningfully increased since the Great Recession, even when considering price inflation. Furthermore, the rate of real median income growth was comparatively lower in the region's already-wealthiest counties of Orange and Ventura, suggesting that post-pandemic inflation and wage increases may have not been unevenly distributed to wealthier households. Per-capita regional Gross Domestic Product (GDP) is another measure of economic output that is irrespective of its distribution over the population. For the SCAG region, per-capita GDP increased from $61,451 in 2010 to $76,165 in 2024 in constant 2022 dollars, an increase of 23.9 percent (REMI Transight 2022). In contrast, that this figure exceeds the region's household income growth suggests that wealth generation over this period was at least somewhat unevenly distributed.

[1] Riverside and San Bernardino County employment is provided as a combined figure by EDD for the entire Riverside-San Bernardino-Ontario Metropolitan Statistical Area. This figure is split using SCAG's Connect SoCal 2024 projected job shares in 2010 and 2024 (wherein the MSA's Riverside County share of total employment is 47.6% and 50.2%, respectively).

Table 4
SCAG REGION INCOME

	Real Median Income (2023$)		Change 2012–2022	
	2012	2022	Number	Percent
Imperial County	$54,326	$58,974	$4,648	8.6%
Los Angeles County	$71,625	$84,911	$13,286	18.5%
Orange County	$97,277	$109,292	$12,015	12.4%
Riverside County	$71,111	$89,266	$18,155	25.5%
San Bernardino County	$68,610	$81,387	$12,777	18.6%
Ventura County	$96,647	$105,546	$8,899	9.2%
SCAG Region	**$76,647**	**$89,990**	**$13,343**	**17.4%**

Source: American Community Survey 1-Year Estimates, US Census Bureau

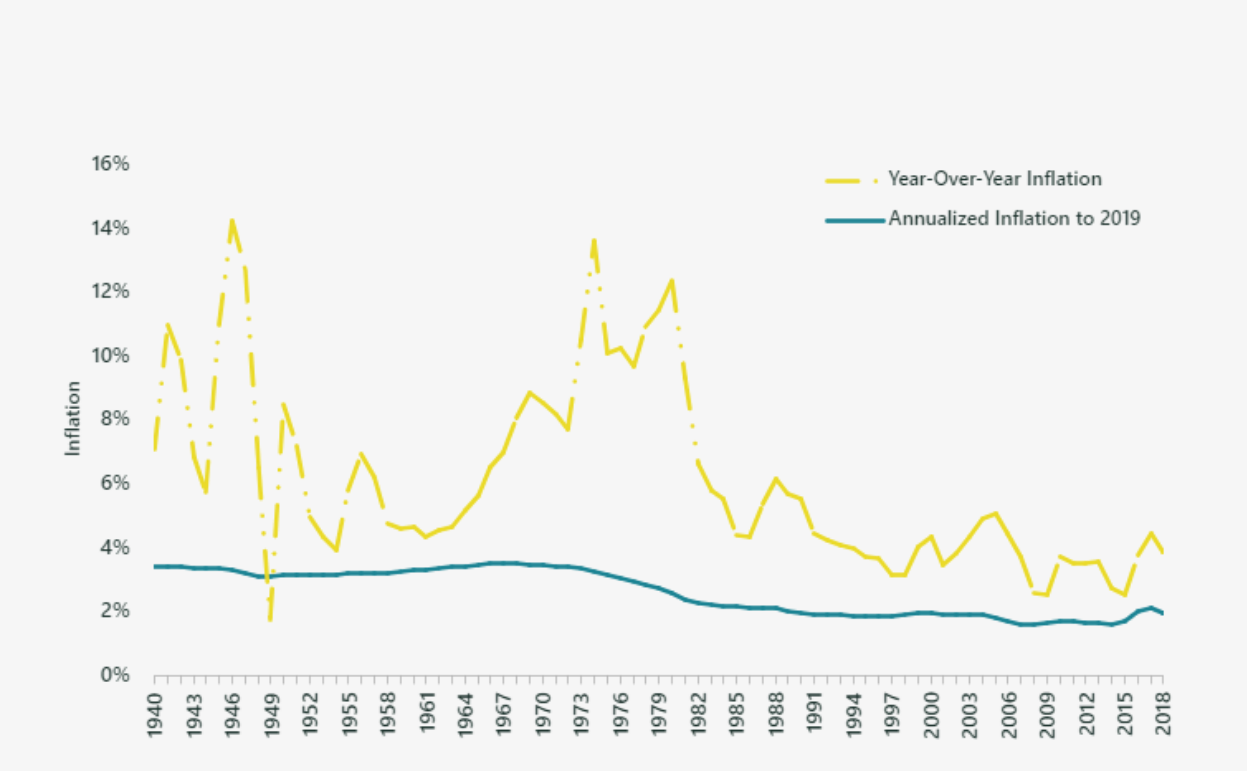
ECONOMIC OUTLOOK

Overall economic conditions play a large role in determining the level of revenues available for transportation investment. Although it is difficult to predict the future, SCAG's financial model takes a conservative approach in forecasting revenues. The approach includes maintaining historical growth trends for key revenue sources, including locally generated sales tax revenues as well as both state and federal gas tax revenues.

INFLATION

The effect of inflation can be significant, causing both costs and revenues to be higher in nominal dollar terms. SCAG's revenue model utilizes historical inflation trends as measured by the Gross Domestic Product (GDP) Price Deflator—an approach consistent with that used by the Federal Office of Management and Budget in preparing the Budget of the United States Government. FIGURE 3 shows inflation trends since World War II as measured by the GDP Price Deflator. Inflation has varied considerably over the long term but has trended between two and four percent. Based on this information, a 2.3 percent inflation rate was used in the Connect SoCal 2024 financial plan to adjust constant dollar revenue forecasts into nominal (or year-of-expenditure) dollars.

FIGURE 3 HISTORICAL INFLATION TRENDS

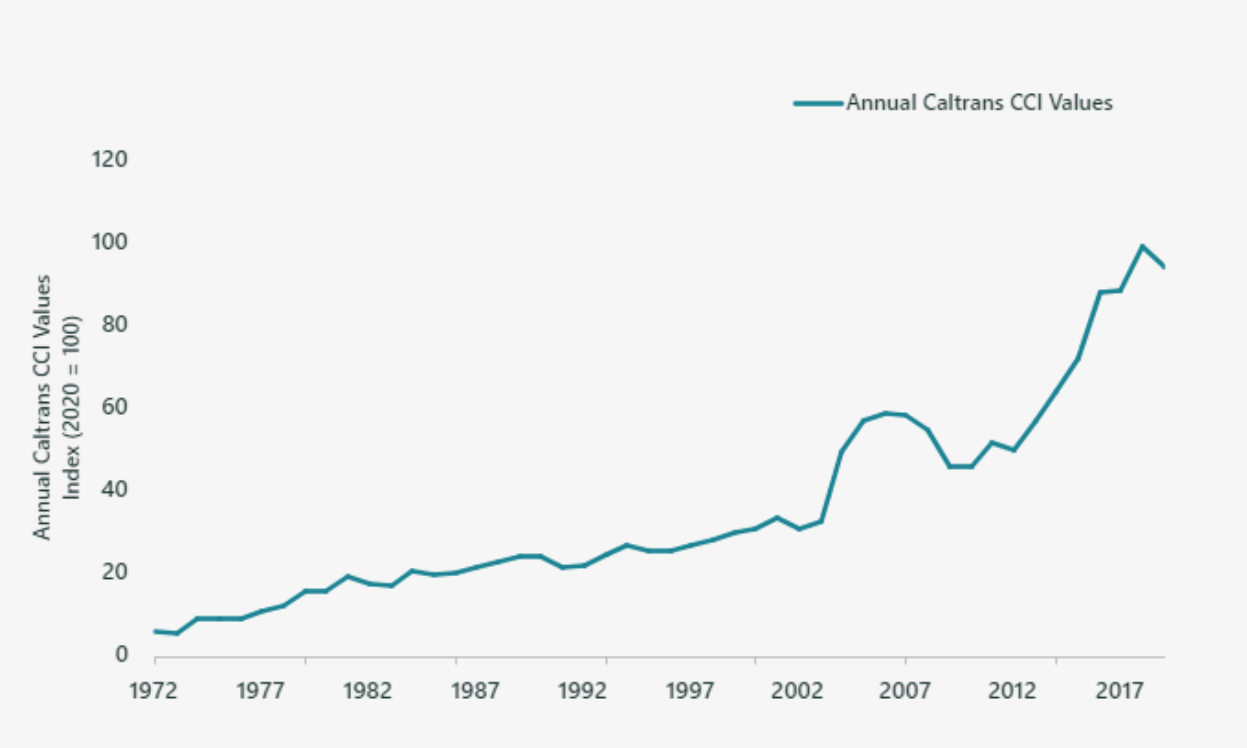


Source: Office of Management and Budget

CONSTRUCTION COST INCREASES

While inflation clearly affects the nominal dollars reported for future revenues, the rise in construction costs can further erode the purchasing power of transportation revenues. FIGURE 4 shows changes in California highway construction costs since the early 1970s, which is well above general inflation. The Connect SoCal 2024 financial plan uses a 4.6 percent annual escalation factor to estimate future and nominal costs. The faster increase in construction costs than in revenues contributes to a decline in purchasing power for transportation funding over the planning period.

FIGURE 4 CALTRANS CONSTRUCTION COST INDEX VALUES, 1972-2019 (2020 = 100)



Source: California Department of Transportation

RETAIL SALES GROWTH

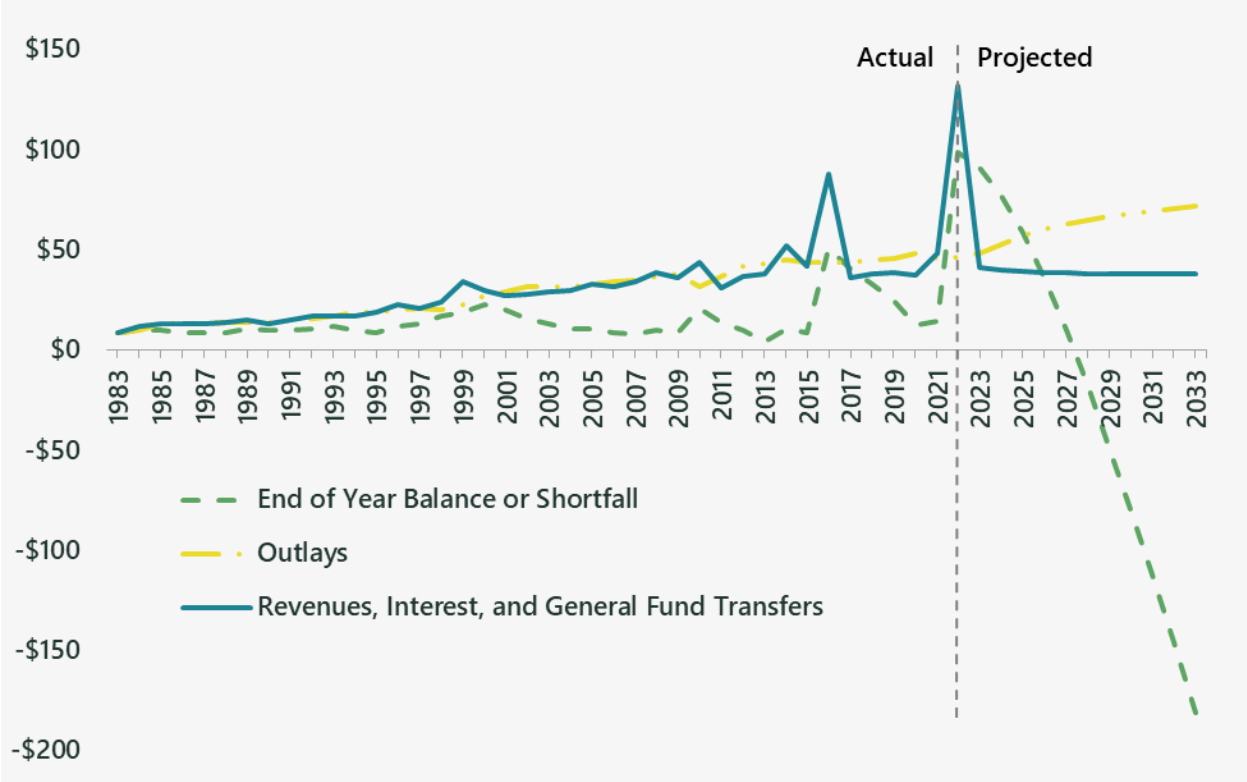
Changes in personal consumption and the overall population are the main contributors to the growth in retail sales. Over the 30-year period from FY1989 to FY2019, statewide retail sales averaged an annual growth rate of 1.9 percent in real terms (when the effects of inflation are eliminated). The Connect SoCal 2024 financial plan assumes retail sales growth ranging from 0.3 percent to 2.8 percent annually in real terms.

STATUS OF THE FEDERAL HIGHWAY TRUST FUND

The Federal Highway Trust Fund provides federal highway and transit funding from a nationally imposed 18.3-cent per gallon gasoline tax. Since 2008, the Trust Fund has failed to meet its obligations and has required the United States Congress to make transfers from the General Fund to keep it solvent. The negative balances shown in FIGURE 5 illustrate the projected inability of the Trust Fund to pay its obligations into the highway account.

At the time of Connect SoCal 2024 adoption, three decades have passed without substantive Congressional agreement on a long-term solution to provide adequate funding for the Trust Fund. The Infrastructure Investment and Jobs Act (IIJA), passed in 2021, relies on a one-time transfer of general fund revenues to extend the near-term solvency of the Trust Fund through 2027. It does not address the present, long-term structural deficiency that exists in funding the Trust Fund. Although the financial plan assumes that Congress will reach agreement on reauthorizing federal spending for transportation programs over the Plan horizon, the core revenues available from the Trust Fund are expected to decline due to increasing fuel efficiency and other factors.

FIGURE 5 STATUS OF THE FEDERAL HIGHWAY TRUST FUND (IN BILLIONS)



Source: Congressional Budget Office and Federal Highway Administration

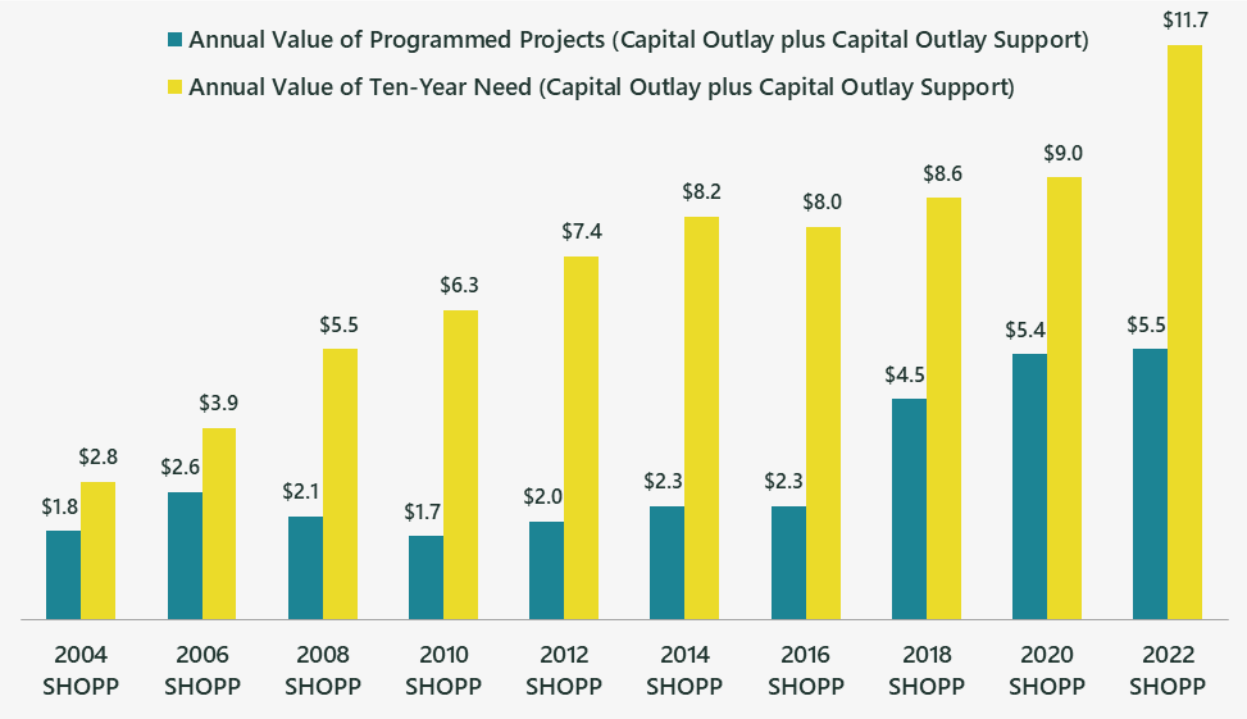
STATUS OF THE STATE HIGHWAY ACCOUNT

Senate Bill 1 (Beall, 2017), also known as the Road Repair and Accountability Act of 2017, increased the state gas excise tax by 12 cents per gallon to 47.3 cents per gallon (as of July 1, 2019), and further indexed the gas tax to inflation going forward. As of July 1, 2023, the state gasoline excise tax is set at 58 cents per gallon. Prior to passage of SB 1, the state gas excise tax rate of 18 cents per gallon remained unadjusted for more than 20 years. Gas tax revenues remain the primary source of funding for the State Highway Operation and Protection Program (SHOPP), which funds projects to maintain the state highway system. As shown in FIGURE 6, previous levels of funding have been considerably less than actual needs. Statewide, the 2023 State Highway System Management Plan identifies $117.7 billion in 10-year statewide needs, while available statewide funding is only $66.3 billion. While SB 1 provides a key down payment, continued underinvestment in the maintenance needs of the state highway system will only increase the cost of bringing our highway assets back to a state of good repair.

Additionally, the Caltrans 2023 State Highway System Management Plan includes "new objectives" for sea level rise and storm surge adaptation, an increase of $31.3 billion in additional statewide SHOPP funding needs over the next ten years. Resiliency needs are projected to increase the gap between estimated available funding and operations and maintenance (O&M) needs, challenging progress the region has made in addressing outstanding system preservation needs throughout the state and region. New funding sources such as the federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) funding program, and state funding programs under Senate Bill 198 (SB 198), may help address a portion of this gap, but greater funding will be needed to incorporate resiliency planning

into system preservation. For additional discussion of transportation system preservation and resiliency planning more generally see the Connect SoCal 2024 Mobility Technical Report.

FIGURE 6 STATUS OF THE STATE HIGHWAY OPERATION AND PROTECTION PROGRAM*



Source: California Department of Transportation

** Values represent nominal $billions*

Operating and Maintaining the Region's Transportation System

A core component of the region's system management strategy is protecting our investment in the current transportation infrastructure. The SCAG region has invested billions of dollars in developing its multimodal transportation system and must protect these investments for current and future generations. In accordance with federal guidance on fiscal constraint, the SCAG region addresses system-level operation and maintenance needs in addition to estimating costs associated with capital expansion projects in both Connect SoCal and the FTIP.

MULTIMODAL SYSTEM PRESERVATION AND MAINTENANCE

As a part of the region's commitment to preserving existing transportation assets, costs associated with operating and maintaining the multimodal transportation systems are reflected in SCAG's financial forecasting model. Connect SoCal 2024 identifies a total of $454.3 billion in costs (through FY2050) to operate and maintain the region's multimodal transportation systems. Operations and maintenance (O&M) represent more than 60 percent of Connect SoCal 2024 total cost. SCAG recognizes the importance of obtaining additional funding to achieve this level of investment. As such, SCAG continues to maintain the

importance of adjusting the federal and state gas taxes and ultimately (by 2035) transitioning to a mileage-based user fee to maintain historical purchasing power.

Table 5
CONNECT SOCAL 2024 MULTIMODAL SYSTEM PRESERVATION, OPERATIONS AND MAINTENANCE NEEDS (IN NOMINAL DOLLARS, BILLIONS)

System	Needs Included in Estimate	Total Cost
Transit	O&M Existing Service; O&M Service Expansion; O&M Major New Service; Preservation	$248.7
Passenger Rail	O&M Existing Service; O&M Service Expansion; O&M Major New Service; Preservation	$42.5
Regionally Significant Local Streets and Roads	Pavement; Essential Components; Bridges; Goods Movement Corridors; Active Transportation Safety Improvements	$87.7
State Highways	Bridges, Pavement, Roadside; Mobility, Collision Reduction; Mandates, Facilities; Emergency Response	$75.4
Total		**$454.3**

Source: SCAG Connect SoCal 2024, SCAG Financial Model 2024

Debt Management Policies

The local county transportation commissions in the SCAG region issue both short- and long-term debt on an as-needed basis. Primarily secured by local sales tax programs, long-term debt has been issued to fund a portion of the capital development costs of transportation systems throughout the region where doing so is cost-effective, fiscally prudent, and enhances the ability to facilitate project delivery. Short-term debt instruments have included commercial paper, tax and revenue as well as grant anticipation notes to provide interim cash for projects. In the SCAG region, general policies in the sale and management of debt have been to issue bonds subject to debt limitations; to maintain strong debt service coverage requirements; to obtain the highest possible credit ratings and the lowest cost of borrowing; as well as to minimize risk exposure. The latest outstanding debt for each local county transportation commission is summarized below:

- As of June 30, 2023, Imperial County Local Transportation Authority (ICLTA) had a total of $42.7 million in long-term outstanding debt related to bonds secured by sales tax revenue.[2]
- As of June 30, 2023, Los Angeles County Metropolitan Transportation Authority (LACMTA) had a total of $6,398.3 million in long-term debt outstanding. Of this amount, $5,162.5 million relates to bonds secured by sales tax revenue, $52.3 million is secured by farebox and other general revenues,

[2] ICLTA Annual Financial and Compliance Report for the year ended June 30, 2023.

$84.9 million relates to lease/leaseback obligations, and $45.3 million is associated to long-term leases and subscription-based IT arrangements.[3]

- As of June 30, 2023, Orange County Transportation Authority (OCTA) had $1,281.8 million in long-term debt outstanding, comprised of $590.2 million in sales tax revenue bonds, $71.4 million in toll road revenue refunding bonds, and $620.2 million in a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.[4]
- As of June 30, 2023, Riverside County Transportation Commission (RCTC) had $1,690.8 million in sales tax and toll revenue bonds, including a TIFIA loan. The sales tax debt limitation for RCTC under the 2009 Measure A program is $975.0 million, which exceeds the total outstanding debt of $715.9 million. RCTC also authorized the issuance of toll revenue bonds not to exceed $900.0 million, which is in excess of the total outstanding debt of $683.1 million. In March 2020, RCTC authorized the sale and issuance of not to exceed $725.0 million of toll revenue refunding bonds and prepaid the TIFIA loan in October 2021. RCTC also authorized the issuance of a TIFIA loan, for the I-15 Express Lanes project not to exceed $165.0 million, which is in excess of the total outstanding debt of $167.0 million due to annual accrued compounding interest. TIFIA loans provided federal funding up to $152.2 million for the I-15 Express Lanes project on a senior lien basis.[5]
- As of June 30, 2023, the San Bernardino County Transportation Authority (SBCTA) had $349.0 million in sales tax revenue bonds and TIFIA loan (direct borrow) outstanding. The voters of San Bernardino County approved Ordinance 04-02 in November 2004 which authorized debt not to exceed the total amount of the 2010–2040 Measure I sales tax.[6]

Conclusion

The financial conditions presented provide the overall context for the 2025 FTIP. Incorporating the analytical framework presented in this section to better gauge the region's financial capacity, the Regional Funding and Expenditure Tables (page 280) reflect a comprehensive investment package consistent with the region's long-term transportation vision as delineated in the adopted Connect SoCal. Further, the 2025 FTIP for the SCAG region is financially constrained in accordance with 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e). All programming totals are consistent with projected revenues. The policy boards of the region's county transportation commissions have approved their respective programs and committed funds to implement the projects listed in the 2025 FTIP. County resolutions are included in Attachment B (page 240) to demonstrate financial commitment to these projects. Additional documentation is provided in the following supplementary attachment section.

[3] LACMTA Annual Comprehensive Financial Report, Fiscal Year Ended June 30, 2023.

[4] OCTA Annual Comprehensive Financial Report, Fiscal Year Ended June 30, 2023.

[5] RCTC Annual Comprehensive Financial Report, Fiscal Year Ended June 30, 2023

[6] SBCTA Annual Comprehensive Financial Report, Fiscal Year Ended June 30, 2023.

Attachments

Attachment A – Funding Sources

Attachment B – CTC Resolutions

Attachment C – Transit Operator Financial Data

Attachment D – Regional Funding and Expenditure Tables

Attachment E – Expedited Project Selection Procedures

Attachment F – Amendment Approval Procedures

ATTACHMENT A – FUND SOURCES

See Volume III for listing of fund codes and names

ATTACHMENT B – COUNTY TRANSPORTATION COMMISSION RESOLUTIONS

ICTC APPROVED
022824-5B

RESOLUTION NO. 022824-5B

A RESOLUTION OF THE IMPERIAL COUNTY TRANSPORTATION COMMISSION WHICH CERTIFIES THAT IMPERIAL COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2024/25 – 2029/30 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, Imperial County Transportation Commission is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the IIJA also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the transportation improvement program, and recommends any additional financing strategies for needed projects and programs; and

WHEREAS, the Imperial County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the Imperial County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the Imperial County Transportation Commission is responsible for the development of the Imperial County Transportation Improvement Program, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, the Imperial County Transportation Commission must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the Imperial County Transportation Commission has adopted the FFY 2024/25 - 2029/30 (County) Transportation Improvement Program with funding for FFY 2024/25 and 2025/26 available and committed, and reasonably committed for FFY 2026/27 through 2027/28,

NOW, THEREFORE, BE IT RESOLVED by the Imperial County Transportation Commission that it affirms its continuing commitment to the projects in the FFY 2024/25 - 2029/30 (County) Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2024/25-2029/30 Imperial County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2024/25-2029/30 Imperial County TIP are consistent with the proposed 2024 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2024; and

2. Imperial County has the funding capacity in its county Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Program allocation to fund all of the projects in the FFY 2024/25-2029/30 (County) TIP; and

3. The local match for projects funded with federal STBG and CMAQ program funds is identified in the TIP.

4. All the Federal Transit Administration funded projects are programmed within the FAST Act Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this 28th day of February, 2024.

By: _____
Chairperson

ATTEST:

By: _____
CRISTI LERMA
Secretary to the Commission

File #: 2024-0029, **File Type:** Resolution

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE
MARCH 20, 2024

SUBJECT: 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the resolution for the 2025 Los Angeles County Transportation Improvement Program as shown in Attachment A.

ISSUE

As the designated County Transportation Commission for Los Angeles County, Metro is required to submit a resolution to the Southern California Association of Governments (SCAG) certifying that Los Angeles County has the resources to fund and is committed to implementing the projects included in the 2025 Federal Transportation Improvement Program (FTIP) covering Federal Fiscal Years (FFY) 2024/25 - 2029/30. Inclusion of projects in the FTIP is required for the allocation of federal funds, state and regional funds (as applicable), as well as for specific federal actions (including federal environmental clearance).

BACKGROUND

SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region that includes Los Angeles County, is required under federal and state law to develop the FTIP. This is a six-year document that lists projects to be funded with federal, state, and local funds. The FTIP is required to advance the planning and construction of projects included in SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This is achieved through the systematic programming of funds for the projects included in the RTP/SCS in accordance with federal and state requirements, including scheduling, financing, and the timely implementation of transportation control measures to help reduce air pollution.

DISCUSSION

Projects from each of SCAG's six counties are included in their respective TIP and then submitted to SCAG for inclusion in the FTIP. To comply with both state and federal requirements, the FTIP is updated every two years in California. SCAG's 2023 FTIP, which programs funds covering FFY

2022/23 - 2027/28, was approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on December 16, 2022. SCAG is scheduled to adopt the 2025 FTIP in December 2024. A joint air quality conformity determination from the FHWA and the FTA is required for the approval of SCAG's 2025 FTIP, which is also anticipated in December 2024. The 2025 Los Angeles County Transportation Improvement Program (TIP) includes nearly 950 projects valued at approximately $23 billion for about 100 agencies.

DETERMINATION OF SAFETY IMPACT

Adoption of the resolution will have no direct impact on the safety of Metro customers or employees. The Los Angeles County TIP will allow Metro and other project sponsors to program and receive funding and the timely realization of the projects' anticipated safety benefits.

FINANCIAL IMPACT

Adoption of the resolution will allow Metro to program and secure federal, state, and regional funds for projects in Los Angeles County.

Impact to Budget
Adoption of the resolution for the 2025 Los Angeles County TIP has no impact on the FY 2024 Budget.

EQUITY PLATFORM

The 2025 FTIP incorporates multiple layers of accountability to ensure that disadvantaged communities are not left behind in transportation improvement projects. Many of Metro's projects in the FTIP are guided by the Equity Platform's four pillars for the planning and implementation of projects in disadvantaged areas of Los Angeles County. In addition, Metro is collaborating with SCAG to further integrate the MPO's Racial Equity Early Action Plan, adopted in July 2020 by its Regional Council, for local agencies' projects into the FTIP.

This means that for the first time in FTIP planning history, SCAG is implementing justice, equity, diversity, and inclusion considerations into the 2025 FTIP by working with County Transportation Commissions, including Metro, to incorporate new equity input. These considerations will assess how and where investments are being made across the region and address equity issues within transportation improvements in Environmental Justice areas, Disadvantaged Communities, Priority Equity Communities, and/or Communities of Concern.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item advances achieving all five goals of the Vision 2028 Strategic Plan.

ALTERNATIVES CONSIDERED

The Board could elect not to adopt the resolution shown in Attachment A. Staff do not recommend this alternative. By not adopting the resolution, the Los Angeles County TIP will not be included in

SCAG's 2025 FTIP. Therefore, Metro and other agencies in Los Angeles County will not be able to program and receive federal, state, and regional funding allocations for their projects. This may jeopardize the timely implementation of projects in Los Angeles County that have funds programmed through FFY 2029/30. It may also result in the loss of funding allocations due to federal and state lapsing and/or project inactivity policies, as well as in the ineligibility for future funding allocations.

NEXT STEPS

With Board approval of the recommendation, staff will submit the resolution to SCAG by the March 29, 2024 deadline.

ATTACHMENT

Attachment A - Resolution for the 2025 Los Angeles County TIP

Prepared by: Michael Richmai, Sr. Manager, Countywide Planning & Development, (213) 922-2558
Nancy Marroquin, Sr. Director, Countywide Planning & Development, (213) 418-3086
Mark Yamarone, Executive Officer, Countywide Planning & Development, (213) 418-3452
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

Stephanie N. Wiggins
Chief Executive Officer

Metro

A RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) WHICH CERTIFIES THAT LOS ANGELES COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2024/25 – 2029/30 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS AND PHASES AS APPLICABLE IN THE PROGRAM

WHEREAS, Los Angeles County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Infrastructure Investment & Jobs Act (IIJA) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the IIJA also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the transportation improvement program, and recommends any additional financing strategies for needed projects and programs; and

WHEREAS, LACMTA is the agency responsible for short-range capital and service planning and programming for the Los Angeles County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, LACMTA is responsible for the development of the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, LACMTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, LACMTA has adopted the Federal Fiscal Year (FFY) 2024/25 - 2029/30 Los Angeles County TIP with funding for FFY 2024/25 and FFY 2025/26 available and committed, and reasonably expected to be available for FFY 2026/27 through FFY 2027/28.

NOW, THEREFORE, BE IT RESOLVED by LACMTA that it affirms its continuing commitment to the projects in the FFY 2024/25 - 2029/30 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2024/25 - 2029/30 Los Angeles County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably expected to be made available to carry out the Program in years three and four, and certifies that:

1. Projects in the FY2024/25 - 2029/30 Los Angeles County TIP are consistent with the 2024 State Transportation Improvement Program as approved by the California Transportation Commission in March 2024; and

2. Los Angeles County has the funding capacity from its Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality Improvement (CMAQ) Program allocations to fund projects, as applicable, in the FFY 2024/25 - 2029/30 Los Angeles County TIP; and

3. The local match for projects funded with federal STBG Program and CMAQ Program funds is identified in the Los Angeles County TIP; and

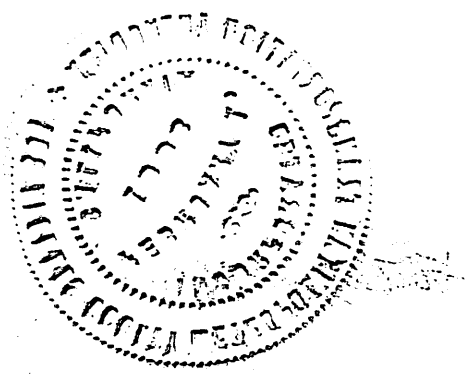
4. All the Federal Transit Administration funded projects are programmed within the IIJA guaranteed funding levels.

PASSED, APPROVED, AND ADOPTED this 28 day of MARCH, 2024.

CERTIFICATION

COLLETTE LANGSTON
LACMTA Board Clerk

DATED: MARCH 28, 2024
(SEAL)



RESOLUTION NO. 2024-001 OF THE BOARD OF DIRECTORS OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY

FISCAL YEAR 2024-25 TO FISCAL YEAR 2029-30

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA), WHICH CERTIFIES THAT OCTA HAS THE RESOURCES TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEAR (FFY) 2024-25 – 2029-30 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT PROJECTS AND PHASES AS APPLICABLE IN THE PROGRAM

WHEREAS, Orange County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) requires SCAG to adopt a Regional Transportation Improvement Program (RTIP) for the metropolitan planning area; and

WHEREAS, the IIJA also requires that the RTIP include a financial plan that demonstrates how the Transportation Improvement Program (TIP) can be implemented, and indicates resources from public and private sources that are reasonably expected to be made available to carry out the transportation improvement program, and recommends any additional financing strategies for needed projects and programs; and

WHEREAS, OCTA is the agency responsible for short-range capital and service planning and programming for the Orange County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, OCTA is responsible for the development of the Orange County TIP, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, OCTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, OCTA has adopted the FFY 2024-25 through FFY 2029-30 Orange County TIP with funding for FFY 2024-25 and FFY 2025-26 available and committed, and reasonably committed for FFY 2026-27 through FFY 2027-28.

NOW, THEREFORE, BE IT RESOLVED by OCTA that it affirms its continuing commitment to the projects in the FFY 2024-25 through FFY 2029-30 Orange County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2024-25 through FFY 2029-30 Orange County TIP Financial Plan identifies the resources that are available, and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2024-25 through FFY 2029-30 Orange County TIP are consistent with the proposed 2024 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission (CTC) in March 2024.

2. All of the projects in the Orange County TIP have complete funding identified in the program, except those which will require additional funding in the 2024 STIP cycle. The STIP is one of the County's number one priorities for funding. The Orange County 2024 STIP RTIP, as identified in the financial plan, will include sufficient transportation funds to complete the projects. Therefore, as required by federal law, the CTC finds that full funding can reasonably be anticipated to be available for the STIP within the time period contemplated for completion.

3. Orange County has the funding capacity in its County Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality Improvement Program (CMAQ) appropriation to fund all of the projects in the FFY 2024-25 through FFY 2029-30 Orange County TIP.

4. The local match for projects funded with federal STBG and CMAQ program funds is identified in the Orange County TIP, including the use of toll credit or transportation development credits.

5. All the Federal Transit Administration-funded projects are programmed within the IIJA guaranteed funding levels.

PASSED, APPROVED, AND ADOPTED this 12th day of February 2024.

AYES: Chair Nguyen, Vice Chair Chaffee, and Directors Aitken, Amezcua, Do, Dumitru, Federico, Foley, Harper, Hennessey, Jung, Khan, Klopfenstein, Stephens, and Wagner

NOES: None

ABSENT: Director Samiento

ATTEST:

Andrea West	Tam T. Nguyen, Chair
Clerk of the Board	Orange County Transportation Authority

OCTA Resolution No. 2024-001

RESOLUTION NO. 24-001

RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION CERTIFYING RIVERSIDE COUNTY HAS RESOURCES TO FUND PROJECTS IN THE FEDERAL FISCAL YEARS 2024/25 THROUGH 2029/30 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, Riverside County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Infrastructure Investment & Jobs Act (IIJA) requires SCAG to adopt a regional transportation improvement program for the metropolitan area; and

WHEREAS, the IIJA also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Riverside County Transportation Commission (RCTC) is the agency responsible for short-range capital and service planning and programming for the Riverside County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the RCTC is responsible for developing the Riverside County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the RCTC must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the RCTC has adopted the FFY 2024/25 through FFY 2029/30 Riverside County TIP with funding for FFY 2024/25 and FFY 2025/26 available and committed, and reasonably committed for FFY 2026/27 through FFY 2027/2028.

NOW, THEREFORE, BE IT RESOLVED by the RCTC that it affirms its continuing commitment to the projects in the FFY 2024/25 through FFY 2029/30 Riverside County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2024/25 through FFY 2029/30 Riverside County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2024/25 through FFY 2029/30 Riverside County TIP are consistent with the proposed 2024 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission in March 2024; and

2. All of the projects in the Riverside County TIP have complete funding identified in the Program based on reasonably available funding; and

3. Riverside County has the funding capacity in its county Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) allocation to fund all of the projects in the FFY 2024/25 through FFY 2029/30 Riverside County TIP; and

4. The local match for projects funded with federal STBG and CMAQ program funds is identified in the TIP; and

5. All the Federal Transit Administration funded projects are programmed within FAST Act Guaranteed Funding Levels.

APPROVED AND ADOPTED this 10th day of January, 2024.

Lloyd White, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

RESOLUTION NO. 24-013

A RESOLUTION CERTIFYING THAT THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY AND OTHER PROJECT SPONSORS HAVE RESOURCES TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEARS 2024/2025-2029/2030 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING THE COMMITMENT TO IMPLEMENT ALL PROJECTS AND PHASES AS APPLICABLE IN THE PROGRAM

WHEREAS, San Bernardino County Transportation Authority (SBCTA) is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Infrastructure Investment & Jobs Act (IIJA) requires SCAG to adopt a regional Transportation Improvement Program (TIP) for the metropolitan planning area; and

WHEREAS, the IIJA also requires that the regional TIP include a financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the transportation improvement program, and recommends any additional financing strategies for needed projects and programs; and

WHEREAS, SBCTA is the agency responsible for short-range capital and service planning and programming for the San Bernardino County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, SBCTA is responsible for the development of the San Bernardino County TIP, including all projects using federal and state highway/road and transit funds; and

WHEREAS, SBCTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, SBCTA has adopted the Federal Fiscal Years 2024/2025 – 2029/2030 San Bernardino County TIP with funding for Federal Fiscal Years 2024/2025 and 2025/2026 available and committed, and reasonably expected to be available for Federal Fiscal Years 2026/2027 through 2029/2030.

NOW, THEREFORE, BE IT RESOLVED, that SBCTA affirms its continuing commitment to the projects in the Federal Fiscal Years 2024/2025 – 2029/2030 San Bernardino County TIP; and

BE IT FURTHER RESOLVED, that the Federal Fiscal Years 2024/2025 – 2029/2030 San Bernardino County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably expected to be available to carry out the TIP in the last four years and certifies that:

1. Projects in the Federal Fiscal Year 2024/2025 – 2029/2030 San Bernardino County TIP are consistent with the proposed 2024 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2024; and
2. All the projects in the San Bernardino County TIP have complete funding identified in the Program except for the following four projects, which will require additional funding in the 2024 STIP cycle:
    - 20151302 – National Trails Highway Bridge Replacements

- 20191301 – Interstate 10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B
- SBD239701 – Metrolink San Bernardino Line Double Track
- SBD59303 – Set aside/reservations for future SB45 Planning, Programming & Monitoring

These projects are the County's priorities for 2024 STIP funds. The San Bernardino County 2024 STIP Regional Transportation Improvement Program, as identified in the Financial Plan, will include sufficient transportation funds to complete the projects. Therefore, as required by federal law, SBCTA finds that full funding can reasonably be anticipated to be available for the projects within the time period contemplated for completion of the projects.

3. SBCTA has the funding capacity in its county Surface Transportation Block Grant (STP) Program and Congestion Mitigation and Air Quality (CMAQ) Program allocations to fund all of the projects programmed with these funds in the Federal Fiscal Years 2024/2025 – 2029/2030 San Bernardino County TIP.
4. The local match for projects funded with federal STP and CMAQ Program funds is identified in the TIP.
5. All the Federal Transit Administration funded projects are programmed within the IIJA Guaranteed Funding levels.
6. This resolution is effective upon the date of its approval by the SBCTA Board of Directors.

PASSED AND ADOPTED at a meeting of the San Bernardino County Transportation Authority held on March 6, 2024.

Dawn Rowe

Dawn M. Rowe, President
San Bernardino County Transportation Authority

ATTEST:

M. Roman

Marleana Roman, Clerk of the Board
San Bernardino County Transportation Authority

RESOLUTION NO. 2024-02

A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION WHICH CERTIFIES THAT VENTURA COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2024/2025 - 2029/2030 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS AND PHASES AS APPLICABLE IN THE PROGRAM

WHEREAS, Ventura County Transportation Commission is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Infrastructure Investment & Jobs Act (IIJA) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the IIJA also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Ventura County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the Ventura County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the Ventura County Transportation Commission is responsible for the development of the Ventura County Transportation Improvement Program, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, the Ventura County Transportation Commission must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the Ventura County Transportation Commission has adopted the FFY 2024/2025-2029/2030 Ventura County Transportation Improvement Program with funding for FFY 2024/2025 and 2025/2026 available and committed, and reasonably expected to be available for FFY 2026/2027 through 2027/2028.

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission that it affirms its continuing commitment to the projects in the FFY 2024/2025-2029/2030 Ventura County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2024/2025-2029/2030 Ventura County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably expected to be made available to carry out the Program in years three and four, and certifies that:

1. Projects in the FFY 2024/2025-2029/2030 Ventura County TIP are consistent with the proposed 2024 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2024; and

2. Ventura County has the funding capacity in its county Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Program allocation to fund all the projects in the FFY 2024/2025-2029/2030 Ventura County TIP; and

3. The local match for projects funded with federal STBG and CMAQ program funds is identified in the TIP.

4. All the Federal Transit Administration funded projects are programmed within the IIJA Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this 1st day of March 2024.

Matt LaVere, Chair

ATTEST:

Roxanna Ibarra, Clerk of the Commission

APPROVED AS TO FORM:

Steven T. Mattas, General Counsel

3/1/24
Date

ATTACHMENT C – TRANSIT OPERATOR FINANCIAL DATA

ACCESS SERVICES

FY 2022/2023 - 2025/2026

REVENUES

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
Prop C 40% Discretionary	143,581,288	159,631,017	208,262,190	199,859,810	711,334,305	
Measure M (Local Funds)	12,750,000	13,132,500	13,526,475	13,932,269	53,341,244	
Passenger Fares	8,621,635	9,225,149	9,870,910	10,561,874	38,279,568	
Section 5310 Flex (STP)	73,000,000	74,460,000	75,949,200	77,468,184	300,877,384	
Section 5310 Capital	10,934,004	15,600,000		16,224,000	42,758,004	
ARPA Grant	840,000	840,000	840,000	840,000	3,360,000	
					-	
Federal Section 5317	723,244	723,244	723,244	723,244	2,892,976	
Misc. Revenue	614,866	633,312	652,311	671,881	2,572,370	
Federal Section 5316	809,853	809,853	809,853	809,853	3,239,412	
					-	
					-	
					-	
					-	
					-	
					-	
					-	
Revenue Total	**251,874,890**	**275,055,076**	**310,634,183**	**321,091,114**	**1,158,655,263**	

EXPENDITURES

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
					-	
Capital	33,782,327	13,344,000	22,752,000	15,936,000	85,814,327	Assumes only Replacements
					-	
Operating	218,092,563	261,711,076	287,882,183	305,155,114	1,072,840,936	
Expenditures Total	**251,874,890**	**275,055,076**	**310,634,183**	**321,091,114**	**1,158,655,263**	

ANTELOPE VALLEY TRANSIT AUTHORITY

FY 2022/2023 - 2025/2026

REVENUES

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
Prop A 95%	5,366,202	5,473,526	5,582,996	5,694,656	22,117,380	
Prop C Foothill Mit	17,602	17,954	18,313	18,680	72,549	
Prop C Transit Service Expansion	403,030	411,090	419,312	427,698	1,661,130	
Prop C Bus Service Improvement	51,152	52,175	53,219	54,283	210,828	
Prop C Bus Security	202,060	206,101	210,223	214,428	832,812	
Prop C MOSIP	1,319,215	1,345,599	1,372,511	1,399,961	5,437,287	
Measure R	2,900,353	2,958,360	3,017,527	3,077,877	11,954,117	
Prop A DAR	343,996	350,876	357,893	365,051	1,417,817	
Measure M	2,890,472	2,948,281	3,007,247	3,067,392	11,913,392	
LCFS	2,460,000	2,484,600	2,509,446	2,534,540	9,988,586	
FARE REVENUE	2,500,000	3,500,000	4,000,000	4,800,000	14,800,000	
Jurisdiction Contributions	3,813,767	3,813,767	3,813,767	3,813,767	15,255,067	
Other Revenue	370,884	370,884	370,884	375,884	1,488,536	
					-	
Revenue Total	**22,638,732**	**23,933,213**	**24,733,339**	**25,844,218**	**97,149,501**	

EXPENDITURES

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
					-	
Capital	11,000,000	11,500,000	12,000,000	12,500,000	47,000,000	estimated
					-	
Operating	22,638,732	23,933,213	24,733,339	25,844,218	97,149,501	
Expenditures Total	**33,638,732**	**35,433,213**	**36,733,339**	**38,344,218**	**144,149,501**	

FOOTHILL TRANSIT

FY 2022/2023 - 2025/2026

REVENUES

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
TDA Article 4	30,822,431	31,130,656	31,441,962	31,756,382	125,151,431	
STA	2,995,633	3,025,589	3,055,845	3,086,404	12,163,471	
SB1-STA	1,785,908	1,821,626	1,858,058	1,895,220	7,360,812	
SB1-BSCP	192,828	196,684	200,618	204,631	794,761	
Prop A 95% of 40% Discretionary	19,704,445	19,901,489	20,100,504	20,301,509	80,007,947	
BSCP Prop A 95% of 40%	4,658,907	4,705,496	4,752,551	4,800,077	18,917,031	
Prop C 5% Security	1,058,049	1,068,630	1,079,316	1,090,109	4,296,104	
Prop C 40% Discretionary	3,820,272	3,858,475	3,897,060	3,936,030	15,511,837	
Measure R 20% Bus Operations	11,061,176	11,171,788	11,283,506	11,396,341	44,912,811	
Measure M	11,243,963	11,356,402	11,469,967	11,584,666	45,654,998	
BSCP Measure R	1,218,183	1,230,365	1,242,668	1,255,095	4,946,311	
BSCP Measure M	1,214,034	1,226,174	1,238,436	1,250,820	4,929,464	
SB1-SGR	938,577	1,003,248	1,023,313	1,043,780	4,008,918	
Prop C 40% MOSIP	5,131,760	5,234,395	5,339,083	5,445,864	21,151,102	
BSCP Prop C 40% MOSIP	554,086	565,168	576,472	588,001	2,283,727	
Measure R Clean Fuel and Facilities	-	857,707	-	874,947	1,732,654	
Farebox Revenue	9,046,200	9,136,662	9,228,029	9,320,309	36,731,200	
Federal 5307 ARPA	16,154,011	16,154,011	16,154,011	-	48,462,033	
ARPA Additional Assistance	-	-	-	21,520,367	21,520,367	
Federal 5307 Formula	20,706,718	20,913,785	21,122,923	21,334,152	84,077,578	
Revenue Total	**121,600,463**	**123,644,565**	**123,941,399**	**131,350,552**	**500,536,979**	

EXPENDITURES

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
					-	
Capital	19,232,871	13,218,811	3,873,181		36,324,863	
					-	
Operating	123,074,310	131,339,539	141,191,141	152,684,704	548,289,694	
Expenditures Total	**142,307,181**	**144,558,350**	**145,064,322**	**152,684,704**	**584,614,557**	

GARDENA TRANSIT

FY 2022/2023 - 2025/2026

REVENUES

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
Capital - FTA 5307	4,703,033	12,747,113	9,878,557	800,000	28,128,703	
Capital -COG Funds			8,296,000		8,296,000	
Capital -Other MTA, LCTOP, MSRC, COG, Ins	1,370,000	77,300			1,447,300	
Capital - State Bond Prop 1B PTMISEA - Bridge		697,000			697,000	
Capital - State Bond Prop 1B Transit Security - Bridge	100,000				100,000	
Capital - TDA	50,000	100,000			150,000	
Capital - STA	100,000	100,000			200,000	
Capital - MOSIP	2,757,353	8,401,162	1,551,354	650,000	13,359,869	
Operating - TDA	7,023,418	7,023,418	7,163,886	7,307,164	28,517,886	
Operating - STA	1,428,103	1,428,103	1,456,665	1,485,798	5,798,669	
Operating - Prop A Local Return	1,472,200	1,472,200	1,501,644	1,531,677	5,977,721	
Operating - Prop A E&H Incentive	399,731	399,731	407,726	415,880	1,623,068	
Operating - Prop A 40% Discretionary	3,597,842	3,597,842	3,669,799	5,874,655	16,740,138	
Operating - Prop C Discretionary	1,440,484	1,440,484	1,469,294	1,498,680	5,848,941	
Operating Measure R	1,539,141	2,095,551	3,939,576	4,054,384	11,628,653	
Operating Measure M	2,859,428	2,859,428	2,916,617	2,974,949	11,610,421	
Operating - FTA Preventive Maintenance	-	-	2,500,000	2,500,000	5,000,000	
Operating - ARP & CRRSAA	5,278,176	5,802,679	1,788,208	-	12,869,063	
Operating - Other	427,500	427,500	427,500	427,500	1,710,000	
Operating - Fare Revenue	1,077,676	1,290,676	1,503,676	1,610,176	5,482,204	
Revenue Total	**35,624,085**	**49,960,187**	**48,470,501**	**31,130,863**	**165,185,636**	

EXPENDITURES

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
					-	
Capital	9,080,386	22,122,575	19,725,911	1,450,000	52,378,872	
					-	
Operating	26,543,699	27,837,612	28,744,590	29,680,863	112,806,764	
Expenditures Total	**35,624,085**	**49,960,187**	**48,470,501**	**31,130,863**	**165,185,636**	

Gold Coast Transit
FY 2024/2025 - 2027/2028

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
Calif. Local Transportation Fund	$22,272	$22,940	$24,087	$25,291	$94,590	
Federal Formula Funds	$5,590	$5,758	$6,045	$6,347	$23,740	
Federal Funds Low No	$4,100	$8,000			$12,100	
Federal Funds, Other (CMAQ, JARC, 5310)	$7,995	$8,649	$5,000	$5,000	$26,644	
California State Transit Assistance	$265	$273	$281	$289	$1,108	
Low Carbon Transit Operations Program	$77	$78	$79	$80	$314	
Calif. LCFS & Federal RIN Credit Revenue	$595	$619	$643	$667	$2,524	
Other Revenue	$45	$46	$48	$49	$188	
Calif. TIRCP SB125	$3,500				$3,500	
CRP		$2,500			$2,500	
VW Mitigation Trust		$2,000			$2,000	
					$0	
					$0	
					$0	
					$0	
					$0	
Less: Funds Appropriated to District Members for Public Transit Uses	($2,408)	($2,456)	($2,504)	($2,552)	($9,920)	
Revenue Total	**$42,031**	**$48,407**	**$33,679**	**$35,171**	**$159,288**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
Replacement Buses	$2,205	$6,505	$2,725	$2,947		
COP Payments	$1,385	$1,385	$1,385	$1,385		
Hydrogen Station	$8,000	$6,600				
Capital	$11,590	$14,490	$4,110	$4,332	$34,522	
Fixed-Route	$15,904	$16,381	$16,858	$17,335		
Paratransit	$3,265	$3,387	$3,509	$3,631		
Maintenance	$4,814	$4,995	$5,176	$5,357		
Administration	$4,381	$4,545	$4,709	$4,873		
Planning & Marketing	$1,884	$1,569	$1,254	$939		
Operating	$30,248	$30,877	$31,506	$32,135	$124,766	
Expenditures Total	**$83,676**	**$90,734**	**$71,232**	**$72,934**	**$159,288**	

LONG BEACH TRANSIT

FY 2022/2023 - 2025/2026

REVENUES

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
Operating-STA	9,150,441	6,772,651	7,111,284	7,466,848	30,501,224	
Operating-TDA	23,048,923	32,644,618	33,623,957	34,632,675	123,950,173	
Operating-LCTOP	236,475	-	-	-	236,475	
Operating-Prop A	25,107,373	25,860,594	26,636,412	27,435,504	105,039,883	
Operating-Measure R	12,935,117	13,323,171	13,722,866	14,134,552	54,115,705	
Operating-Measure M	17,837,861	13,302,283	13,701,352	14,112,392	58,953,888	
Operating-Prop C	7,515,603	7,741,071	7,973,303	8,212,502	31,442,480	
Operating-Express Tolls	64,000	64,000	23,000	-	151,000	
Operating-Fares	9,350,095	9,817,600	10,308,480	10,617,734	40,093,909	
Operating-Advertising	806,550	830,747	855,669	881,339	3,374,304	
Operating-invest/misc	803,791	1,427,905	2,220,742	2,287,364	6,739,802	
Operating-FTA 5307	1,107,772	10,000,000	10,000,000	10,000,000	31,107,772	
Operating-Federal CRRSAA	11,119,222	-	-	-	11,119,222	
Operating-LBT Reserves	-	2,061,913	2,623,351	2,883,516	7,568,779	
-					-	
Capital - FTA 5307	25,015,266	24,735,724	25,477,796	26,242,130	101,470,916	
Capital-FTA 5309					-	
Capital STA					-	
Capital - TDA	8,644,881	2,750,000	3,150,000	2,650,000	17,194,881	
Capital - Prop A	-	3,122,983	3,252,494	2,315,000	8,690,477	
Capital - SB1-SGR	1,267,781	1,305,814	1,344,989	1,385,339	5,303,923	
Capital-Prop C	4,685,866	4,826,442	4,971,235	5,120,372	19,603,915	
Capital Measure R		650,000		675,000	1,325,000	
Capital - LBT	400,000	750,000	1,000,000	1,250,000	3,400,000	
					-	
					-	
Revenue Total	**159,097,017**	**161,987,515**	**167,996,928**	**172,302,267**	**661,383,727**	

EXPENDITURES

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
					-	
Capital	40,013,794	38,140,963	39,196,514	39,637,840	156,989,111	
					-	
Operating	119,083,223	123,846,552	128,800,414	132,664,426	504,394,615	
Expenditures Total	**159,097,017**	**161,987,515**	**167,996,928**	**172,302,266**	**661,383,726**	

LA METRO

FY 2022/2023 - 2025/2026

REVENUES

Revenues by Major Category ($ in millions)	TOTAL (FY23-FY26)	2023	2024	2025	2026
SALES TAX, TDA, STA REVENUES					
Proposition A	3,492.4	814.1	856.8	897.9	923.6
Proposition C	3,739.8	895.3	920.3	951.6	972.6
Measure R	4,272.9	979.4	1,057.7	1,203.6	1,032.3
Measure M	3,783.3	859.0	935.5	980.4	1,008.4
Transportation Development Act(TDA)	2,094.3	479.8	516.5	541.3	556.7
State Transit Assistance (STA)	821.4	193.7	205.2	208.8	213.7
Subtotal, Sales Tax, TDA, STA Revenues	**$ 18,204.2**	**$ 4,221.2**	**$ 4,492.1**	**$ 4,783.5**	**$ 4,707.4**
OPERATING & OTHER REVENUE	-				
Passenger Fares	1,335.4	204.4	355.8	375.4	399.9
ExpressLanes Tolls	247.3	47.1	47.6	48.1	104.6
Advertising	103.3	24.7	25.6	26.2	26.8
Other Revenue	691.9	186.4	225.2	180.1	100.3
Subtotal, Operating & Other Revenue	**$ 2,377.9**	**$ 462.5**	**$ 654.2**	**$ 629.7**	**$ 631.5**
CAPITAL & DEBT FINANCING RESOURCES	-				
Grant Receipts	10,865.3	2,508.5	2,889.8	2,881.1	2,585.9
Bond Proceeds and TIFIA	5,635.0	1,561.7	1,604.0	1,157.4	1,311.8
Prior Year Carryover	(157.2)	(157.2)			
Subtotal, Capital & Debt Financing Resources	**$ 16,343.1**	**$ 3,913.1**	**$ 4,493.8**	**$ 4,038.5**	**$ 3,897.7**
TOTAL REVENUES	**$ 36,925.2**	**$ 8,596.9**	**$ 9,640.0**	**$ 9,451.7**	**$ 9,236.6**

EXPENDITURES

Expenditures by Major Category ($ in millions)	TOTAL (FY23-FY26)	2023	2024	2025	2026
METRO OPERATIONS					
Bus	6,334.7	1,527.9	1,571.9	1,602.1	1,632.8
Rail	3,568.5	830.8	849.7	894.0	993.9
Regional Rail	304.3	73.2	75.3	77.0	78.8
Subtotal-Metro Operations	**$ 10,207.6**	**$ 2,432.0**	**$ 2,497.0**	**$ 2,573.1**	**$ 2,705.5**
METRO CAPITAL	-				
Bus Capital	2,380.5	563.2	645.7	582.9	588.7
Rail Capital	11,328.1	2,962.1	2,940.8	2,882.6	2,542.5
Regional Rail	361.6	62.1	100.1	90.5	108.9
Highway	3,202.8	933.8	842.5	786.7	639.8
Subtotal-Metro Capital	**$ 17,273.0**	**$ 4,521.2**	**$ 4,529.2**	**$ 4,342.7**	**$ 3,879.9**
SUBSIDY FUNDING PROGRAMS					
Bus Operations	2,752.6	658.4	680.9	697.8	715.5
Bus Capital	593.3	156.2	156.3	140.8	140.0
Rail Capital	61.7	5.3	20.0	14.8	21.5
Highway	1,490.7	298.2	294.8	413.8	484.0
Call for Projects	329.3	125.3	95.2	88.8	20.0
Subtotal-Subsidy Funding Programs	**$ 5,227.6**	**$ 1,243.4**	**$ 1,247.2**	**$ 1,356.1**	**$ 1,381.0**
AGENCY WIDE	-				
Administration	780.4	198.5	193.8	198.6	189.5
Capital	110.9	10.2	10.2	30.2	60.2
Subtotal-Agency Wide	**$ 891.4**	**$ 208.7**	**$ 204.1**	**$ 228.9**	**$ 249.7**
OTHER PROGRAMS/EXPENDITURE	-				
Congestion Management	244.7	59.9	60.8	61.6	62.4
Other	45.9	24.3	11.1	5.0	5.4
Debt Service	3,035.1	600.7	696.9	778.8	958.8
Subtotal-Other Programs/Expenditure	**$ 3,325.7**	**$ 685.0**	**$ 768.8**	**$ 845.3**	**$ 1,026.6**
TOTAL EXPENDITURES	**$ 36,925.2**	**$ 9,090.3**	**$ 9,246.1**	**$ 9,346.1**	**$ 9,242.7**

LOS ANGELES DOT

FY 2022/2023 - 2025/2026

REVENUES

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
Op - Fares	880,494	880,494	880,494	880,494	3,521,976	
Op - Formula Allocation Procedure (FAP)	23,542,435	23,542,435	23,542,435	23,542,435	94,169,740	
Op - Prop C Descretionary	5,958,794	5,958,794	5,958,794	5,958,794	23,835,176	
Op - Prop C Security	1,522,460	1,522,460	1,522,460	1,522,460	6,089,840	
Op - Measure R	5,965,078	5,965,078	5,965,078	5,965,078	23,860,312	
Op - Measure M	5,567,420	5,567,420	5,567,420	5,567,420	22,269,680	
Op - Tier II	4,790,755	4,790,755	4,790,755	4,790,755	19,163,020	
Op - Advertising	339,906	339,906	339,906	339,906	1,359,624	
Op - Prop A LR	80,993,695	80,993,695	80,993,695	80,993,695	323,974,780	
Op - SB1 STA	1,371,304	1,371,304	1,371,304	1,371,304	5,485,216	
Op - CRRSAA	9,797,050	9,797,050			19,594,100	
Op - ARP	15,745,285	15,745,285			31,490,569	
					-	
					-	
Cap - 5307	9,508,940	9,508,940	9,508,940	9,508,940	38,035,760	
Cap - State of Good Repair	716,090	716,090	716,090	716,090	2,864,360	
Cap - Grant Receipts	36,551,457	38,551,457	17,799,880	17,799,880	110,702,674	
					-	
					-	
Revenue Total	**203,251,163**	**205,251,163**	**158,957,251**	**158,957,251**	**726,416,827**	

EXPENDITURES

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
					-	
Capital	46,776,487	48,776,487	28,024,910	28,024,910	151,602,794	
					-	
Operating	156,474,676	156,474,676	130,932,341	130,932,341	574,814,034	
Expenditures Total	**203,251,163**	**205,251,163**	**158,957,251**	**158,957,251**	**726,416,828**	

MONTEBELLO TRANSIT

FY 2022/2023 - 2025/2026

REVENUES

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
TDA Article 4 + Interest	11,229,362	11,453,949	11,683,028	11,916,689	46,283,028	
STA + Interest	1,288,149	1,313,912	1,340,190	1,366,994	5,309,245	
Prop A 95% of 40 % Discretionary	5,769,584	5,884,976	6,002,675	6,122,729	23,779,964	
Prop C 5 % Security	425,185	433,689	442,362	451,210	1,752,446	
Prop C 40% Discretionary	3,521,890	3,592,328	3,664,174	3,737,458	14,515,850	
Measure R - 20 % Bus Operations	4,592,647	4,684,500	4,778,190	4,873,754	18,929,091	
Measure R - Clean Fuel & Facilities		190,338		194,145	384,483	
Measure M	4,585,446	4,677,155	4,770,698	4,866,112	18,899,411	
Senate Bill 1 - STA	1,001,991	1,022,031	1,042,471	1,063,321	4,129,814	
Senate Bill 1 - State of Good Repair	450,129	459,132	468,314	477,680	1,855,255	
Federal 5307	5,900,000	5,959,000	6,018,590	6,078,776	23,956,366	
Federal 5307: CRRSAA	8,292,827				8,292,827	
Federal 5307: ARPA	5,934,925				5,934,925	
LCTOP		346,800	353,736	360,811	1,061,347	
Metro Rail	75,000	76,500	78,030	79,591	309,121	
Farebox Subsidy	2,400,000	2,520,000	2,646,000	2,778,300	10,344,300	
Dial-a-Taxi Subsidy	25,000	25,500	26,010	26,530	103,040	
Advertising Revenue	80,000	81,600	83,232	84,897	329,729	
TAP Reimbursements	260,000	265,200	270,504	275,914	1,071,618	
Revenue Total	**55,832,135**	**42,986,610**	**43,668,204**	**44,754,911**	**187,241,860**	

EXPENDITURES

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
					-	
Capital	6,497,689	8,290,000	5,190,000	5,358,737	25,336,426	
					-	
Operating	34,682,505	38,508,905	40,228,626	41,956,156	155,376,192	
Expenditures Total	**41,180,194**	**46,798,905**	**45,418,626**	**47,314,893**	**180,712,618**	

Mountain Transit
FY 2024/2025 - 2027/2028

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
Local Transportation Funds	$3,936,886	$4,062,466	$4,062,466	$4,062,466	$16,124,284	
State Transit Assistance	$7,046,146	$9,000,000	$125,000	$125,000	$16,296,146	
CMAQ	$1,469,675	$1,469,675	$102,736	$1,500,000	$4,542,086	
SGR	$92,900	$87,313	$89,060	$90,841	$360,114	
LCTOP	$142,365	$142,365	$142,365	$142,365	$569,460	
Section 5311	$384,018	$384,018	$384,018	$384,018	$1,536,072	
Measure I	$134,400	$130,015	$130,015	$130,015	$524,445	
					$0	
					$0	
					$0	
					$0	
					$0	
					$0	
					$0	
					$0	
					$0	
					$0	
Revenue Total	**$13,206,390**	**$15,275,852**	**$5,035,660**	**$6,434,705**	**$39,952,607**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
Capital	$8,751,086	$10,699,353	$459,161	$1,858,206	$21,767,806	
Operating	$4,455,304	$4,576,499	$4,576,499	$4,576,499	$18,184,801	
Expenditures Total	**$13,206,390**	**$15,275,852**	**$5,035,660**	**$6,434,705**	**$39,952,607**	

NORWALK TRANSIT SYSTEM

FY 2022/2023 - 2025/2026

REVENUES

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
OPERATING						
Transportation Development Act (TDA)	4,391,066	4,522,798	4,658,482	4,798,236	18,370,582	
State Transit Assistance (STA)	890,805	917,529	945,055	973,407	3,726,796	
Local Sales Tax	6,825,366	6,996,000	7,170,900	7,350,173	28,342,439	
Farebox (Fixed Route)	447,250	536,700	547,434	558,383	2,089,767	Subject to FSI impact
Dial-a-Ride Program	9,442	9,725	10,017	10,318	39,502	
Local Agency	911,161	929,384	947,972	966,931	3,755,448	
State AB 2766	12,000	12,000	12,000	12,000	48,000	Commuter Benefits
COVID-19 (ARPA)	4,191,082	-	-	-	4,191,082	One-time only funds
FTA Formula (5307)	1,250,000	1,400,000	1,400,000	1,400,000	5,450,000	Preventive Maintenance
Auxiliary (Advertising)	28,000	32,000	35,000	40,000	135,000	Bus Ads
					-	
CAPITAL						
FTA Formula (5307)	3,938,793	4,135,733	4,756,093	3,347,974	16,178,593	Variability due to competitive sourcing + replacement schedule
FTA Discretionary (5339)	3,530,822	-	-	-	3,530,822	Variability due to competitive sourcing
Local Match	2,362,651	2,214,368	2,236,512	1,845,307	8,658,838	Prop A/C Local Return, MR Clean Fuel, SGR, etc.
Local Funds	1,590,768	-	-	-	1,590,768	Use of reserves
Revenue Total	**30,379,206**	**21,706,237**	**22,719,465**	**21,302,729**	**96,107,637**	

EXPENDITURES

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
					-	
Capital	(11,423,034)	(6,350,101)	(6,992,605)	(5,193,281)	(29,959,021)	
					-	
Operating	(17,679,963)	(16,089,195)	(16,410,979)	(16,739,199)	(66,919,336)	
Expenditures Total	**(29,102,997)**	**(22,439,296)**	**(23,403,584)**	**(21,932,480)**	**(96,878,357)**	

Omnitrans
FY 2024/2025 - 2027/2028

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
Local Transportation Funds	$49,134,919	$49,626,268	$50,122,531	$50,623,756	$199,507,474	
State Transit Assistance	$2,500,000	$2,200,000	$2,200,000	$2,200,000	$9,100,000	
CMAQ	$11,950,000	$6,028,000	$26,369,560	$27,142,452	$71,490,012	
SGR	$2,500,000	$390,000	$390,000	$390,000	$3,670,000	
LCTOP	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$12,000,000	
Measure I	$18,146,000	$18,327,460	$18,510,735	$18,695,842	$73,680,037	
Section 5339	$1,987,081	$1,987,081	$1,987,081	$1,987,081	$7,948,324	
Section 5307	$23,660,753	$23,897,361	$24,136,334	$24,337,697	$96,032,145	
Section 5310	$425,000	$425,000	$425,000	$425,000	$1,700,000	
					$0	
					$0	
					$0	
					$0	
					$0	
					$0	
					$0	
					$0	
Revenue Total	**$113,303,753**	**$105,881,170**	**$127,141,241**	**$128,801,828**	**$475,127,992**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
Capital	$40,522,834	$32,727,442	$53,307,975	$54,282,230	$180,840,481	
Operating	$72,780,919	$73,153,728	$73,833,266	$74,519,598	$294,287,511	
Expenditures Total	**$113,303,753**	**$105,881,170**	**$127,141,241**	**$128,801,828**	**$475,127,992**	

		Bus Program			
(millions)		2024-25	2025-26	2026-27	2027-28
Beginning balance - operating	**$**	**85.9**	**160.8**	**157.1**	**149.0**
Cash flows from operating activities:					
Sources of funds:					
Sales tax revenue		220.0	225.7	231.2	236.4
Federal formula grant 5307		69.6	72.6	75.2	77.8
Passenger fares		37.1	37.4	37.7	38.0
State transit assistance fund		27.9	27.9	27.9	27.9
Property tax revenue		19.9	21.0	22.2	23.5
California Senate Bill 1 oper.		23.0	24.7	25.7	24.9
Miscellaneous revenues		16.2	16.4	14.5	14.7
Advertising revenue		4.2	4.3	4.4	4.5
Interest on operating investments		3.5	5.2	5.0	4.7
Total sources of funds	**$**	**421.5**	**435.3**	**444.0**	**452.6**
Cash flows from operating activities:					
Uses of funds:					
Salaries and benefits		136.0	139.7	144.6	149.5
Purchased transportation services		132.1	137.5	142.2	147.1
Administrative service expense		51.9	55.0	58.4	61.9
Professional services		28.4	29.6	30.3	31.0
Maintenance, parts and fuel		30.3	32.0	33.5	35.1
General and administrative		5.4	5.7	5.8	5.9
Other operating expense		4.8	5.0	5.1	5.3
Designation to capital		(42.5)	34.6	32.1	41.2
Total uses of funds	**$**	**346.5**	**439.0**	**452.0**	**477.2**
Net cash provided by operations	**$**	**75.0**	**(3.8)**	**(8.1)**	**(24.7)**
Available cash - operating	**$**	**160.8**	**157.1**	**149.0**	**124.4**
Beginning balance - capital	**$**	**273.1**	**266.8**	**320.5**	**378.7**
Contribution to capital		(42.5)	34.6	32.1	41.2
Federal Formula Grants 5337/5339		10.7	11.0	11.2	11.5
Senate Bill 1 SGR		7.1	7.3	7.4	7.6
Capital grants/other capital revenues		137.3	3.2	3.3	3.3
Capital expenditures		(128.9)	(10.6)	(5.8)	(11.3)
Interest on capital investments		10.1	8.4	9.9	11.6
Net cash used by capital and related financing activities	**$**	**(6.3)**	**53.7**	**58.2**	**63.9**
Available cash - capital	**$**	**266.8**	**320.5**	**378.7**	**442.6**

Riverside Transit Agency
FY 2024/2025 - 2027/2028

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
					$0	
FTA 5307 HS	$4,561	$4,500	$5,000	$6,000	$20,061	
FTA 5307 LA/LB	$435			$500	$935	
FTA 5307 MTM	$8,000	$8,500	$9,000	$8,000	$33,500	
FTA 5307 RS	$16,455	$11,000	$19,800	$12,000	$59,255	
FTA 5310	$300	$300	$325	$320	$1,245	
FTA 5311	$716	$700	$700	$700	$2,816	
FTA 5339 HS	$387				$387	
FTA 5339 LA/LB	$21				$21	
FTA 5339 MTM	$565				$565	
FTA 5339 RS	$1,389				$1,389	
Fares	$7,500	$8,650	$9,160	$9,450	$34,760	
Interest	$1,500	$1,250			$2,750	
LCTOP	$3,017	$2,360	$3,300	$2,500	$11,177	
LTF	$72,405	$84,500	$87,000	$90,480	$334,385	
Measure A	$2,000	$4,000	$5,000	$5,000	$16,000	
Other Federal					$0	
Other Local	$2,840	$2,200	$2,500	$2,500	$10,040	
SB 125	$14,828	$20,000			$34,828	
SGR	$2,164	$2,000	$2,000	$2,000	$8,164	
STA	$10,298	$12,500	$5,000	$12,000	$39,798	
FTA 5339 Competitive					$0	
TIRCP COMP					$0	
Revenue Total	**$149,381**	**$162,460**	**$148,785**	**$151,450**	**$612,076**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
Capital	**$42,792**	**$47,000**	**$27,000**	**$26,480**	**$143,272**	
FTA 5307 MTM	$2,000				$2,000	
FTA 5307 RS	$4,640		$8,000		$12,640	
FTA 5339 HS	$387				$387	
FTA 5339 LA/LB	$21				$21	
FTA 5339 MTM	$565				$565	
FTA 5339 RS	$1,389				$1,389	
LTF	$6,500	$12,500	$12,000	$12,480	$43,480	
SB 125	$14,828	$20,000			$34,828	
SGR	$2,164	$2,000	$2,000	$2,000	$8,164	
STA	$10,298	$12,500	$5,000	$12,000	$39,798	
Operating	**$106,589**	**$115,460**	**$121,785**	**$124,970**	**$468,804**	
FTA 5307 HS	$4,561	$4,500	$5,000	$6,000	$20,061	
FTA 5307 LA/LB	$435			$500	$935	
FTA 5307 MTM	$6,000	$8,500	$9,000	$8,000	$31,500	
FTA 5307 RS	$11,815	$11,000	$11,800	$12,000	$46,615	
FTA 5310	$300	$300	$325	$320	$1,245	
FTA 5311	$716	$700	$700	$700	$2,816	
Fares	$7,500	$8,650	$9,160	$9,450	$34,760	
Interest	$1,500	$1,250			$2,750	
LCTOP	$3,017	$2,360	$3,300	$2,500	$11,177	
LTF	$65,905	$72,000	$75,000	$78,000	$290,905	
Measure A	$2,000	$4,000	$5,000	$5,000	$16,000	
Other Local	$2,840	$2,200	$2,500	$2,500	$10,040	
					$0	
Expenditures Total	**$149,381**	**$162,460**	**$148,785**	**$151,450**	**$612,076**	

SANTA CLARITA TRANSIT

FY 2022/2023 - 2025/2026

REVENUES

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
Operating - Fares	2,147,937	2,427,886	2,466,371	2,648,883	9,691,077	
Operating - Special Transit Service	1,012,593	1,043,275	1,064,140	1,085,423	4,205,431	
Operating - L.A. County Contribution	1,800,000	1,854,000	1,909,620	1,966,909	7,530,529	
Operating - Prop C	613,350	621,017	628,780	636,639	2,499,786	
Operating - Prop A	5,345,949	5,412,773	5,480,433	5,548,938	21,788,093	
Operating - Measure R	2,991,220	3,028,610	3,066,468	3,104,799	12,191,097	
Operating - Measure M	2,986,530	3,023,862	3,061,660	3,099,931	12,171,983	
Operating - SB1 - STA	652,603	660,761	669,020	677,383	2,659,767	
Operating - Access Services Contract	1,441,862	1,485,118	1,529,672	1,548,793	6,005,445	
Operating - Prop A & C Local Return	7,036,111	9,168,893	12,181,899	14,822,012	43,208,915	
					-	
					-	
Capital - FTA 5307	9,977,098	13,402,077	13,448,403	9,591,549	46,419,127	
Capital - FTA 5339					-	
Capital - Prop C					-	
					-	
					-	
Revenue Total	**36,005,253**	**42,128,272**	**45,506,466**	**44,731,259**	**168,371,250**	

EXPENDITURES

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
					-	
Capital	9,977,098	13,402,077	13,448,403	9,591,549	46,419,127	
					-	
Operating	26,028,155	28,726,195	32,058,062	35,139,710	121,952,122	
Expenditures Total	**36,005,253**	**42,128,272**	**45,506,465**	**44,731,259**	**168,371,249**	

SANTA MONICA BIG BLUE BUS

FY 2022/2023 - 2025/2026

REVENUES

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
					-	
Passenger Revenues	5,641,436	5,697,850	5,754,829	5,812,377	22,906,492	
STAF	1,889,553	1,908,449	1,927,533	1,946,809	7,672,344	
TDA	21,967,589	22,187,265	22,409,137	22,633,229	89,197,220	
Prop A	14,286,096	14,571,818	14,863,254	15,160,519	58,881,687	
Prop A LR	441,746	450,580	459,592	468,784	1,820,702	
Measure R	9,063,159	9,244,422	9,521,755	9,807,407	37,636,743	
Measure M	9,032,283	9,212,929	9,397,187	9,585,131	37,227,530	
Prop C - BSIP	858,092	875,254	892,759	910,915	3,537,020	
Prop C - MOSIP	4,077,343	4,074,179	4,015,742	4,015,742	16,183,006	
Prop C - Transit Security	1,107,972	1,130,131	1,156,124	1,182,715	4,576,942	
Prop C - Foothill Mitigation	734,329	749,015	766,243	783,866	3,033,453	
SB1 - STA	1,410,874	1,424,983	1,439,233	1,453,625	5,728,715	
Auxillary Revenue	3,530,676	4,030,983	4,071,293	4,112,006	15,744,958	
Other Revenues	1,887,060	1,905,931	1,924,990	1,944,240	7,662,221	
CRRSAA	22,247,777				22,247,777	
Capital - FTA 5307	11,161,471	11,384,700	11,612,394	11,844,642	46,003,208	
Revenue Total	**109,337,456**	**88,848,489**	**90,212,065**	**91,662,007**	**380,060,018**	

EXPENDITURES

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
					-	
Capital	11,161,471	11,384,700	11,612,394	11,844,642	46,003,208	
					-	
Operating	78,375,812	81,927,140	84,550,430	87,311,898	332,165,280	
Expenditures Total	**89,537,283**	**93,311,840**	**96,162,824**	**99,156,540**	**378,168,488**	

Source: Los Angeles County Metropolitan Transportation Authority

**One-time Federal funds to offset impacts of COVID on transit operations*

Simi Valley Transit
FY 2024/2025 - 2027/2028

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
Passenger Fares	$ 310,000	$ 310,000	$ 310,000	$ 310,000	$ 1,240,000	
Advertising Revenue	$ 57,000	$ 57,000	$ 57,000	$ 57,000	$ 228,000	
Other Revenue	$ -	$ -	$ -	$ -	$ -	
Federal Formula Funds	$ 3,100,000	$ 3,100,000	$ 3,100,000	$ 3,100,000	$ 12,400,000	
TDA-LTF funds	$ 5,000,000	$ 5,000,000	$ 5,200,000	$ 5,300,000	$ 20,500,000	
5339 Funds	$ 237,000	$ 237,000	$ 237,000	$ 237,000	$ 948,000	
CA State, STA	$ 99,000	$ 99,000	$ 99,000	$ 99,000	$ 396,000	
CA State, SGR	$ 13,000	$ 13,000	$ 13,000	$ 13,000	$ 52,000	
CA State, TIRCP funds	$ 7,053,080	$ -	$ -	$ -	$ 7,053,080	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
Revenue Total	**$ 15,869,080**	**$ 8,816,000**	**$ 9,016,000**	**$ 9,116,000**	**$ 42,817,080**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
Capital	$ 7,696,080	$ 470,000	$ 503,080	$ 432,822	$ 9,101,982	
Operating	$ 8,173,000	$ 8,346,000	$ 8,512,920	$ 8,683,178	$ 33,715,098	
Expenditures Total	**$ 15,869,080**	**$ 8,816,000**	**$ 9,016,000**	**$ 9,116,000**	**$ 42,817,080**	

SCRRA
FY 2024/2025 - 2027/2028

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
Local Funds - Operating	249,178,630	263,476,279	274,917,375	288,920,702	1,076,492,987	
Farebox Revenues	48,340,560	55,412,383	60,449,257	63,757,274	227,959,476	
Federal Funds - Operating					0	PM, ARPA, CRRSAA
Maintenance of Way Revenues	13,126,675	13,520,475	13,926,090	14,343,872	54,917,112	
Dispatching Revenues	2,207,017	2,273,227	2,341,424	2,411,667	9,233,335	
Other Operating Revenues	4,353,250	4,353,250	4,353,250	4,353,250	17,413,000	
Local Funds - Capital	76,639,500	80,471,475	84,495,049	88,719,801	330,325,825	
Federal & State Funds - Capital	80,923,500	84,969,675	89,218,159	93,679,067	348,790,400	
					0	
Source:					0	
FY25 Proposed Budget					0	
					0	
					0	
					0	
					0	
					0	
					0	
Revenue Total	**$474,769,133**	**$504,476,765**	**$529,700,604**	**$556,185,634**	**$2,065,132,135**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
Capital	$157,563,000	$165,441,150	$173,713,208	$182,398,868	$679,116,225	
Operating	$317,206,133	$339,035,615	$355,987,396	$373,786,766	$1,386,015,910	
Expenditures Total	**$474,769,133**	**$504,476,765**	**$529,700,604**	**$556,185,634**	**$2,065,132,135**	

SunLine Transit
FY 2024/2025 - 2027/2028

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
FTA 5307 IC	$2,042	$6,445	$6,305	$6,305	$21,097	
FTA 5307 IC ARPA	$120				$120	
FTA 5307 RS		$212	$200		$412	
FTA 5311	$430	$426	$437	$437	$1,730	
FTA 5311 (f)	$300	$314	$314	$314	$1,242	
FTA 5339 IC	($635)	$672	$672	$672	$1,381	
FTA 5339 RS	($110)	$110	$100	$100	$200	
CARB	$200	$100	$100	$100	$500	
CEC Funds	$100	$100	$100	$100	$400	
CMAQ	$380				$380	
FARES	$1,854	$1,817	$1,817	$1,817	$7,305	
Interest	$0				$0	
LCTOP	$1,458	$1,426	$1,460	$1,460	$5,804	
LTF	$29,612	$29,664	$29,805	$30,401	$119,482	
Measure A	$8,238	$8,403	$8,571	$8,742	$33,954	
Other Federal	$500	$3,320			$3,820	
Other Local	$3,222	$3,259	$3,259	$3,259	$12,999	
SB 125 TIRCP	$16,000	$24,000			$40,000	
SGR	$1,100	$1,100	$1,100	$1,100	$4,400	
STA	$6,433	$4,267	$4,800	$4,800	$20,300	
RAISE	$0	$11,912			$11,912	
FTA 5339 COMP		$25,620	$14,280		$39,900	
Other State		$2,680			$2,680	
Revenue Total	**$71,244**	**$125,847**	**$73,320**	**$59,607**	**$330,018**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
Capital	**$21,826**	**$75,013**	**$22,272**	**$7,792**	**$126,903**	
FTA 5307 IC	($1,833)	$1,120	$1,120	$1,120	$1,527	
FTA 5307 RS	($410)	$212	$200		$2	
FTA 5339 IC	($635)	$672	$672	$672	$1,381	
FTA 5339 RS	($110)	$110	$100	$100	$200	
LTF	$781				$781	
Other Federal	$500	$3,320			$3,820	
SB 125 TIRCP	$16,000	$24,000			$40,000	
SGR	$1,100	$1,100	$1,100	$1,100	$4,400	
STA	$6,433	$4,267	$4,800	$4,800	$20,300	
RAISE	$0	$11,912			$11,912	
FTA 5339 COMP	$0	$25,620	$14,280		$39,900	
Other State	$0	$2,680			$2,680	
Operating	**$49,418**	**$50,834**	**$51,048**	**$51,815**	**$203,115**	
FTA 5307 IC	$3,876	$5,325	$5,185	$5,185	$19,571	
FTA 5307 IC ARPA	$120				$120	
FTA 5311	$430	$426	$437	$437	$1,730	
FTA 5311 (f)	$300	$314	$314	$314	$1,242	
CARB	$200	$100	$100	$100	$500	
CEC Funds	$100	$100	$100	$100	$400	
CMAQ	$380				$380	
FARES	$1,854	$1,817	$1,817	$1,817	$7,305	
Interest	$0				$0	
LCTOP	$1,458	$1,426	$1,460	$1,460	$5,804	
LTF	$28,830	$29,664	$29,805	$30,401	$118,700	
Measure A	$8,238	$8,403	$8,571	$8,742	$33,954	
Other Local	$3,222	$3,259	$3,259	$3,259	$12,999	
FTA 5307 RS	$410				$410	
Expenditures Total	**$71,244**	**$125,847**	**$73,320**	**$59,607**	**$330,018**	

TORRANCE TRANSIT

FY 2022/2023 - 2025/2026

REVENUES ($ 000)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
FTA Section 5307	11,860	3,100	3,150	3,200	21,310	
TDA	7,094	7,100	7,150	7,200	28,544	
STA	607	608	609	610	2,434	
SB1-STA	453	455	457	459	1,824	
Passenger Fares	2,206	2,250	2,300	2,350	9,106	
Non-Transportation Revenues	169	170	170	170	679	
Prop. A 40% Discretionary	4,860	4,865	4,865	4,870	19,460	
Prop. A 25% Local Return	2,674	2,675	2,680	2,680	10,709	
BSIP	2,599	2,600	2,605	2,610	10,414	
TSE	860	860	862	863	3,445	
Base Restructuring	779	780	780	780	3,119	
MOSIP	1,302	1,305	1,305	1,310	5,222	
Prop C 5% Security	319	320	320	320	1,279	
Measure R Clean Fuel		140		140	280	Every other Year
Measure R 20% Operating	2,862	2,865	2,865	2,865	11,457	
Foothill Mitigation	232	235	235	240	942	
Measure M 20% Operating	2,600	2,600	2,650	2,700	10,550	
Measure R Dicennial Transfer SBHWY	25,000	35,000			60,000	Every 10 Years
Buses and Bus Facilities Grant	6,300				6,300	
Revenue Total	**72,776**	**67,928**	**33,003**	**33,367**	**207,074**	

EXPENDITURES

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
	49,300	38,928	3,300	3,337	94,865	
Capital					-	
					-	
Operating	23,476	29,000	29,703	30,030	112,209	
Expenditures Total	**72,776**	**67,928**	**33,003**	**33,367**	**207,074**	

VCTC Intercity

FY 2024/2025 - 2027/2028

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
FTA	$4,151,671	$4,317,738	$4,425,681	$4,536,323	$17,431,414	
STA	$5,712,751	$5,941,262	$6,089,792	$6,242,037	$23,985,842	
TIRCP - SB125	$6,500,000	$0	$6,500,000	$0	$13,000,000	
Local Contribution	$2,076,678	$2,128,595	$2,181,810	$2,236,355	$8,623,438	
Farebox	$751,000	$811,080	$875,966	$946,044	$3,384,090	
VCTC Fund Contribution	$1,805,000	$1,772,643	$1,734,313	$1,687,322	$6,999,278	
					$0	
					$0	
					$0	
					$0	
					$0	
					$0	
					$0	
					$0	
					$0	
					$0	
					$0	
Revenue Total	**$20,997,100**	**$14,971,318**	**$21,807,563**	**$15,648,081**	**$73,424,062**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
Capital (Prev. Maintenance)	$1,107,078	$1,162,432	$1,203,117	$1,245,226		
Capital (Leases)	$287,529	$297,018	$306,819	$316,944	$1,208,309	
Depreciation	$1,805,000	$1,772,643	$1,734,313	$1,687,322		
Bus Purchase	$6,500,000	$0	$6,500,000	$0		**Bus purchases will occur in 24/25 and 26/27 only**
Operating and Planning	$11,297,493	$11,739,225	$12,063,314	$12,398,590	$47,498,621	
Expenditures Total	**$20,997,100**	**$14,971,318**	**$21,807,563**	**$15,648,081**	**$48,706,931**	

VVTA
FY 2024/2025 - 2027/2028

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
Local Transportation Funds	$35,077,898	$36,130,235	$37,214,142	$38,330,556	$146,752,831	
State Transit Assistance	$490,000	$350,000	$250,000	$300,000	$1,390,000	
CMAQ	$3,044,000	$4,400,000	$1,500,000	$0	$8,944,000	
SGR	$882,666	$909,146	$936,420	$964,513	$3,692,745	
LCTOP	$1,152,018	$1,186,579	$1,222,176	$1,258,841	$4,819,614	
LCTOP Operating	$200,000	$0	$0	$0	$200,000	
Section 5311	$985,529	$985,529	$985,529	$985,529	$3,942,116	
Measure I	$1,760,600	$1,813,418	$1,867,821	$1,923,866	$7,365,705	
Section 5339	$1,083,000	$1,083,000	$1,083,000	$1,083,000	$4,332,000	
Section 5307	$11,811,833	$11,811,833	$11,811,833	$11,811,833	$47,247,332	
					$0	
					$0	
					$0	
					$0	
					$0	
					$0	
					$0	
Revenue Total	**$56,487,544**	**$58,669,740**	**$56,870,921**	**$56,658,138**	**$228,686,343**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 24/25	FY 25/26	FY 26/27	FY 27/28		
Capital	$18,463,517	$19,740,558	$16,803,429	$15,418,187	$70,425,691	
Operating	$38,024,027	$38,929,182	$40,067,492	$41,239,951	$158,260,652	
Expenditures Total	**$56,487,544**	**$58,669,740**	**$56,870,921**	**$56,658,138**	**$228,686,343**	

ATTACHMENT D – REGIONAL FUNDING AND EXPENDITURE TABLES

TABLE 1: REVENUE

Southern California Association of Governments
2025 Federal Transportation Improvement Program
($'s in 1,000)

		O T E	4 YEAR (FTIP Period)				
			FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
LOCAL	Sales Tax		$3,710,321	$1,895,902	$1,757,201	$2,137,843	$9,501,267
	City		*$0*	*$0*	*$0*	*$0*	*$0*
	County		*$3,710,321*	*$1,895,902*	*$1,757,201*	*$2,137,843*	*$9,501,267*
	Gas Tax		$0	$3,000	$6,000	$500	$9,500
	Gas Tax (Subventions to Cities)		*$0*	*$3,000*	*$6,000*	*$500*	*$9,500*
	Gas Tax (Subventions to Counties)		*$0*	*$0*	*$0*	*$0*	*$0*
	Other Local Funds		$749,237	$351,096	$382,210	$512,238	$1,994,781
	County General Funds		*$59,338*	*$13,866*	*$1,507*	*$99,800*	*$174,511*
	City General Funds		*$547,756*	*$287,302*	*$358,025*	*$207,631*	*$1,400,714*
	Street Taxes and Developer Fees		*$142,143*	*$49,928*	*$22,678*	*$204,807*	*$419,556*
	RSTP Exchange funds		*$0*	*$0*	*$0*	*$0*	*$0*
	Transit		$4,145	$3,095	$3,101	$2,904	$13,245
	Transit Fares		*$4,145*	*$3,095*	*$3,101*	*$2,904*	*$13,245*
	Other (See Appendix 1)		$1,643,229	$2,316,854	$2,586,042	$1,914,768	*$8,460,893*
	Local Total		$6,106,932	$4,569,947	$4,734,554	$4,568,253	$19,979,686
REGIONAL	Tolls		$0	$0	$0	$0	$0
	Bridge		*$0*	*$0*	*$0*	*$0*	*$0*
	Corridor		*$0*	*$0*	*$0*	*$0*	*$0*
	Regional Sales Tax		$0	$0	$0	$0	$0
	Other (See Appendix 2)		$0	$0	$0	$0	$0
	Regional Total		$0	$0	$0	$0	$0
STATE	State Highway Operations and Protection Program (SHOPP) [1]		$1,242,197	$1,755,203	$284,742	$412,860	$3,695,002
	SHOPP		*$933,147*	*$1,755,203*	*$284,742*	*$412,860*	*$3,385,952*
	SHOPP Prior		*$306,690*	*$0*	*$0*	*$0*	*$306,690*
	State Minor Program		*$2,360*	*$0*	*$0*	*$0*	*$2,360*
	State Transportation Improvement Program (STIP) [1]		$180,983	$167,944	$72,248	$74,568	$495,743
	STIP		*$180,983*	*$167,944*	*$72,248*	*$74,568*	*$495,743*
	STIP Prior		*$0*	*$0*	*$0*	*$0*	*$0*
	State Bond		$163,695	$198,753	$496	$0	$362,944
	Proposition 1A (High Speed Passenger Train Bond Program)		*$100,000*	*$198,335*	*$0*	*$0*	*$298,335*
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		*$63,695*	*$418*	*$496*	*$0*	*$64,609*
	Active Transportation Program (ATP) [1]		$262,350	$52,908	$237,909	$0	$553,167
	Highway Maintenance (HM) Program [1]		$0	$0	$0	$0	$0
	Highway Bridge Program (HBP) [1]		$146,857	$148,795	$322,663	$6,983	$625,298
	Road Repair and Accountability Act of 2017 (SB1)		$642,316	$68,850	$12,000	$156,000	$879,166
	Traffic Congestion Relief Program (TCRP)		$0	$0	$0	$0	$0
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)		$9,417	$4,015	$975	$810	$15,217
	Local Transportation Climate Adaptation Program (LTCAP)						
	Other (See Appendix 3)		$719,630	$221,264	$616,714	$331,550	$1,889,158
	State Total		$3,367,445	$2,617,732	$1,547,747	$982,771	$8,515,695
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		$999,229	$476,357	$401,458	$420,560	$2,297,604
	5309 - Fixed Guideway Capital Investment Grants		$0	$0	$0	$0	$0
	5309b - New and Small Starts (Capital Investment Grants)		$359,228	$487,305	$328,016	$0	$1,174,549
	5309c - Bus and Bus Related Grants		$510	$0	$0	$0	$510
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		$10,267	$5,183	$1,388	$1,389	$18,227
	5311 - Formula Grants for Rural Areas		$2,801	$2,421	$2,011	$1,574	$8,807
	5311f - Intercity Bus		$230	$230	$0	$0	$460
	5337 - State of Good Repair Grants		$297,554	$190,416	$162,050	$159,321	$809,341
	5339 - Bus and Bus Facilities Formula Grants		$51,809	$8,320	$12,854	$26,328	$99,311
	FTA Transfer from Prior FTIP		$388	$0	$0	$0	$388
	Other (See Appendix 4)		$0	$0	$0	$400	$400
	Federal Transit Total		$1,722,016	$1,170,232	$907,777	$609,572	$4,409,597
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		$307,967	$314,026	$208,592	$208,592	$1,039,177
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)		$0	$0	$0	$0	$0
	Coordinated Border Infrastructure Program		$0	$0	$0	$0	$0
	Federal Lands Access Program		$0	$0	$0	$0	$0
	Federal Lands Transportation Program		$0	$0	$0	$0	$0
	GARVEE Bonds Debt Service Payments		$0	$0	$0	$0	$0
	Highway Infrastructure Program (HIP)		$0	$0	$0	$0	
	High Priority Projects (HPP) and Demo		$11,015	$14,301	$400	$0	$25,716
	Highway Safety Improvement Program (HSIP)		$45,398	$1,691	$0	$0	$47,089
	National Highway Freight Program (NHFP)		$0	$0	$0	$0	$0
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)		$0	$0	$0	$0	$0
	Railway-Highway Crossings Program		$53,991	$0	$0	$0	$53,991
	Recreational Trails Program		$2,751	$0	$0	$0	$2,751
	SAFETEA-LU Safe Routes to School (SRTS)		$0	$0	$0	$0	$0
	Surface Transportation Block Grant Program (STBGP/RSTP)		$304,449	$312,021	$233,923	$223,680	$1,074,073
	Tribal Transportation Program		$0	$0	$0	$0	
	Carbon Reduction Program (CRP)		$0	$0	$0	$0	
	Promoting Resilient Operations for Transformative (PROTECT)		$0	$0	$0	$0	
	Other (see Appendix 5)		$227,771	$13,500	$3,000	$0	$244,271
	Federal Highway Total		$953,342	$655,539	$445,915	$432,272	$2,487,068
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)		$0	$500	$0	$0	$500
	Federal Railroad Administration Total		$0	$500	$0	$0	$500
	Federal Total		$2,675,358	$1,826,271	$1,353,692	$1,041,844	$6,897,165
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)		$0	$0	$0	$0	$0
	Other (See Appendix 7)		$0	$0	$0	$0	$0
	Innovative Financing Total		$0	$0	$0	$0	$0
REVENUE TOTAL			$12,149,735	$9,013,950	$7,635,993	$6,592,868	$35,392,546

Financial Summary Notes:

[1] *State Programs that include both state and federal funds*

Receive repayment of SACOG CMAQ loan: +5 mill in FY25 and +5 mill in FY 26

TABLE 2: PROGRAMMED

Southern California Association of Governments
2025 Federal Transportation Improvement Program
($'s in 1,000)

		NOTES	4 YEAR (FTIP Period)				
			FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
LOCAL	Local Total		$6,106,932	$4,569,947	$4,734,554	$4,568,253	$19,979,686
REGIONAL	Tolls		$0	$0	$0	$0	$0
	Bridge		*$0*	*$0*	*$0*	*$0*	*$0*
	Corridor		*$0*	*$0*	*$0*	*$0*	*$0*
	Regional Sales Tax		$0	$0	$0	$0	$0
	Other (See Appendix A)		$0	$0	$0	$0	$0
	Regional Total		$0	$0	$0	$0	$0
STATE	State Highway Operations and Protection Program (SHOPP) [1]		$1,242,197	$1,755,203	$284,742	$412,860	$3,695,002
	SHOPP		*$933,147*	*$1,755,203*	*$284,742*	*$412,860*	*$3,385,952*
	SHOPP Prior		*$306,690*	*$0*	*$0*	*$0*	*$306,690*
	State Minor Program		*$2,360*	*$0*	*$0*	*$0*	*$2,360*
	State Transportation Improvement Program (STIP) [1]		$180,983	$167,944	$72,248	$74,568	$495,743
	STIP		*$180,983*	*$167,944*	*$72,248*	*$74,568*	*$495,743*
	STIP Prior		*$0*	*$0*	*$0*	*$0*	*$0*
	State Bond		$163,695	$198,753	$496	$0	$362,944
	Proposition 1A (High Speed Passenger Train Bond Program)		*$100,000*	*$198,335*	*$0*	*$0*	*$298,335*
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		*$63,695*	*$418*	*$496*	*$0*	*$64,609*
	Active Transportation Program [1]		$262,350	$52,908	$237,909	$0	$553,167
	Highway Maintenance (HM) Program [1]		$0	$0	$0	$0	$0
	Highway Bridge Program (HBP) [1]		$146,857	$148,795	$322,663	$6,983	$625,298
	Road Repair and Accountability Act of 2017 (SB1)		$642,316	$68,850	$12,000	$156,000	$879,166
	Traffic Congestion Relief Program (TCRP)		$0	$0	$0	$0	$0
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)		$9,417	$4,015	$975	$810	$15,217
	Local Transportation Climate Adaptation Program (LTCAP)		$0	$0	$0	$0	
	Other (See Appendix B)		$719,630	$221,264	$616,714	$331,550	$1,889,158
	State Total		$3,367,445	$2,617,732	$1,547,747	$982,771	$8,515,695
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		$999,229	$476,357	$401,458	$420,560	$2,297,604
	5309 - Fixed Guideway Capital Investment Grants		$0	$0	$0	$0	$0
	5309b - New and Small Starts (Capital Investment Grants)		$359,228	$487,305	$328,016	$0	$1,174,549
	5309c - Bus and Bus Related Grants		$510	$0	$0	$0	$510
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		$10,267	$5,183	$1,388	$1,389	$18,227
	5311 - Formula Grants for Rural Areas		$2,801	$2,421	$2,011	$1,574	$8,807
	5311f - Intercity Bus		$230	$230	$0	$0	$460
	5337 - State of Good Repair Grants		$297,554	$190,416	$162,050	$159,321	$809,341
	5339 - Bus and Bus Facilities Formula Grants		$51,809	$8,320	$12,854	$26,328	$99,311
	FTA Transfer from Prior FTIP		$388	$0	$0	$0	$388
	Other (See Appendix C)		$0	$0	$0	$400	$400
	Federal Transit Total		$1,722,016	$1,170,232	$907,777	$609,572	$4,409,597
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		$240,958	$275,600	$0	$0	$516,558
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)		$0	$0	$0	$0	$0
	Coordinated Border Infrastructure Program		$0	$0	$0	$0	$0
	Federal Lands Access Program		$0	$0	$0	$0	$0
	Federal Lands Transportation Program		$0	$0	$0	$0	$0
	GARVEE Bonds Debt Service Payments		$0	$0	$0	$0	$0
	Highway Infrastructure Program (HIP)		$0	$0	$0	$0	$0
	High Priority Projects (HPP) and Demo		$11,015	$14,301	$400	$0	$25,716
	Highway Safety Improvement Program (HSIP)		$45,398	$1,691	$0	$0	$47,089
	National Highway Freight Program (NHFP)		$0	$0	$0	$0	$0
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)		$0	$0	$0	$0	$0
	Railway-Highway Crossings Program		$53,991	$0	$0	$0	$53,991
	Recreational Trails Program		$2,751	$0	$0	$0	$2,751
	SAFETEA-LU Safe Routes to School (SRTS)		$0	$0	$0	$0	$0
	Surface Transportation Block Grant Program (STBGP/RSTP)		$272,294	$306,000	$68,555	$34,999	$681,848
	Tribal Transportation Program		$0	$0	$0	$0	$0
	Carbon Reduction Program (CRP)		$0	$0	$0	$0	$0
	Promoting Resilient Operations for Transformative (PROTECT)		$0	$0	$0	$0	$0
	Other (see Appendix D)		$227,771	$13,500	$3,000	$0	$244,271
	Federal Highway Total		$854,178	$611,092	$71,955	$34,999	$1,572,224
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)		$0	$500	$0	$0	$500
	Federal Railroad Administration Total		$0	$500	$0	$0	$500
	Federal Total		$2,576,194	$1,781,824	$979,732	$644,571	$5,982,321
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)		$0	$0	$0	$0	$0
	Other (See Appendix F)		$0	$0	$0	$0	$0
	Innovative Financing Total		$0	$0	$0	$0	$0
PROGRAMMED TOTAL			$12,050,571	$8,969,503	$7,262,033	$6,195,595	$34,477,702

MPO Financial Summary Notes:
[1] *State Programs that include both state and federal funds.*

TABLE 3: REVENUE-PROGRAMMED

Southern California Association of Governments
2025 Federal Transportation Improvement Program
($'s in 1,000)

		4 YEAR (FTIP Period)				
		FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
LOCAL	Local Total	$0	$0	$0	$0	$0
REGIONAL	Tolls	$0	$0	$0	$0	$0
	Bridge	*$0*	*$0*	*$0*	*$0*	*$0*
	Corridor	*$0*	*$0*	*$0*	*$0*	*$0*
	Regional Sales Tax	$0	$0	$0	$0	$0
	Other	$0	$0	$0	$0	$0
	Regional Total	$0	$0	$0	$0	$0
STATE	State Highway Operations and Protection Program (SHOPP) [1]	$0	$0	$0	$0	$0
	SHOPP	*$0*	*$0*	*$0*	*$0*	*$0*
	SHOPP Prior	*$0*	*$0*	*$0*	*$0*	*$0*
	State Minor Program	*$0*	*$0*	*$0*	*$0*	*$0*
	State Transportation Improvement Program (STIP) [1]	$0	$0	$0	$0	$0
	STIP	*$0*	*$0*	*$0*	*$0*	*$0*
	STIP Prior	*$0*	*$0*	*$0*	*$0*	*$0*
	State Bond	$0	$0	$0	$0	$0
	Proposition 1A (High Speed Passenger Train Bond Program)	$0	$0	$0	$0	$0
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)	$0	$0	$0	$0	$0
	Active Transportation Program [1]	$0	$0	$0	$0	$0
	Highway Maintenance (HM) Program [1]	$0	$0	$0	$0	$0
	Highway Bridge Program (HBP) [1]	$0	$0	$0	$0	$0
	Road Repair and Accountability Act of 2017 (SB1)	$0	$0	$0	$0	$0
	Traffic Congestion Relief Program (TCRP)	$0	$0	$0	$0	$0
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	$0	$0	$0	$0	$0
	Local Transportation Climate Adaptation Program (LTCAP)	$0	$0	$0	$0	$0
	Other	$0	$0	$0	$0	$0
	State Total	$0	$0	$0	$0	$0
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	$0	$0	$0	$0	$0
	5309 - Fixed Guideway Capital Investment Grants	$0	$0	$0	$0	$0
	5309b - New and Small Starts (Capital Investment Grants)	$0	$0	$0	$0	$0
	5309c - Bus and Bus Related Grants	$0	$0	$0	$0	$0
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	$0	$0	$0	$0	$0
	5311 - Formula Grants for Rural Areas	$0	$0	$0	$0	$0
	5311f - Intercity Bus	$0	$0	$0	$0	$0
	5337 - State of Good Repair Grants	$0	$0	$0	$0	$0
	5339 - Bus and Bus Facilities Formula Grants	$0	$0	$0	$0	$0
	FTA Transfer from Prior FTIP	$0	$0	$0	$0	$0
	Other	$0	$0	$0	$0	$0
	Federal Transit Total	$0	$0	$0	$0	$0
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	$67,009	$38,426	$208,592	$208,592	$522,619
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)	$0	$0	$0	$0	$0
	Coordinated Border Infrastructure Program	$0	$0	$0	$0	$0
	Federal Lands Access Program	$0	$0	$0	$0	$0
	Federal Lands Transportation Program	$0	$0	$0	$0	$0
	GARVEE Bonds Debt Service Payments	$0	$0	$0	$0	$0
	Highway Infrastructure Program (HIP)	$0	$0	$0	$0	$0
	High Priority Projects (HPP) and Demo	$0	$0	$0	$0	$0
	Highway Safety Improvement Program (HSIP)	$0	$0	$0	$0	$0
	National Highway Freight Program (NHFP)	$0	$0	$0	$0	$0
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)	$0	$0	$0	$0	$0
	Railway-Highway Crossings Program	$0	$0	$0	$0	$0
	Recreational Trails Program	$0	$0	$0	$0	$0
	SAFETEA-LU Safe Routes to School (SRTS)	$0	$0	$0	$0	$0
	Surface Transportation Block Grant Program (STBGP/RSTP)	$32,155	$6,021	$165,368	$188,681	$392,225
	Tribal Transportation Program	$0	$0	$0	$0	$0
	Carbon Reduction Program (CRP)	$0	$0	$0	$0	$0
	Promoting Resilient Operations for Transformative (PROTECT)	$0	$0	$0	$0	$0
	Other	$0	$0	$0	$0	$0
	Federal Highway Total	$99,164	$44,447	$373,960	$397,273	$914,844
FEDERAL RAIL	Other Federal Railroad Administration	$0	$0	$0	$0	$0
	Federal Railroad Administration Total	$0	$0	$0	$0	$0
	Federal Total	$99,164	$44,447	$373,960	$397,273	$914,844
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	$0	$0	$0	$0	$0
	Other	$0	$0	$0	$0	$0
	Innovative Financing Total	$0	$0	$0	$0	$0
REVENUE - PROGRAM TOTAL		$99,164	$44,447	$373,960	$397,273	$914,844

2025 Federal Transportation Improvement Program
Expenditure Summary by Program Category
(All figures in $000's)

Category	All Counties							
Unit: thousands	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	Total	%
Transit Improvement								
Bus Equipment or Capital Lease	385,988	7,526	5,197	4,200	-	-	402,911	1%
Bus Vehicles Expansion	87,284	600	1,807	-	-	-	89,691	0%
Commuter Rail Vehicles Expansion	-	-	-	-	-	-	-	0%
Intercity/Heavy Rail Vehicles Expansion	-	-	393,000	-	-	-	393,000	1%
Intercity/Heavy Rail Extension	1,165,285	1,320,914	624,901	-	-	-	3,111,100	8%
Light Rail Equipment	-	-	-	-	-	-	-	0%
Light Rail Extension	1,826,119	893,169	1,122,397	1,322,095	-	-	5,163,780	13%
Light Rail Vehicles Expansion	-	-	-	-	-	-	-	0%
Transit Equipment, Structures, Facilities	621,390	396,599	61,250	19,423	-	-	1,098,662	3%
Transit Improvement Subtotal	**4,086,066**	**2,618,808**	**2,208,552**	**1,345,718**	**-**	**-**	**10,259,144**	**26%**
Transit Operations & Maintenance								
Bus Operations	177,871	128,459	71,040	51,298	-	-	428,668	1%
Bus Vehicles Rehab/Replace	997,287	712,208	627,221	684,105	641,920	642,349	4,305,090	11%
Commuter Rail Equipment	27,691	6,000	6,000	6,000	-	-	45,691	0%
Commuter Rail Operations	11,059	-	-	-	-	-	11,059	0%
Commuter Rail Vehicles Rehab/Replace	4,609	-	7,500	-	-	-	12,109	0%
Intercity/Heavy Rail Operations	325,130	21,616	92,200	131,900	-	-	570,846	1%
Intercity/Heavy Rail Equipment	23,600	11,700	-	-	-	-	35,300	0%
Intercity/Heavy Rail Vehicles Rehab/Replace	81,250	-	-	-	-	-	81,250	0%
Light Rail Operations	15,543	-	-	-	-	-	15,543	0%
Paratransit	98,931	48,408	6,435	5,521	748	259	160,302	0%
Transit O&M Subtotal	**1,762,971**	**928,391**	**810,396**	**878,824**	**642,668**	**642,608**	**5,665,858**	**15%**
Highway Improvement								
Auxiliary, Passing, Truck Climbing Lane	3,200	-	-	-	-	-	3,200	0%
Bridge Improvement	99,255	180,248	24,712	33,000	114,682	13,800	465,697	1%
Capacity Enhancing Improvements (Highway)	1,435,528	1,918,326	2,345,498	1,288,158	192,712	246,095	7,426,317	19%
Grade Separations	246,882	80,845	79,050	54,000	76,000	-	536,777	1%
HOV Lanes	646,403	641,701	672,023	1,729,361	8,000	-	3,697,488	10%
Interchange, ramps, over/undercrossing	635,370	400,520	309,781	616,874	353,975	268,099	2,584,619	7%
Non-Capacity Improvements	623,152	147,312	39,238	29,655	3,283	-	842,640	2%
Highway Improvement Subtotal	**3,689,790**	**3,368,952**	**3,470,302**	**3,751,048**	**748,652**	**527,994**	**15,556,738**	**40%**
Highway Operations & Maintenance								
SHOPP Operations	182,490	214,458	5,211	32,913	-	-	435,072	1%
SHOPP Rehabilitation	668,323	1,339,983	251,471	343,888	-	-	2,603,665	7%
SHOPP Safety	314,246	129,462	28,060	36,059	-	-	507,827	1%
Road Rehabilitation/Replacement	246,059	235,225	354,813	33,783	189,985	120,758	1,180,623	3%
Safety Improvements	216,687	44,060	3,000	-	-	-	263,747	1%
Soundwalls	71,578	7,540	-	-	-	-	79,118	0%
Highway O&M Subtotal	**1,699,383**	**1,970,728**	**642,555**	**446,643**	**189,985**	**120,758**	**5,070,052**	**13%**
ITS, TDM, and Non-Motorized								
ITS	217,090	40,811	57,245	14,650	-	-	329,796	1%
Bicycle and Pedestrian Facilities	739,537	171,644	399,813	61,391	-	-	1,372,385	4%
Rideshare	14,114	2,124	181	-	-	-	16,419	0%
TDM, Park and Ride (excl. ridematching)	91,807	-	30,000	-	-	-	121,807	0%
ITS, TDM, and Non-Motorized Subtotal	**1,062,548**	**214,579**	**487,239**	**76,041**	**-**	**-**	**1,840,407**	**5%**
Other								
Administration, Admin. Facilities, Vehicles, Misc.	97,510	7,676	4,390	4,390	-	-	113,966	0%
Ferry Service	3,541	-	-	-	-	-	3,541	0%
Land Acquisition	20,820	-	-	-	-	-	20,820	0%
Landscaping	24,048	7,500	-	-	-	-	31,548	0%
Planning	19,685	96,220	5,184	26,551	1,370	-	149,010	0%
Study	45,531	32,014	2,885	-	-	-	80,430	0%
Transportation Enhancement Activities	18,240	15,375	7,672	-	-	-	41,287	0%
Other Subtotal	**229,375**	**158,785**	**20,131**	**30,941**	**1,370**	**-**	**440,602**	**1%**
Total	**12,530,133**	**9,260,243**	**7,639,175**	**6,529,215**	**1,582,675**	**1,291,360**	**38,832,801**	**100%**

ATTACHMENT E – EXPEDITED PROJECT SELECTION PROCEDURES

PROJECT PROGRAMMING

Once the CTCs assign funds to projects, as required by state and federal statutes, projects are then incorporated into the FTIP in accordance with the estimated project delivery schedules. The first four years of the FTIP are required to be financially constrained, and programming beyond this period is for informational purposes only. Below are the steps which specify how projects are programmed in the FTIP:

i. The CTCs have established that projects programmed in the first four years are priority projects for the region and are programmed according to estimated project delivery schedules at the time of the TIP submittal. SCAG incorporates the county TIPs into the Federal TIP as submitted by the CTCs in accordance with the appropriate transportation conformity and RTP consistency requirements.
ii. SCAG performs all required conformity and consistency analysis and public hearings on the FTIP and adopts the FTIP.
iii. SCAG submits the FTIP to the Governor (authority delegated to Caltrans) for incorporation into the State's Federal TIP, and SCAG simultaneously submits the conformity findings to the FHWA, FTA, and EPA for approval of the final conformity determination.

EXPEDITED PROJECT SELECTION PROCEDURES

The current Code of Federal Regulations, 23CFR450.330, states the following regarding Expedited Project Selection Procedures (EPSP):

"If the State or public transportation operator(s) wishes to proceed with a project in the second, third year, or fourth year of the FTIP, the specific project selection procedures stated in paragraphs (b) and (c) of this section must be used unless the MPO, the State and the public transportation operator(s) jointly develop expedited project selection procedures to provide for the advancement of projects from the second, third or fourth year of the FTIP."

In order to address the above regulation, the SCAG region (SCAG, County Transportation Commissions (CTCs), and transit operators) developed and agree to the following expedited project selection procedures:

Which provides for the advancement or delay of projects for implementation purposes within the active period of the approved FTIP without the need for immediately processing FTIP amendments, unless the EPSP action results in the project crossing analysis for air quality conformity determinations. However, the impacts of the EPSP action must be included in future FTIP updates, amendments or administrative modifications. Projects programmed within the first four years may be advanced or delayed to accommodate project schedules that have proceeded more rapidly than estimated. This advancement allows project sponsors the flexibility to deliver and obligate state and/or federal funds in a timely and efficient manner. Nevertheless, non-TCM projects can only advance ahead of TCM projects if they do not cause TCM projects to be delayed.

i. SCAG receives request to use EPSP for project(s) in the FTIP.
ii. SCAG analyzes, discusses with CTC, and takes action on the request for the use of EPSP for project(s) in the FTIP.

In addition, SCAG and Caltrans agree that the Caltrans' State Highway Operation Protection Program (SHOPP) Manager may advance, or delay projects programmed in the adopted SHOPP project schedule upon notifying SCAG.

The Caltrans Division of Local Assistance has implemented a project selection process for the Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), Highway-Railway Crossings Program, the Highway Bridge Program (HBP), the Safe Routes to School (SRTS) Program, the Highway Infrastructure Program (HIP), the State Minor Program, and the High Risk Rural Roads (HRRR/HR3) Program to produce the four-year FTIP Program Schedule planning list. Other programs may be added to the list of programs mentioned above. Projects funded through the programs listed may be advanced or delayed within the four-year element of the FTIP by the authorized Program Managers without amending the FTIP, upon notification to SCAG.

Projects from the first four years of the 2025 FTIP have been selected using the project selection procedures.

ATTACHMENT F - AMENDMENT APPROVAL PROCEDURES

AMENDMENT AND ADMINISTRATIVE MODIFICATION APPROVAL PROCEDURES – SCAG EXECUTIVE DIRECTOR AUTHORITY

By its approval of this Federal Transportation Improvement Program (FTIP) and the accompanying resolution, the Regional Council grants authority to SCAG's Executive Director to approve FTIP amendments, and associated conformity determinations, and to transmit to the state and federal agencies amendments to the most currently approved FTIP. These amendments must meet the following criteria:

i. Changes do not affect the regional emissions analysis.
ii. Changes do not affect the timely implementation of the Transportation Control Measures.
iii. Changes do not adversely impact financial constraint.
iv. Changes are consistent with the adopted Regional Transportation Plan as amended.
v. Amendments triggered by an RTP/SCS amendment must be approved by the Regional Council.

Additionally, the SCAG Regional Council adopted a resolution regarding Administrative Modification approval procedures. It is consistent with the FHWA and FTA letter dated December 20, 2019, and pursuant to its approval of this FTIP, the SCAG Regional Council will accept delegation from Caltrans and will delegate authority to SCAG's Executive Director to approve FTIP Administrative Modifications for submittal into the FSTIP consistent with approved FSTIP/FTIP Administrative Modification and Amendment Procedures as may be amended and subject to approval by Caltrans. The following procedures apply to this delegation of authority:

i. SCAG will submit Amendments and Administrative Modifications through CTIPS
ii. SCAG will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for.
iii. Caltrans will conduct periodic reviews of SCAG's administrative modification process to confirm adherence to these procedures. Noncompliance with these procedures will result in revocation of SCAG's delegation.

SECTION IX: CONGESTION MANAGEMENT PROCESS

2025 FTIP and Federal Congestion Management Process

Federal legislation and regulations for Metropolitan Transportation Planning and Programming require a Congestion Management Process (CMP) in Transportation Management Areas (TMAs) to *"provide for safe and effective integrated management and operation of the multimodal transportation system…through the use of travel demand reduction and operational management strategies."* 23 CFR 450.322(a). The Federal Highway Administration (FHWA) defines the CMP as a *"systematic approach that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan–wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 U.S.C., through the use of operational management strategies."* In accordance with Federal law [23 U.S.C. S134 and 49 U.S.C. S5303–5305], SCAG has made the CMP an integral part of the regional transportation planning process, including Connect SoCal 2024 (RTP/SCS) and the FTIP.

FEDERAL PERFORMANCE MANAGEMENT PROCESS AND CONNECT SOCAL

The FHWA *CMP Guidebook* outlines eight actions that are considered to be the core of the CMP. SCAG, as the Metropolitan Planning Organization (MPO), implements, monitors and evaluates these actions as part of its RTP/SCS process. These eight actions and how SCAG implements them are described below:

1. Develop Regional Objectives for Congestion Management – CMP objectives should be developed in coordination with the MPO's long-range plan and should guide the decisions made throughout the CMP and the broader MPO planning process.
    - SCAG's Implementation: As part of each RTP/SCS development process, SCAG performs a comprehensive objectives development process with hundreds of stakeholders across the region to identify regional objectives for a host of transportation planning areas, including congestion management. RTP/SCS goals are adopted every four years and consistently address mobility, accessibility, and reliability.

2. Define CMP Network – This step defines the geographic area to be covered by the CMP, as well as the CMP network and its transportation facilities that will be analyzed.
    - SCAG's Implementation: As part of each RTP/SCS development process, SCAG meets the CMP requirements by defining the six–county geographic area to be covered by the RTP/SCS, and all transportation facilities that will be analyzed, including freeway, highway, arterial, transit, bicycle, pedestrian, and freight facilities.

3. Develop Multimodal Performance Measures – The performance measures an MPO selects for use in the CMP should address the congestion management objectives identified above, addressing a wide variety of congestion-related issues.
    - SCAG's Implementation: As part of each RTP/SCS development process, SCAG meets the requirements by developing multimodal performance measures addressing a wide variety of congestion-related issues, including but not limited to mobility, accessibility,

location efficiency, air quality, and public health. Regarding congestion, SCAG evaluates person delay, truck delay and travel time.

4. Collect Data/Monitor System Performance – This step involves collecting and monitoring data to assess the CMP network's performance.
    - SCAG's Implementation: As part of each RTP/SCS development process, SCAG meets the CMP requirements by updating and calibrating the regional travel demand model and activity-based model process utilizing existing conditions, allowing SCAG to provide an accurate representation of the performance of the existing highway and arterial system. Data sources include Caltrans freeway Performance Monitoring System (PeMS), Caltrans Highway Performance Monitoring System (HPMS), Mobility Performance Report (MPR), and private sector data sources. In addition, SCAG collects a host of data on the performance of other modes of transportation, including transit/rail and goods movement.

5. Analyze Congestion Problems and Needs – This step identifies the congestion problems that are present in the region, and those that are anticipated based on the data collected for the RTP/SCS. This step also identifies sources of "unacceptable" congestion.
    - SCAG's Implementation: As part of each RTP/SCS development process, SCAG meets the CMP requirements by performing an assessment of congestion levels in the base year (2019 for the 2024 RTP/SCS) as existing conditions and also for the horizon year of 2050. SCAG then performs model runs to tests the transportation improvements and their ability to address the identified congestion issues.

6. Identify and Assess Strategies – This step involves developing strategies that are appropriate to mitigate the congestion identified in Steps 4 and 5. A wide variety of strategies should be considered, including transportation demand management, operational improvements, and multimodal facilities and services.
    - SCAG's Implementation: As part of each RTP/SCS development process, SCAG meets the CMP requirements by considering a comprehensive range of strategies, including transportation systems management, transportation demand management, and investments in multimodal capital and operational improvements.

7. Program and Implement Strategies – This step involves programming and implementing fiscally constrained projects through the RTP/SCS and Federal Transportation Improvement Program (FTIP) processes, to mitigate the identified congestion. CMP performance measures should be used as a tool for project prioritization.
    - SCAG's Implementation: As part of each FTIP update and amendment development process, SCAG meets the CMP requirements by implementing projects and strategies identified in the FTIP and RTP/SCS in collaboration with the county transportation commissions (CTCs).

8. Evaluate Strategy Effectiveness – This step involves the evaluation of how well the CMP strategies are working, whether further improvements are needed, and whether the strategies should be implemented elsewhere in the region.
    - SCAG's Implementation: SCAG meets the CMP requirements by evaluating how its implemented strategies mitigate and reduce the identified congestion over time at the system level, using performance measures and monitoring.

SCAG CMP'S RELATION TO OTHER DOCUMENTS

Through Connect SoCal, SCAG identifies strategies to reduce and mitigate congestion, which are incorporated into the FTIP. These FTIP projects are programmed through the CTCs, as all of these projects are incorporated in the CTCs long-range plans.

The SCAG CMP is also an important part of the South Coast Air Quality Management District's (AQMD) Air Quality Management Plan (AQMP). The FTIP and RTP/SCS contain congestion-mitigating projects that are transportation control measures (TCMs), which are incorporated into the AQMP to reduce air pollution emissions or concentrations from transportation sources by modifying vehicle use, changing traffic flow, or mitigating traffic congestion conditions. These measures contribute toward attaining the National Ambient Air Quality Standards (NAAQS). Federal funds may not be programmed in the ozone non-attainment areas of Transportation Management Areas (TMAs) for any project resulting in significant increases in single-occupancy vehicle (SOV) capacity unless that project is addressed through the CMP. SCAG's FTIP process flags these SOV capacity-enhancing projects upon submittal by the CTCs and has a process to ensure that these projects meet the CMP requirements.

Riverside and San Bernardino Counties are designated as ozone non-attainment areas. In addition, the entire South Coast Air Basin (SCAB), which comprises urbanized portions of Los Angeles, Riverside, and San Bernardino Counties and all of Orange County, is designated as an ozone and PM2.5 non-attainment area and carbon monoxide and PM10 maintenance area.

CMP AND NEW PERFORMANCE MEASURES

As discussed in detail in SECTION X, there are federal requirements for performance-based transportation planning. In particular, the performance measures for safety, travel time reliability, and delay (categorized as Performance Management Rule, or PM, 1 and 3) are relevant to the CMP. SCAG's efforts to implement these performance-based requirements are incorporated into the overall CMP activities as part of the development of the RTP/SCS, and are documented in the Plan's Congestion Management Technical Report.

ROLES AND RESPONSIBILITIES OF PARTNER AGENCIES

Five of the six counties in the SCAG region (all but Imperial County) have adopted programs that fall under the state congestion management requirements, and they are responsible for monitoring their respective networks and producing a report every two years. SCAG, in turn, has a state-mandated role in reviewing the county programs for inter-county compatibility and consistency, as well as for consistency with the adopted RTP/SCS. In the SCAG region, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties are contained within the TMA. The CTCs also work with SCAG to program their projects incorporated in their long-range plans into the FTIP and RTP/SCS. Many of these projects are TCMs that are incorporated into the AQMP, and the SCAQMD and SCAG work together to ensure the region improves its air quality. Finally, FHWA monitors and reviews SCAG's processes to make sure it meets CMP requirements.

For more information on SCAG's CMP, please see the *2024 RTP/SCS Congestion Management Technical Report*.

SOV Capacity-Increasing Projects

In the SCAG region, federal regulations stipulate that no federal funds may be programmed for any project that significantly increases Single Occupancy Vehicle (SOV) capacity unless the project is addressed as part of the federal congestion management process. According to 23 CFR§450.322(e), *"…Federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for single occupant vehicles (SOVs) (i.e., a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section"* in designated non-attainment TMA areas. The FTIP, as the programming document for all federal transportation funds, must be consistent with the regulations. SCAG requires project sponsors who submit significant SOV capacity-increasing projects into the FTIP to provide documentation demonstrating that they have analyzed non-capacity-increasing alternatives as part of the project development process. Specifically, project sponsors should demonstrate that Transportation Demand Management (TDM) or other operational management strategies were considered and incorporated into the project.

SCAG previously used a $50 million cost threshold to identify projects which increase SOV capacity in the region, but working closely with FHWA, SCAG has replaced this methodology with a criterion of identifying roadway facilities that are at least one mile in length. The process described below was used by SCAG to ensure compliance of the 2025 FTIP with the federal CMP:

1. Identify all SOV capacity-increasing projects, in a TMA designated as a non-attainment area for ozone or carbon monoxide, that are fully or partially funded by federal sources in first four years of the FTIP.

2. Identify and determine projects that are 1) safety and/or operational improvements and 2) bottleneck relief projects, as these are exempted from the CMP process.

3. Identify SOV capacity-increasing projects that are at least one mile in length, as this is the primary criterion that determines the need for CMP review.

4. Collect from the SOV capacity-increasing project sponsors documentation with the project submittal that demonstrates that TDM or other operational management strategies were considered for the project in question during the alternatives analysis process. Acceptable documentation includes:

    - Alternatives Analysis studies and/or other relevant project planning studies with specific reference to the TDM or other operational management strategies considered
    - Environmental Impact Statement/Environmental Impact Report (EIS/EIR)
    - Statement of overriding consideration explaining why consideration of TDM or other operational management strategies were not relevant, infeasible or impractical (e.g., arterial widening in a rural area)

5. Create list of all SOV capacity-increasing projects subject to the CMP. The list will include a description of the project along with its submitted documentation with a link.

PROJECT SUBMITTALS

All FTIP project submittals for significant SOV capacity-increasing projects that are at least one mile in length and above must include documentation that demonstrates TSM/TDM or other operational management strategies were considered and/or incorporated into the project. (Only projects with right-of-way or construction funds programmed in the quadrennial years of the FTIP are subject to this requirement.) Submittal of such projects for inclusion in the FTIP require documentation indicating that the project was planned and will be constructed in accordance with the congestion management process as defined in 23 CFR Part 450.320(d) and (e). The FTIP database includes fields for project sponsors to identify which travel demand reduction and/or operational management strategies are included as part of the project ("CMP Measures"). Project sponsors must also identify the relevant planning and/or environmental documents that indicate which demand reduction or operational management strategies were evaluated/incorporated in the alternatives analysis of the project, and include a copy of, or link to the document.

2025 FTIP Projects Subject to CMP Requirements

SCAG identified four projects that meet the SOV capacity-increasing criteria subject to the CMP. These projects are located in Los Angeles and Orange Counties. These are listed on the following page.

Congestion Management Process (CMP) Project Listing Report for 2025 FTIP

County	System	Project ID	Agency	Air Basin	Project Length	Project Description	Completion Date	Travel Demand Management Strategies	Other Measures Description	Environmental Document Source
LA	S	LA0G1119	LOS ANGELES COUNTY MTA	SCAB		Westbound SR-91 Improvements consist of adding an additional general purpose lane and on/off ramp improvements.	7/1/2027	Traffic Signal Coordination/ITS elements/Ramp Meters		
ORA	S	ORA130302	VARIOUS	SCAB		I-5 Improvement, I-405 to Yale Avenue (Segment 1) - Add one mixed flow lane northbound from truck bypass on-ramp to Yale; add one mixed flow lane southbound from Yale to truck bypass. Toll credits: $622 in FY22/23 for NHPP. Toll credits used.	12/31/2030	Continuous access HOV ingress/egress configuration		https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/i-5-improvement-project-i-405-to-sr-55

ORA	S	ORA120535	VARIOUS	SCAB	SR-74 Ortega Highway Gap Closure & Multimodal Improvements - In San Juan Capistrano from Calle Entradero to Reata Road. Widen from 2 lanes to 4 lanes. Gap closure and multimodal improvements. 1.1-mile-long Class II bicycle lanes.	12/31/2033	New Bicycle Facility	https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/sr-74-lower-ortega-highway-widening
ORA	S	ORA131303	VARIOUS	SCAB	SR-57 Orangewood to Katella-Add 1 MF lane northbound between Orangewood and Katella (Utilize toll match for RSTP)	12/30/2036	Ramp Meters	https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/sr-57-northbound-improvement-project

SECTION X: FEDERAL PERFORMANCE MEASURES

Regional Performance Monitoring

SCAG develops quantitative metrics to assess performance of the Regional Transportation Plan (RTP) relative to the regional goals and objectives established in the Plan. SCAG also monitors regional multimodal transportation system performance in compliance with federal reporting requirements. The 2012 federal transportation authorization legislation, 'Moving Ahead for Progress in the 21st Century' (MAP-21), established a national performance management and reporting program to ensure the most efficient investment of federal transportation funds and to promote alignment of transportation system investments with national priorities. The federal transportation performance management program was carried forward by subsequent authorization packages including the 'Fixing America's Surface Transportation' (FAST) Act in 2015, and most recently through the 'Infrastructure Investment and Jobs Act' (IIJA) in 2021. SCAG reports these federal measures and associated performance targets in updates of both the RTP and the Federal Transportation Improvement Program (FTIP). In incorporating these federal performance monitoring requirements into the FTIP, SCAG is required to show that, 1) the FTIP "makes progress towards achieving [the region's] performance targets" and, 2) the FTIP "includes, to the maximum extent practicable, a description of the anticipated effect of the FTIP towards achieving the performance targets."

The projects contained within the 2025 FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support achievement of the federal performance management program targets for the SCAG region. The targets will be achieved through the implementation of investment priorities identified through the programming of transportation projects in the 2025 FTIP, and subsequent FTIP Amendments and Administrative Modifications.

The Federal Performance Management Program

Over the past decade, a performance-based approach to regional transportation planning has become a federally mandated process. A defining feature of the federal performance management program is the establishment of a standardized national performance-based transportation planning and reporting structure, with the objective of ensuring that federally funded transportation system investments are directed toward the achievement of national transportation goals.

Seven specific national transportation performance goals have been defined to be addressed through the federal performance-based planning process: 1) Transportation Safety; 2) Infrastructure Condition; 3) Congestion Reduction; 4) System Reliability; 5) Freight Movement and Economic Vitality; 6) Environmental Sustainability; and 7) Reduced Project Delivery Delay.

To provide a quantitative basis for evaluating progress toward achieving national transportation goals, FHWA developed a set of corresponding performance metrics. These federal performance measures are intended to provide a standardized quantitative framework for evaluating statewide progress toward meeting each of the defined national goals.

Guidelines in support of the Federal Transportation Performance Management program were finalized by FHWA through several rulemakings. Performance Management Rule 1 (PM 1), released in April 2016, provided performance metrics in support of Transportation System Safety. Performance Management Rule 2 (PM 2) established performance measures for National Highway System (NHS) pavement and bridge

condition; and Performance Management Rule 3 (PM 3), identified performance measures to assess NHS System Performance, Freight Movement, and the CMAQ program. FHWA released the PM 2 and PM 3 rulemakings in May 2017. These federal rules also included guidelines for the setting of statewide and regional performance targets for each of the federally defined measures and for reporting on progress being made toward achievement of targets.

In consultation with the state's MPOs, Caltrans is required to establish statewide targets for the designated federal performance measures included within each of the federal performance management categories. The MPOs, including SCAG, are then provided the option to either agree to support the statewide targets at the regional level, establish a separate set of quantitative targets specific to the region, or employ a combination of both. Regardless of the option chosen, MPOs are provided 180 days from the date of Caltrans' adoption of the statewide targets to establish regional performance targets.

The federal performance reporting cycle for transportation safety (PM 1) is conducted on an annual basis, and the statewide and regional transportation safety targets are updated accordingly, as described in more detail below. The federal performance management program for the PM 2 and PM 3 measures is organized in four-year reporting cycles. The initial four-year federal performance assessment period began in 2018 and concluded at the end of 2021. The second federal performance period began in 2022 and will continue through 2025. The updated two-year and four-year statewide PM 2 and PM 3 targets were developed by Caltrans, in coordination with the major California MPOs, including SCAG. The updated statewide targets were subsequently released by Caltrans in May 2022. SCAG reviewed the statewide targets for their applicability in the SCAG region and opted to adopt the statewide targets.

Federal Performance Reporting

The federal performance monitoring cycle for most of the transportation measures is based on four-year reporting periods. The current federal reporting period began on January 1, 2022 and will end on December 31, 2025. Two years into each of the four-year performance reporting periods, Caltrans, as the State DOT, is required to submit to FHWA a Mid Performance Period Progress Report, detailing progress that has been made toward achieving the statewide targets. At that point, statewide and regional targets may be adjusted to account for new data or changes in state or regional conditions that may impact the performance trajectory for any of the federal performance measures.

The federal transportation performance management process began with the State DOT (Caltrans) establishing and reporting on statewide baseline conditions, describing how the state is performing within each of the designated performance monitoring categories and the federally designated performance measures. The Baseline Conditions Report provided the basis for evaluating progress made within these focal areas over the initial four-year federal performance reporting period (2018 through 2021). Caltrans submitted its initial statewide Baseline Conditions Report to FHWA in October of 2018.

At the conclusion of each four-year performance reporting period, Caltrans must submit to FHWA a Full Performance Period Progress Report. This report documents the investment strategies, current conditions, and quantitative progress made toward achieving each of the federal performance targets established for the state. Based on the progress reports, FHWA will evaluate and determine whether the State has demonstrated 'significant' progress toward achievement of its performance targets.

Safety Performance Measures (PM1)

PM1 TARGETS

FHWA issued Performance Management Rule 1 (PM 1) in April 2016, to establish Transportation Safety performance measures for State Departments of Transportation (DOTs), including Caltrans, to carry out the Highway Safety Improvement Program (HSIP). The Final Rule required State DOTs to work with MPOs to assess the number and rate of collision-related fatalities and injuries on all public roads, regardless of ownership or functional classification.

Specifically, the PM 1 Final Rule established the following five Transportation Safety performance measures using five-year rolling averages for:

- Total Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Total Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Total Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

Unlike the PM 2 and PM 3 federal performance measures, which are updated every four years, the PM 1 (transportation safety) targets are required to be updated annually. In February 2024, SCAG's Regional Council adopted the Transportation Safety (PM 1) targets for Calendar Year 2024, which are consistent with, and supportive of, the statewide targets established by Caltrans. SCAG established its regional targets using a combination of safety trend analysis and future performance forecasting through use of the SCAG safety model. While specific to SCAG region, the process used to develop the regional targets is consistent with the Caltrans methodology for establishing the statewide targets, allowing SCAG to monitor regional transportation safety performance relative to the statewide targets.

The following steps are used in setting SCAG's annual regional safety performance targets:

1) Assessment of existing regional safety trends to determine baseline conditions
2) Identification of any external factors that may impact future safety performance (demographic or socioeconomic changes)
3) Employment of the SCAG Transportation Safety Model to generate targets based on forecasted fatality and serious injury trends, while accounting for the impact of existing and planned regional safety plans, strategies, and investments

The Calendar Year 2024 transportation safety targets for the SCAG region are as follows:

Table 1 SCAG Regional Transportation Safety (PM1) Targets (2024)

Performance Measure	Data Source	Target	Statewide Share*
Number of Fatalities	FARS	1,861.4	45.6%
Rate of Fatalities per 100 Million VMT	FARS & HPMS	1.26	3.1% below statewide rate
Number of Serious Injuries	SWITRS	7,460.8	44.9%
Rate of Serious Injuries per 100 Million VMT	SWITRS & HPMS	5.42	4.4% below statewide rate

Number of Non-Motorized Fatalities & Serious injuries	FARS & SWITRS	2,368.2	54.1%

** The SCAG region's share of statewide VMT in 2022 was 46.9%*
FARS: Fatality Analysis Reporting System
HPMS: Highway Performance Monitoring System
SWITRS: Statewide Integrated Traffic Records System

Many of the projects programmed in the FTIP serve to improve transportation safety to some extent. For some projects, safety is the primary objective, and for others, safety may be a single component of a more expansive scope. SCAG will continue to prioritize funding through the RTP/SCS and FTIP for projects that serve to improve regional multimodal transportation system safety performance. SCAG is actively pursuing opportunities to structure a more proactive approach toward regional transportation safety planning and programming through the development and enhancement of available safety assessment, communications, reporting, and predictive modeling tools.

While the annually updated regional transportation safety targets are based on observed data, trends analysis, and modeled performance assumptions, SCAG continues to endorse the broader transportation system safety goal encompassed by the Zero Deaths vision, which acknowledges that even one traffic-related fatality is unacceptable.

Achieving the Zero Deaths vision requires the implementation of a Safe System approach, which is based on the principle that humans make mistakes and have limited ability to tolerate crash impacts. The Safe System approach is based on the anticipation of human error and may be implemented through roadway design features and traffic management strategies to minimize opportunities for human error and to ameliorate the severity of collisions that do occur.

To motivate reductions in safety incidents and improvements in regional safety outcomes, SCAG has developed a High Injury Network (HIN) to help local jurisdictions focus improvements where they are most needed. In addition, SCAG offers local jurisdictions opportunities to secure safety planning grants and convenes a quarterly Safe and Active Streets Working Group meeting and periodic peer exchanges to facilitate information sharing among regional partners.

Additionally, SCAG has implemented a community outreach and advertising campaign, *Go Human*, which is focused on safety educational and awareness outreach campaigns, particularly for vulnerable road users, including bicyclists and pedestrians. SCAG's current long-range plan, Connect SoCal, 2024 provides a framework to assist agencies in the development of local safety plans and strategies.

TRANSPORTATION SAFETY (PM 1) INVESTMENTS

The Calendar Year 2024 transportation safety targets for the SCAG region were adopted by the Regional Council on February 1, 2024. SCAG is required to review projects included in the FTIP to assess whether they are anticipated to result in improved transportation safety conditions and therefore fewer traffic-related serious injuries and fatalities. Examples of relevant projects include:

- Projects that correct, improve, or eliminate a hazardous location or feature
- Safer non-Federal-aid system roads
- Shoulder improvements
- Increasing sight distance
- Highway Safety Improvement Program (HSIP) implementation

- Traffic control devices and operating assistance other than signalization projects
- Railroad/highway crossing warning devices
- Guardrails, median barriers, crash cushions
- Pavement resurfacing and/or rehabilitation
- Pavement marking
- Emergency relief
- Fencing
- Skid treatments
- Safety roadside rest areas
- Adding medians
- Truck climbing lanes outside the urbanized area
- Lighting improvements
- Widening narrow pavements or reconstructing bridges (no additional travel lanes)
- Emergency truck pullovers

Based on a review of the projects included in the 2025 FTIP, there are a total of 659 projects that are anticipated to result in transportation safety benefits. These safety-related project investments programmed in the 2025 FTIP total more than $7.5 billion, as shown in Table 2.

Table 2
2025 FTIP HIGHWAY Safety Investments by County ($1,000's)

County	Safety Projects Programming	All Projects Programming	% Total Programming
Imperial	$24,918	$39,525	63.0%
Los Angeles	$3,764,091	$22,228,523	14.5%
Orange	$560,397	$1,618,409	34.6%
Riverside	$1,237,819	$8,108,426	15.3%
San Bernardino	$1,184,714	$5,417,277	21.9%
Ventura	$683,992	$1,368,621	50.0%
Various	$52,020	$52,020	100.0%
SCAG Region	**$7,507,951**	**$38,832,801**	**19.3%**

SCAG anticipates that, with its on-going work on development of a Regional Safety Strategy, regional High Injury Network (HIN), and new tools to support data-centered safety investment decision-making, the region will continue to make progress toward achieving its annual safety targets.

Pavement and Bridge Condition (PM 2)

PM 2 TARGETS

Federal rulemakings in support of both the PM 2 (NHS pavement/bridge condition) and PM 3 (NHS performance/freight/CMAQ) sets of performance measures were finalized in May 2017. Caltrans, in coordination with the state's MPOs (including SCAG), established statewide two-year and four-year targets for the initial federal performance assessment period for the PM 2 and PM 3 performance metrics in early 2018. This process was repeated in support of the second four-year federal performance reporting period, which began in 2022 and will continue through 2025.

As with the PM 1 performance measures, SCAG was provided the option to either adopt the statewide targets for the region, or to submit a set of regionally specific targets for any of the metrics included within these two PM groups. Since SCAG coordinates closely with Caltrans and the other major MPOs in the state in the development of the statewide targets for both the PM 2 and PM 3 measures, SCAG opted to adopt the statewide targets for the current four-year federal performance assessment period that began in January 2022 and ends in December 2025.

National Highways System (NHS) pavement condition is assessed using three categories: 'Good', 'Fair', and 'Poor'. These categories are assigned based on a combined assessment of four condition elements of a highway pavement segment:

- **Roughness:** Indicator of discomfort experienced by road users traveling over pavement and is measured using the International Roughness Index (IRI).
- **Rutting:** Measurement of the depth of ruts along the wheel path on a roadway segment. Rutting is commonly caused by a combination of heavy traffic and heavy vehicles.
- **Cracking:** Percentage of the pavement surface area that is cracked. Cracks may be caused or accelerated by excessive loading, poor drainage, or extreme temperature changes.
- **Faulting:** Quantification of uneven pavement surface due to defective base support.

NHS pavement condition is assessed for each 0.1-mile section of pavement. A segment is rated as being in good condition if all four of the metrics described above are rated as good. A pavement segment is designated as being in poor condition when two or more of the criteria are rated as poor. All pavements not meeting one of those two criteria are classified as being in fair condition. Lane miles in good, fair, and poor condition are then tabulated for all sections to determine the overall percentage of NHS pavement within each of those three categories.

Table 3
NHS Pavement and Bridge Condition (PM 2) Targets

Performance Measure	2025 Target
Percentage of Interstate System pavement in 'Good' condition	49.2%
Percentage of non-interstate NHS pavement in 'Good condition	9.3%
Percentage of Interstate System pavement in 'Poor' condition	1.7%
Percentage of non-interstate NHS pavement in 'Poor' condition	18.3%
Percentage of NHS bridges in 'Good' condition	34.6%
Percentage of NHS bridges in 'Poor' condition	12.0%

For NHS bridges, condition assignment is based on the combined ratings for deck, superstructure, and substructure condition. Bridge deck condition refers the quality of its surface pavement and is used to assess the driving experience over the span. NHS bridge condition is also classified using the three categories of good, fair, and poor. An NHS bridge is classified as being in good condition if its lowest score for any of the three performance elements is seven or higher. A bridge is classified in poor condition if it receives a rating of four or lower for any of the three elements. All NHS bridges not meeting one of those two criteria are classified as being in fair condition.

PAVEMENT & BRIDGE CONDITION (PM 2) REPORTING

The PM 2 performance measures focus on pavement and bridge condition on the National Highway System (NHS). In California, the NHS is owned and operated by Caltrans in conjunction with local jurisdictions. The NHS includes the Interstate Highway System plus other major roadways, such as principal arterials, that are of particular importance to the nation's economy, defense, and mobility. NHS pavement condition is especially critical in the SCAG region, since 20 percent of the state's non-interstate pavement is located within our region.

Table 4 shows baseline 2017 non-interstate NHS pavement condition status by county in the SCAG region. 2017 was used as the baseline year for assessing progress over the initial four-year reporting period. The SCAG region includes a total of nearly 12,000 non-interstate NHS lane miles. Of that total, 3.7 percent was classified as being in 'Good' condition; 82.0 percent in 'Fair' condition; and 14.4 percent in 'Poor' condition in 2017.

Table 4
SCAG Region NHS Non-Interstate Pavement Condition (2017)

County	Total Lane Miles	Pavement Lane Miles Condition					
		Good		Fair		Poor	
Imperial	288	49	17.0%	168	58.4%	71	24.6%
Los Angeles	6,355	109	1.7%	5,076	79.9%	1,170	18.4%
Orange	2,793	132	4.7%	2,446	87.6%	215	7.7%
Riverside	662	43	6.5%	560	84.7%	58	8.8%
San Bernardino	1,047	60	5.8%	871	83.1%	116	11.1%
Ventura	514	34	6.5%	437	85.0%	44	8.5%
SCAG Region	**11,658**	**426**	**3.7%**	**9,558**	**82.0%**	**1,675**	**14.4%**

Table 5 shows the initial statewide performance targets developed by Caltrans for NHS pavement and bridges located within the SCAG region. Non-interstate NHS pavements within the SCAG region were expected to show moderate improvement over the initial four-year performance period, with 3.7 percent considered to be in 'Good' condition in 2017, and targets of 4.0 percent after two years and 4.7 percent after four years. Likewise, the percentage of non-interstate pavements in the SCAG region classified as being in 'Poor' condition was expected to gradually decrease, from 14.4 percent in 2017, to 13.8 percent after two years, and down to 12.7 percent after four years.

Table 5
NHS Pavement & Bridge Condition Targets - SCAG Region

PM 2 Statewide Performance Measures	Existing (2017)		2-Year Targets (1/1/19 - 12/31/19)				4-Year Targets (1/1/20 - 12/31/21)			
	Good	Poor	Good	Change	Poor	Change	Good	Change	Poor	Change
Non-Interstate NHS Pavement	3.7%	14.4%	4.0%	+0.3%	13.8%	-0.6%	4.7%	+1.0%	12.7%	-1.7%
NHS Bridges	36.1%	14.8%	37.9%	+1.8%	14.0%	-0.8%	41.4%	+5.3%	12.4%	-2.4%

The performance targets also anticipated steady improvement of NHS bridge condition in the SCAG region over the initial four-year performance reporting period. In 2017, 36.1 percent of SCAG region bridges were classified as being in 'Good' condition, with a two-year performance target of 37.9 percent, and a four-year target of 41.4 percent. In 2017, 14.8 percent of NHS bridges in the SCAG region were classified as being in 'Poor' condition, with targets of 14.0 percent after two years, and down to 12.4 percent at the conclusion of the initial four-year reporting period. Please note that about 82 percent of Interstate System pavement and 49 percent of NHS bridges in the SCAG region were classified as being in 'Fair' condition in 2017.

The initial statewide targets for the PM 2 performance measures were released by Caltrans in May 2018. Federal rulemaking allowed SCAG and other MPOs in the state to determine whether to adopt the statewide targets for implementation within their region or to develop their own set of regionally specific performance targets. SCAG opted to support the statewide PM 2 targets for the initial reporting period.

For the mid-term performance assessment Caltrans and SCAG were provided the option to adjust the four-year performance targets for each of the pavement and bridge condition measures. As many of the investments planned to improve infrastructure condition at both the state and regional level were multi-year endeavors which had not yet been completed, Caltrans and SCAG both opted to maintain the existing four-year targets for the state and the region, respectively, as indicated in Tables 7 and 8.

Table 6 features the most recent available (2019) performance data for non-Interstate NHS pavement condition in the SCAG region as compared to overall statewide performance. The SCAG region reported a slightly lower share of pavements in 'good' condition (2.7 percent) as compared to the statewide share (3.0 percent). Likewise, the SCAG region's share of non-interstate NHS pavements in 'poor' condition (20.6 percent), was slightly higher than the 18.0 percent statewide share in 2019.

Table 6
Non-Interstate NHS Pavement Condition (2019)

Jurisdiction	Lane Miles	Good	Fair	Poor
Imperial County	288	11.7%	62.2%	26.1%
Los Angeles County	6,451	0.9%	71.5%	27.6%
Orange County	3,059	3.9%	85.9%	10.2%
Riverside County	678	5.3%	79.7%	15.0%
San Bernardino County	1,156	4.9%	79.0%	16.1%

Ventura County	538	5.0%	86.0%	9.0%
SCAG Region	**12,170**	**2.7%**	**76.7%**	**20.6%**
Statewide	20,803	3.0%	79.0%	18.0%
SCAG Statewide Share	58.5%	52.7%	56.8%	58.5%

Table 7 features NHS bridge deck condition performance for the SCAG region as reported by Caltrans for 2019. As seen in the table, 39.3 percent of NHS bride deck area in the SCAG region was considered in 'good' condition in 2019, while only 11.8 percent was classified as being in 'poor' condition.

Table 7
NHS Bridge Deck Condition (2019)

County	Bridge Deck Area		Good		Fair		Poor	
	Sq Ft	SCAG Share	Sq Ft	County Share	Sq Ft	County Share	Sq Ft	County Share
Imperial	82,347	0.6%	8,387	10.2%	51,452	62.5%	22,508	27.3%
Los Angeles	8,618,184	61.3%	3,084,916	35.8%	4,767,273	55.3%	765,995	8.9%
Orange	2,916,726	20.7%	1,583,521	54.3%	1,002,000	34.4%	331,205	11.3%
Riverside	1,003,659	7.1%	582,984	58.1%	338,267	33.7%	82,408	8.2%
San Bernardino	906,970	6.4%	136,508	15.1%	503,819	55.5%	266,643	29.4%
Ventura	538,517	3.8%	128,199	23.8%	219,464	40.8%	190,854	35.4%
SCAG Region	**14,066,403**	**100%**	**5,524,515**	**39.3%**	**6,882,275**	**48.9%**	**1,659,613**	**11.8%**

Reflective of the regional PM 2 targets, projects, and funding to support highway pavement and bridge improvements are prominently funded in the 2025 FTIP, as shown in Table 8.

Table 8
2025 FTIP Highway Pavement & Bridge Investments ($1,000s)

Category	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Bridge Improvements	$49,266	$78,529	$53,807	$192,566	$59,546	$14,600	**$448,314**
Highway Operations & Maintenance	$4,051,575	$1,592,982	$556,293	$578,236	$791,171	$426,043	**$7,996,300**
Total PM 2 Related FTIP Investments	**$4,100,841**	**$1,671,511**	**$610,100**	**$770,802**	**$850,717**	**$440,643**	**$8,444,614**

NHS System/Freight Movement/CMAQ Program Performance (PM 3)

PM 3 TARGETS

PM 3 includes six specific measures used to evaluate NHS System Performance, Freight, and the CMAQ program. As shown in Table 9, the initial statewide PM 3 performance targets anticipated modest but steady improvement for each of the travel time reliability performance indicators. In 2017, 64.6 percent of total person-miles of travel on the Interstate System was considered reliable. Caltrans established statewide interstate travel time reliability targets of 65.1 percent after two years, then up to 65.6 percent after four years. On the non-interstate NHS, 73.0 percent of total person miles traveled were considered reliable in 2017. Caltrans introduced a statewide target of 74.0 percent after four years. A two-year non-interstate travel time reliability target was not required for the initial federal performance reporting cycle.

PERFORMANCE OF NHS, FREIGHT, AND CMAQ MEASURES (PM 3)

Table 9
Statewide PM 3 Performance Targets

Performance Measure	2017 Baseline	2-Year Target	4-Year Target	2-Year Change	4-Year Change
Percent of Reliable Person-Miles Traveled on Interstate System	64.6%	65.1%	65.6%	+0.5%	+1.0%
Percent of Reliable Person-Miles Traveled on Non-Interstate NHS	73.0%	N/A	74.0%	N/A	+1.0%
Percent of Interstate System Mileage Providing Reliable Truck Travel Time	1.69	1.68	1.67	-0.01	-0.02
Total Emissions Reductions by Applicable Pollutants Under CMAQ Program					
VOC (kg/day)	951.83	961.35	970.87	+1.0%	+2.0%
CO (kg/day)	6,863.26	6,931.90	7,000.54	+1.0%	+2.0%
NOx (kg/day)	1,753.36	1,770.89	1,788.43	+1.0%	+2.0%
PM10 (kg/day)	2,431.21	2,455.52	2,479.83	+1.0%	+2.0%
PM2.5 (kg/day)	904.25	913.29	922.34	+1.0%	+2.0%
Peak Hour Excessive Delay (PHED)					
Los Angeles-Long Beach-Anaheim Urban Area	51.7 Hours	N/A	51.2	N/A	-1.0%

Riverside-San Bernardino Urban Area	16.3 Hours	N/A	16.1	N/A	-1.0%
Non-Single Occupancy Vehicle (non-SOV) Mode Share					
Los Angeles-Long Beach-Anaheim Urban Area	25.6%	26.1%	26.6%	+0.5%	+1.0%
Riverside-San Bernardino Urban Area	22.7%	23.2%	23.7%	+0.5%	+1.0%

Truck travel time reliability is reported using the 'Truck Travel Time Reliability Index' (TTTRI), which is a value calculated as the ratio of the 95th percentile truck travel time (least reliable travel time) by the normal (50th percentile) travel time along a specific highway segment. A higher TTTRI value represents a less reliable travel time, therefore a lower value indicates improvement in reliability. In 2017, the statewide TTTRI was 1.69. Caltrans established targets for moderate truck travel time reliability improvement over the initial reporting cycle, to 1.68 after two years and down to 1.67 after four years.

For the CMAQ program emissions reduction performance measures, Caltrans established statewide targets reflecting the expectation of small increases for each of the criteria pollutants amounting to 1.0 percent after two years, and 2.0 percent after four years.

The two CMAQ traffic congestion performance measures, 'Annual Hours of Peak Hour Excessive Delay' and 'Percent of Non-Single Occupancy Vehicle Travel' are applicable only to the two U.S. Census designated 'Urban Areas' within the SCAG region that have populations exceeding one million. These Urban Areas include 'Los Angeles/Long Beach/Anaheim' and 'Riverside/San Bernardino'. Caltrans and SCAG are required to coordinate on the establishment of a single, unified set of targets for these two CMAQ traffic congestion measures for each of the SCAG region's two designated Urban Areas. The two CMAQ traffic congestion measures, and the associated two-year and four-year unified targets for the two Urbanized Areas in the SCAG region are shown in Table 10.

In the Los Angeles/Long Beach/Anaheim Urban Area, per capita hours of peak hour excessive delay was reported at 51.7 hours in 2017. The 2017 value was reported at 16.3 hours for the San Bernardino/Riverside Urban Area. Choosing a conservative approach for the initial reporting cycle, Caltrans and SCAG agreed that a 1.0 percent improvement after four years for both of SCAG's Urban Areas would be appropriate. The same conservative approach was followed in developing targets for the 'Non-Single Occupancy Vehicle Travel' measure, with a 0.5 percent increase after two years, and 1.0 percent increase at the conclusion of the initial four-year performance reporting period for both Urban Areas in the SCAG region.

As indicated in Table 17, the observed performance in the SCAG region for the PM 3 metrics, 'Percent of Reliable Person-Miles Traveled on the Interstate System', and 'Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS', each demonstrated increases, representing achievement of the four-year regional targets. However, the 'Truck Travel Time Index', which evaluates truck travel time efficiency, showed an increase since 2017 (1.69 to 1.72), indicating that more work needs to be done to achieve the regional 'Percent of Interstate System Mileage Providing Reliable Truck Travel Time' performance target.

Observed performance of the 'Annual Hours of Peak Hour Excessive Delay per Capita' metric for both Urban Areas in the SCAG region also showed improvement since 2017, with 2021 observed values also achieving their respective four-year targets. For the 'Non-Single Occupancy Vehicle (Non-SOV) Mode Share' PM 3 performance measure, modest decreases were observed in 2021 for both the Los Angeles/Long

Beach/Anaheim and the Riverside/San Bernardino Urban Areas, representing another area where additional effort will be required to achieve our four-year targets.

Please note that two of the PM 3 performance measures, 'Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS' and 'Annual Hours of Peak Hour Excessive Delay per Capita', required only the establishment of a four-year target for the initial federal performance reporting cycle.

Table 10 features the travel time reliability values observed for the SCAG region over the initial four-year federal reporting period. As indicated in the table, Interstate travel time reliability in the SCAG region has remained relatively stable since 2017. with about 60 percent of Interstate highways meeting the criteria for being 'reliable' as defined by federal rulemaking. The one outlier year to this otherwise consistent Interstate travel time reliability performance trend was in 2020, when regional travel patterns were significantly impacted by the COVID-19 pandemic, resulting in less vehicle traffic on the regional transportation system and, therefore, more reliable travel times (nearly 75 percent on the Interstate System).

Table 10
SCAG Region Travel Time Reliability Performance (2017-21)

Travel Time Reliability	2017	2018	2019	2020	2021
Interstate System	59.6%	61.0%	60.3%	74.8%	65.2%
Non-Interstate NHS	68.9%	71.4%	73.3%	81.8%	79.2%

Table 11 shows observed truck travel time reliability (TTTI) performance on the Interstate System in the SCAG region between the years 2017 and 2021. As indicated in the table, Interstate truck travel time in the SCAG region has generally not been very reliable, with observed TTTI values above 1.70 for all but one of the five years for which NPMRDS data has been compiled. Again, the lone exception to this truck travel reliability trend is 2020, with COVID-19 pandemic induced congestion reduction resulting in a more 'reliable' TTTI value of 1.67. The federal performance management program does not require reporting of truck travel time reliability for non-Interstate NHS roadways.

Between 2017 and 2019, truck travel time reliability in the SCAG region worsened from 1.70 to 1.72, thereby not achieving the regional target of 1.69 after the first two years of the federal performance period. By the conclusion of the initial four-year reporting period in 2021, truck travel time reliability in the SCAG region improved to 1.70. However, this observed value reflects no improvement over the 2017 base year (also 1.70), thereby not meeting the four-year regional performance target of 1.68.

Table 11
SCAG Region Truck Travel Time Reliability Performance (2017-21)

Truck Travel Time Reliability Index	2017	2018	2019	2020	2021
Interstate System	1.70	1.76	1.72	1.67	1.70

The PM 3 CMAQ program performance measures include a traffic congestion metric to assess annual hours of 'Peak Hour Excessive Delay' (PHED) experienced per capita. PHED is a calculated value representing the difference between the measured travel time along a roadway segment and the designated threshold travel

time for that segment. The amount of time required to travel the length of a particular roadway segment beyond the established threshold value is referred to as 'excessive delay'.

For the initial four-year federal reporting period, the PHED metric was only required to be reported for U.S. Census designated Urban Areas with populations of more than one million that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. For each applicable Urban Area, the State Department of Transportation (Caltrans) is required to coordinate with the representative MPO (SCAG) to establish a single four-year performance target (two-year targets were not required for this measure).

There are two Urban Areas in the SCAG region that meet the requirements for PHED monitoring: the Los Angeles/Long Beach/Anaheim Urban Area and the Riverside/San Bernardino Urban Area. PHED performance for each of these areas for the years 2017-2021 is shown in Table 12.

Table 12
Peak Hour Excessive Delay Performance

Urban Area	2017	2018	2019	2020	2021	2017-21 Change
Los Angeles/Long Beach/Anaheim	45.7	45.1	38.3	18.9	32.7	-28.4%
Riverside/San Bernardino	16.2	13.6	14.3	8.3	16.1	-0.6%

The table shows that per capita excessive delay has steadily declined in the Los Angeles/Long Beach/Anaheim Urban Area since 2017, dropping from 45.7 hours to 32.7 annual hours per capita over that four-year period. However, it must be stressed once again that the exceedingly low value recorded for 2020 (18.9) is reflective of reduced travel demand resulting from the COVID-19 pandemic. However, the more moderate annual decreases in annual hours of excessive delay per capita experienced in 2018 (45.1) and 2019 (38.3) may be more reliable indicators of a positive trend toward less congested conditions in the Los Angeles/Long Beach/Anaheim Urban Area.

While PHED values to be reported over the next several years, as the travel demand impacts of pandemic resolve, will provide a much better standard for assessing actual trends in travel delay occurring in the Los Angeles/Long Beach/Anaheim region, the significant decrease in delay observed over the initial four-year federal reporting period (more than 28 percent) achieves the one percent four-year performance target established for this Urban Area.

For the Riverside/San Bernardino Urban Area, annual per capita hours of peak hour excessive delay remained relatively unchanged over the four-year performance reporting period, dropping from 16.2 hours in 2017 to 16.1 hours in 2021. The anomalously low value of 8.3 hours reported for the year 2020 should be considered within the context of pandemic related travel demand impacts experienced during that year. Considering the full four-year reporting period, the improvement in peak hour excessive delay from 16.2 hours to 16.1 hours in the Riverside/San Bernardino Urban Area amounts to a change of -0.6 percent, which is below the PM performance target of 1.0 percent established for this Urban Area.

The 'Non-Single Occupancy (Non-SOV) Travel' PM 3 CMAQ performance measure is used to assess the rate of usage of transportation modes other than driving alone in a motor vehicle. A higher non-SOV mode share is desirable in highly congested urban areas since that would indicate less congested roadways and reduced criteria pollutant emissions due to fewer motor vehicles being on the roadways. Like the PHED

measure described above, this metric applies only to the two U.S. Census designated Urban Areas in the SCAG region: Los Angeles/Long Beach/Anaheim, and Riverside/San Bernardino.

Table 13 provides the observed non-SOV mode share values for each applicable Urban Area as reported by the U.S. Census American Community Survey (ACS) for the years 2017 through 2020, with the last column showing the percentage change over the four-year reporting period. For the Los Angeles/Long Beach/Anaheim area, the non-SOV mode share has remained quite stable at about 25 percent for each reported year, with the uptick observed in 2020 (to nearly 27 percent) possibly the result of pandemic-related changes in travel behavior. The continued monitoring of non-SOV mode share over the coming years will provide for a better understanding of emergent trends in travel mode choice among commuters in the Los Angeles/Long Beach/Anaheim area. However, the observed 1.3 percent increase in non-SOV commuter mode share observed between 2017 and 2020 achieves the four-year PM 3 target of 1.0 percent.

Table 13
Non-SOV Mode Share Performance (2017-20)

Urban Area	2017	2018	2019	2020	2017-20 Change
Los Angeles/Long Beach/Anaheim	25.6%	24.8%	24.9%	26.9%	+1.3%
Riverside/San Bernardino	22.7%	20.9%	21.1%	21.7%	-1.0%

Non-SOV commuter mode share in the Riverside/San Bernardino Urban Area are not quite as consistent over time as observed for the Los Angeles/Long Beach/Anaheim area, with annual fluctuations ranging between about 21 to 23 percent. While a small increase was observed between 2019 and 2020 (0.7 percent), the total change in non-SOV mode share decreased over the four-year reporting period by one percent, which does not achieve the PM 3 target of a one percent increase in non-SOV mode share established for the Riverside/San Bernardino Urban Area.

The initial statewide targets for the PM 3 performance measures were released by Caltrans in May 2018. Federal rulemaking allowed SCAG and other MPOs in the state to subsequently determine whether to adopt the statewide targets for implementation within our region or to develop our own set of regionally specific performance targets. Since SCAG was actively involved in the development of the statewide PM 3 targets, SCAG opted to support the statewide targets for the initial performance reporting period.

For the mid-term performance assessment, which was required to be reported to FHWA by Caltrans in October 2020, Caltrans and SCAG were provided the option to adjust the four-year targets for each of the PM 3 measures. Caltrans and SCAG each opted to maintain the existing four-year targets for the state and the region, respectively.

Reflective of these regional PM 3 performance targets, regional investments supportive of improved NHS performance, freight movement, air quality, congestion, delay, and non-single occupancy vehicle travel are prominently featured in the 2025 FTIP, as shown in Table 15.

Table 14
Performance of NHS, Freight, and CMAQ Measures Targets

	Performance Measure	Target
NHS Performance	Percent of Interstate System mileage reporting reliable person-mile travel times	**74.8%**
	Percent of non-Interstate NHS mileage reporting reliable person-mile travel times	**84.7%**
Interstate Freight Movements	Percent of Interstate System mileage reporting reliable truck travel times (Truck Travel Time Reliability Index)	**1.60**
CMAQ Program Performance	Annual hours of peak-hour excessive delay per capita	
	Los Angeles-Long Beach-Anaheim	**32.7**
	Riverside-San Bernardino	**16.6**
	Indio-Cathedral City	**6.4**
	Lancaster-Palmdale	**4.3**
	Mission Viejo-Lake Forest-San Clemente	**9.4**
	Murrieta-Temecula-Menifee	**9.2**
	Oxnard	**11.1**
	Santa Clarita	**11.5**
	Thousand Oaks	**7.1**
	Victorville-Hesperia	**6.2**
	Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)	
	PM-10	**4,305**
	PM-2.5	**3,659**
	CO	**25,596**
	VOC	**5,724**
	NOx	**8,635**
	Percent of non-single occupancy vehicle (non-SOV) travel	
	Los Angeles-Long Beach-Anaheim	**36.7%**
	Riverside-San Bernardino	**25.2%**
	Indio-Cathedral City	**25.2%**
	Lancaster-Palmdale	**23.7%**
	Mission Viejo-Lake Forest-San Clemente	**38.6%**
	Murrieta-Temecula-Menifee	**33.1%**
	Oxnard	**28.6%**
	Santa Clarita	**32.7%**
	Thousand Oaks	**35.9%**
	Victorville-Hesperia	**27.6%**

In the SCAG region there were two Urban Areas that met the requirements for Peak Hour Excessive Delay and non-SOV mode share monitoring for the initial federal performance reporting cycle: the Los Angeles/Long Beach/Anaheim Urban Area and the Riverside/San Bernardino Urban Area. However, for the second federal reporting cycle (2022-2025), the population threshold for applicable Urban Areas was reduced to 200,000, which added eight additional reporting areas in the SCAG region as indicated in the tables above. SCAG coordinated with Caltrans to establish a single, unified four-year target for these two CMAQ program performance measures for each of the applicable Urban Areas,

Table 15
2023 FTIP PM 3 Related Projects Funding Summary ($1,000s)

Project Category	2024/25	2024/26	2024/27	2024/28	2024/29	2024/30	Total
Auxiliary, Passing, Truck Climbing Lane	$18,400	$34,600	$38,100	$19,300	$0	$0	$110,400
Bridge Improvement	$251,211	$260,854	$103,720	$54,709	$292,510	$134,558	$1,097,562
Capacity Enhancing Improvements (Highway)	$2,012,895	$1,598,931	$2,503,474	$1,388,284	$200,712	$246,095	$7,950,391
Grade Separations	$324,598	$210,874	$85,050	$59,600	$89,615	$66,200	$835,937
HOV lanes	$82,000	$921,721	$449,247	$1,580,505	$85,000	$0	$3,118,723
Interchange, ramps, over/undercrossing	$603,511	$296,669	$304,922	$611,274	$255,360	$201,899	$2,273,635
Non-Capacity Improvements	$904,946	$1,538,723	$566,984	$387,272	15,440	$0	$3,413,365
Highway Improvements Subtotal	**$4,197,561**	**$4,862,372**	**$4,051,497**	**$4,100,944**	**$938,637**	**$648,752**	**$18,799,763**
Bicycle and Pedestrian Facilities	$743,707	$234,624	$404,985	$58,891	$0	$0	$1,442,207
ITS	$248,238	$43,466	$59,372	$19,625	$0	$0	$370,701
Rideshare	$14,114	$2,124	$181	$0	$0	$0	$16,419
TDM, Park and Ride (excl. ridematching)	$91,807	$0	$30,000	$0	$0	$0	$121,807
ITS, TDM, & Non-Motorized Subtotal	**$1,097,866**	**$280,214**	**$494,538**	**$78,516**	**$0**	**$0**	**$1,951,134**
Total: All PM3 Related Projects	**$5,295,427**	**$5,142,586**	**$4,546,035**	**$4,179,460**	**$938,637**	**$648,752**	**$20,750,897**

Transit Performance Measures

In addition to the PM 1, PM 2, and PM 3 sets of federal transportation system measures, two additional sets of federal performance measures were established for assessing transit system performance. These metrics were developed for Transit Asset Management (TAM) and for the Public Transportation Agency Safety Plan (PTASP). The Federal Transit Administration (FTA) issued the TAM Final Rule (49 CFR 625), effective October 1, 2016, and the Final Rule for PTASP, effective July 29, 2019.

TRANSIT ASSET MANAGEMENT (TAM)

The TAM Final Rule requirements for TAM apply to all recipients and subrecipients of Federal financial assistance under 49 USC Chapter 53 that own, operate, or manage capital assets used for providing public transportation.

Although SCAG is the designated recipient of certain FTA funds, it does not own, operate, or manage capital assets used for providing public transportation. However, SCAG does have responsibilities for TAM as part of the Regional Transportation Plan (RTP) development under the Metropolitan Planning Final Rule (23 CFR 450). Regional TAM performance targets must be established every four years as part of the RTP. Additionally, MPOs must integrate into their RTP, either directly or by reference, the goals, objectives, performance measures, and targets from the regional transit providers' TAM plans.

The Final Rule requires transit providers to develop TAM plans every four years and to establish annual TAM targets for the set of State of Good Repair (SGR) transit system asset performance measures shown in Table 16.

Table 16
Transit Asset Management (TAM) Categories & Performance Measures

Asset Category	SGR Performance Measure
Rolling Stock	Percentage of revenue vehicles exceeding useful life benchmark (ULB)
Equipment	Percentage of non-revenue service vehicles exceeding ULB
Facilities	Percentage of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale
Infrastructure	Percentage of track segments under performance restriction

For equipment and rolling stock classes, the 'Useful Life Benchmark' (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a transit provider's operating environment. ULB considers a provider's unique operating environment such as geography and service frequency and is not the same as an asset's useful life.

PUBLIC TRANSIT SAFETY

The Public Transportation Agency Safety Plan (PTASP) Final Rule was published on July 19, 2018, and became effective on July 19, 2019. The Rule requires states and some public transportation providers that receive Federal assistance under 49 U.S.C. Chapter 53 to develop a PTASP based on the Safety Management Systems (SMS) approach and requires MPOs, State DOTs, and transit providers to collaborate, to the maximum extent feasible, on the development of statewide and regional (MPO) public transportation system safety performance targets.

The development and implementation of the PTASP is intended to ensure the safety of public transportations systems nationwide.

The Final Rule applies to all operators of public transportation that are recipients or sub-recipients of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Chapter 53, and to rail transit agencies that are subject to the FTA State Safety Oversight (SSO) Program. Commuter rail agencies regulated by the Federal Railroad Administration (FRA), ferries, and recipients that receive only Section 5310 and/or 5311 funds are not required to develop a safety plan. Transit agencies are required to review and certify their PTASP and targets annually. The safety targets for the Transit Safety Performance Measures in the PTASP must be based on the safety performance measures established in the National Public Transportation Safety Plan (NTPSP).

The federally designated transit safety performance measures include:

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

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

Transit providers subject to the rule were required to certify having a plan in place by July 20, 2021. The MPO's first RTP update and amendment, to be approved on or after July 20, 2021, was required to include the adopted regional transit safety targets. Each subsequent full RTP update (not an amendment) must also include the adopted transit safety targets in its system performance report.

TRANSIT SYSTEM PERFORMANCE TARGETS

The region's first TAM targets were incorporated into Connect SoCal 2020. Since then, progress on the targets has been reported in the FTIP. As part of developing Connect SoCal 2024, and as required per the TAM final rule, SCAG worked with the CTCs, transit providers, and RTTAC to develop performance targets based on agency TAM plans and targets and transit agency reported asset data and conditions through the SCAG TAM database portal (TransAM). As with previous efforts, the TAM targets (Table 3) included in Connect SoCal 2024 were determined using the weighted three-year county averages and based on operator targets. This approach is consistent with the methodology used for the transit targets adopted as part of Connect SoCal 2020. However, these targets included consideration of the CARB Innovative Clean Transit (ICT) regulation (Cal. Code Regs. Tit. 13 § 2023.1), which requires all transit agencies to transition to 100 percent zero emission bus (ZEB) fleets by 2040. The targets also reflect SCAG's commitment to ensuring the SGR of the region's transit assets.

The TAM performance targets specified in Connect SoCal 2024 assist transit agencies in creatively maintaining assets at acceptable performance conditions that will not degrade existing levels. These aspirational targets maintain the current 2022 conditions and assets in a state of good repair through the Plan's horizon, 2050 (25-year planning period) but will require additional funding. In addition to capturing the cost for deploying zero emission vehicles as required by CARB, this backlog is captured as part of the Plan's funding needed for overall transit operations and maintenance and preservation for the region.

Table 17
Regional Transit Asset Management (TAM) Targets

County/Agency	Rolling Stock *(% of revenue vehicles > ULB)*	Equipment *(% of non-revenue vehicles > ULB)*	Facilities *(% of facilities < TERM scale 3)*	Infrastructure *(% of track segments with restrictions)*
Imperial	0.0%	n/a	n/a	n/a
Los Angeles	17.4%	35.5%	1.5%	2.1%
Orange	12.7%	18.4%	0.0%	n/a
Riverside	5.3%	19.8%	8.7%	n/a
San Bernardino	6.2%	19.7%	10.3%	n/a
Ventura	12.2%	21.3%	0.0%	n/a
Metrolink	0.4%	50.5%	20.0%	1.8%
SCAG Region	14.9%	34.1%	2.8%	1.9%

As part of the scenario analysis conducted in determining the targets shown in Table 17, SCAG estimated about $39 billion would be needed to maintain current transit assets in a 'State of Good Repair' (SGR) over the 25-year RTP planning period (2025 to 2050). Based on the FTIP, projects submitted to SCAG by the county transportation commissions, and information provided by project lead agencies, the total TAM-related investments in the 2025-2028 FTIP totals more than $13 billion, funding which is directly related to improving transit assets in the region. Table 18 summarizes the various projects included in the 2025 FTIP that are designed to improve the SGR of transit assets in the SCAG region.

Table 18
Comparison of FTIP Projects with Annual Asset Replacements

TAM Asset Category	Total Projects Programmed	Annual Number of Assets to be Replaced
Revenue Vehicles (total number of replacements)	929	609
Non-Revenue Vehicles (total number of replacements)	11	127
Facilities (total number of facilities to be upgraded from poor/marginal to adequate/better condition)	45	30
Infrastructure (current route track miles with performance restrictions eliminated)	-	-

The TAM targets for the SCAG region were included in the adopted Connect SoCal 2024. All future RTPs are required to report on progress achieved toward meeting these regional targets in comparison with transit system performance recorded in previous reports (23 CFR 450.324(f)(4)(i)). Additionally, future FTIPs must describe the anticipated effect of the investments included in the FTIP toward achieving the TAM targets set in the RTP, linking investment priorities to those targets (23 CFR 450.326(d)). SCAG will require information from lead agencies as part of future RTP and FTIP development and project submittal processes to support these new reporting requirements.

SCAG's approach to assessing and describing the progress made by the 2025 FTIP toward achievement of our regional TAM targets is based on the identification of programmed investments in the FTIP that support the rehabilitation and replacement of regional transit assets.

Table 19 identifies the total amounts programmed in the 2025-2028 and 2025-2030 FTIP by TAM program category.

Table 19
2025 FTIP Programmed TAM-Related Investments ($1,000s)

TAM Project Category	Sum of Total Programmed (2025-2028)
Administrative Office/Facility Rehabilitation/ Improvement	**$30,947**
Bus Rehabilitation/Improvement	**$10,482,904**
Bus Replacement	**$1,449,637**
Paratransit Vehicle Replacement	**$83,802**
Administrative Equipment Upgrade/Rehabilitation	**$1,725**
Maintenance Equipment Upgrade	**$6,600**
Track Structures Rehabilitation/Reconstruction	**$136,240**
Track Replacement/Rehabilitation	**$297,619**
Passenger Stations/Facilities Rehabilitation/ Improvement	**$331,388**
TAM Projects Total	**$13,594,434**

TRANSIT SAFETY

To fulfil the requirements of the final rule, SCAG developed initial regional transit safety targets, which were adopted by the Regional Council in June 2021. For Connect SoCal 2024, SCAG developed updated transit safety performance targets in partnership with the county transportation commissions (CTCs) and transit agencies. These targets followed the same methodology that was used for the initial safety targets. The updated transit safety targets were based on county weighted averages and agency PTASPs.

Table 20
2050 Future Transit Safety Performance Targets: Fixed Route

Geography	Fatality Rate*	Injuries Rate*	Safety Events Rate*	System Reliability**

Imperial	0	0.00	0.12	154,302
Los Angeles	0	0.29	0.17	16,264
Orange	0	0.29	0.51	21,132
Riverside	0	0.11	0.12	24,383
San Bernardino	0	0.05	0.05	25,606
Ventura	0	0.08	0.09	36,067
SCAG Region	**0**	**0.25**	**0.19**	**19,301**

*Per 100K vehicle revenue miles

**Mean miles between mechanical failure

Table 21
2050 Future Transit Safety Performance Targets: Demand Response

Geography	Fatality Rate*	Injuries Rate*	Safety Events Rate*	System Reliability**
Imperial	0	0.00	0.10	54,892
Los Angeles	0	0.06	0.11	73,381
Orange	0	0.00	0.00	21,000
Riverside	0	0.07	0.09	24,307
San Bernardino	0	0.04	0.04	94,256
Ventura	0	0.15	0.12	62,849
SCAG Region	**0**	**0.05**	**0.08**	**64,599**

*Per 100K vehicle revenue miles

**Mean miles between mechanical failure

Table 22
2050 Future Transit Safety Performance Targets: Rail

Geography	Fatality Rate*	Injuries Rate*	Safety Events Rate*	System Reliability**
Los Angeles	0	0.23	0.08	75,936

*Per 100K vehicle revenue miles

**Mean miles between mechanical failure

These transit safety performance targets represent the transit operators' commitment to support safety management and provide resources and training, integrate safety as a primary principle and responsibility for all staff, and to ensure data-driven compliance measures and realistic targets inform operations and safety standards. The 2050 safety targets (Tables 6-8) also reflect the aspirational goals toward zero (0) fatalities for the Plan period, and aspirational future targets for injuries and safety events rates that are 50 percent less than the current targets and an incremental future target for system reliability that is based on a static two percent annual increase in mean miles between mechanical failures (two percent relative to the current targets).

More than $20 billion of transit investments towards 183 projects are anticipated to improve one or more of the transit safety measures. These projects improve state of good repair transit assets and safety, including new vehicle procurements, vehicle replacements, vehicle and track rehabilitation and replacements, curb and active transportation enhancements, other transit station enhancements and rail extensions. The projects also include workforce development and training for deploying, maintaining, and operating zero emission buses and related infrastructure.

Table 23

Transit Safety Project Category	Sum of Total Programmed (2025 – 2030)
Administration (Workforce Development)	$7,284
Administrative Office/Facility	$12,342
Bus Service Equipment, Expansion, & Operations	$601,746
Bus Rehabilitation/Improvement	$10,201,509
Bus Replacement	$229,401
Commuter Rail Service/Operating Equipment/Assistance	$162,991
New Pedestrian Facilities	$40,896
Light Rail Service Equipment/Extension	$5,963,101
Transit Maintenance/Upgrade, Restoration, Improvement, Passenger Facilities	$151,784
Paratransit Service Equipment/Operations/ Operating Equipment	$5,970
Paratransit Vehicle Rehabilitation/Improvement	$47,642
Rail Extension/Expansion/Rehabilitation/ Improvement	$1,375,263
Transit Security Equipment/Facilities	$74,164
Passenger Stations/Facilities New/Rehabilitation	$663,839
Track Structures Rehabilitation/Reconstruction	$136,240
Track Replacement/Rehabilitation	$283,909
Vehicle Administration New/Upgrade/ Rehabilitation	$2,775
Transit Safety Projects Total	**$20,529,353**

SECTION XI: PROJECT SELECTION PROCEDURES

Project Selection

In selection of projects for inclusion in the FTIP, SCAG generally follows a similar "bottom-up" principle that guides the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The FTIP includes all regionally significant projects regardless of funding source, including projects solely funded by local and/or private sources. The County Transportation Commissions (CTCs) along with local jurisdictions are responsible for the initial identification of projects that are consistent with the regional plan and submitted to SCAG for recommended inclusion into the FTIP, with the exception of fund sources required to be selected by SCAG (as outlined below). The process for receiving federal and state dollars involves multiple steps before funds are awarded to a project and expended. The process generally begins at the CTC level where projects are nominated by local jurisdictions and CTCs. SCAG and the CTCs develop performance-based project selection criteria that prioritize projects which best enhance the transportation network and address the region's goals of improving mobility and promoting sustainability, including making progress on federal performance measures. All CTCs in the SCAG region also have developed long-range transportation plans to guide their investment strategies.

State-selected programs, including the statewide competitive Active Transportation Program (ATP), are provided by Caltrans and/or the California Transportation Commission (CATC) for inclusion in the FTIP, as applicable. For example, the State Highway Operation and Protection Program (SHOPP), Highway Bridge Program (HBP), and Local Highway Safety Improvement Program (HSIP) selected investments are provided by Caltrans for CTCs to program in the FTIP. CATC-selected projects (e.g., Senate Bill 1 programs) are also programmed in the FTIP.

SCAG assesses transportation performance at the system level when developing the RTP/SCS and FTIP consistency amendments. Local agencies and CTCs in turn use the RTP/SCS goals and strategies to guide their project development and county-specific long-range transportation plans.

Consistent with the recent corrective action, SCAG selects projects funded by the Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grants (STBG), and Carbon Reduction Program (CRP) dollars through a performance-based project nomination process. County Transportation Commissions (CTCs) are responsible for nominating projects in their county to be considered for funding in compliance with SCAG's STBG/CMAQ and CRP guidelines. The CTCs' project nomination procedures are outlined below. Any new project or new project phase to be programmed in the 2025 FTIP with CMAQ, STBG, or CRP funds is subject to the SCAG selection process.

SCAG'S PROGRAMMING PRINCIPLES FOR FEDERAL STBG, CMAQ AND CRP FUNDED PROJECTS

During SCAG's 2022 certification review, FHWA and FTA found that the metropolitan planning process conducted in the SCAG region meets federal requirements with one corrective action, which directed SCAG to review Caltrans' CMAQ and STBG administrative policies, update SCAG policies and procedures if warranted, and develop a process to ensure administration of CMAQ and STBG programs in compliance with Federal program guidelines and regulations.

SCAG addressed the corrective action by developing and finalizing a Compliance Action Plan for submission to Caltrans and the federal agencies. The Compliance Action Plan was approved by SCAG's Regional Council on February 7, 2023 and subsequently by Caltrans and the federal agencies on March 17, 2023.

SCAG continues to demonstrate compliance through the SCAG Regional Council adoption of the STBG/CMAQ Program Guidelines on June 1, 2023, and use of the program guidelines for subsequent project selection.

The program guidelines outline a process in which:

- SCAG determines the availability of STBG and CMAQ funding;
- SCAG initiates a regional call for project nominations;
- The CTCs assist in the process by outreaching to eligible project sponsors, conducting an initial screening against the selection criteria, and identifying county-level project priorities; and
- SCAG evaluates project nominations against program criteria and recommends a list of projects for SCAG Regional Council approval.

Similarly to CMAQ and STBG, CRP funds are awarded by SCAG Regional Council through a performance-based project selection process. On December 6, 2023 the SCAG Executive/Administration Committee adopted the CRP guidelines which outline the project nomination process and scoring criteria. Projects approved by the SCAG Regional Council for funding will be programmed in the FTIP.

Project phases (ENG, ROW, CON) programmed with CRP, CMAQ, or STBG funds in the 2023 FTIP quad (i.e., FFY 2022/23 through FFY 2025/26) prior to June 30, 2023, will be carried over to the 2025 FTIP consistent with the Compliance Action Plan.

EXPEDITED PROJECT SELECTION PROCEDURES

An EPSP is a project selection process developed by the MPO, State, and public transportation operators, including transit operators, that provides for the advancement or delay of projects for implementation purposes within the active period of the approved FTIP and FSTIP without the need for immediately processing FTIP/FSTIP amendments, unless the EPSP action results in the project crossing analysis years for air quality conformity determinations. However, the impacts of the EPSP action must be included in future FTIP/FSTIP updates, amendments or administrative modifications.

The current Code of Federal Regulations, 23 CFR Part 450.330, states the following regarding Expedited Project Selection Procedures (EPSP):

"If the State or public transportation operator(s) wishes to proceed with a project in the second, third year, or fourth year of the TIP, the specific project selection procedures stated in paragraphs (b) and (c) of this section must be used unless the MPO, the State and the public transportation operator(s) jointly develop expedited project selection procedures to provide for the advancement of projects from the second, third or fourth year of the TIP."

In order to address the above regulation, the SCAG region (SCAG, County Transportation Commissions, and transit operators) developed and agree to the following expedited project selection procedures:

Projects programmed within the first four years may be advanced to accommodate project schedules that have proceeded more rapidly than estimated. This advancement allows project sponsors the flexibility to deliver and obligate local, state and/or federal funds in a timely and efficient manner. Nevertheless, non-TCM projects can only advance ahead of TCM projects if they do not cause TCM projects to be delayed.

Step 1 SCAG receives request to use EPSP for project(s) in the FTIP.

Step 2 SCAG analyzes, discusses with the County Transportation Commission, and takes action on the request for the use of EPSP for project(s) in the FTIP.

CTC Project Nomination Criteria

IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)

ICTC Project Nomination Process for CMAQ/ STBG/ CRP Funds

Establishment and Purpose:
The Imperial County Transportation Commission was established under Senate Bill 607 (SB 607-Ducheny) which was approved by the California Legislature and Governor Arnold Schwarzenegger in 2009. As a county transportation commission, ICTC member agencies are enabled to exercise basic initiative and leadership in the transportation planning and programming process. The ICTC will act in accordance with all applicable laws and statutes for county transportation commissions. ICTC body will guide the development of the Regional Transportation Plan for the Imperial region and its Regional, State and Federal transportation improvement programs (TIPs) and their updates, including, but not limited to: the distribution and oversight of Local Transportation Fund monies; the preparation and submittal of applications for transportation related funds; approve the allocation of and claims for Transportation Development Act (TDA) funds; the planning, programming and administration of regional transit services; and, encourage active citizen participation in the development and implementation of various transportation-related plans and programs.

The ICTC governing body guides the development of the Regional Transportation Improvement Program (TIP) to be submitted to SCAG for inclusion into the Federal Transportation Improvement Program (FTIP). Projects in the TIP are funded with federal, state, and local funds. Before the ICTC governing board adopts its TIP, it takes into consideration the input it receives from policy committees, the public, and stakeholders.

Competitive Call for Projects:
A competitive call for projects is recommended for local agencies and tribal government's participation, aligning with the SCAG program guidelines and schedule. The ICTC Technical Advisory Committee (TAC) approves the guidelines based on SCAG and federal requirements and proceeds to recommend the commencement of the call for projects to the ICTC Management Committee and the ICTC governing board.

Call for Projects Initiation:
ICTC's governing board initiates the call for projects. The call for projects is initiated in compliance with SCAG and federal requirements. The call for projects initiation also includes the establishment of a local schedule to ensure appropriate deadlines are met in compliance with the SCAG call for projects. ICTC's call for projects also establishes the ability to convene a project submittal evaluation committee (comprised of TAC members) and to submit a list of recommended projects to ICTC's governing board.

Guidelines Approval and Adherence:
Guidelines consider FHWA's requirement for open access to the project selection process. Member agencies and tribal governments adhere to SCAG's CRP, CMAQ, and STBG program guidelines, using the SCAG Federal Funding Application. Programs have a minimum 11.47% non-federal match requirement. Both SCAG's Federal Funding Application and the final CRP, CMAQ, and STBG Program Guidelines summarize the eligibility criteria, the selection criteria and backup requirements. It should be noted that CRP, STBG and CMAQ are separate programs and different backup documentation is required.

Submission and Evaluation:
Eligible applicants submit project nominations by the specified deadline. The TAC evaluation committee completes the scoring and ranking of the submitted projects. TAC members will meet to complete the ranking

process if necessary. ICTC staff compiles a list of recommended projects for funding based on TAC evaluations and rankings. The Management Committee reviews and approves the project selection recommendations before forwarding the list to the Commission for final approval.

Final Approval and SCAG Submission:
After Commission approval, the list of recommended projects is forwarded to SCAG for final scoring and ranking. ICTC ensures full transparency by posting guidelines and selection schedules during an active call for projects, with records available in meeting archives on the ICTC website. Project selection criteria are provided to eligible applicants.

For more information on the CMAQ, STBG and CRP Program and Call for Projects, visit the ICTC website at: https://www.imperialctc.org/news-and-announcements/surface-transportation-block-grant-program-stbg-carbon-reduction-program-crp-and-congestion-mitigation-and-air-quality-program-cmaq-2024-call-for-projects-ffy-2023-2024-to-ffy-2025-2026

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

LOS ANGELES COUNTY METRO PROJECT SELECTION PROCEDURES

Authority

The Los Angeles County Metropolitan Transportation Authority (Metro) is the state-chartered County Transportation Commission (CTC) for Los Angeles County. It serves as the transportation planner, coordinator, designer, builder and transit operator for the country's most populous county. Los Angeles County includes large parts of the Los Angeles-Long Beach-Anaheim Urbanized Area UZA). It also comprises the Lancaster-Palmdale and Santa Clarita UZAs, as well as other urban and rural areas. Metro provides transit services and funds transportation projects and programs critical to mitigating two major challenges where it ranks among the worst in the country: air quality and traffic congestion.

In particular, these investments are much needed in: i) the Los Angeles South Coast Air Basin, which the U.S. Environmental Protection Agency (EPA) currently designates as nonattainment for the 8-hour ozone standard (classified as "extreme") and for particulate matter 2.5 microns in diameter (PM2.5), and maintenance for carbon monoxide (CO); and ii) the Los Angeles - San Bernardino Counties (West Mojave Desert) Area that the EPA currently designates as nonattainment for the 8-hour ozone standard (classified as "severe").

Metro's Board of Directors guides the agency's transportation-related planning activities, policies and priorities, funding allocations and programming, and selection of projects and programs for funding. Metro is authorized by State of California law to allocate funds for itself and for other public agencies in Los Angeles County. Its members, consisting of 13 voting members and one nonvoting member from the California Department of Transportation (Caltrans), represent diverse stakeholders throughout Los Angeles County. The Metro Board of Directors also takes into consideration input it receives from several of the agency's advisory committees and subcommittees, such as the Technical Advisory Committee (TAC) and Bus Operators Subcommittee (BOS) regarding funding allocations and project selection processes and procedures. Also, the general public and stakeholders have the opportunity through several venues (including Board Committee meetings and Regular Board meetings) to provide comments on funding allocations and project selection processes and procedures. In compliance with state and federal laws and regulations, this ensures a fair and transparent process for selecting projects for funding in Los Angeles County.

Compliance with State of California and Federal Laws and Regulations

As the recipient of funding from many State of California and federal programs, Metro must comply with applicable state and federal laws and regulations while addressing the transportation-related problems, needs, strategies and priorities for Los Angeles County documented in planning documents required by the State of California and federal law, including: i) the Long Range Transportation Plan (LRTP), the Short-Range Transportation Plan (SRTP), and the Transportation Improvement Program (TIP) that Metro develops for Los Angeles County; ii) the Federal Transportation Improvement Program (FTIP) and the Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) that the Southern California Association of Governments (SCAG) develops for the six-county region that includes Los Angeles County; and iii) the Federal Statewide Transportation Improvement Program (FSTIP) that Caltrans prepares and the United States Department of Transportation approves through its surface transportation modal agencies. Metro also develops the Regional Transportation Improvement Program (RTIP) for Los Angeles County, which it submits to the California

Transportation Commission (CTC) for inclusion in the State Transportation Improvement Program (STIP) requesting funding for highway and transit projects in Los Angeles County through the next five years.

CMAQ Program Overview

The purpose of the CMAQ Program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, CO, and particulate matter (both PM10 and PM2.5). To be eligible for CMAQ funding, the project, program, or activity must result in an air quality benefit and likely contribute to the attainment or maintenance of a NAAQS. Thus, it must be transportation related, it must generate an emissions reduction, and it must be located in or benefit a nonattainment or maintenance area. In addition to these basic eligibility criteria, the project, program or activity also must meet the following requirements to be eligible for CMAQ funding: i) be included in the current RTP and TIP (or STIP, as applicable); ii) comply with the conformity provisions contained in Section 176(c) of the Clean Air Act (CAA) and the transportation conformity regulations, therefore ensuring consistency (except alternative fuel fleet conversions) with an approved State Implementation Plan (SIP) or maintenance plan; iii) complete National Environmental Policy Act (NEPA) requirements; and iv) satisfy the basic eligibility requirements under Title 23 (Highways) and Title 49 (Transportation, including Public Transportation under Chapter 53) of the United States Code (U.S.C.). Policy and guidance from the Federal Highway Administration (FHWA) for the CMAQ Program, which is updated from time to time, can be accessed at https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/.

CMAQ project and funding eligibility is mainly covered under four categories:

- *Capital Investment*: Aimed to establish new or expanded transportation projects or programs that reduce emissions, including transportation infrastructure, congestion relief efforts, vehicle acquisitions, diesel engine retrofits, among other capital projects.
- *Operating Assistance*: Limited to new transit, commuter and intercity passenger rail services (and the incremental cost for expanding these services), intermodal facilities, and travel demand management strategies (including traffic operation centers and inspection and maintenance programs). Operating assistance includes all costs of providing new transportation services, including, but not limited to, labor, fuel, administrative costs, and maintenance. It is limited to a maximum of five sequential years from the start of revenue service, with the third-year amount (not to exceed the greater for year 1 or year 2) to cover an additional two years (i.e. years 4 and 5).
- *Emission Reduction*: Must reduce CO, ozone precursors (NOx and VOCs), PM2.5, PM10, or PM precursor (e.g., NOx) emissions from transportation and contribute to the area's overall clean air strategy. Ancillary benefits of eligible CMAQ projects (e.g., greenhouse gas reductions, congestion relief, mobility, safety, etc.) may be considered when selecting projects and programming CMAQ funds, though such benefits do not alone establish eligibility.
- *Planning and Project Development*: Include all phases of eligible CMAQ projects, not just construction, such as studies that are part of the project development pipeline (e.g., preliminary engineering) under NEPA.

Typical CMAQ eligible projects include transit improvements, Transportation Control Measures (TCMs), travel demand management, congestion reduction and traffic flow improvements, bicycle and pedestrian facilities and programs, intermodal/freight rolling stock or ground infrastructure, emission inspection and maintenance programs (including facilities and equipment), alternative fuel vehicles and infrastructure, diesel engine retrofits (including construction vehicles and equipment, as well as non-road mobile sources), carpooling and vanpooling, carsharing, and innovative/pilot projects and public-private partnerships considering activities showing promise for air quality emission reductions. The construction of high-occupancy vehicle (HOV) lanes

and high-occupancy toll (HOT) lanes are eligible for CMAQ funds. No funds may be provided for a project which will result in the construction of new capacity available to single occupant vehicles (SOV) unless the project consists of a HOV facility available to single occupant vehicles only at other than peak travel times.

The FHWA considers it essential that all interested parties have full, open, and timely access to the CMAQ project selection process. Proposals for CMAQ funding should include a precise description of the project, providing information on its size, scope, location, and timetable. Quantified emissions benefits (i.e., emissions reductions) and disbenefits (i.e., emissions increases) should be included in all project proposals, except where it is not possible to quantify emissions benefits, prior to project selection to better inform the selection of projects for CMAQ funding. Federal law, per Section 149 of Title 23 of the U.S.C.: i) encourages State Departments of Transportation (DOTs) and Metropolitan Planning Organization (MPOs) to consult with state and local air quality agencies in nonattainment and maintenance areas about the estimated emission reductions from CMAQ proposals; and ii) requires states and MPOs to consider information on cost-effectiveness when selecting projects to be funded by the CMAQ Program.

Per the FHWA, project selection should reflect positive cost-effectiveness relationships. In addition to priority on cost-effectiveness, Section 176(c) of the CAA requires that the FHWA and Federal Transit Administration (FTA) ensure timely implementation of TCMs in applicable SIPs. Per the FHWA, these and other CMAQ-eligible projects identified in approved SIPs should receive funding priority. The FHWA also recommends the development of transportation/air quality programs using complementary measures that provide alternatives to SOV travel while improving traffic flow through operational strategies and balancing supply and demand through pricing, parking management, regulations, or other means. In areas designated as nonattainment or maintenance for PM2.5, priority is for a project, program, or activity that is proven to reduce PM2.5.

Metro's CMAQ Funded Project Nomination Procedures

In April 2021, the Federal Highway Administration (FHWA) and Federal Transit Association (FTA) issued a corrective action to Caltrans on the administration of Congestions Mitigation and Air Quality (CMAQ) Improvement Program. The findings require Caltrans to ensure that sub-recipients of CMAQ funds throughout the state are administering this program in compliance with federal program guidance and regulations. Subsequently, in August 2022, FHWA and FTA jointly issued a corrective action to SCAG, requiring a review of Caltrans' CMAQ administrative policies and the development of a process that ensures compliance with federal program guidelines and regulations for the administration of the CMAQ program.

The program guidelines subsequently adopted by SCAG to comply with the federal Corrective Action require that any new project or new project phase funded with CMAQ funds is subject to a competitive project selection process. SCAG's adopted Compliance Action Plan outlines the regional approach for addressing the Corrective Action and includes:

- Modification of the eligibility screening process conducted for compliance with Federal program guidance and regulations.
- Modification of the project selection process to ensure that federally funded transportation projects are selected by SCAG as the designated Metropolitan Planning Organization (MPO).

As part of the regional call for nominations, all County Transportation Commissions (CTCs) in the SCAG region, which includes Metro, will assist in the process by providing initial project screening using the SCAG-developed ranking criteria. Following Metro's submittal of the ranked projects for Los Angeles County, SCAG staff will evaluate all nominations against program criteria and recommend a list of projects and funding amounts for final SCAG Regional Council approval of the selected projects.

Under the Corrective Action guidelines, https://scag.ca.gov/sites/main/files/file-attachments/scag_stbg-cmaq_program-guidelines_122223.pdf?1703276532, SCAG developed performance-based funding nomination targets for each of the six counties in the SCAG region. While SCAG's CMAQ funding target will guide the nomination submittals, it is not a guaranteed funding level, nor does it set a nomination ceiling.

Project Solicitation Process and Schedule

For the solicitation process, SCAG will release the project application. Metro will reach out to local agencies, Councils of Governments (COGs), and subregions to notify them of the grant opportunity as well as establish a due date for submittal. Outreach efforts will also include available office hours where agencies can schedule time to answer questions about project eligibility and the application process. Metro will review and rank applications and obtain its Board of Directors approval of the project nomination list for Los Angeles County.

Project Ranking Criteria

The SCAG guidelines require each county to apply the following four criteria to rank each project into one of three categories; Highly Recommended, Recommended, and Contingency.

1. Eligibility: Screen implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for CMAQ funds.
2. Alignment: Evaluate projects for alignment with relevant federal and regional plans and policies. Prioritize projects that implement SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies:

   Advance Connect SoCal Performance Measures, including Federal Transportation Performance Management Goals for safety, asset management, environmental sustainability, and system performance; demonstrate direct and/or indirect benefits that positively impact Priority Equity Communities.
3. Community/Stakeholder Engagement: Prioritize project nomination applications with demonstrated community support from Priority Equity Communities. Community support may be determined through a variety of means, including (but not limited to):
   - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and/or
   - Endorsement by a Community-Based Organization (CBO) representing Priority Equity Communities.
4. Deliverability and Readiness: Evaluate potential implementing agencies and projects for deliverability issues. CTCs should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. CTCs should encourage projects with demonstrated readiness within the programming period.
5. Metro's rankings of Los Angeles County projects are considered to be an "Initial Screening" for SCAG staff who will then review each project application using similar criteria and ultimately determine project funding for all projects submitted in the six-county SCAG region.

CRP Program Overview

The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions established by the Infrastructure Investment and Jobs Act (IIJA), also known as the "Bipartisan Infrastructure Law" (BIL). CRP provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. Eligible funded activities for this program include truck stop electrification, diesel engine retrofits, vehicle-to-infrastructure communications equipment, public transportation, port electrification, and deployment of alternative fuel vehicles, including charging or fueling infrastructure and the purchase or lease of zero-emission vehicles.

For each fiscal year, 65 percent of funds apportioned to the state for the CRP shall be obligated, in proportion to their relative shares of the population in the State:

- In urbanized areas of the State with an urbanized area population of more than 200,000 (these funds may be obligated in the metropolitan area established under section 134 of Title 23 of the U.S.C that encompasses the urbanized area);
- In urbanized areas of the State with an urbanized population of not less than 50,000 and not more than 200,000;
- In urban areas of the State with a population of not less than 5,000 and not more than 49,999; and
- In other areas of the State with a population of less than 5,000.

The State may obligate these funds suballocated for specified areas based on other factors in the State and relevant MPOs jointly apply to the Secretary for permission to base the obligation on other factors, and the request is approved by the Secretary.

The remaining 35 percent of the funds apportioned to a State for the CRP each fiscal year may be obligated in any area of the State.

CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). Projects are subject to requirements under the National Environmental Policy, the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, and other applicable Federal laws. Projects funded with CRP funds are required to be treated as projects on Federal-aid highways.

The CRP (Congestion Reduction Program) funds various transportation projects aimed at reducing emissions. Eligible activities include:

a. Establishing or operating traffic monitoring, management, and control facilities.
b. Public transportation projects like bus rapid transit corridors.
c. Transportation alternatives such as pedestrian and bicycle facilities.
d. Projects for advanced transportation and congestion management technologies.
e. Deployment of intelligent transportation systems and vehicle-to-infrastructure communications.
f. Replacement of street lighting and traffic control devices with energy-efficient alternatives.
g. Development of carbon reduction strategies.
h. Projects supporting congestion pricing, demand shifting, and travel management strategies.
i. Efforts to reduce environmental impacts of freight movement.
j. Deployment of alternative fuel vehicles and infrastructure.
k. Diesel engine retrofits.

l. Traffic flow improvement projects eligible under the CMAQ program.
m. Projects reducing transportation emissions at port facilities.

Additionally, projects demonstrating emissions reductions over their lifecycle may be eligible. General-purpose lane capacity projects for single-occupant vehicles are not eligible unless emissions reductions are demonstrated. Examples of eligible project types include sustainable pavements, alternative uses of highway right-of-way to reduce emissions, and mode shift projects promoting nonmotorized and transit options. States can consult FHWA for eligibility queries, and tools like the CMAQ Emissions Calculator Toolkit are available for estimating CO2 emissions benefits.

Central to California's approach within the CRP framework are three pillars: Zero-Emission Vehicles and Infrastructure, Active Transportation and Micromobility, and Rail and Transit. These pillars underscore the multifaceted strategy required to meet the state's carbon neutrality goals. This strategy is designed to offer flexibility to cater to the diverse geographic and demographic landscapes across the State, ensuring that projects align with local needs while contributing to the broader objective of emission reduction. All CRP funds must be spent in support of the three pillars.

Metro's CRP Funded Project Nomination Procedures

In April 2021, the Federal Highway Administration (FHWA) and Federal Transit Association (FTA) issued a corrective action to Caltrans on the administration of Carbon Reduction Program (CRP). The findings require Caltrans to ensure that sub-recipients of CRP funds throughout the state are administering this program in compliance with federal program guidance and regulations. Subsequently, in August 2022, FHWA and FTA jointly issued a corrective action to SCAG, requiring a review of Caltrans' CRP administrative policies and the development of a process that ensures compliance with federal program guidelines and regulations for the administration of the CRP program.

The program guidelines subsequently adopted by SCAG to comply with the federal Corrective Action require that any new project or new project phase funded with CRP funds is subject to a competitive project selection process. SCAG's adopted Compliance Action Plan outlines the regional approach for addressing the Corrective Action and includes:

- Modifying the eligibility screening conducted for compliance with Federal program guidance and regulations.
- Modifying the project selection process so federally funded transportation projects are selected by SCAG as the designated Metropolitan Planning Organization (MPO).

As part of the regional call for nominations, all County Transportation Commissions (CTCs) in the SCAG region, which includes Metro, will assist in the process by providing initial project screening using the SCAG-developed ranking criteria. Following Metro's submittal of the ranked projects for Los Angeles County, SCAG staff will evaluate all nominations against program criteria and recommend a list of projects and funding amounts for final SCAG Regional Council approval of the selected projects.

Under the Corrective Action guidelines, https://scag.ca.gov/sites/main/files/file-attachments/scag_fy23-fy26_crp_program_guidelines.pdf?1702578688, SCAG developed performance-based funding nomination targets for each county in the SCAG region. While SCAG's CRP funding target will guide the nomination submittals, it is not a guaranteed funding level, nor does it set a nomination ceiling.

Project Solicitation Process and Schedule

For the solicitation process, SCAG will release the project application. Metro will reach out to local agencies, Councils of Governments (COGs), and subregions to notify them of the grant opportunity as well as establish a due date for submittal. Outreach efforts will also include available office hours where agencies can schedule time to answer questions about project eligibility and the application process. Metro will review and rank applications and obtain its Board of Directors approval of the project nomination list for Los Angeles County.

Project Ranking Criteria

The SCAG guidelines require each county to apply the following four criteria to rank each project into one of three categories; Highly Recommended, Recommended, and Contingency.

1. Eligibility: Screen implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for CRP funds.
2. Alignment: Evaluate projects for alignment with relevant federal and regional plans and policies. Prioritize projects that implement SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies:
   Advance Connect SoCal Performance Measures, including Federal Transportation Performance Management Goals for safety, asset management, environmental sustainability, and system performance; demonstrate direct and/or indirect benefits that positively impact Priority Equity Communities.
3. Community/Stakeholder Engagement: Prioritize project nomination applications with demonstrated community support from Priority Equity Communities. Community support may be determined through a variety of means, including (but not limited to):
   - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and/or
   - Endorsement by a Community-Based Organization (CBO) representing Priority Equity Communities.
4. Deliverability and Readiness: Evaluate potential implementing agencies and projects for deliverability issues. CTCs should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. CTCs should encourage projects with demonstrated readiness within the programming period.
5. Metro's rankings of Los Angeles County projects are considered to be an "Initial Screening" for SCAG staff who will then review each project application using similar criteria and ultimately determine project funding for all projects submitted in the six-county SCAG region.

STBG Program Overview

The purpose of the STBG Program is to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program, acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. The Infrastructure Investment and Jobs Act (IIJA), also known as the "Bipartisan Infrastructure Bill" (BIL), continues the STBG to provide flexible funding that States and localities may use for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Eligible Federal-aid projects include: Highway projects; bridges (including construction, reconstruction, seismic retrofit and painting); transit capital improvements; carpool, parking, bicycle and pedestrian facilities; safety improvements and hazard elimination; research; traffic management systems; advanced truck stop

electrification systems; projects relating to intersections that: have disproportionately high accident rates, have high congestions, and are located on a Federal highway; environmental restoration and pollution abatement on 4R projects (the expenditures for this activity may not exceed 20 percent of the total costs of the project); surface transportation planning; transportation enhancement activities and control measures; and wetland and other environmental mitigation. A State may use STBG funds to create and operate a State office to help design, implement, and oversee public-private partnerships (P3) eligible to receive Federal highway or transit funding, and to pay a stipend to unsuccessful P3 bidders in certain circumstances; and at a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible STBG project or group of projects. The following new eligibilities are added with IIJA:

- Privately-owned, or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system;
- Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions;
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife;
- Installation of safety barriers and nets on bridges;
- Maintenance and restoration of existing recreational trails;
- Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure;
- Installation and deployment of current and emerging intelligent transportation technologies;
- Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop;
- Protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility;
- Measures to protect an eligible transportation facility from cybersecurity threats;
- Conducting value for money analyses or similar comparative analyses of public-private partnerships;
- [Up to 5% of STBG apportionment] rural barge landing, docks, and waterfront infrastructure in a rural community or Alaska Native village that is off the road system;
- Projects to enhance travel and tourism;
- Replacement of low-water crossing with a bridge not on a Federal-aid highway;
- Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane and;
- [Up to 15% of STBG apportionment] may be used on otherwise STBG-eligible projects or maintenance activities on roads functionally classified as rural minor collectors or local roads, ice roads, or seasonal roads, may be transferred to the Appalachian Highway System Program or the Denali Access System Program

Programming and expenditures of funds for projects must be consistent with sections 134 and 135 of Title 23 of the U.S.C. Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan. STBG projects for eligible planning purposes must be reflected in the statewide SPR work program or Metropolitan Unified Planning Work Program.

After setting aside funds for the Transportation Alternatives (TA) Set-Aside, a percentage of a State's STBG apportionment is suballocated to areas of the State based on their relative share of the State's population. This suballocated percentage is 55 percent in FYs 2022-2026. The remainder of the STBG funds may be used anywhere in the State. The suballocated funds are divided into four categories:

a. Urbanized areas of the State with a population over 200,000
b. Areas of the State with a population of not less than 50,000 and not more than 200,000
c. Areas of the state with a population of not less than 5,000 and not more than 49,999
d. Areas of the state with a population less than 5,000

A State may obligate: (1) up to 15 percent of the STBG amounts suballocated for a fiscal year for use in areas with a population of not less than 5,000 and not more than 49,999; and (2) up to 15 percent for use in areas with a population of less than 5,000 on: roads functionally classified as rural minor collectors or local roads; or critical rural freight corridors designated under 23 U.S.C 167(e).

Metro's STBG Funded Project Nomination Procedures

In April 2021, the Federal Highway Administration (FHWA) and Federal Transit Association (FTA) issued a corrective action to Caltrans on the administration of the Surface Transportation Block Grant (STBG) Program. The findings require Caltrans to ensure that sub-recipients of STBG funds throughout the state are administering this program in compliance with federal program guidance and regulations. Subsequently, in August 2022, FHWA and FTA jointly issued a corrective action to SCAG, requiring a review of Caltrans' STBG administrative policies and the development of a process that ensures compliance with federal program guidelines and regulations for the administration of the STBG program.

The program guidelines subsequently adopted by SCAG to comply with the federal Corrective Action require that any new project or new project phase funded with STBG funds is subject to a competitive project selection process. SCAG's adopted Compliance Action Plan outlines the regional approach for addressing the Corrective Action and includes:

- Modifying the eligibility screening conducted for compliance with Federal program guidance and regulations.
- Modifying the project selection process so federally funded transportation projects are selected by SCAG as the designated Metropolitan Planning Organization (MPO).

As part of the regional call for nominations, all County Transportation Commissions (CTCs) in the SCAG region, which includes Metro, will assist in the process by providing initial project screening using the SCAG-developed ranking criteria. Following Metro's submittal of the ranked projects for Los Angeles County, SCAG staff will evaluate all nominations against program criteria and recommend a list of projects and funding amounts for final SCAG Regional Council approval of the selected projects.

Under the Corrective Action guidelines, https://scag.ca.gov/sites/main/files/file-attachments/scag_stbg-cmaq_program-guidelines_122223.pdf?1703276532, SCAG developed performance-based funding nomination targets for each county in the SCAG region. While SCAG's STBG funding target will guide the nomination submittals, it is not a guaranteed funding level, nor does it set a nomination ceiling.

Project Solicitation Process and Schedule

For the solicitation process, SCAG will release the project application. Metro will reach out to local agencies, Councils of Governments (COGs), and subregions to notify them of the grant opportunity as well as establish a due date for submittal. Outreach efforts will also include available office hours where agencies can schedule time to answer questions about project eligibility and the application process. Metro will review and rank applications and obtain its Board of Directors approval of the project nomination list for Los Angeles County.

Project Ranking Criteria

The SCAG guidelines require each county to apply the following four criteria to rank each project into one of three categories; Highly Recommended, Recommended, and Contingency.

1. Eligibility: Screen implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for STBG funds.
2. Alignment: Evaluate projects for alignment with relevant federal and regional plans and policies. Prioritize projects that implement SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies: Advance Connect SoCal Performance Measures, including Federal Transportation Performance Management Goals for safety, asset management, environmental sustainability, and system performance; demonstrate direct and/or indirect benefits that positively impact Priority Equity Communities.
3. Community/Stakeholder Engagement: Prioritize project nomination applications with demonstrated community support from Priority Equity Communities. Community support may be determined through a variety of means, including (but not limited to):
    - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and/or
    - Endorsement by a Community-Based Organization (CBO) representing Priority Equity Communities.
4. Deliverability and Readiness: Evaluate potential implementing agencies and projects for deliverability issues. CTCs should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. CTCs should encourage projects with demonstrated readiness within the programming period.
5. Metro's rankings of Los Angeles County projects are considered to be an "Initial Screening" for SCAG staff who will then review each project application using similar criteria and ultimately determine project funding for all projects submitted in the six-county SCAG region.

ORANGE COUNTY TRANSPORTATION AUTHORITY

OVERVIEW

Since its formation in 1991, the Orange County Transportation Authority (OCTA) has kept residents and commuters moving throughout the 34 cities and unincorporated areas of Orange County. OCTA's responsibilities, programs, and services impact every aspect of transportation within the state's third largest county.

OCTA keeps people moving by reducing freeway congestion, improving safety and efficiency on our local roads, providing bus service and regional multimodal connections, helping people find ways to leave their cars at home, expanding complete streets activities, and providing safe, convenient transportation to those with special needs.

Project Nomination Procedures

OCTA bases its project selection on our Capital Programming Policies, the Long Range Transportation Plan (LRTP), the 20-year Comprehensive Business Plan, The Next 10 Delivery Plan and project needs and requirements. The LRTP is developed by OCTA to become part of the Southern California Association of Government's Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) and is developed two years prior to each RTP/SCS cycle.

OCTA balances regional needs identified through the long-range transportation plan with local needs by setting aside funding that is made available various calls for projects, including the 2023 Orange County Complete Streets Program, the OCTA makes state, federal, and local funding available to the 34 incorporated cities and the County of Orange. Depending on eligibility, local agencies and organizations are also welcomed to apply, but must go through one of the 34 incorporated cities or county.

OCTA's Call for Projects allocates available funds through a competitive process to improve all modes of surface transportation. Further information on OCTA's call for projects can be found in the following links: https://www.octa.net/programs-projects/programs/funding-programs/call-for-projects/

Overall Project Selection and prioritization of projects would be reflected in the Call for Projects and primarily based on a variety of factors including but not limited to scoring, benefits, and project needs.

Per OCTA's Board Approved Capital Programming Policies Congestion Mitigation and Air Quality (CMAQ) funds are for:

- Fixed-guideway and/or high-occupancy vehicle or high-occupancy toll operational improvements,
- eligible bicycle and pedestrian projects,
- vanpool program and rideshare services,
- rail and bus transit capital projects,
- traffic light synchronization projects, and
- new or expanded transit operations (three years of CMAQ funding may be used for the first five years).

All projects that use CMAQ funds must demonstrate a quantifiable air quality benefit. Projects must be recommended based on performance.

While Surface Transportation Block Grant (STBG) funds are for:M2 Freeway Program (consistent with the latest Next 10 Plan) and for other non-M2 freeway projects that are complementary with the M2 freeway program,

local streets and roads and bicycle, pedestrian and/or complete streets projects. Funds may also be used for countywide planning activities up to five percent annually.

Please see the following for more detail on OCTA's Federal Funding programs
https://www.octa.net/programs-projects/programs/funding-programs/federal-funding/overview/

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

The Riverside County Transportation Commission (RCTC) Board took action on December 13, 2023, to adopt the "RCTC Procedures for SCAG's 2024 Call for Project Nominations" (Nomination Procedures). The Nomination Procedures defines RCTC's process for outreach to eligible agencies and scoring of projects to be nominated in SCAG's CMAQ/STBG/CRP Call for Project Nominations.

Outreach to be conducted includes presentations to numerous stakeholders and eligible agencies in Riverside County, email blasts with information and materials about the call for project nominations, office hours for interested eligible agencies to ask questions about the process, their projects, eligibility, etc., one-on-one consultations with eligible applicants throughout the SCAG call period, and strategic review and feedback of eligible agencies' draft nominations.

Eligible agencies are required to submit an intake form to RCTC which details the project scope, project schedule, type and amount of funding requested, and which regional plan the project is in.

As specified in SCAG's adopted STBG/CMAQ and CRP Guidelines, a County Transportation Commission (CTC) Prioritization score is required to be provided by RCTC. Based on the RCTC-adopted Nomination Procedures, RCTC uses the criteria below to determine the prioritization score:

Highly Recommended – Regional Priorities
Projects in Groups 1 and 2 of the RCTC 10-Year Delivery Plan
Projects in the Coachella Valley Association of Governments Transportation Project Prioritization Study that are in California's Local Transportation Climate Adaptation Program

Recommended – Regionally Significant
Projects in Group 3 of the RCTC 10-Year Delivery Plan
Projects in the Coachella Valley Association of Governments Transportation Project Prioritization Study
Projects on the backbone network in the Western Riverside Council of Governments Transportation Uniform Mitigation Fee Nexus Study
Projects in an adopted zero-emission transition plan

Contingency List – Local Priorities
Projects that are not identified in any of the above-referenced plans or studies

RCTC provides initial feedback and the CTC Prioritization score back to eligible applicants, giving them the opportunity to decide whether to proceed with submitting a nomination to SCAG. Applicants that do wish to proceed will submit a draft nomination to RCTC in advance of the SCAG deadline. RCTC will provide feedback to the applicants and the applicants will submit their final nominations directly to SCAG. RCTC will provide a letter to SCAG, signed by RCTC's Executive Director, with a list of scores for the CTC Prioritization category

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

Since its establishment as a cooperative association of governments in 1973, our agency was statutorily designated to serve in the following capacities:

- County Transportation Commission (1976) – Allocates and programs State and Federal funds for regional transportation projects throughout the county.
- Service Authority for Freeway Emergencies (1986) – Manages the system of call boxes on major highways throughout the county.
- County Transportation Authority (1989) – Administers the voter-approved half-cent transportation sales tax and provides major transportation improvements within the county.
- Congestion Management Agency (1990) – Implements the plan for addressing congestion and air quality related to transportation facilities throughout the county.

In 2016, the agency sponsored Senate Bill 1305 (Morrell), consolidating the County Transportation Commission, County Transportation Authority, Service Authority for Freeway Emergencies, and local Congestion Management Agency into a single entity, San Bernardino County Transportation Authority (SBCTA). The bill passed through both houses and was signed by the Governor in August 2016; it became effective January 1, 2017. (San Bernardino Associated Governments continues as a Joint Powers Authority functioning as a Council of Governments (SBCOG).)

Serving more than 2.1 million residents of San Bernardino County, SBCTA is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide. SBCTA administers Measure I, the half-cent transportation sales tax approved by county voters in 1989 and renewed in 2004, and supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, call boxes, ridesharing, congestion management efforts, and long-term planning studies.

On April 1, 2009, the SBCTA Board approved a Strategic Plan to define the policy framework for delivery of the projects and programs referenced in Measure I. The Strategic Plan is the official guide and reference for the allocation and administration of the combination of Measure I funds, State and Federal transportation revenues, and private fair-share contributions from new development to regional transportation facilities. One of the key requirements of the Strategic Plan was the preparation of a 10-Year Delivery Plan. The purpose of the 10-Year Delivery Plan is to provide a transparent list of projects that will be developed during the next ten years and to define the scope, schedule, and budget for these projects, given current information and assumptions. The 10-Year Delivery Plan:

- establishes a common understanding among members of the SBCTA Board, SBCTA staff, member jurisdictions, and citizens of San Bernardino County;
- sets a baseline upon which future changes in revenues, costs, scopes, and schedules are measured;
- enables SBCTA to meet the requirements of bond rating agencies for the future sale of bonds; serves as a SBCTA commitment to fund specific projects; and
- provides the basis for the preparation of the SBCTA annual budgets for capital projects.

The 10- Year Delivery Plan was first adopted by the SBCTA Board in January 2012 and is generally updated every two years to capture revisions and updates and to stay current. It is built off of the Measure I Ordinance and Board Policies.

Key Ordinance requirements are:

- Measure I revenues shall be allocated by formula to Subareas and Programs as defined in the Measure I Expenditure Plan.
- State and Federal funds shall be allocated proportionally to Subareas over time.

Key Board Policies are:

· State and Federal funds shall be allocated to maintain geographic equity over time.
· Congestion Mitigation and Air Quality (CMAQ) funds allocated in the San Bernardino Valley shall be allocated in the following priority: i) regional Transportation Demand Management programs that benefit air quality such as rideshare, vanpool, and signal synchronization, ii) transit capital projects, iii) freeway HOV projects listed in the Measure I Expenditure Plan. There is no established policy for the Mountain/Desert Subareas, although transit capital projects are typically prioritized.
· Surface Transportation Block Grant Program (STBG) funds allocated in the San Bernardino Valley shall be allocated to the Freeway Projects Program, although exceptions are made when appropriate. There is no established policy for the Mountain/Desert Subareas except that these funds are intended to supplement projects in the Measure I Major Local Highway Program, which benefits major streets and highways serving as primary routes of travel within the subarea.

SBCTA selects candidate projects for CMAQ and STBG funds during the development of the 10-Year Delivery Plan based on alignment with the Measure I Expenditure Plan and consistency with SCAG's RTP/SCS. To prepare the plan, SBCTA staff work extensively with local jurisdictions, transit operators, and SBCTA capital departments to establish project priorities, details, and schedule. With all the necessary information gathered, SBCTA staff analyze available funding, including CMAQ and STBG, and assign funding to projects based on funding eligibility and project delivery requirements, while staying within the funding priority requirements mentioned above. The projects proposed for funding are publicly reviewed through the Transportation Technical Advisory Committee, City/County Managers Technical Advisory Committee, and SBCTA Policy Committees for ultimate approval by the SBCTA Board of Directors for nomination. The 10-Year Delivery Plan is a living document that is revised between development cycles as revenue and project information change.

Recognizing the limited funding for, and importance of, facilities that reduce Vehicle Miles Traveled (VMT) and provide for air quality benefits in San Bernardino County, the SBCTA Board has prioritized the allocation of Carbon Reduction Program (CRP) funds to that purpose. These funds will be used to expand and improve active transportation infrastructure, develop a VMT Mitigation Bank that provides incentives for commuters to reduce their VMT, and install electric vehicle charging stations within CalEnviroScreen designated disadvantaged communities. These projects are selected through a call for projects process initiated by SBCTA staff through the Transportation Technical Advisory Committee and City/County Managers Technical Advisory Committee. Projects are evaluated for eligibility, scope, schedule, and funding availability with priority given to projects that are Transportation Control Measure commitments or with links to other grant funding requirements. Recommended projects are publicly reviewed through the SBCTA General Policy Committee for ultimate approval by the SBCTA Board of Directors for nomination.

VENTURA COUNTY TRANSPORTATION COMMISSION

VCTC publishes periodic calls for projects to receive regionally-allocated federal funds, including Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) monies. This process includes Commission approval of the Guidelines and the Schedule for the call for projects. The Commission also approves the Recommended Prioritized List of Projects for funding. The process includes input by the Transit Operators Committee and the Transportation Technical Advisory Committee. Notice of the upcoming call for projects is posted in the newspaper, posted on the Commission website, and the notice is provided to the interested parties list. After receiving input from the Committees, VCTC staff publishes the recommended project priority ranking, and then a public hearing is held. After the public hearing, the Commission votes on approving the list, which is then forwarded to the Southern California Association of Governments for consideration for inclusion in the Federal Transportation Improvement Program. The last call for projects went to the Commission on July 8, 2022, for guidelines approval, and on December 2, 2022, for approval of the priority ranking.

Subsequent to call for projects approval, VCTC continues to monitor the progress of the approved projects, and as necessary staff will recommend program adjustments, including cost and schedule adjustments. VCTC will also consider adjustments to use the regionally-apportioned federal funds to address cost or funding shortfalls for discretionary grants received by Ventura County agencies, or for other funding issues, which have recently included transit needs identified through the SB 125 process established by the state. These recommendations also go through the cognizant Committees and the Commission and are then forwarded to SCAG for consideration.

SECTION XII: EQUITY AND ENVIRONMENTAL JUSTICE

People in the SCAG region face a range of economic and social impacts, which result in health outcomes, education, employment, housing conditions, rates of incarceration and life expectancy that vary vastly based on race, income, and where people live. More specifically, institutional, and systemic racism as documented, and experienced by people of color, particularly Black and Indigenous people, continues to impact their access to more equitable, sustainable, and prosperous futures in Southern California.

As one of SCAG's most impactful planning efforts, the 2025 FTIP must follow through on the established vision for a more equitable future. This section provides context on SCAG's actions toward racial equity, a description of the environmental justice analysis included in Connect SoCal 2024, and a regional summary of the equity-focused questions and spatial analysis of the 2025 FTIP network.

Equity Context

In July 2020 SCAG's Regional Council adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. The resolution called for the formation of an ad hoc Special Committee on Equity and Social Justice to further develop SCAG's response to advancing equity. The Committee met on a quarterly basis starting in September 2020 and concluding in March 2021, culminating in the development of an early action plan. In May 2021, the Regional Council adopted the Racial Equity Early Action Plan (EAP), and since then, SCAG staff have made significant progress on implementing actions included within the EAP.[7]

The EAP was grounded in SCAG's working definition of equity that led with race as a focal point in addressing the pervasive and deep inequities faced by people of color across the region. As central to SCAG's work, racial equity describes the actions, policies, and practices that eliminate bias and barriers that have historically and systemically marginalized communities of color, to ensure all people can be healthy, prosperous, and participate fully in civic life. The EAP included overarching goals and strategies to advance racial equity through SCAG's policies, practices, and activities. The EAP's goals included:

1. Shift the Organizational Culture, which is focused on SCAG's internal work and practices.
2. Center Racial Equity in Regional Policy & Planning, which refers to SCAG's regional planning functions.
3. Encourage Racial Equity in Local Planning Practices, referring to how SCAG can influence the local elected officials and planning professionals with which it works and partners; and
4. Activate and Amplify, in which SCAG commits to communicating more broadly its commitment to racial equity and joining with others in different fields and sectors to amplify impact.

The EAP included an action to identify opportunities to incorporate equity analysis in the development of the FTIP. This prompted SCAG to use the eFTIP mapping tool through the updated database to capture the location and extent of all projects including non-modeled (exempt) projects and the addition of four equity-focused questions that are summarized in this section. The mapping application will be further developed to provide opportunities for the public to view project locations and assess the location-based relationship to different demographic groups.

[7] The latest status report on SCAG's Racial Equity Early Action Plan is Agenda Item 15 of the June 1, 2023 Regional Council Meeting: https://scag.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2422&Inline=True#page=177

Environmental Justice in Connect SoCal 2024

Tracing roots back to the Civil Rights Movement in the 1960s and the Environmental Movement of the 1960s and 1970s, the Environmental Justice Movement in the United States responds to discriminatory environmental practices including toxic dumping, municipal waste facility siting, and land use decisions which negatively affected communities of color. Several grassroots organizations founded during this movement in the SCAG region continue to advocate for a cleaner environment to protect all communities. The federal government defines environmental justice (EJ) as "the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other Federal activities that affect human health and the environment so that people: (i) are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and (ii) have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices." (Federal Executive Order 14096)

Connect SoCal 2024, the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, approved by the SCAG Regional Council on April 4, 2024, and certified by FHWA/FTA for meeting transportation conformity on June 5, 2024, includes a comprehensive environmental justice (EJ) analysis as part of the Equity Analysis Technical Report. The 2025 FTIP is consistent with the policies, programs and projects included in Connect SoCal 2024, including RTP amendments and as such, the EJ analysis included as part of Connect SoCal 2024 appropriately serves as the analysis for the transportation investments in the 2025 FTIP.

The preparation of Connect SoCal 2024 relied heavily on the input gathered through public workshops, events, surveys, and meetings. Feedback from residents and staff of community-based organizations, local jurisdictions, regional partners (councils of governments, county transportation commissions, air districts, health departments), universities, transit agencies, the business community, and elected officials provided a robust and complex picture of our region's outlook and understanding of what an equitable future looks like and how we get there. The public input shaped how SCAG determined priority populations, defined Priority Equity Communities and approached the analysis of every equity performance measure.

The Equity Analysis Technical Report included performance measures to analyze existing social and environmental equity in the region and to assess the impacts of Connect SoCal 2024 on various protected populations, defined by federal regulation, and priority communities, identified by SCAG and regional stakeholders. These performance measures included share of transportation system usage, travel time and travel distance savings, access to everyday destinations, bicycle and pedestrian collisions, jobs-housing imbalance, neighborhood change and displacement, rail-related impacts, resilience and climate vulnerabilities, emissions impacts analysis, noise impacts, geographic distribution of transportation investments, investments vs. benefits, revenue sources in terms of burdens, and impacts from mileage-based user fees. For more detail, please see the Connect SoCal 2024 Equity Analysis Technical Report: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-equity-analysis-final-040424.pdf?1712261887.

Connect SoCal was developed in accordance with SCAG's PPP, which addresses Title VI Requirements and Guidelines for Federal Transit Administration Recipients (FTA Circular 4702.1B; Effective October 1, 2012), including enhanced strategies for engaging minority and limited English proficient populations in SCAG's transportation planning and programming processes, as well as Environmental Justice Policy Guidance for Federal Transit Administration Recipients (FTA Circular 4703.1; Effective August 15, 2012).

Equity Analysis for the 2025 FTIP

To better understand how the 2025 FTIP could impact disadvantaged communities, SCAG added four equity-focused questions on location-based service, impacts, outreach, and metrics. The four questions include:

1. Service: Is the proposed project located in, adjacent to (within 250 feet), or serving a disadvantaged area (per SB 535, Climate Economic Justice Screening Tool, or Equitable Transportation Community Explorer)? (Required)
2. Impacts: Have underserved populations explicitly been included in any assessments (e.g., environmental documents, equity assessment, staff report) of the project?
3. Outreach: Were underserved populations involved in the project development process and given ample opportunity to participate in decision-making processes?
4. Metrics: What additional metrics from the following list might be considered to monitor impacts? Example metrics for each category are provided for your reference. (check all that apply, or add specific metrics to the Project-Specific Performance Metrics box)
    a. Access to everyday destinations (e.g., jobs, retail, parks, health care, schools); an example metric could be the average change in travel distance to parks via transit for people living within 1 mile of the project site
    b. Commute time; an example metric could be the change in travel time and distance for workers living near the project site who commute via bicycle
    c. Transit access; an example metric could be the change in travel time to a high-quality transit corridor via walking for people living near a project site
    d. Transit frequency; an example metric could be the change in average passenger waiting time for a bus line during peak hours before and after project implementation
    e. Traffic density; an example metric could be the percentage change in vehicular volume on freeway ramps within 1 mile of the project site
    f. Modal choice; an example metric could be the percentage change in the number of travelers using single-occupancy vehicles along the project corridor
    g. Bicyclist/pedestrian safety; an example metric could be the change in annual bicycle and pedestrian injuries for people of color before and after project implementation
    h. Proximity to freeways and highly traveled corridors; an example metric could be the change in the number of people residing within 500 feet of a freeway as a result of project-related changes that could be impacted by project-related emissions
    i. Air quality (PM 2.5, Ozone, or Diesel PM), an example metric could be the demographic comparison of areas impacted by a change in PM 2.5 emissions in the project area to the larger city
    j. Pollution burden/exposure; an example metric could be the change in ozone, PM 2.5, and/or drinking water contaminants affecting the population living within 1 mile of a project site before and after project implementation
    k. Proximity to Railroads; an example metric could be the change in hours of noise exposure of the population living adjacent to a railroad as a result of project-related changes in rail activity
    l. Tree canopy; an example metric could be the change in the number of mature, shade-providing trees as a result of project implementation
    m. Median home sales/rent; an example metric could be the change in the average home sale price in the neighborhood adjacent to the project between the time before project initiation and 1 year after project implementation

n. Displacement/gentrification; an example metric could be the difference in demographic makeup of households directly displaced by the project compared to the city's average
o. Proximity to healthy financial institutions (banks, credit unions, etc.); an example metric could be the average change in travel distance to financial institutions via auto for the population within 1 mile of the project site
p. Access to businesses owned by women and people of color; an example metric could be the change in travel cost for visitors to access businesses owned by women and people of color within 1 mile of the project site with project implementation
q. Access to small/independent businesses serving marginalized communities; an example metric could be impacted business hours with reduced parking or driveway access to small businesses as a result of project construction
r. Project-Specific Performance Metrics: [fill in the blank]

Of the 1,497 projects, about 95% of projects received a response to the first question on service area and around 50% of projects received responses to the impacts and outreach questions. Table 1 shows the breakdown of responses to the first three questions with the actual number of and percent of responses to that question. According to the results, around 80% of projects are in, near, or serve a disadvantaged community. Additionally, 23% of projects include underserved populations in their assessments related to the project and 22% of projects explicitly involved underserved populations in the project development process. Ideally, all future projects will specifically serve and empower underserved populations in the project development process. CTCs are encouraged to consider equity in developing their respective County TIPs in order to understand where transportation funding is being targeted and invested. An equity assessment and community engagement can allow stakeholders to review and be aware of where transportation dollars are going.

Table 1
2025 FTIP Responses to Equity Questions 1-3

	Question 1: Service		Question 2: Impacts		Question 3: Outreach	
	#	%	#	%	#	%
Yes	1,199	80%	351	23%	322	22%
No	223	15%	294	20%	285	19%
Not yet but the lead agency will conduct an equity assessment on the proposed project			99	7%		
Not yet but the lead agency will conduct equitable community engagement prior to project adoption					132	9%
No Response	75	5%	753	50%	758	51%

For the fourth question on metrics, about 34.1% of projects included at least one response to indicate how the lead agency might monitor impacts. Table 2 shows the summary of responses to the fourth equity question with the actual number of and percent of responses to the question (of the 511 responses). According to the results, over half of projects could measure access to everyday destinations to monitor

impacts, and almost half of projects could use metrics of commute time and bicyclist/pedestrian safety to monitor impacts to underserved populations.

Table 2
2025 FTIP Responses to Equity Question 4

Potential Performance Metrics	Applied to FTIP Project	
	#	%
Access to everyday destinations (e.g., jobs, retail, parks, health care, schools)	299	59%
Commute time	248	49%
Bicyclist/pedestrian safety	245	48%
Transit access	212	42%
Modal choice	141	28%
Air quality (PM 2.5, Ozone, or Diesel PM)	137	27%
Traffic density	136	27%
Transit frequency	129	25%
Proximity to freeways and highly traveled corridors	106	21%
Pollution burden/exposure	70	14%
Access to small/independent businesses serving marginalized communities	60	12%
Access to businesses owned by women and people of color	59	12%
Tree canopy	50	10%
Proximity to Railroads	43	8%
Proximity to healthy financial institutions (banks, credit unions, etc.)	40	8%
Median home sales/rent	27	5%
Displacement/gentrification	22	4%

Several project-specific performance metrics for equity were submitted, some overlapping with the list of metrics provided in the question. Unique performance metrics include:

- Change in emergency response time or access during an extraordinary event (e.g., flooding, storm, wind)
- Change in infrastructure quality (e.g., bridge quality, pavement condition index, rehabbed sidewalk area, protected bike lane mileage, protected sidewalk mileage)
- Change in travel behavior (e.g., change in bike and ped counts)
- Change in energy type or usage (e.g., implementation of zero-emission vehicles and infrastructure, fleet and facility energy)
- Change in safety outcomes (e.g., collision factor between trains and vehicles, number of annual safety incidents at project intersection with at-grade crossing)
- Change in circulation (e.g., daily vehicle hours of delay, transit on-time performance)
- Change in health outcomes (e.g., noise exposure)

In addition, a screening analysis was conducted to examine the overlap between modeled highway and transit routes and disadvantaged communities. FTIP 2025 highway links and transit routes were overlayed with SCAG's Priority Equity Communities with a 250-foot buffer to determine proximity for potential impacts. Highway lane mileage is the length of the highway multiplied by the number of lanes, and transit revenue mileage is the route distance multiplied by the typical weekday frequency. Projects of regional significance or conformity type projects were mapped in this analysis; exempt type projects were not included. Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors. SCAG used Priority Equity Communities in Connect SoCal 2024 as a point of comparison for the region to determine if the Plan caused disproportionate and adverse impacts to historically marginalized and disadvantaged communities for several performance measures. Priority Equity Communities are described in more detail in Section 4.2 of the Connect SoCal 2024 Equity Analysis Technical Report.

Table 3 summarizes the total network miles of FTIP projects in the region and in Priority Equity Communities. A total of 6,949 highway lane miles and 104,490 transit revenue miles were mapped with just over half of the highway lane miles and two thirds of transit revenue miles in or near Priority Equity Communities. Map 1 shows the overlay of highway and transit routes within or in close proximity to Priority Equity Communities.

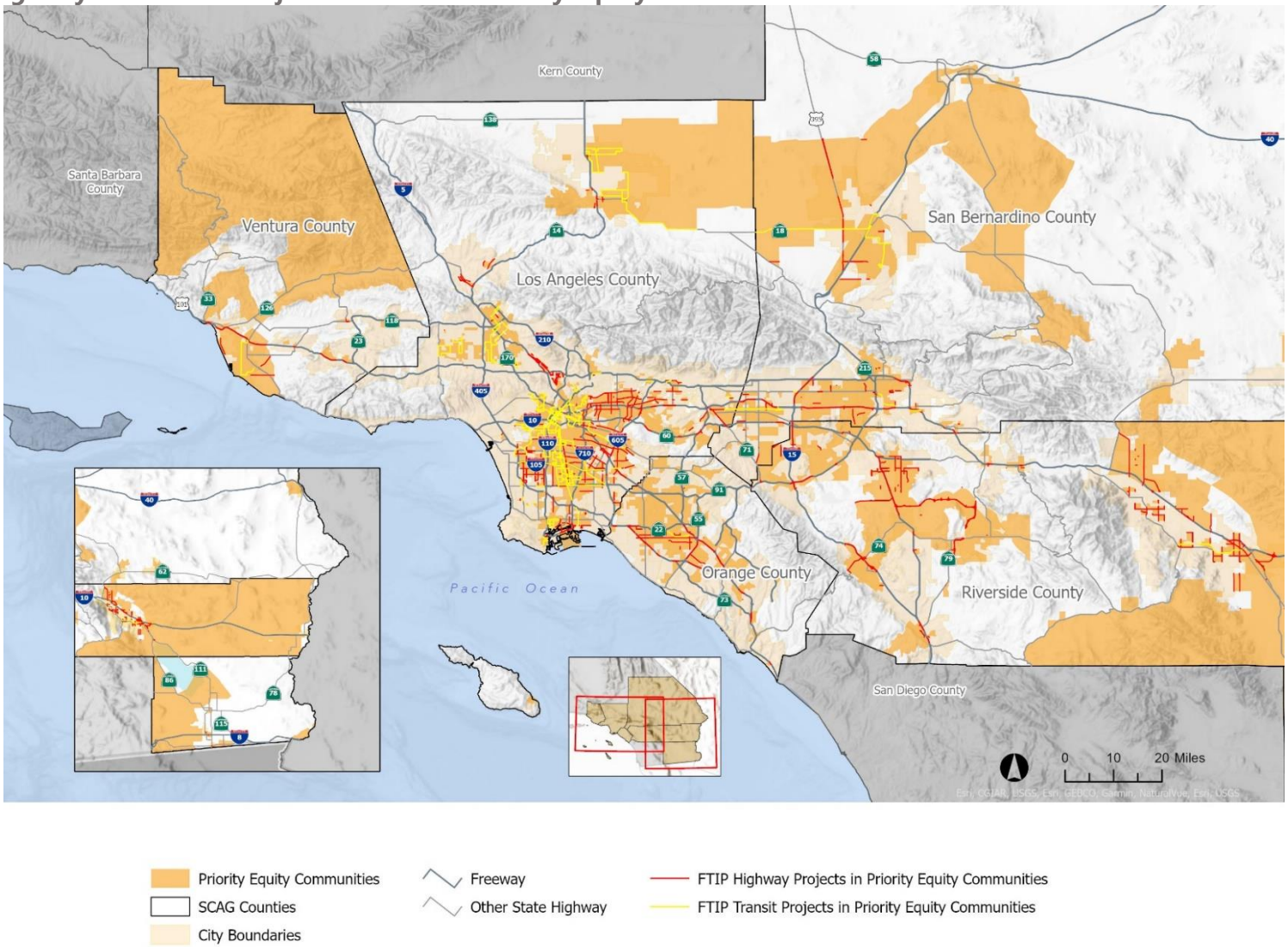
Table 3
FTIP 2025 Network in Priority Equity Communities

	Total Mileage	Mileage within Priority Equity Communities	Percent within Priority Equity Communities
FTIP 2025 Highway Lane Miles	6,949	3,761	54.1%
FTIP 2025 Transit Revenue Miles	104,490	69,883	66.9%

As several existing and past studies have shown, communities living near highways and transit routes may incur disproportionately adverse environmental and health impacts with exposure to air pollution, noise, etc. However, proximity to transit routes and highways can also prove to be beneficial to communities by providing more access to jobs, parks, and essential services. This analysis does not provide a determination on the region's performance but highlights areas that should be further assessed for equitable outcomes.

SCAG continually seeks to improve analysis methods for evaluating the potential regional impacts of the FTIP on vulnerable populations. SCAG highly recommends and supports CTCs and project leads to further consider equity throughout the FTIP and project planning process and will provide guidance and support as needed. Any improvements to the FTIP process must be done in collaboration with the CTCs.

Map 1 Modeled Highway and Transit Projects in and near Priority Equity Communities



Source: SCAG 2023, developed with data from U.S. Census Bureau ACS, 2017-2021 and High Quality Transit Corridors

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