

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



AMENDMENT #2
INCLUDING THE
2023 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM (FTIP)

ADOPTED OCTOBER 6, 2022

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

CONNECT SOCAL Amendment #2

INTRODUCTION

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

Since the adoption of the Plan, SCAG’s Regional Council has approved one amendment to the 2020 Connect SoCal, which was approved on November 4, 2021.

A major component of the Plan is a Project List containing thousands of individual transportation projects that aim to improve the region’s safety, mobility, air quality, sustainability and support our economy. Since the Plan’s adoption, some of these projects have experienced technical changes that are time-sensitive and require that the Plan and the Federal Transportation Improvement Program (FTIP) be amended in order to allow these projects to move forward in a timely manner.

The 2020 Connect SoCal Amendment #2 (Amendment 2) serves as a concurrent amendment to the 2023 FTIP allowing for changes to major state and transit projects in the Plan and in the FTIP that will be carried forward as part of the 2023 FTIP.

The purpose of this document is to identify the project changes made via Amendment 2 to the Plan and provide documentation demonstrating that

the Plan, as amended, will continue to be consistent with federal and state requirements, including the Fixing America's Surface Transportation Act (FAST Act) and Moving Ahead for Progress for the 21st Century Act (MAP21) planning requirements, the Transportation Conformity Rule and SB 375. An environmental assessment has also been conducted and an addendum to the certified Programmatic Environmental Impact Report (PEIR) for the 2020 Connect SoCal (SCH No. 20199011061) has been prepared to evaluate the potential environmental impacts associated with the changes to the Project List as detailed herein.

PROJECT MODIFICATIONS

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

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

Amendment 2 incorporates changes to the Plan projects in addition to changes to state and local highway, transit and passenger rail projects that will be carried forward as part of the 2023 FTIP.

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

TABLE 1 Modifications to FTIP Projects

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
1	IMPERIAL	EL CENTRO	1A98L00	IMP190704	LOCAL HIGHWAY		INTERCONNECT AND SYNCHRONIZE EXISTING INTERCONNECTED SIGNAL LIGHTS ALONG DOGWOOD AVENUE AND ALONG 8TH STREET TO THE CITY OF EL CENTRO'S MASTER COMPUTER.	2022	\$443	NEW RTP PROJECT COST	NEW PROJECT
2	IMPERIAL	IMPERIAL CITY	1A98L02	IMP190712	LOCAL HIGHWAY		LA BRUCHERIE ROAD WIDENING FROM 2 LANES TO 4 LANES FROM ATEN BLVD. TO TRESHILL ROAD.	2022	\$4,630	NEW RTP PROJECT COST	NEW PROJECT
3	IMPERIAL	CALTRANS	6120003	IMP161001	STATE HIGHWAY	98	ROAD WIDENING FROM 4 TO 6 LANES ON SR98, FROM ROCKWOOD AVE TO OLLIE AVE IN THE CITY OF CALEXICO, IMPERIAL COUNTY.	EXISTING: 2020 <hr/> REVISED: 2026	\$3,000	NONE	REVISED SCHEDULE
4	LOS ANGELES	LOS ANGELES COUNTY	EXISTING: 1ITS04 <hr/> REVISED: 220A1L30	LAF1311	LOCAL		SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSP. SYSTEM COMPONENTS ON REGIONAL ARTERIALS. SYNCHRONIZES 50 CONSECUTIVE INTERSECTIONS.	2022	\$8,731	NONE	MINOR CORRECTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
5	LOS ANGELES	LOS ANGELES, CITY OF	1200L005	LA0G1472	LOCAL HIGHWAY		THE ALAMEDA ST. WIDENING PROJECT FROM ANAHEIM ST. TO HARRY BRIDGES BLVD. WILL ADD ONE MORE LANE IN EACH DIRECTION TO THE EXISTING ARTERIAL AND RECONSTRUCT THE PAVEMENT ALONG WITH NEW SIDEWALKS, CURB AND GUTTER, STORM WATER SYSTEM AND LANDSCAPE. THE LENGTH OF THE PROJECT IS ABOUT 1.0 MILES AND IT WILL ADD CAPACITY ON PROJECTED TRAFFIC VOLUMES FROM THE PORT OF LOS ANGELES TO THE NETWORK OF FREEWAYS BY MITIGATING THE EXISTING TRAFFIC GRIDLOCK DURING PEAK HOURS.	EXISTING: 2024 REVISSED: 2025	EXISTING: \$5,492 REVISSED: \$43,500	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT COST
6	LOS ANGELES	PALMDALE	1AL04	LA0G895	LOCAL HIGHWAY		WIDEN 10TH ST WEST FROM 6 LANES TO 8 LANES 600' S/O RANCHO VISTA BLVD (RVB) TO AVE O-4; ADDITIONAL RIGHT TURN LANES FROM 10TH WEST UNTO NB SR138/14 ON RAMP AND AV MALL ENTRANCE; TRAFFIC SIGNAL UPGRADES AND MODIFICATIONS AT THE INTERSECTIONS OF 10TH ST WEST AND RVB, AV MALL ENTRANCE, DESTINATION O-8, AND SR 138/14 SB OFF-RAMP; ADD NB AND SB RIGHT TURN LANES ON 10TH ST WEST AT RVB; MODIFY EXISTING SR 138/14 ON AND OFF-RAMPS AT 10TH ST WEST; AND OTHER REQUIRED IMPROVEMENTS.	EXISTING: 2023 REVISSED: 2025	\$39,400	NONE	REVISED SCHEDULE
7	LOS ANGELES	LANCASTER	1AL04	LA0G927	LOCAL HIGHWAY		SR-138 (SR-14) AVENUE G INTERCHANGE. PROJECT WILL WIDEN AVENUE G FOR A CENTER TURN-LANE, BIKE LANES AND SIDEWALKS BETWEEN 10TH STREET WEST AND 25TH STREET WEST, AND WILL INCLUDE GEOMETRIC CHANGES TO THE SR-138 (SR-14) RAMPS, INTERSECTION CONTROLS, AND PEDESTRIAN IMPROVEMENTS.	EXISTING: 2024 REVISSED: 2025	\$15,000	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
8	LOS ANGELES	LAKEWOOD	1AL04	LA0G937	LOCAL HIGHWAY		DEL AMO BOULEVARD AT LAKEWOOD BOULEVARD INTERSECTION IMPROVEMENTS - ADD A SECOND LEFT TURN LANE IN ALL DIRECTIONS, MODIFY EXISTING TRAFFIC SIGNALS, WIDEN BOX CULVERT SOUTH OF DEL AMO BOULEVARD, REMOVE OR MODIFY RAISED MEDIANS ON LAKEWOOD BOULEVARD, WIDEN SOUTHSIDE OF DEL AMO BOULEVARD (NO NEW THRU LANES), AND WIDEN LAKEWOOD BOULEVARD TO ACCOMMODATE A THIRD THRU LANE SOUTHBOUND THROUGH THE INTERSECTION WITHIN THE EXISTING RIGHT OF WAY IN THE CITIES OF LAKEWOOD AND LONG BEACH.	EXISTING: 2022 <hr/> REVISED: 2025	\$15,000	NONE	REVISED SCHEDULE
9	LOS ANGELES	LOS ANGELES, CITY OF	1AL04	LAF7205	LOCAL HIGHWAY		ALAMEDA STREET WIDENING FROM ANAHEIM STREET TO 300 FT. SOUTH OF PCH : (1) WIDENS ALAMEDA ST BETWEEN ANAHEIM ST AND 300 FT SOUTH OF PACIFIC COAST HIGHWAY FROM 2 TO 3 LANES IN EACH DIRECTION FOR CONGESTION RELIEF AND IMPROVE GOODS MOVEMENT MOBILITY. THE SEGMENT WILL BE FULLY UPGRADED TO A MAJOR HWY CLASS II WITH MIN. OF 86' OF ROADWAY AND 104' OF ROW. FOR THIS EFFECT ALAMEDA ST. WILL BE WIDENED IN BOTH SIDES OF THE ARTERIAL.	EXISTING: 2024 <hr/> REVISED: 2026	\$14,572	NONE	REVISED SCHEDULE
10	LOS ANGELES	LOS ANGELES, CITY OF	1AL04	LAF7207	LOCAL HIGHWAY		ANAHEIM STREET WIDENING - FARRAGUT AVENUE TO DOMINGUEZ CHANNEL : WIDEN ANAHEIM ST BETWEEN FARRAGUT AV AND DOMINGUEZ CHANNEL FROM 2 TO 3 LANES IN EACH DIRECTION FOR CONGESTION RELIEF AND IMPROVE GOODS MOVEMENT MOBILITY. THIS UPGRADES THE ARTERIAL TO MAJOR HIGHWAY STANDARDS.	EXISTING: 2024 <hr/> REVISED: 2025	\$9,708	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
11	LOS ANGELES	LANCASTER	1AL04	LAF9131	LOCAL HIGHWAY		CONSTRUCT 2 MILES OF NEW COMPLETE STREETS TO ALLEVIATE BURDEN TO EXISTING ARTERIAL NETWORK, WHILST PROVIDING NECESSARY ACCESS TO EXISTING AND PROPOSED MEDICAL FACILITIES	EXISTING: 2023 REVISSED: 2025	\$12,931	NONE	REVISED SCHEDULE
12	LOS ANGELES	PALMDALE	1ITS04	LAF1300	LOCAL HIGHWAY	0	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION. MULTIJURISDICTIONAL PROJECT WILL UPGRADE CENTRAL TOC SOFTWARE AND SIGNAL CONTROLLERS; CONNECT TO LA COUNTY IEN; AND ADD TRAFFIC SIGNALS/CORRIDORS TO EXISTING INTERCONNECT SYSTEM. (5 SIGNALS)	EXISTING: 2023 REVISSED: 2025	\$15,603	NONE	UPDATED TO NON-MODELED, REVISED SCHEDULE
13	LOS ANGELES	GLENDALE	1ITS04	LAF5307	LOCAL HIGHWAY		GLENDALE SUB-REGIONAL TRAFFIC MANAGEMENT CENTER. PROJECT WILL CONNECT TO THE TRAFFIC SIGNAL NETWORK CITYWIDE AND WILL DESIGN AND IMPLEMENT A SUBREGIONAL TRAFFIC MANAGEMENT CENTER(TMC),, SYSTEM WILL BE INTEGRATED WITH METRO'S REGIONAL INTEGRATION OF ITS (RIITS) AND THE COUNTY INFORMATION EXCHANGE NETWORK (IEN) SYSTEMS.	EXISTING: 2019 REVISSED: 2021	\$696	NONE	REVISED SCHEDULE
14	LOS ANGELES	PALMDALE	1ITS04	LAF7304	LOCAL HIGHWAY	0	NORTH COUNTY ITS - PALMDALE EXTENSION (FIBER FROM AVENUE R 40TH EAST - 70TH EAST & AVENUE S 55TH EAST - 60TH EAST; NEW SIGNALS AT R/65TH EAST, R/70TH EAST AND S/60TH EAST, ALSO INCLUDE 8 CCTV'S)	EXISTING: 2022 REVISSED: 2025	\$3,750	NONE	UPDATED TO NON-MODELED AND REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
15	LOS ANGELES	LOS ANGELES, CITY OF	LA0C8046	LA0C8046	LOCAL HIGHWAY		BURBANK BLVD WIDENING-LANKERSHIM BLVD TO CLEON AVE. FROM VARYING ROADWAY WIDTH TO MODIFIED MAJOR HIGHWAY STANDARDS. FROM 1 LN TO 2 LNS IN EACH DIRECTION. PPNO 3097.	EXISTING: 2022 REVISSED: 2025	\$15,416	NONE	REVISED SCHEDULE
16	LOS ANGELES	PARAMOUNT	2A98L00	LA9918916	LOCAL HIGHWAY		ALONDRA BLVD IMPROVEMENTS FROM HUNSAKER AVE TO LAKEWOOD BLVD PROPOSES TO WIDEN ROADWAY FROM 2 LANES TO 3 LANES IN EACH DIRECTION BY REDUCING THE MEDIAN AND PARKWAY WIDTHS WITHIN THE EXISTING CITY ROW INCLUDING NEW CATCH BASINS, UTILITY UNDERGROUNDING, TRAFFIC SIGNAL MODIFICATIONS, LED STREET LIGHTING, ADA ENHANCEMENTS, AND GREEN STREET IMPROVEMENTS SUCH AS LANDSCAPED MEDIANS, PARKWAY TREES, AND STORMWATER RETENTION. THIRD TRAVEL LANES WILL ALLOW ON-STREET PARKING DURING OFF-PEAK HOURS. PE ONLY	2025	\$4,600	NEW RTP PROJECT COST	NEW PROJECT
17	LOS ANGELES	LONG BEACH	LA0G830	LA0G830	LOCAL HIGHWAY		I-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 I-710. THE NEW BRIDGE WILL ALSO INCLUDE PEDESTRIAN AND BICYCLE ACCESS. ADDITIONALLY, BICYCLE, PEDESTRIAN, AND STREET ENHANCEMENTS WILL BE PROVIDED ON ADJACENT THOROUGHFARES.	EXISTING: 2025 REVISSED: 2026	\$330,000	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
18	LOS ANGELES	INDUSTRY	LAF5100	LAF5100	LOCAL HIGHWAY		SR57/60 CONFLUENCE, IMPROVE GRAND AVENUE INTERSECTION AT GOLDEN SPRINGS DRIVE: WIDEN GRAND AVE, FROM SR-60 FREEWAY TO LAVENDER DRIVE, A DISTANCE OF 0.2 MILES. PROJECT WILL ADD 1 THRU SB LANE AND 2 THRU NB LANE. WIDEN GOLDEN SPRINGS DRIVE BETWEEN COPLEY DR AND RACQUET CLUB DRIVE. ADD WB LEFT-TURN LANE AND A DEDICATED RIGHT-TURN LANE, WIDEN SIDEWALKS AND ADD PEDESTRIAN COUNTDOWN SIGNALS, AND LANDSCAPING.	EXISTING: 2022 REVISSED: 2025	\$16,819	NONE	REVISED SCHEDULE
19	LOS ANGELES	LANCASTER	1AL04	LA0G929	LOCAL HIGHWAY	0	SR-138 (SR-14) AVENUE K INTERCHANGE IMPROVEMENTS. PROJECT WILL INCLUDE WIDENING AND GEOMETRIC CHANGES TO THE SR-138 (SR-14) RAMPS, IMPROVEMENTS TO AVENUE K BETWEEN 20TH STREET W AND 10TH STREET W, AND PEDESTRIAN AND BICYCLE IMPROVEMENTS. PROJECT WILL ADD A THIRD LANE IN THE WESTBOUND DIRECTION ON AVENUE K BETWEEN 10TH ST WEST TO 12TH ST WEST AS A GAP CLOSURE.	EXISTING: 2023 REVISSED: 2025	\$29,638	NONE	REVISED SCHEDULE
20	LOS ANGELES	LANCASTER	1AL04	LA0G931	LOCAL HIGHWAY	0	SR-138 (SR-14) AVENUE M INTERCHANGE. PROJECT WILL WIDEN AVENUE M FROM 10TH STREET TO 20TH STREET WEST TO PROVIDE A CENTER TURN-LANE, BIKE LANES AND SIDEWALKS. THE PROJECT INCLUDES GEOMETRIC CHANGES TO THE SR-138 (SR-14) RAMPS, INTERSECTION CONTROLS, AND BIKE AND PEDESTRIAN IMPROVEMENTS FROM WEST OF 20TH STREET WEST TO 10TH STREET WEST.	EXISTING: 2021 REVISSED: 2026	EXISTING: \$32,446 REVISSED: \$31,975	RTP PROJECT COST DECREASE	REVISED SCHEDULE, PROJECT COST

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
21	LOS ANGELES	LANCASTER	1AL04	LA0G928	LOCAL HIGHWAY	0	SR-138 (SR-14) AVENUE J INTERCHANGE. PROJECT WILL INCLUDE NEW NORTHBOUND OFF-RAMP AND SOUTHBOUND ON-RAMP, MAINLINE IMPROVEMENTS TO ACCOMMODATE RAMP MODIFICATIONS, IMPROVEMENTS TO AVENUE J BETWEEN 15TH STREET WEST AND 25TH STREET WEST AND TRAFFIC SIGNAL IMPROVEMENTS. PROJECT WILL REDUCE THROUGH LANES ON AVENUE J FROM 3 LANES TO 2 LANES IN EACH DIRECTION BETWEEN 25TH STREET WEST AND 15TH STREET WEST TO PROVIDE BIKE LANES AND WIDER SIDEWALKS.	EXISTING: 2021 REVISSED: 2023	\$30,044	NONE	REVISED SCHEDULE
22	LOS ANGELES	ALHAMBRA	2A98L01	LAMIPMR101	LOCAL HIGHWAY		WIDEN FREMONT AVE AT BRIDGE OVER RAILROAD ROW & NORTH OF MISSION RD TO ADD A NB THRU LANE; EXTEND NB LEFT-TURN POCKET AT MISSION. WIDEN N SIDE OF MISSION RD TO ADD A DEDICATED WB RIGHT-TURN LANE. RESTRIPE MISSION RD TO EXTEND EXISTING EB RIGHT-TURN LANE. RESTRIPE FREMONT AVE TO EXTEND SB LEFT-TURN POCKET AT VALLEY AND NB LEFT-TURN AT MISSION; REMOVE EXIST MEDIAN. IMPROVE LANE ALIGNMENTS WITHIN INTERSECTIONS. INSTALL NEW TRAFFIC SIGNAL POLES, STREET LIGHTING, CURB/GUTTER, PAVING, ETC.	2026	\$1,615	NEW RTP PROJECT COST	NEW PROJECT
23	LOS ANGELES	LYNWOOD	2A98L02	LA9918793	LOCAL 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	2026	\$865	NEW RTP PROJECT COST	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
24	LOS ANGELES	ROSEMEAD	2A98L04	LAMIPMR111	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	\$9,000	NEW RTP PROJECT COST	NEW PROJECT
25	LOS ANGELES	SAN GABRIEL	2A98L09	LAMIPMR102	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.	2024	\$700	NEW RTP PROJECT COST	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
26	LOS ANGELES	LOS ANGELES, CITY OF	1M0101	LAMIP103	LOCAL HIGHWAY		ON VALLEY BOULEVARD, BETWEEN SOTO STREET AND THE 710 FWY RAMP, IMPLEMENT MULTI-MODAL MOBILITY AND ACCESS IMPROVEMENTS; PED ENHANCEMENTS; BIKE LANES; TRANSIT INFRASTRUCTURE IMPROVEMENTS INCLUDING A DEDICATED BUS RAPID TRANSIT ROUTE TO IMPROVE MOBILITY/ SAFETY IN CORRIDOR. ADDING TDC IN FY 19/20 IN PE \$130; FY 20/21 IN PE \$130; FY 21/22 IN PE \$259; FY 22/23 IN PE \$259; FY 23/24 IN PE \$259, FY 24/25 IN PE \$259, RW \$259; FY 25/26 IN RW \$259, CON \$777; FY 26/27 IN CON \$1,827.	2030	\$34,100	NEW RTP PROJECT COST	NEW PROJECT
27	LOS ANGELES	LOS ANGELES, CITY OF	1M0101	LAMIP104	LOCAL HIGHWAY		ON HUNTINGTON DRIVE, BETWEEN MISSION ROAD AND KENDALL AVENUE IN LOS ANGELES, IMPLEMENT MOBILITY AND ACCESS IMPROVEMENTS; PED ACCESS ENHANCEMENTS; TRANSIT INFRASTRUCTURE IMPROVEMENTS AND A DEDICATED BUS RAPID TRANSIT ROUTE. ADDING TDC IN FY 20/21 IN PE \$97; FY 21/22 IN PE \$130; FY 22/23 IN PE \$130; FY 23/24 IN PE FOR \$65, RW FOR \$65; FY 24/25 IN CON \$583; FY 25/26 IN CON \$1,036.	2030	\$17,000	NEW RTP PROJECT COST	NEW PROJECT
28	LOS ANGELES	LOS ANGELES COUNTY MTA	220A1S06	LA9918955	STATE	405	ADD AUXILIARY LANES BETWEEN INTERCHANGE ON- AND OFF-RAMPS AT FIVE LOCATIONS ALONG NORTHBOUND AND SOUTHBOUND I-405 BETWEEN WILMINGTON AVENUE (PM 9.6) AND MAIN STREET (PM 12.6).	EXISTING: 2027 REVISSED: 2028	\$17,400	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
29	LOS ANGELES	CALTRANS	1160003	LA0G086	STATE HIGHWAY	110	THE PROJECT PROPOSES TO BUILD AN ELEVATED HOV/HOT OFF-RAMP CONNECTOR ON THE NORTHBOUND I-110 BETWEEN 28TH STREET (PM 20.58) AND FIGUEROA STREET OVERCROSSING (PM 20.92). THE PROPOSED ELEVATED HOV/HOT OFF-RAMP CONNECTOR ON THE NORTHBOUND I-110 BETWEEN 28TH STREET (PM 20.58) AND FIGUEROA STREET OVERCROSSING (PM 20.92) WOULD BYPASS THE BOTTLENECK INTERSECTIONS AT ADAMS BLVD AND FLOWER STREET AND ELIMINATE THE DELAY BY PROVIDING THE DIRECT ACCESS TO FIGUEROA STREET.	EXISTING: 2023 REVISSED: 2027	\$55,000	NONE	REVISED SCHEDULE
30	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1162S012	1162S012	STATE HIGHWAY	405	I-405 SEPULVEDA PASS (PHASE 1) EXPRESSLANES	EXISTING: 2027 REVISSED: 2030	\$260,000	NONE	REVISED SCHEDULE
31	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1163S003	LA0G1451	STATE HIGHWAY	605	SB I-605 LOOP ON AND OFF RAMP REMOVAL AND RECONFIGURATION OF THE EXISTING INTERCHANGE AT BEVERLY BLVD. THE SOUTHBOUND I-605 COLLECTOR-DISTRIBUTOR ROAD WILL BE REMOVED FROM THE MAINLINE AND THE NEW RAMPS WILL MERGE/DIVERGE DIRECTLY FROM THE MAINLINE	2023	EXISTING: \$25,607 REVISSED: \$26,792	RTP PROJECT COST INCREASE	REVISED MODELING DETAILS AND PROJECT COST
32	LOS ANGELES	LOS ANGELES COUNTY MTA	1163S012	LA0G1119	STATE HIGHWAY	605	IMPROVEMENTS CONSIST OF ADDING AN ADDITIONAL GENERAL PURPOSE LANE AND ON/OFF RAMP IMPROVEMENTS.	EXISTING: 2026 REVISSED: 2027	\$157,400	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
33	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1163S013	LA0G1563	STATE HIGHWAY	91	IMPROVE THE WEAVING CONFLICT ON SR-91 BETWEEN CENTRAL AVENUE TO ACACIA COURT BY ADDING A TWO LANE C-D ROAD IN EACH DIRECTION. PROJECT INCLUDES PROPOSED IMPROVEMENTS TO THE TRUCK TURNING RADII AT SR-91 WILMINGTON AVENUE AND CENTRAL AVENUE INTERCHANGES.	EXISTING: 2025 REVISIED: 2027	EXISTING: \$180,000 REVISIED: \$159,000	RTP PROJECT DECREASE	REVISED SCHEDULE AND PROJECT COST
34	LOS ANGELES	PALMDALE	1AL04	LA0G896	STATE HIGHWAY	14	WDN SB OFF-RAMP TO 3 LANES: 2 LEFT, 1 RIGHT ONTO PALMDALE BLVD; WDN NB SR-14 FOR AUXILIARY LANE; MODIFY NB LOOP ON-RAMP FOR RIGHT TURN POCKET; MODIFY 2 RAMP INTERSECTIONS TO STOP LEFT TURN MOVEMENT TO MERGE FREELY ONTO PALMDALE BLVD; PROVIDE EB RIGHT TURN LANE FROM PALMDALE BLVD TO DIV, ST; MODIFY PALMDALE BLVD FOR DOUBLE LEFT TURNS FROM RAMPS; MODIFY PALMDALE BLVD FOR 3 WB THROUGH LANES THROUGH SB RAMP INTERSECTION	EXISTING: 2023 REVISIED: 2024	\$37,920	NONE	REVISED SCHEDULE
35	LOS ANGELES	PALMDALE	1AL04	LA0G897	STATE HIGHWAY	138	SR 138/14: WIDENING FROM RANCHO VISTA BLVD(RVB) TO PMDL BLVD. IMPROVE SR 138 (SR14) N/B OFF-RAMP ONTO RVB/AVE P. IMPR TRAFFIC SIGNAL AND CONSTRUCT RDWY IMPVMTS AT THE FOLLOWING INTERSECTION: SR138 (SR14) N/B OFF-RAMP AT RVB/AVEP. IMPROVE THE FOLLOWING INTERSECTION: S/B RANCHO VISTA BLVD/AVENUE P ON-RAMP SR138 (SR-14). IMPROVE SR138 AT TECHNOLOGY DR BRIDGE STRUCTURE. WIDEN SB SR138 (SR-14) BEG S/O RVB /AVE P AND EXT TO PMDL BLVD. ADD'L MAINLINE LANE IMPVMTS BETWEEN RVB /AVE P AND PMDL BLVD.	2020	\$25,000	NONE	PROJECT COMPLETED

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
36	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1M0104	LA0G1541	STATE HIGHWAY	57	ROUTE 57/60 CONFLUENCE CHOKEPOINT RELIEF PROGRAM. RECONSTRUCT GRAND AVENUE OVERCROSSING. RECONSTRUCT NORTHBOUND SR-57 CONNECTOR TO EASTBOUND SR-60. CONSTRUCT EASTBOUND SR-60 BYPASS OFF-RAMP TO GRAND AVENUE. CONSTRUCT SOUTHBOUND GRAND AVENUE LOOP ENTRANCE RAMP TO EASTBOUND SR-60. CONSTRUCT GRAND AVENUE TO EASTBOUND SR-60 ENTRANCE RAMP. RECONSTRUCT THE DIAMOND BAR GOLF COURSE TUNNEL AND GOLF COURSE. RECONSTRUCT DIAMOND BAR BOULEVARD ENTRANCE RAMP TO EASTBOUND SR-60. ADDING ROW & CONSTRUCTION.	EXISTING: 2026 REVISSED: 2027	\$61,404	NONE	REVISED SCHEDULE
37	LOS ANGELES	LOS ANGELES COUNTY	1TR1010	LAF7412	TRANSIT	0	LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE: PROCURES (1) 30-FT CLEAN FUEL VEHICLE FOR ITS NEW LOS ANGELES COUNTY/ USC MEDICAL CENTER FIXED-ROUTE SHUTTLE SERVICE.	EXISTING: 2022 REVISSED: 2023	\$515	NONE	REVISED SCHEDULE
38	LOS ANGELES	LOS ANGELES, CITY OF	1TR1010	LAF9422	TRANSIT		LADOT WILL PROCURE SEVEN (7) 30-FT CLEAN FUEL VEHICLES TO REDUCE HEADWAYS ON SIX SELECTED DASH ROUTES	2022	\$3,411	NONE	REVISED MODELING DETAILS
39	LOS ANGELES	LOS ANGELES COUNTY MTA	LA0D198	LA0D198	TRANSIT	0	CRENSHAW/LAX TRANSIT CORRIDOR - THE CRENSHAW/LAX TRANSIT CORRIDOR PROJECT IS AN 8.5-MILE LIGHT RAIL TRANSIT (LRT) LINE EXTENDING FROM THE INTERSECTION OF CRENSHAW AND EXPOSITION BOULEVARDS ALLOWING FOR TRANSFER TO THE EXPOSITION LIGHT RAIL TRANSIT LINE TO A CONNECTION WITH THE METRO GREEN LINE AT THE AVIATION/LAX STATION (PPNO 4027A)	EXISTING: 2021 REVISSED: 2022	\$2,058,000	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
40	ORANGE	ORANGE COUNTY	2A0704	ORA170003	LOCAL HIGHWAY	0	COW CAMP ROAD SEGMENT 2 – ADD (2-3) LANES EACH DIRECTION FROM 8500' EAST OF ANTONIO TO ORTEGA HIGHWAY	EXISTING: 2021 REVISSED: 2022	EXISTING: \$6,500 REVISSED: \$49,800	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT COST
41	ORANGE	MISSION VIEJO	ORA000173	ORA000173	LOCAL HIGHWAY	0	LA PAZ RD (MURILANDS/I-5 TO CHRISANTA DR) WIDENING FROM 4 TO 6 LANES BRIDGE # 55C0215	EXISTING: 2022 REVISSED: 2025	\$10,824	NONE	REVISED SCHEDULE
42	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	EXISTING: 2121001 REVISSED: 2121001-ORA130303	ORA130303	LOCAL HIGHWAY	0	STATE COLLEGE GRADE SEPARATION (LOSSAN) - CONSTRUCT AN UNDERCROSSING UNDER THE SCRRRA TRACKS ON STATE COLLEGE BLVD IN THE CITY OF ANAHEIM BETWEEN HOWELL AVE AND KATELLA AVE. (NOT CAPACITY ENHANCING)	2030	\$92,000	NONE	MINOR CORRECTION
43	ORANGE	CALTRANS	2M0731	ORA192301	STATE HIGHWAY	5	ADD 1 MF LANE NB FROM TRUCK BYPASS ON RAMP TO SR-55; ADD 1 MF LANE SB FROM SR-55 TO ALTON; IMPROVE MERGING. (PROJECT B)	2029	EXISTING: (SEE 2M0731) REVISSED: \$13,898	NONE	PROJECT COST
44	RIVERSIDE	LA QUINTA	3161L001	RIV160901	LOCAL HIGHWAY		IN EASTERN RIVERSIDE COUNTY IN THE CITY OF LA QUINTA - WIDEN AVENUE 50 FROM WASHINGTON ST TO PARK AVE- WB INCREASE FROM 1 TO 2 LANES; EB EXISTING 2 LANES. PROJECT TO INSTALL 1,700 FT (.3 MI) SIDEWALK AND CLASS II BIKE LANES. TO INCLUDE REPLACEMENT OF AN EXISTING LOW WATER CROSSING WITH A BRIDGE AND NECESSARY SLOPE AND CHANNEL SCOUR PROTECTION MEASURES.	EXISTING: 2028 REVISSED: 2030	\$14,020	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
45	RIVERSIDE	CATHEDRAL CITY	3A01CV089	RIV180107	LOCAL HIGHWAY	0	<p>EXISTING: WIDEN FROM 2 TO 4 LANES</p> <hr/> <p>REVISED: 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 PALM DRIVE TO DATE PALM DRIVE INCLUDING CROSSING AT LONGS CREEK CROSSING.</p>	<p>EXISTING: 2025</p> <hr/> <p>REVISED: 2028</p>	\$21,135	NONE	REVISED PROJECT DESCRIPTION, REVISED SCHEDULE
46	RIVERSIDE	MORENO VALLEY	3A01WT051	RIV080907	LOCAL HIGHWAY	0	<p>IN THE CITY OF MORENO VALLEY - WIDEN ALESSANDRO BLVD BETWEEN NASON ST AND GILMAN SPRINGS RD FROM 2 TO 4 LANES; REALIGN ALESSANDRO BLVD WITHIN PROJECT LIMITS BETWEEN THEODORE ST AND GILMAN SPRINGS RD. IMPROVEMENTS INCLUDE MEDIANS, TRAFFIC SIGNALS, CHANNELIZATION, LEFT TURN POCKETS, DEDICATED RIGHT TURN, DRAINAGE, LANDSCAPING, SIDEWALKS, BIKE LANES, AND TRAILS.</p>	<p>EXISTING: 2025</p> <hr/> <p>REVISED: 2030</p>	\$62,000	NONE	REVISED SCHEDULE
47	RIVERSIDE	WILDOMAR	3A01WT071	RIV180127	LOCAL HIGHWAY		<p>EXISTING: IN WESTERN RIV CO IN THE CITY OF WILDOMAR - WIDENING OF CLINTON KEITH RD FROM ARYA RD TO COPPER CRAFT FROM 3 TO 6 LANES (3 LNS EA DIRECTION).</p> <hr/> <p>REVISED: IN WESTERN RIV CO IN THE CITY OF WILDOMAR - PHASE 1: WIDENING OF CLINTON KEITH RD FROM ARYA RD TO COPPER CRAFT FROM 2 TO 4 LANES (2 LNS EA DIRECTION). INSTALLATION OF CLASS 2 BIKE LANES WITH BUFFERS OF 1.8 MI LENGTH.</p>	2030	<p>EXISTING: \$21,955</p> <hr/> <p>REVISED: \$4,042</p>	RTP PROJECT COST DECREASE	REVISED PROJECT DESCRIPTION, PROJECT COST

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
48	RIVERSIDE	WILDOMAR	3A01WT133	RIV180126A	LOCAL HIGHWAY		<p>EXISTING: IN WESTERN RIV CO IN THE CITY OF WILDOMAR - PH 1 SEGMENT 1: WIDEN BUNDY CANYON RD FROM 2 TO 4 LANES. SECTION 1 FROM I-15 TO 1600' E/O OAK CANYON DRIVE (CON FY20) AND SECTION 2 FROM 1600' E/O OAK CANYON DRIVE TO MURRIETA ROAD (CON FY22). PH I-SEGMENT 2 (RIV180126C); PH 2 (RIV180126B).</p> <hr/> <p>REVISED: IN WESTERN RIV CO IN THE CITY OF WILDOMAR - PH 1 SEGMENT 1: WIDEN BUNDY CANYON RD FROM 2 TO 4 LANES. SECTION 1 FROM I-15 TO 1600' E/O OAK CANYON DRIVE. PH 1 SEGMENT 1 SECTION 2 (RIV180126D). PH I-SEGMENT 2 (RIV210630); PH 2 (RIV180126B).</p>	<p>EXISTING: 2030</p> <hr/> <p>REVISED: 2026</p>	<p>EXISTING: \$30,865</p> <hr/> <p>REVISED: \$14,204</p>	RTP PROJECT COST DECREASE	REVISED PROJECT DESCRIPTION, REVISED SCHEDULE, PROJECT COST
49	RIVERSIDE	WILDOMAR	3A01WT133	RIV180126D	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF WILDOMAR - PH 1 SEGMENT 1 SECTION 2: WIDEN BUNDY CANYON RD FROM 2 TO 4 LANES FROM 1600' E/O OAK CANYON DRIVE TO SUNSET AVE.	2030	\$11,186	NONE	PROJECT SPLIT
50	RIVERSIDE	WILDOMAR	3A01WT180	RIV200103	LOCAL HIGHWAY		<p>EXISTING: IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR - PHASE I: WIDEN PALOMAR STREET FROM 2 TO 4 LANES FROM MEADOWRIDGE LANE TO JEFFERSON AVENUE.</p> <hr/> <p>REVISED: IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR - PHASE I: WIDEN PALOMAR STREET FROM 2 TO 4 LANES FROM MEADOWRIDGE LANE TO CLINTON KEITH.</p>	2027	\$3,800	NONE	PROJECT SPLIT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
51	RIVERSIDE	WILDOMAR	3A01WT180	RIV200103A	LOCAL HIGHWAY		IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR - PHASE I: WIDEN PALOMAR STREET FROM 2 TO 4 LANES FROM CLINTON KEITH TO JEFFERSON AVENUE.	2030	\$1,658	NONE	PROJECT SPLIT
52	RIVERSIDE	MENIFEE	3A01WT207	RIV180140	LOCAL HIGHWAY		IN WESTERN RIV CO IN THE CITY OF MENIFEE - SCOTT RD/BUNDY CANYON RD WIDENING FROM 2 TO 4-LANES FROM HAUN RD TO SUNSET WAY (APPROX 3-MILES), RELOCATE EXISTING POWER POLES, ACQUIRE ADDITIONAL RIGHT-OF-WAY, CONSTRUCT DRAINAGE IMPROVEMENTS.	2030	\$28,830	NONE	REVISED MODELING DETAILS
53	RIVERSIDE	MORENO VALLEY	3A04WT056F	RIV080915	LOCAL HIGHWAY	0	<p>EXISTING: IN THE CITY OF MORENO VALLEY - WIDEN IRONWOOD AVE BETWEEN PERRIS BLVD AND VISTA DE CERROS DR. 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.</p> <hr/> <p>REVISED: 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.</p>	2035	<p>EXISTING: \$13,397</p> <hr/> <p>REVISED: \$14,215</p>	RTP PROJECT COST INCREASE	REVISED PROJECT DESCRIPTION, PROJECT COST

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
54	RIVERSIDE	WILDOMAR	3A04WT126	RIV200104	LOCAL HIGHWAY		IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR: RECONSTRUCT/WIDEN WILDOMAR TRAIL AT I-15 IC BETWEEN THE ON-RAMPS FROM 2 TO 4 LANES INCLUDING RECONSTRUCTION OF RAMPS AND INSTALL TRAFFIC SIGNALS.	EXISTING: 2028 REVISD: 2030	\$1,230	NONE	REVISED SCHEDULE
55	RIVERSIDE	RIVERSIDE COUNTY	3A04WT165	RIV111003	LOCAL HIGHWAY	0	EXISTING: 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) BRIDGE. BRIDGE NO. 56C0024 REVISED: IN WESTERN RIVERSIDE COUNTY IN THE CITY OF JURUPA VALLEY - MARKET STREET BRIDGE REPLACEMENT: REPLACE THE EXISTING TWO LANE (ONE LANE IN EACH DIRECTION) MARKET STREET BRIDGE OVER THE SANTA ANA RIVER, 0.4 MILES NORTHWEST OF SR60 WITH A FOUR LANE (TWO LANES IN EACH DIRECTION).	EXISTING: 2025 REVISD: 2026	\$44,520	NONE	REVISED PROJECT DESCRIPTION, REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
56	RIVERSIDE	RIVERSIDE COUNTY	3A04WT197	EXISTING: RIV150901 REVISED: RIV150901A	LOCAL HIGHWAY		EXISTING: IN WESTERN RIVERSIDE COUNTY SOUTHEAST OF CORONA - (GAP CLOSURE) WIDEN TEMESCAL CYN ROAD FROM TWO TO FOUR LANES INCLUDING BUT NOT LIMITED TO CURB&GUTTER AND CURB RAMPS IN THREE SEGMENTS; SEGMENT 1:EL CERRITO RD TO TOM BARNES ST.(.7 MI) (SPLIT PROJ. RIV150901A) ; SEGMENT 2: DOS LAGOS DR TO PULSAR CT (.7 MI) (RIV150901); AND SEGMENT 3: DAWSON CYN RD TO NORTH .7 MILES (.7 MI) (RIV150901). REVISED: IN WESTERN RIV. CO. SOUTHEAST OF CORONA - (GAP CLOSURE) WIDEN TEMESCAL CYN ROAD FROM TWO TO FOUR LANES INCLUDING BUT NOT LIMITED TO CURB&GUTTER, SIDEWALK, BIKE LANES, AND CURB RAMPS IN SEGMENT 1: N/O EL CERRITO RD TO TOM BARNES ST, PLUS 200' SEGMENT OF WIDENING N/O CAJALCO RD (SEGMENT 1 OF RIV150901- NEW SPLIT PROJECT) (PA&ED ONLY).	EXISTING: 2025 REVISED: 2027	EXISTING: \$23,470 REVISED: \$46,952	RTP PROJECT COST INCREASE	REVISED PROJECT DESCRIPTION, SCHEDULE, PROJECT COST, FTIP ID UPDATE
57	RIVERSIDE	RIVERSIDE COUNTY	3A04WT197	RIV150901	LOCAL HIGHWAY		IN WESTERN RIVERSIDE COUNTY SOUTHEAST OF CORONA - (GAP CLOSURE) WIDEN TEMESCAL CYN ROAD FROM TWO TO FOUR LANES INCLUDING BUT NOT LIMITED TO CURB&GUTTER AND CURB RAMPS IN THREE SEGMENTS; SEGMENT 1:EL CERRITO RD TO TOM BARNES ST.(.7 MI) (SPLIT PROJ. RIV150901A) ; SEGMENT 2: DOS LAGOS DR TO PULSAR CT (.7 MI) (RIV150901); AND SEGMENT 3: DAWSON CYN RD TO NORTH .7 MILES (.7 MI) (RIV150901).	EXISTING: 2025 REVISED: 2020	\$23,470	NONE	REVISED SCHEDULE, PROJECT COMPLETED

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
58	RIVERSIDE	LAKE ELSINORE	3A04WT198	RIV111203	LOCAL HIGHWAY	0	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).	EXISTING: 2025 REVISSED: 2030	\$22,412	NONE	REVISED SCHEDULE
59	RIVERSIDE	INDIO	3A07052	RIV210623	LOCAL HIGHWAY	0	IN COACHELLA VALLEY IN THE CITY OF INDIO, WIDEN AVENUE 50 FROM MONROE STREET TO JACKSON STREET FROM 3 TO 4 LANES INCLUDING A CENTER MEDIAN/LEFT TURN LANE. THE IMPROVEMENTS INCLUDE INSTALLING A NEW SIDEWALK ALONG THE SOUTHSIDE AND BIKE LANES ALONG THE BOTH SIDES OF AVENUE 50.	EXISTING: 2024 REVISSED: 2025	EXISTING: \$5,030 REVISSED: \$7,426	RTP PROJECT COST INCREASE	REVISED SCHEDULE, PROJECT COST
60	RIVERSIDE	INDIO	3A07056	RIV210622	LOCAL HIGHWAY	0	IN COACHELLA VALLEY IN THE CITY OF INDIO: WIDEN AVENUE 50 FROM MADISON STREET TO MONROE STREET FROM 2 TO 4 LANES INCLUDING A CENTER MEDIAN/LEFT TURN LANE. THE IMPROVEMENTS INCLUDE INSTALLING A NEW SIDEWALK AND BIKE LANE ALONG AVENUE 50.	EXISTING: 2024 REVISSED: 2025	EXISTING: \$5,591 REVISSED: \$14,850	RTP PROJECT COST INCREASE	REVISED SCHEDULE, PROJECT COST

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
61	RIVERSIDE	INDIO	3A07086	RIV210621	LOCAL HIGHWAY	0	EXISTING: WIDEN FROM 3 TO 4 LANES REVISED: IN COACHELLA VALLEY IN THE CITY OF INDIO: WIDEN JACKSON STREET FROM APPROX. 0.5 MILES N/O AVENUE 50 TO APPROX. 0.25 MILES S/O AVENUE 52 FROM 3 TO 4 LANES. IMPROVEMENTS INCLUDE ADDING SIDEWALK ALONG THE EAST SIDE OF JACKSON STREET AND BIKE LANES ALONG BOTH SIDES. NEW TRAFFIC SIGNALS WILL BE INSTALLED AT AVENUE 50, AVENUE 51, AND AVENUE 52.	EXISTING: 2022 REVISED: 2023	EXISTING: \$4,285 REVISED: \$14,250	RTP PROJECT COST INCREASE	REVISED PROJECT DESCRIPTION, SCHEDULE, PROJECT COST
62	RIVERSIDE	INDIO	3A07137	RIV111202	LOCAL HIGHWAY	0	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 ON EACH SIDE OF THE BRIDGE.	EXISTING: 2025 REVISED: 2030	EXISTING: \$19,230 REVISED: \$29,117	RTP PROJECT COST INCREASE	REVISED SCHEDULE, PROJECT COST
63	RIVERSIDE	BANNING	3G01G19	RIV210510	LOCAL HIGHWAY	0	GRADE SEPARATION - 2 LANES OVER UPRR	2028	EXISTING: \$54,961 REVISED: \$56,750	RTP PROJECT COST INCREASE	PROJECT COST
64	RIVERSIDE	WILDOMAR	4A98L00	RIV210625	LOCAL HIGHWAY		IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR: WIDEN PALOMAR STREET FROM 2 TO 4 LANES FROM GRUWELL STREET TO WILDOMAR TRAIL.	2030	\$3,031	NEW RTP PROJECT COST	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
65	RIVERSIDE	BEAUMONT	4A98L01	RIV210626	LOCAL HIGHWAY		IN WESTERN RIV. CO. IN THE CITY OF BANNING: 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	\$1,000	NEW RTP PROJECT COST	NEW PROJECT
66	RIVERSIDE	DESERT HOT SPRINGS	4A98L02	RIV210407	LOCAL HIGHWAY		IN COACHELLA VALLEY IN THE CITY OF DESERT HOT SPRINGS: CONSTRUCT SEVEN NEW BRIDGES OVER WATER CROSSINGS; TWO ALONG NORTH INDIAN CANYON DRIVE BETWEEN PIERSON BLVD AND HWY 62, 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	\$21,547	NEW RTP PROJECT COST	NEW PROJECT
67	RIVERSIDE	MARCH JOINT POWERS AUTHORITY	4A98L03	RIV991216	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	\$500	NEW RTP PROJECT COST	NEW PROJECT
68	RIVERSIDE	HEMET	3160018	RIV210632	LOCAL HIGHWAY	0	IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF HEMET: WIDEN ESPLANADE AVE FROM 2 TO 4 LANES FROM WARREN ROAD TO STATE STREET.	2035	\$1,900	NONE	PROJECT IS BEING SEGMENTED

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
69	RIVERSIDE	MARCH JOINT POWERS AUTHORITY	2016A319	RIV180119	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.	EXISTING: 2024 REVISSED: 2030	\$4,000	NONE	REVISED SCHEDULE
70	RIVERSIDE	MARCH JOINT POWERS AUTHORITY	2016A319	RIV180120	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.	EXISTING: 2024 REVISSED: 2030	\$6,800	NONE	REVISED SCHEDULE
71	RIVERSIDE	MARCH JOINT POWERS AUTHORITY	2016A319	RIV180121	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.	EXISTING: 2024 REVISSED: 2030	\$4,000	NONE	REVISED SCHEDULE
72	RIVERSIDE	INDIO	3A07022	RIV071254	STATE HIGHWAY	10	ON I-10 IN INDIO AT MONROE ST IC: RECONSTRUCT/WIDEN IC FROM 2 TO 4 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM AVENUE 42 TO S/O WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN ON-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)	EXISTING: 2025 REVISSED: 2030	\$47,000	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
73	RIVERSIDE	RIVERSIDE COUNTY TRANS COMMISSION (RTC)	3200S010	EXISTING: RIV181113 REVISED: RIV071267A	STATE HIGHWAY	15	EXISTING: IN WESTERN RIVERSIDE COUNTY – ON I-15: CONSTRUCT 1 AUX LN SB FROM WEIRICK RD TO CAJALCO RD AND WIDEN BEDFORD WASH BRIDGE. PM FOR ADVANCED SIGNAGE AND ANCILLARY IMPROVEMENTS: 35.6 TO 37.1 REVISED: IN WESTERN RIVERSIDE COUNTY ON I-15: TO IMPROVE TRAFFIC OPERATIONS OF I-15 ELP, RESTRIPE LANE DROP FROM PM 37.1 AS LANE EXTENSION (IE. TRAP LANE) FOR ABOUT 1.19 MILE IN SB DIRECTION TO EXIT AT WEIRICK ROAD. PM FOR ADVANCED SIGNAGE AND ANCILLARY IMPROVEMENTS: 35.6 TO 37.4.	2025	EXISTING: \$38,246 REVISED: \$41,936	RTP PROJECT COST INCREASE	REVISED PROJECT DESCRIPTION AND PROJECT COST
74	RIVERSIDE	BEAUMONT	3M04WT004	RIV181105	STATE HIGHWAY	10	IN WESTERN RIV CO IN THE CITY OF BEAUMONT - RE-CONSTRUCT AND IMPROVE WB AND EB ON-RAMP AT THE PENNSYLVANIA AND I-10/ INTERCHANGE. PROVIDE NEW WB AND EB OFF-RAMP. PROVIDE TRAFFIC SIGNALIZATION FOR THE INTERCHANGE	2030	\$5,920	NONE	REVISED MODELING DETAILS
75	RIVERSIDE	COACHELLA	3M0717	RIV071274	STATE HIGHWAY	86	AT SR86/AVENUE 52: WIDEN AND CONSTRUCT NEW 6 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).	EXISTING: 2023 REVISED: 2027	\$33,000	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
76	RIVERSIDE	MENIFEE	3M0719	RIV151218	STATE HIGHWAY	215	IN WESTERN RIVERSIDE COUNTY IN MENIFEE: RECONSTRUCT/WIDEN I-215 IC AT MC CALL BLVD. - WIDEN IC FROM 4 TO 6 LANES (SUN CITY BLVD TO EASTERLY OF ENCANTO DR), WIDEN ENTRY RAMPS (RAMP METERED / NON HOV PREFERENTIAL LANE), WIDEN EXIT RAMPS (DUAL LEFT @ SB & DUAL RIGHT @ NB WITH MCCALL), ADD DUAL LEFT-TURN AND DEDICATED RIGHT-TURN LANES (EA 1F700).	2030	\$36,200	NONE	REVISED MODELING DETAILS
77	RIVERSIDE	CATHEDRAL CITY	3M0720	RIV071251	STATE HIGHWAY	10	ON I-10 AT APPROX PM 41.17: CONSTRUCT NEW DA VALL DR IC (6 LNS) & RAMPS (2 LNS) FROM VARNER RD TO RAMON RD INCLUDING BRIDGE OVER UPRR AND LONG CYN CREEK CHANNEL, ADD EB/WB AUX LANES (DATE PALM DR IC TO DA VALL & DA VALL TO RAMON RD)	2030	\$69,800	NONE	REVISED MODELING DETAILS
78	RIVERSIDE	WILDOMAR	3M0727	RIV200102	STATE HIGHWAY	15	RECONSTRUCT/WIDEN BUNDY CANYON RD IC FROM 2 TO 4 LANES AND RECONSTRUCT RAMPS	EXISTING: 2025 <hr/> REVISED: 2030	\$24,112	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
79	RIVERSIDE	MURRIETA	3M10WT03	RIV100107	STATE HIGHWAY	215	<p>EXISTING: 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 LANES AT THE SB OFF-RAMP & NB OFF-RAMP (APPROX. 2,400'), ADD 3-LN NB/SB OFF RAMP, 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.</p> <hr/> <p>REVISED: 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 RAMP, 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.</p>	2027	\$31,700	NONE	REVISED PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
80	RIVERSIDE	RIVERSIDE COUNTY TRANS COMMISSION (RTC)	3160001	RIV170901	STATE HIGHWAY	15	<p>EXISTING: 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 LANES AT THE SB OFF-RAMP & NB OFF-RAMP (APPROX. 2,400'), ADD 3-LN NB/SB OFF RAMP, 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.</p> <hr/> <p>REVISED: 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 RAMP, 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.</p>	2027	\$523,828	NONE	REVISED PROJECT DESCRIPTION
81	RIVERSIDE	LAKE ELSINORE	RIV010206	RIV010206B	STATE HIGHWAY	15	<p>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, REALIGN & RECONSTRUCT MAIN ST SB ON RAMP FROM 1-2 LNS, ON WS OF I-15 CONST AUTO CENTER DR EXTNSN FROM EX FRANKLIN ST TO ADOBE ST & ON ES OF I-15 AND CONST CNY ESTATE DR EXT FROM EX FRANKLIN ST TO CAMINO DEL NORTE.</p>	2032	\$67,999	NONE	REVISED MODELING DETAILS

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
82	RIVERSIDE	CORONA	RIV010208	RIV010208	STATE HIGHWAY	15	AT I-15/CAJALCO RD IC NEAR CORONA: DESIGN, RECONST/REALIGN & WIDEN CAJALCO RD FROM 2 TO 6 THRU LNS FROM TEMESCAL CYN RD TO BEDFORD CYN RD, RECONST/ WIDEN SB ENTRY FROM 1-2 LNS, SB EXIT FROM 2-5 LNS, NB ENTRY FROM 1-2 LNS, NB EXIT FROM 2-4 LNS, ADD AUX LNS BTWN NB ENTRY AND NB EXIT TO EL CERRITO RD AND BTWN SB ENTRY FROM EL CERRITO RD AND SB EXIT. (\$840 TC FY 11/12 ENG & \$600 TC FY 13/14 R/W) .	EXISTING: 2020 <hr/> REVISED: 2022	\$74,199	NONE	REVISED SCHEDULE
83	RIVERSIDE	COACHELLA	RIV030901	RIV030901	STATE HIGHWAY	10	ON I-10 IN EASTERN COACHELLA (AT 3.4 MILES E/O DILLON RD & 9.1 MILES W/O CACTUS CITY SRRA): CONSTRUCT NEW 6 THROUGH LANE AVENUE 50 IC (3 LANES EACH DIR. APPROX 600' N/O I-10 AND 1,100' S/O I-10), EB EXIT RAMP (3 LANES), WB EXIT RAMP (2 LANES), EB & WB ENTRY RAMPS (2 LANES), WB LOOP ENTRY RAMPS (2 LANES) & ADD ACC LN 3,800' WB DIR, WEST OF IC (EA: 45210)	EXISTING: 2025 <hr/> REVISED: 2028	\$60,000	NONE	REVISED SCHEDULE
84	RIVERSIDE	PALM DESERT	RIV031209	RIV031209	STATE HIGHWAY	10	AT I-10/PORTOLA AVE (B/W MONTEREY IC & COOK IC): CONSTRUCT NEW 6 THRU LANE PORTOLA AVE IC FROM DINAH SHORE DR TO VARNER RD & RAMPS (EB EXIT 2 LNS, WB EXIT 3 LNS, EB & WB ENTRY 2 LNS, WB ENTRY LOOP RAMP 2 LNS, ENTRY INCL HOV LN, WIDENING INCLUDES BRIDGE OVER UPRR & RELOCATE/WIDEN VARNER 2 TO 4 LNS, ADD EB/WB AUX LNS (MONTEREY TO PORTOLA AND PORTOLA TO COOK), EXTEND 4TH WB LANE COOK TO PORTOLA (EA	EXISTING: 2025 <hr/> REVISED: 2030	\$81,148	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
85	RIVERSIDE	RIVERSIDE COUNTY TRANS COMMISSION (RTC)	RIV031218	RIV031218B	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.	2030	\$226,764	NONE	SPLIT PROJECT
86	RIVERSIDE	BEAUMONT	RIV050535	RIV050535A	STATE HIGHWAY	60	<p>EXISTING: ON SR60 BTWN JACK RABBIT TR & SR60/I-10 JCT: PH1-CONST. NEW POTRERO 6 LN OC (3 LNS EACH DIR) W/TEMP CONNECT TO WESTERN KNOLLS (EA34141/34143). PH2: NEW IC ON/OFF RAMP. CONST. WB/EB EXIT & ENTRY RAMP (2 LNS) & WB/EB LOOP ENTRY RAMP (2 LNS) (ENTRY RAMP INCL HOV LANE), INCL EB/WB AUX LNS AT EXIT RAMP, REALIGN WESTERN KNOLLS AVE, AND REMOVE WESTERN KNOLLS AVE CONNECTION TO SR60 (EA34142/34143).</p> <p>REVISED: ON SR60 BTWN JACK RABBIT TR & SR60/I-10 JCT: PH2: NEW IC ON/OFF RAMP. CONST. WB/EB EXIT & ENTRY RAMP (2 LNS) & WB/EB LOOP ENTRY RAMP (2 LNS) (ENTRY RAMP INCL HOV LANE), INCL EB/WB AUX LNS AT EXIT RAMP, REALIGN WESTERN KNOLLS AVE, AND REMOVE WESTERN KNOLLS AVE CONNECTION TO SR60 (EA34142/34143).</p>	<p>EXISTING: 2020</p> <p>REVISED: 2030</p>	<p>EXISTING: \$61,244</p> <p>REVISED: \$46,700</p>	RTP PROJECT COST DECREASE	REVISED PROJECT DESCRIPTION, SCHEDULE, PROJECT COST

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
87	RIVERSIDE	CALIMESA	RIV060116	RIV060116	STATE HIGHWAY	10	<p>EXISTING: I-10/CHERRY VALLEY BLVD IC: REPLACEMENT OF EXISTING CURVED OVERCROSSING EXTENDING 500 LINEAR FEET FROM ROBERTS ROAD (SOUTH) TO APPROXIMATELY 1000 FT E/O CALIMESA BLVD. ASSOCIATED PROJECT IMPROVEMENTS INCLUDE REALIGNMENT OF CALIMESA BLVD AND RAMP REALIGNMENT/WIDENING FOR ALL FOUR RAMPS</p> <hr/> <p>REVISED: 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).</p>	2030	\$34,543	NONE	REVISED PROJECT DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
88	RIVERSIDE	RIVERSIDE COUNTY TRANS COMMISSION (RTC)	RIV071250B	RIV160101	STATE HIGHWAY	15	<p>EXISTING: 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 AND AND AUXILARY LANE ALONG SR91. CONSTRUCT ADDITIONAL SIGNAGE ALONG SR91 AT PM R18.0 IN OR COUNTY.</p> <hr/> <p>REVISED: 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 TWO EB91 EXPRESS LANES AND AUXILARY LANE ALONG SR91. CONSTRUCT ADDITIONAL SIGNAGE ALONG SR91 AT PM R18.0 IN OR COUNTY.</p>	<p>EXISTING: 2022</p> <hr/> <p>REVISED: 2024</p>	\$180,000	NONE	REVISED PROJECT DESCRIPTION, SCHEDULE
89	RIVERSIDE	SUNLINE TRANSIT AGENCY	3TL504	RIV140810	TRANSIT		IN COACHELLA VALLEY FOR SUNLINE TRANSIT AGENCY: PURCHASE OF 5 HYDROGEN FUEL CELL BUSES, (FY15 5307) (FY13 & FY14 LONO 5312) (UZA: INCCPS) (\$967K IN TRANSIT DEVELOPMENT CREDIT MATCH FOR FY17 LONO 5312).	<p>EXISTING: 2020</p> <hr/> <p>REVISED: 2021</p>	\$13,104	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
90	SAN BERNARDINO	REDLANDS	200035	200035	LOCAL HIGHWAY	0	WABASH AV FROM 5TH ST TO I-10 - CONSTRUCT NEW 2 LANE STREET TO I-10 TO MATCH ON AND OFF RAMPS- CONSTRUCT MISSING LINK (2 LANE IN EACH DIRECTION)-1 MILE	EXISTING: 2024 REVISSED: 2025	\$950	NONE	REVISED SCHEDULE
91	SAN BERNARDINO	CHINO	200202	200202	LOCAL HIGHWAY	0	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	EXISTING 2022 REVISSED: 2027	\$584	NONE	REVISED SCHEDULE
92	SAN BERNARDINO	CHINO	200207	200207	LOCAL HIGHWAY	0	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.	EXISTING: 2022 REVISSED: 2023	EXISTING: \$24,940 REVISSED: \$55,000	RTP PROJECT COST INCREASE	REVISED SCHEDULE AND PROJECT COST
93	SAN BERNARDINO	REDLANDS	200419	200419	LOCAL HIGHWAY	0	ALABAMA STREET WIDENING - WIDEN FROM 2-4 LANES FROM NORTH CITY LIMITS TO PALMETTO	EXISTING: 2024 REVISSED: 2025	\$7,200	NONE	REVISED SCHEDULE
94	SAN BERNARDINO	COLTON	200856	200856	LOCAL HIGHWAY	0	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)	EXISTING: 2023 REVISSED: 2024	\$9,038	NONE	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	PROJECT COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
95	SAN BERNARDINO	YUCAIPA	4A07248	20151505	LOCAL HIGHWAY		AVENUE E IMPROVEMENTS: WIDEN AVENUE E, 2-4 LANES, FROM 5TH ST TO 4TH ST. INSTALL ROUNDABOUTS ALONG AVE E AT 5TH, 4TH, 3RD, 2ND, AND BYRANT ST.. INSTALL ROUNDABOUT AT YUCAIPA BLVD & BRYANT ST. (PHASED PROJECT) CONSTRUCT SIDEWALK & BIKE LANES ALONG AVE E BETWEEN 2ND ST. & BRYANT STREET.	EXISTING: 2022 REVISSED: 2029	\$6,580	NONE	REVISED SCHEDULE
96	SAN BERNARDINO	CHINO	SBD031152	SBD031152	LOCAL HIGHWAY	0	RIVERSIDE DRIVE AT SAN ANTONIO FLOOD CONTROL CHANNEL WIDEN BRIDGE FROM 4 LANES TO 6 LANES (PA&ED ONLY)	EXISTING: 2022 REVISSED: 2027	\$20,000	NONE	REVISED SCHEDULE
97	SAN BERNARDINO	APPLE VALLEY	SBD55011	SBD55011	LOCAL HIGHWAY	0	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)	EXISTING: 2025 REVISSED: 2027	\$5,500	NONE	REVISED SCHEDULE
98	VENTURA	VENTURA COUNTY TRANS COMMISSION (VTC)	6A98P01	VEN210607	PASSENGER RAIL		BETWEEN OXNARD AND CAMARILLO, DOUBLE TRACK UP MAIN LINE AND INSTALL A SECOND PLATFORM AT THE OXNARD STATION.	2027	\$30,000	NEW RTP PROJECT COST	NEW PROJECT

TABLE 2 Modifications to RTP Projects

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE #	DESCRIPTION	COMPLETION YEAR	COST (\$1,000'S)	FISCAL IMPACT	REASON FOR AMENDMENT
1	LOS ANGELES	INGLEWOOD	1200T100	TRANSIT		INGLEWOOD TRANSIT CONNECTOR	2027	EXISTING: \$1,016,000 REVISSED: 1,461,182	RTP PROJECT COST INCREASE	PROJECT COST
2	RIVERSIDE	COACHELLA	3A01CV004	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 6 LANES	EXISTING: 2025 REVISSED: 2030	EXISTING: \$24,830 REVISSED: \$59,000	RTP PROJECT COST INCREASE	REVISED SCHEDULE, PROJECT COST
3	RIVERSIDE	LA QUINTA	3A07070	LOCAL HIGHWAY	0	WIDEN FROM 2 TO 4 LANES. SHARED PROJECT BETWEEN THE CITY OF LA QUINTA AND INDIO. THE SOUTH SIDE OF AVENUE 50 WIDENING FROM 1 TO 2 LANES, INCLUDING BIKE LANES AND SIDEWALK.	EXISTING: 2028 REVISSED: 2030	EXISTING: \$3,161 REVISSED: \$10,857	RTP PROJECT COST INCREASE	REVISED SCHEDULE, PROJECT COST
4	VENTURA	VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)	5160005	STATE HIGHWAY	101	EXISTING: ADD AUXILIARY LANES REVISSED: ADD AUXILIARY LANES FROM PLEASANT VALLEY ROAD TO VICTORIA AVENUE	2040	\$229,175	NONE	REVISED PROJECT DESCRIPTION

FISCAL IMPACT

Amendment 2 includes changes to existing projects and addition of new projects. Individual project changes are addressed in the Project Modifications section of this document.

In terms of overall impact on the 2020 RTP/SCS Financial Plan, cost increases from changes to existing projects and the addition of new projects total \$737.8 million, which are offset by \$70.6 million in cost decreases, which result from changes to existing projects and deletions. The modifications result in an overall net cost increase of \$667.2 million to the Connect SoCal Financial Plan.

Cost increases resulting from new projects and changes to existing projects added as part of Amendment 2 are being funded by a variety of sources. This includes a combination of local and private funds, which are in addition to the Connect SoCal forecasted revenues.

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

TABLE 3 Fiscal Impact Summary

(Amounts in \$1,000's)	Total
Cost Increases: Changes to Existing Projects and New Projects	\$737,820
Cost Decreases: Changes to Existing Projects and Deleted Projects	\$(70,589)
Net Cost Increase (Decrease)	\$667,231
Additional Funding Sources: Other Local and Private Funds	\$667,231
Total Additional Revenues	\$667,231

SENATE BILL 375 AND THE SUSTAINABLE COMMUNITIES STRATEGY

Upon the adoption of Connect SoCal, SCAG determined that the Plan met and/or exceeded all requirements for a Sustainable Communities Strategy (SCS) as set forth in SB 375. A description of the SCS and how the requirements are addressed is included in the adopted Plan in Chapters 3 and 5, as well as in the SCS Technical Report. At the time of adoption SCAG concluded that the state established per-capita GHG emission reduction target of 19 percent by 2035 had been met and/or exceeded. The California Air Resources Board (ARB) reviewed and approved this conclusion in October 2020 by their Executive Order G-20-239, specifying that SCAG’s adopted SCS would, when implemented, achieve the applicable GHG emissions reduction target for automobiles and light trucks of 19 percent per capita reduction by 2035, relative to 2005 levels, as established for the region. This Amendment to Connect SoCal incorporates certain changes to transportation projects and other Plan assumptions as described in this document. Staff has reviewed Amendment 2 relative to the adopted Plan and to the requirements of SB 375, and has determined that with Amendment 2, Connect SoCal remains compliant with SB 375 and continues to meet and/or exceed the GHG reduction targets.

PERFORMANCE MEASURES

In 2012 and 2015 transportation funding legislation was approved known as the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation Act (FAST Act), respectively, which calls for establishing performance based measures and standards. To this end, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are now requiring state Departments of Transportation (DOTs) to work with metropolitan planning organizations (MPOs) to develop performance targets for safety, system preservation, and system performance, amongst other measures.

ROADWAY SAFETY

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

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

In February 2022, SCAG's Regional Council adopted Calendar Year 2022 targets. SCAG is maintaining a broader vision (Zero Deaths), while adopting evidence-based near-term targets. SCAG's targets are based on the results of its new predictive safety models. For 2022, SCAG is forecasting a 2.7 percent decrease in fatalities, a 3.7 percent increase in serious injuries, and a 4.6 percent increase in non-motorized fatalities and serious injuries. The region's Calendar Year 2022 targets are as follows:

- Number of Fatalities: 1,511.4
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT): 0.95
- Number of Serious Injuries: 7,164.7
- Rate of Serious Injuries per 100 million VMT: 4.5
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries: 2,140

Because the Calendar Year 2022 targets were recently set, it is challenging to evaluate the region's progress towards achieving these targets, particularly considering the delay in access to current collision data. However, based on a

review of FTIP projects, projects with committed funding in the first six years of the long-range plan, nearly 20 percent of projects (407, 18.4%) are safety-related projects which are consistent with Connect SoCal. SCAG anticipates that with continued work with its Safe and Active Streets Working Group to implement a Regional Safety Strategy, the region will make progress towards achieving its annual safety targets.

TRANSPORTATION CONFORMITY

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

Under the U.S. DOT metropolitan planning regulations and EPA's transportation conformity regulations, Amendment 2 needs to pass five tests: consistency with the adopted 2020 RTP/SCS, regional emissions analysis, timely implementation of transportation control measures (TCMs), financial constraint, and interagency consultation and public involvement.

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

CONFORMITY FINDINGS

SCAG's findings for the approval of the 2020 RTP/SCS Amendment #2 are as follows:

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

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

- Finding: Amendment 2 to the 2020 RTP/SCS is consistent with the federally approved 2020 RTP/SCS, as previously amended, and meets all federal and state requirements and regulations.
- **Regional Emissions Tests**
 - Finding: The regional emissions analyses for Amendment 2 to the 2020 RTP/SCS are identical to the regional emissions analyses for the 2023 FTIP and update the regional emissions analyses for the 2021 FTIP.
 - Finding: Amendment 2 to the 2020 RTP/SCS regional emissions analysis for PM_{2.5} and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB) (Pechanga excluded under 2012 annual PM_{2.5} NSAQS).
 - Finding: Amendment 2 to the 2020 RTP/SCS regional emissions analysis for ozone precursors (2008 and/or 2015 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of 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: Amendment 2 to the 2020 RTP/SCS regional emissions analysis for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.
 - Finding: Amendment 2 to the 2020 RTP/SCS regional emissions analysis for PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley and Imperial County portions).
- Finding: Amendment 2 to the 2020 RTP/SCS regional emissions analyses for PM₁₀ meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion and Searles Valley portion of San Bernardino County).
- Finding: Amendment 2 to the 2020 RTP/SCS regional emissions analysis for PM_{2.5} and its precursors (2006 and 2012 NAAQS) meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).
- **Timely Implementation of TCMs Test**
 - Finding: The TCM project categories listed in the 1994/1997/2003/2007/2012/2016 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.
 - Finding: The TCM strategies listed in the 1994 (as amended in 1995)/2007/2016 Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.
- **Financial Constraint Test**
 - Finding: All projects listed in Amendment 2 to the 2020 RTP/SCS are financially constrained for all fiscal years, as demonstrated in the analysis contained in the Financial Plan Section of this report.
- **Interagency Consultation and Public Involvement Test**
 - Finding: Amendment 2 to the 2020 RTP/SCS comply with all federal requirements for interagency consultation and public involvement. Amendment 2 was discussed at the monthly meetings of the Transportation Conformity Working Group (TCWG) which includes representatives from the federal, state, and local air

quality and transportation agencies throughout the Amendment 2 development process. The draft transportation conformity analysis was released for a 30-day public review and comment period on July 7, 2022. Two public hearings were held on July 19 and July 28, 2022 respectively. Given public health directives limiting public gatherings due to on-going COVID-19 concerns, the hearings were held virtually via Zoom, permitting video and telephonic participation by the public to offer comments in real time, as further discussed below. These public hearings were publicly noticed in numerous newspapers throughout the region. The public notices were published in English, Spanish, Korean, Chinese and Vietnamese languages. Amendment 2 was posted on the SCAG website, virtually distributed to libraries throughout the region, and physically distributed to libraries by request. No comments were submitted on the Draft Amendment 2 during the comment period.

REGIONAL EMISSIONS ANALYSIS

The following tables summarize the required regional emission analyses for each of the nonattainment and maintenance areas within SCAG's jurisdiction based on EMFAC2014 which is the emission model approved by U.S. EPA for use in determining regional transportation conformity analysis in California that started before August 16, 2021 (as is the case with respect to this Amendment 2).

In anticipation of possible final approval of new emission budgets currently under U.S. EPA review, two tables have been included to present the results of the pending new budget tests for each of the areas with pending emission budgets. Placed immediately below the corresponding tables based on currently approved budgets or interim tests, these tables are included for information only and would supersede any preceding budget or interim emissions test tables after any of the new budgets have been approved by the

U.S. EPA prior to FHWA/FTA approval of the final transportation conformity determination of Connect SoCal Amendment 2.

For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by California Air Resources Board to set the budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas. For paved road dust (PM_{2.5} and PM₁₀), SCAG uses the approved South Coast AQMD methodology, which uses EPA's AP-42 for the updated Base Year and a combination of additional growth in center-line miles and VMT for future years. Interpolation is performed for two analysis years (2023 and 2029) because they are neither attainment years nor horizon years for the adopted 2020 RTP/SCS and its Amendment 2.

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

TABLE 4 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day])

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

SOUTH COAST AIR BASIN

TABLE 5 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		Nonattainment Area	2023	2026	2029	2031	2037	2045
ROG	Budget	SCAB	68	60	54	50	50	50
	Plan	Morongo	0.2	0.2	0.2	0.2	0.1	0.1
		Pechanga	0.1	0.1	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	65.3	57.8	51.8	48.1	39.9	36.1
		Sum	65.6	58.1	52.0	48.3	40.0	36.2
		SCAB	66	59	52.0	49.0	40.0	37.0
	Budget - Plan			2	1	2	1	10
NO _x	Budget	SCAB	89	77	69	66	66	66
	Plan	Morongo	0.9	0.7	0.6	0.5	0.4	0.4
		Pechanga	0.5	0.4	0.3	0.3	0.2	0.2
		SCAB excluding Morongo and Pechanga	80.8	69.4	61.0	57.2	51.2	52.5
		Sum	82.2	70.5	61.9	58.0	51.8	53.1
		SCAB	83	71	62	58	52	54
	Budget - Plan			6	6	7	8	14

TABLE 6 1997, 2006 and 2012 (Excluding Pechanga) PM_{2.5} (Annual Planning Emissions [tons/day])

Pollutant		2022	2025	2035	2045
ROG	Budget	69	69	69	69
	Plan	67	58	40	35
Budget - Plan		2	11	29	34
NO _x	Budget	127	127	127	127
	Plan	117	80	56	56
Budget - Plan		10	47	71	71
PM _{2.5}	Budget	20	20	20	20
	Plan	18	18	18	19
Budget - Plan		2	2	2	1

TABLE 7 PM₁₀ (Annual Planning Emissions [Tons/Day])

Pollutant		2025	2030	2035	2045
ROG	Budget	110	81	81	81
	Plan	54	45	38	32
Budget - Plan		56	36	43	49
NO _x	Budget	180	116	116	116
	Plan	78	64	56	56
Budget - Plan		102	52	60	60
PM ₁₀	Budget	164	175	175	175
	Plan Emission	79	80	82	85
Budget - Plan		85	95	93	90

TABLE 8 CO (Winter Planning Emissions [tons/day])

Pollutant		2025	2035	2045
CO	Budget	2,137	2,137	2,137
	Plan	392	263	231
Budget - Plan		1745	1874	1906

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

TABLE 9 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day], Budgets pending U.S. EPA Approval)

Pollutant		2023	2026	2032	2035	2045
ROG	Budget	6.8	6.2	6.2	6.2	6.2
	Plan	5.7	5.1	4.2	3.8	3.5
Budget - Plan		1.1	1.1	2.0	2.4	2.7
NO _x	Budget	11.0	10.2	10.2	10.2	10.2
	Plan	9.0	7.9	6.9	6.9	8.4
Budget - Plan		2.0	2.3	3.3	3.3	1.8

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

TABLE 10 PM₁₀ (Annual Planning Emissions [tons/day])

Pollutant		2025	2035	2045
PM ₁₀	No Build	9.4	11.0	13.1
	Build	9.3	10.6	12.4
No Build – Build		0.1	0.4	0.7

MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION

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

Pollutant		2025	2035	2045
PM ₁₀	No Build	0.0	0.0	0.0
	Build	0.0	0.0	0.0
No Build – Build		0.0	0.0	0.0

SALTON SEA AIR BASIN – RIVERSIDE COUNTY COACHELLA VALLEY PORTION

TABLE 12 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day])

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

TABLE 13 PM₁₀ (Annual Planning Emissions [tons/day])

Pollutant		2025	2035	2045
PM ₁₀	Budget	10.9	10.9	10.9
	Plan	4.5	4.9	5.3
Budget – Plan		6.4	6.0	5.6

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

TABLE 14 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [tons/day])

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

TABLE 15 2006 24-hour and 2012 Annual PM_{2.5} (Planning Emissions [tons/day])

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

TABLE 16 2006 24-hour and 2012 Annual PM_{2.5} (Planning Emissions [tons/day], Budgets pending U.S. EPA Approval)

Pollutant		2022	2025	2035	2045
PM _{2.5}	Budget	1.7	1.7	1.7	1.7
	Build	0.2	0.2	0.3	0.3
Budget - Plan		1.5	1.5	1.4	1.4

TABLE 17 PM₁₀ (Annual Planning Emissions [tons/day])

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

PUBLIC COMMENT AND REVIEW

SCAG is required to provide a 30-day public review and comment period for the draft Amendment 2. A Notice of Availability and Public Hearing and the Draft Amendment 2 were posted on SCAG’s website as of July 8, 2022 at scag.ca.gov/connect-socal. Comments were accepted from July 8, 2022 until 5:00 p.m. on August 8, 2022, via email to:

LO@scag.ca.gov

or via U.S. mail to:

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

SCAG held two telephonic/videoconference public hearings on the Draft Amendment 2 to the 2020 Connect SoCal on July 19, 2022 from 6:00 p.m. to 7:00 p.m. and on July 28, 2022 from 10:00 a.m. to 11:00 a.m. Given current public health directives and continuing recommendations of public health officials to limit public gatherings due to the threat of COVID-19, and in recognition of the continuing applicability of the Governor’s March 4, 2020 declaration of a state of emergency pertaining to COVID-19, the two public hearings were held telephonically and by videoconference; there was not an opportunity to participate physically/in-person, as SCAG’s offices are presently closed to the public.

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

COMMENTS AND RESPONSES

Over the 30-day public review and comment period, SCAG received a total of 0 comments on Amendment 2.

CONCLUSION

Amendment 2 maintains the integrity of the transportation conformity findings and meets all federal transportation conformity requirements. Amendment 2 also remains valid under SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets. Furthermore, the PEIR Addendum associated with this Amendment concludes that the proposed project changes would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Appropriate and adequate procedures have been followed in ensuring coordination of Amendment 2, allowing all concerned parties, stakeholders, and the public ample opportunities to voice concern and provide input. In conclusion, Amendment 2 to the Connect SoCal complies with all applicable federal and state requirements, including the Transportation Conformity Rule.

ATTACHMENT: RESOLUTION NO. 22-647-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING AMENDMENT 2 TO THE 2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (CONNECT SOCIAL 2020) AND ITS CORRESPONDING CONFORMITY DETERMINATION

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

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

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

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

WHEREAS, the 2020 RTP/SCS must be consistent with all other applicable provisions of federal and state law including but not limited to: (1) The Fixing America's Surface Transportation Act (FAST Act) (P.L. 114-94, December 4, 2015) and the Moving Ahead for Progress in the 21st Century (MAP-21) (P.L. 112-141); (2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C; (3)

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

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

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

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

WHEREAS, on November 4, 2021, the SCAG Regional Council approved Amendment 1 to the 2020 RTP/SCS and the 2021 FTIP Consistency Amendment 21-05 including the associated transportation conformity determination. On

January 4, 2022, FHWA and FTA, in coordination with the US EPA Region 9, determined that Amendment 1 and 2021 FTIP Consistency Amendment 21-05 conform to the applicable SIPs; and

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

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

WHEREAS, the regional emissions analyses for the Amendment 2 to the 2020 RTP/SCS are identical to the regional emissions analyses for the 2023 FTIP. The regional emissions analyses used the EMFAC2014 model developed by the California Air Resources Board (CARB) and approved by US EPA for conformity analysis that started before or on August 15, 2021. The regional emissions analyses for all applicable transportation-related criteria pollutants and precursors meet all applicable emission budget tests or interim emission tests (build/no-build test) for all milestone, attainment, and planning horizon years in all nonattainment and maintenance areas; and

WHEREAS, pursuant to 23 C.F.R. Section 450.330(e) and 40 C.F.R. Parts 51 and 93, the TCM project categories and strategies identified in the applicable SIPs in the SCAG region 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; and

WHEREAS, on July 7, 2022, SCAG's Regional Council authorized the release of the Draft Amendment 2 to the 2020 RTP/SCS (herein referred to as "Amendment 2" or "Amendment") for a 30-day public review and comment period; and

WHEREAS, a Notice of Availability for a 30-day public review and comment period was posted on SCAG's website on July 7, 2022; public notices were emailed to regional stakeholders; the Draft Amendment 2 was made available on SCAG's website; and copies were provided for review throughout the region by special request; and

WHEREAS, given recent public health directives limiting public gatherings

due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N29-20, two public hearings for the Draft Amendment 2 were held telephonically and electronically on July 19, 2022, and July 28, 2022, respectively; and

WHEREAS, to the extent that SCAG has received any written comments on the Draft Amendment 2, those comments have been responded to, and those comments along with responses are summarized in the final versions of the Amendment; and

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

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

WHEREAS, the Amendment 2 includes a financial plan identifying the financial impact of the changes contained in the Amendment 2; and

WHEREAS, the Amendment 2 contains a positive transportation conformity determination. Using the final motor vehicle emission budgets submitted by ARB and found to be adequate or approved by the U.S. Environmental Protection Agency (EPA), this conformity determination is based upon staff's analysis of the applicable transportation conformity tests; and

WHEREAS, the conformity analysis of Amendment 2 has been conducted simultaneously with that for the 2023 FTIP in order to address the consistency requirement of federal law; and

WHEREAS, the transportation conformity analyses and determinations of the proposed final 2023 FTIP and the proposed final Amendment No. 2 to the 2020-2045 RTP/SCS were considered by SCAG's Energy and Environment Committee (EEC). At its September 1, 2022 meeting, SCAG's EEC approved staff's

recommended action that the Regional Council approve the transportation conformity determinations of the proposed final 2023 FTIP and the proposed final Amendment No. 2 to the 2020-2045 RTP/SCS and direct staff to submit to the FHWA and FTA for approvals at its October 6, 2022 meeting.

WHEREAS, SCAG's Regional Council has reviewed the Amendment 2 to the 2020 RTP/SCS and related staff reports and materials, which are incorporated herein by this reference; and

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

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

3. SCAG's Executive Director or his designee is authorized to transmit Amendment 2 to the 2020 RTP/SCS and associated conformity findings to the FHWA and the FTA to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93.

PASSED, APPROVED, AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 6th day of October 2022.



Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:



Darin Chidsey, Chief Operating Officer, on behalf of
Kome Ajise
Executive Director

Approved as to Form:



Michael R.W. Houston
Chief Counsel



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AMENDMENT #2

INCLUDING THE
2023 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM (FTIP)

ADOPTED OCTOBER 6, 2022

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