SCAG™

INNOVATING FOR A BETTER TOMORROW

PROPOSED FINAL 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

TECHNICAL APPENDIX

VOLUME II OF III

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SECTION I

CONFORMITY REQUIREMENTS AND FINDINGS

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CONFORMITY REQUIREMENTS AND FINDINGS

PREFACE

The federally required transportation conformity analyses and findings for the 2023 Federal Transportation Improvement Program (FTIP) are set forth in the following sections. These analyses also update the conformity analyses for the 2020 Connect SoCal - Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as amended. All transportation and air quality conformity analyses in this document are in compliance with applicable federal and state laws, including conformity and transportation planning regulations. This Technical Appendix contains three sections that specifically address the conformity analyses required for federal approval:

- Section I summarizes the conformity requirements and findings.
- Section II provides modeling methodologies and assumptions and results of the regional emissions analyses for the 2023 FTIP.
- Section III reports on the timely implementation of Transportation Control Measures (TCMs) and describes the implementation status of all applicable TCMs in the SCAG region.

FEDERAL AND STATE REQUIREMENTS

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.

Regional Transportation Plan and Federal Transportation Improvement Program

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 federal 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.

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 (ARB) 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.

State Implementation Plans (SIPs)

To comply with the CAA in achieving the National Ambient Air Quality Standards (NAAQS), the ARB develops SIPs for federal nonattainment and maintenance areas. In California, SIP development is a joint effort of the local air agencies and the ARB 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 have to go through three steps: air district action, ARB action, and finally EPA action. Each air district submits its respective AQMPs/SIPs to the ARB. The ARB 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 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 2023 FTIP must conform to the applicable SIPs [i.e., emissions budgets and TCMs] in the SCAG region.

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 air 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.

CLEAN AIR ACT AREA DESIGNATIONS IN THE SCAG REGION

The 2023 FTIP is subject to transportation conformity for the following three criteria air 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 (PM_{10} and $PM_{2.5}$) - 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.

Air Basins and Air Districts in the SCAG Region

The SCAG region comprises six counties and contains four air basins and five air districts:

- 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 $PM_{2.5}$ standard, the SCAB is within the jurisdiction of the South

Coast Air Quality Management District (SCAQMD). For the 2008 and 2015 ozone standards and the 2012 $PM_{2.5}$ 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 SCAQMD 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 SCAQMD administers the Riverside County portion of the SSAB situated between the SCAB and the MDAB.

Nonattainment and Maintenance Areas in the SCAG Region

The federal nonattainment and maintenance areas in the SCAG region are:

- Most of Imperial County Portion of SSAB – nonattainment for 2008 and 2015 8-hour ozone; and PM_{10}
- Urbanized area of Imperial County portion of SSAB – nonattainment for 2006 24-hour and 2012 Annual $PM_{2.5}$[1]
- Morongo Indian Reservation Portion of SCAB – nonattainment for 2008 and 2015 8-hour ozone
- Pechanga Indian Reservation Portion of SCAB – nonattainment for 2008 and 2015 8-hour ozone; and 2012 Annual $PM_{2.5}$
- Riverside County Portion of SSAB (Coachella Valley) – nonattainment for 2008 and 2015 8-hour ozone; and PM_{10}
- San Bernardino County portion of MDAB:
  - Searles Valley – nonattainment for PM_{10}
  - San Bernardino County (excluding the Searles Valley area) – nonattainment for PM_{10}
- SCAB – nonattainment for 1997 & 2006 24-hour and 2012 (excluding Pechanga) Annual $PM_{2.5}$ and 2008 and 2015 8-hour ozone (excluding Morongo and Pechanga); maintenance for CO and PM_{10}.
- Ventura County Portion of SCCAB – nonattainment for 2008 and 2015 8-hour ozone
- Western MDAB (Antelope Valley portion of Los Angeles County and San Bernardino County portion of MDAB) – nonattainment for 2008 and 2015 8-hour ozone

The boundaries of the air basins, air districts, and nonattainment and maintenance areas are illustrated in Exhibit A at the end of this section.

[1] The Imperial County nonattainment area was determined by the U.S. EPA to have attained the 2006 24-hour PM2.5 NAAQS effective May 12, 2017. Nonetheless, the Imperial County nonattainment area will remain designated nonattainment for the 2006 24-hour PM2.5 NAAQS until such time as the EPA determines that the Imperial County nonattainment area meets the CAA requirements for redesignation to attainment.

Applicable Emissions Budgets in the SCAG Region

For the 2023 FTIP conformity determination, the applicable emissions budgets are established in the SIPs and approved or found adequate by EPA. Upon final adequacy or approval 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 emission budgets.

- Ventura County Portion of SCCAB
  - 2016 Ventura County Air Quality Management Plan (2008 8-hour ozone NAAQS budgets effective March 30, 2020)

- SCAB
  - 2016 2006 24-hour $PM_{2.5}$ NAAQS SIP (budgets effective October 28, 2021)
  - 2007 CO SIP (Maintenance Plan) (budgets effective June 11, 2007)
  - 2010 PM_{10} SIP (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 $PM_{2.5}$ NAAQS budgets effective December 9, 2020)

- Riverside County Portion of SSAB (Coachella Valley)
  - 2003 PM_{10} SIP (budgets effective April 9, 2004)
  - 2018 Updates to the California State Implementation Plan (2008 8-hour ozone NAAQS budgets effective October 16, 2020)

- Western MDAB (Antelope Valley and 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)

- Imperial County Portion of SSAB (Ozone)
  - 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 $PM_{2.5}$ NAAQS budgets under EPA review)
  - Imperial County 2018 Redesignation Request and Maintenance Plan for Particulate Matter Less Than 10 Microns in Diameter (PM_{10} budgets effective October 19, 2020)

SIP Status in Other Areas of the SCAG Region

In absence of the applicable emissions budgets for conformity, SCAG has to conduct interim emissions tests for regional emissions analysis of the 2023 FTIP. At the present time, there is no federally approved SIP for the following areas.

- San Bernardino County Portion of MDAB excluding Searles Valley (PM_{10})
- Searles Valley Portion of MDAB (PM_{10})
- Imperial County Portion of SSAB ($PM_{2.5}$)

Applicable TCMs

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:

2016 South Coast AQMP/SIP (SCAB)

Effective October 31, 2019, the U.S. EPA approved the 2008 8-hour ozone NAAQS SIP in the 2016 South Coast Air Quality Management Plan. As a result, the 2016 South Coast Ozone AQMP/SIP is the applicable Ozone SIP for the SCAB. It is important to note that the TCM categories in the 2016 Ozone AQMP/SIP are consistent with the TCM categories in the 1994/1997/2003/2007/2012 Ozone AQMPs/SIPs.

2016 Ventura County Ozone SIP (Ventura County Portion of SCCAB)

Effective March 20, 2020, the U.S. EPA approved the 2008 8-hour ozone NAAQS SIP revision to the 2016 Ventura County Air Quality Management Plan. As a result, the 2016 South Coast Ozone AQMP/SIP is the applicable Ozone SIP for Ventura County. Note that the 2016 Ozone AQMP/SIP revision makes no changes to previously approved TCMs contained in 2007 Ozone AQMP/SIP revision (which EPA has not taken an action on) and the 1994 SIP (as amended in 1995 and subsequently approved by EPA on January 8, 1997).

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 SIPs in both the SCAB and Ventura County remain applicable.

For more information on TCMs and timely implementation of the TCMs, see Section III of this document.

CONFORMITY STATUS OF CURRENT RTP AND FTIP

SCAG received approval of the transportation conformity determination for the 2020 Connect SoCal – RTP/SCS and the 2019 FTIP Consistency Amendment #19-12 from the Federal Highway Administration and the Federal Transit Administration (FHWA/FTA) on June 5, 2020. The conformity determination is valid through June 5, 2024.

SCAG received approval of the transportation conformity determination for the 2021 FTIP from the FHWA/FTA on April 16, 2021.

On January 4, 2022, SCAG received federal approval of the transportation conformity determination for the 2020 Connect SoCal - RTP/SCS Amendment #1 and the 2021 FTIP Consistency Amendment #21-05.

The 2023 FTIP meets all federal transportation conformity requirements and passes the five tests required under the U.S. DOT Metropolitan Planning Regulations and U.S. EPA Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2023 FTIP under the required federal tests.

CONFORMITY TESTS AND FINDINGS

Under the U.S. DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Regulations, SCAG's 2023 FTIP needs to pass five tests:

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

SCAG has made the following conformity findings for the 2023 FTIP under the required federal tests:

✓ **Consistency with 2020 Connect SoCal - RTP/SCS Test**

Finding: SCAG's 2023 FTIP is consistent with the 2020 Connect SoCal - RTP/SCS as amended (policies, programs, and projects).

✓ **Regional Emissions Tests**

These findings are based on the regional emissions test analyses shown in Tables 20-47 in Section II of this Technical Appendix.

Finding: The regional emissions analyses for the 2023 FTIP are identical to the regional emissions analyses for the Amendment #2 to the 2020 RTP/SCS.

Finding: The 2023 FTIP regional emissions for ozone precursors (2008 and 2015 NAAQS) meet 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 2023 FTIP 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 SCAB (Pechanga excluded under 2012 annual $PM_{2.5}$ NSAQS).

Finding: The 2023 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2023 FTIP regional emissions for PM_{10} 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 2023 FTIP regional emissions for PM_{10} 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 2023 FTIP 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 in the SSAB (urbanized area of Imperial County portion).

✓ **Timely Implementation of TCM 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 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.

✓ **Inter-agency Consultation and Public Involvement Test**

Finding: The 2023 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) (for more information on SCAG's PPP, please visit http://www.scag.ca.gov/participate/Pages/PublicParticipationPlan.aspx). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.

The 2023 FTIP was discussed with SCAG's TCWG, which includes representatives from the federal, state, and local air quality and transportation agencies, at their monthly meetings throughout the 2023 FTIP development process (July 27, 2021 through August 23, 2022). The draft 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 and recommendations of public health officials relating to public gatherings due to on-going COVID-19 concerns, the hearings were held virtually via Zoom, permitting either video or telephonic public participation. The public notices were published in English, Spanish, Korean, Chinese and Vietnamese languages (copies of these notices are included in Section V of the Technical Appendix). The Draft 2023 FTIP was posted on the SCAG website and distributed to libraries throughout the region. SCAG received a total of 24 comments on the Draft 2023 FTIP: three general comments, 16 project specific comments, and five comments related to funding/financial plan. The comments were for the most part technical in nature and do not raise issues that affect conformity. Multiple comments were submitted by SCAG's Caltrans Headquarters Liaison responsible for reviewing SCAG's FTIP and FTIP Amendments. Based on an initial review and analysis of the comments, SCAG staff does not anticipate significant changes to the Final 2023 FTIP. SCAG staff is worked closely with the CTCs to address the comments and has provided responses to all comments in the Final 2023 FTIP. All minor and technical changes to projects will be addressed in Amendment 1 of the 2023 FTIP.

✓ **Financial Constraint Test**

Finding: The 2023 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 2023 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.

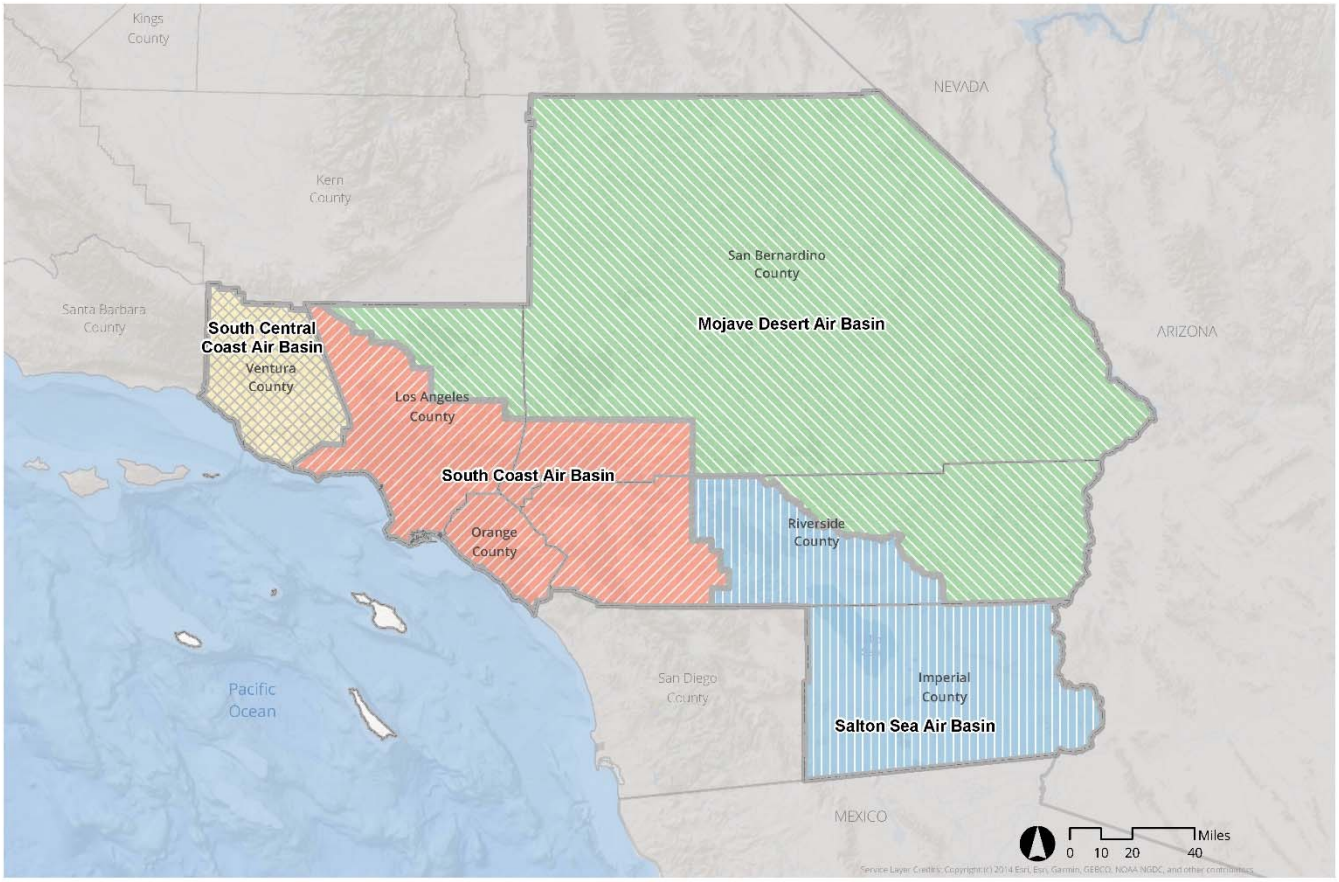
EXHIBIT A: MAPS

Air Basins

Air Districts

Federal Nonattainment and Maintenance Areas

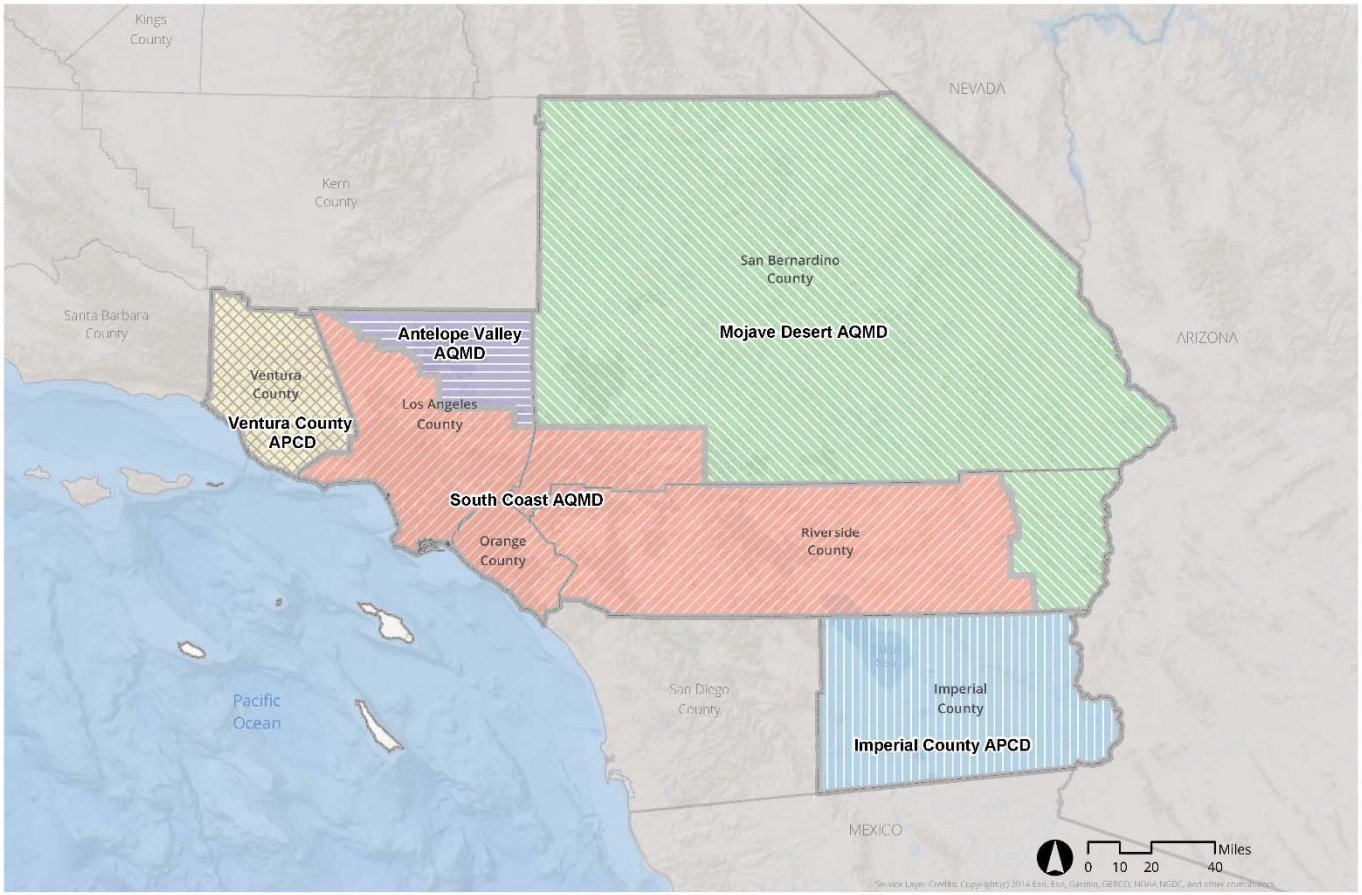
Map 1 Air Basins in the SCAG Region



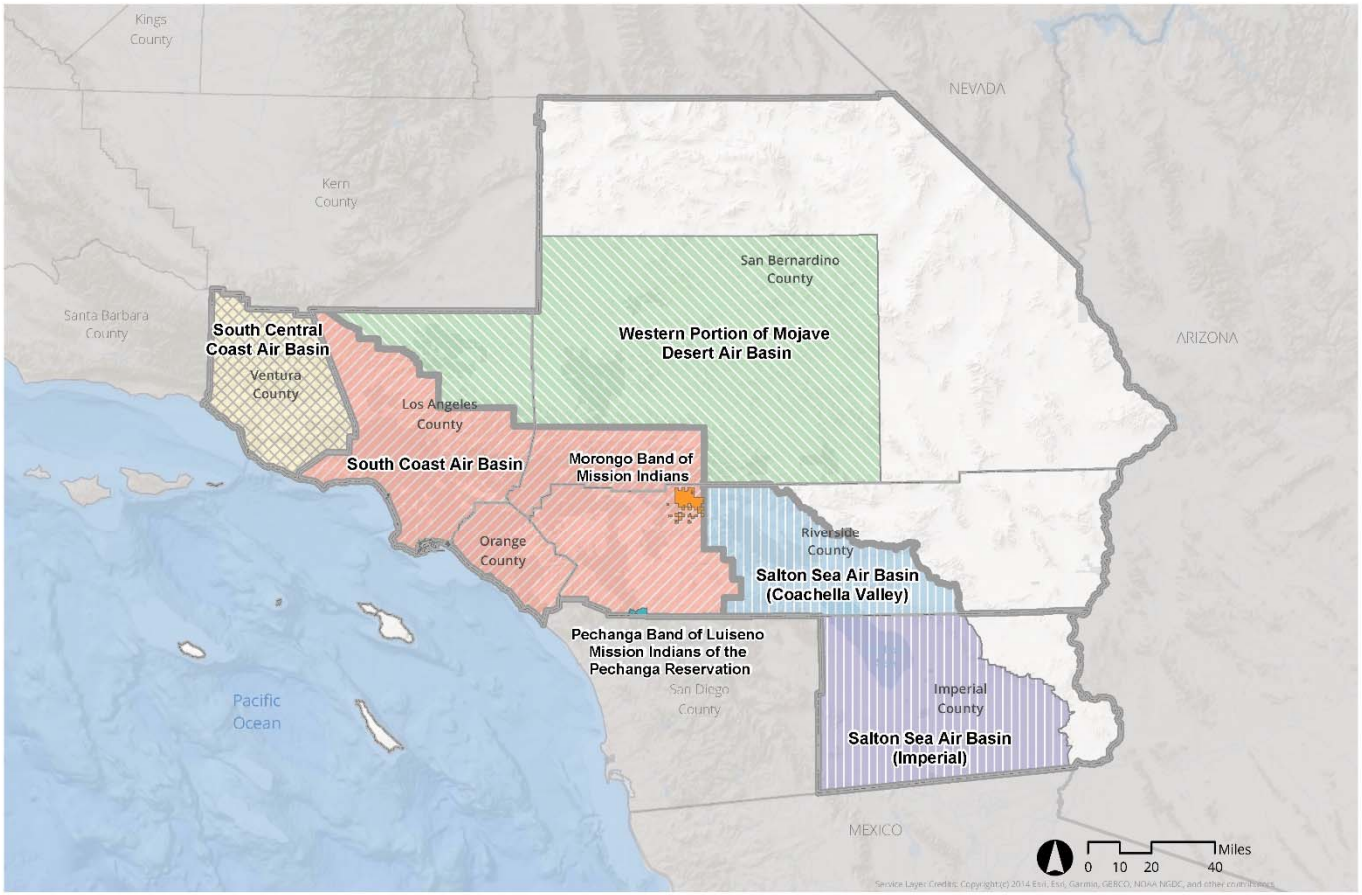
Source: SCAG, 2019

Map Title: 01_Air Basins in the SCAG Region O:\=RTP\=rtp2020\mxds\Transportation Conformity\01_Air Basins in the SCAG Region.mxd | Date: 2/27/2020

Map 2 Air Districts in the SCAG region



Map 3 Federal Nonattainment and Maintenance Areas in the SCAG region – 2008 8-hour Ozone

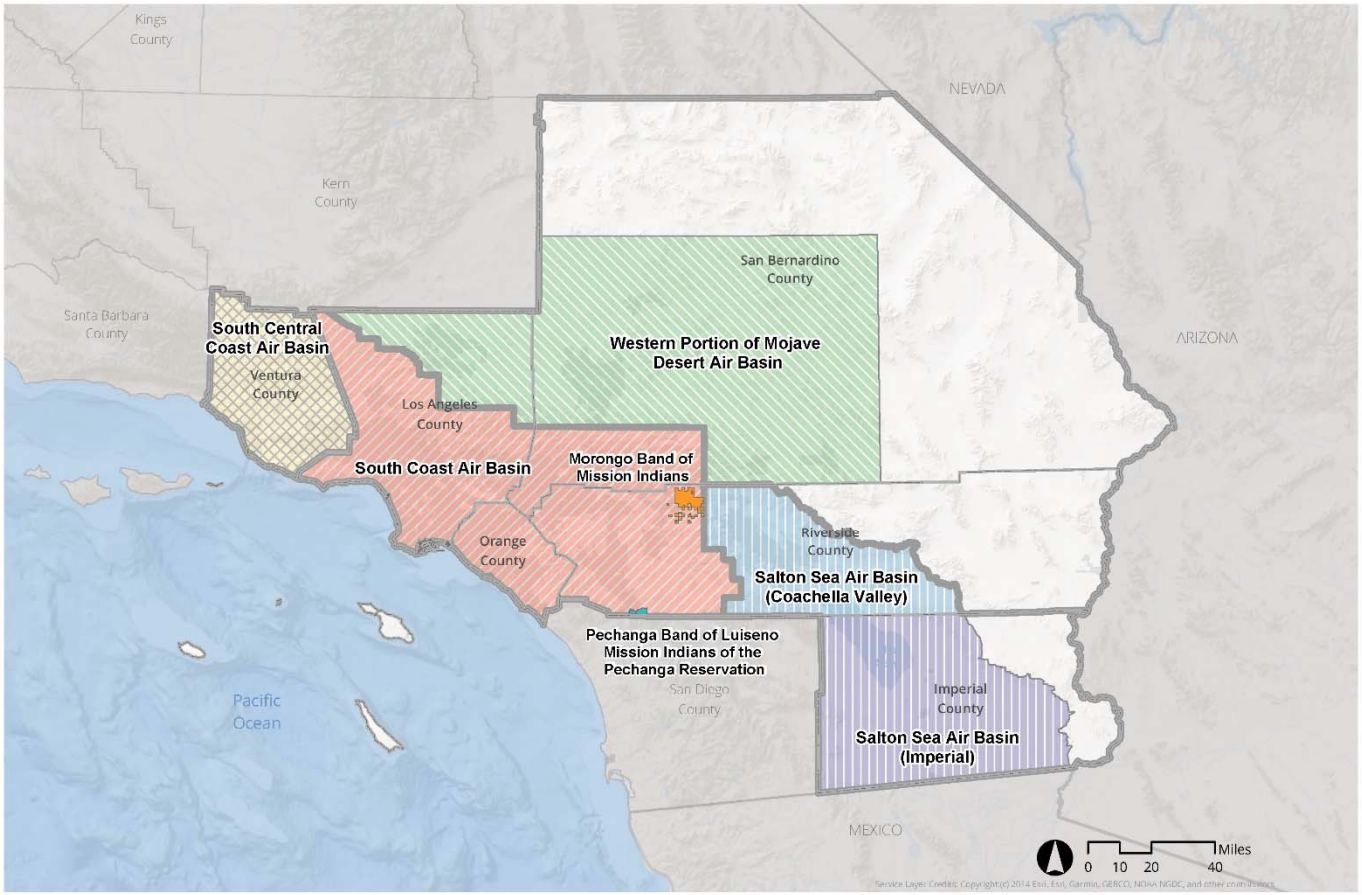


Morongo Band of Mission Indians
Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation
Salton Sea AB (Coachella Valley)
Salton Sea AB (Imperial)
South Central Coast AB
South Coast AB excluding Morongo and Pechanga
Western Portion of Mojave Desert AB
Air Basins
County Boundaries

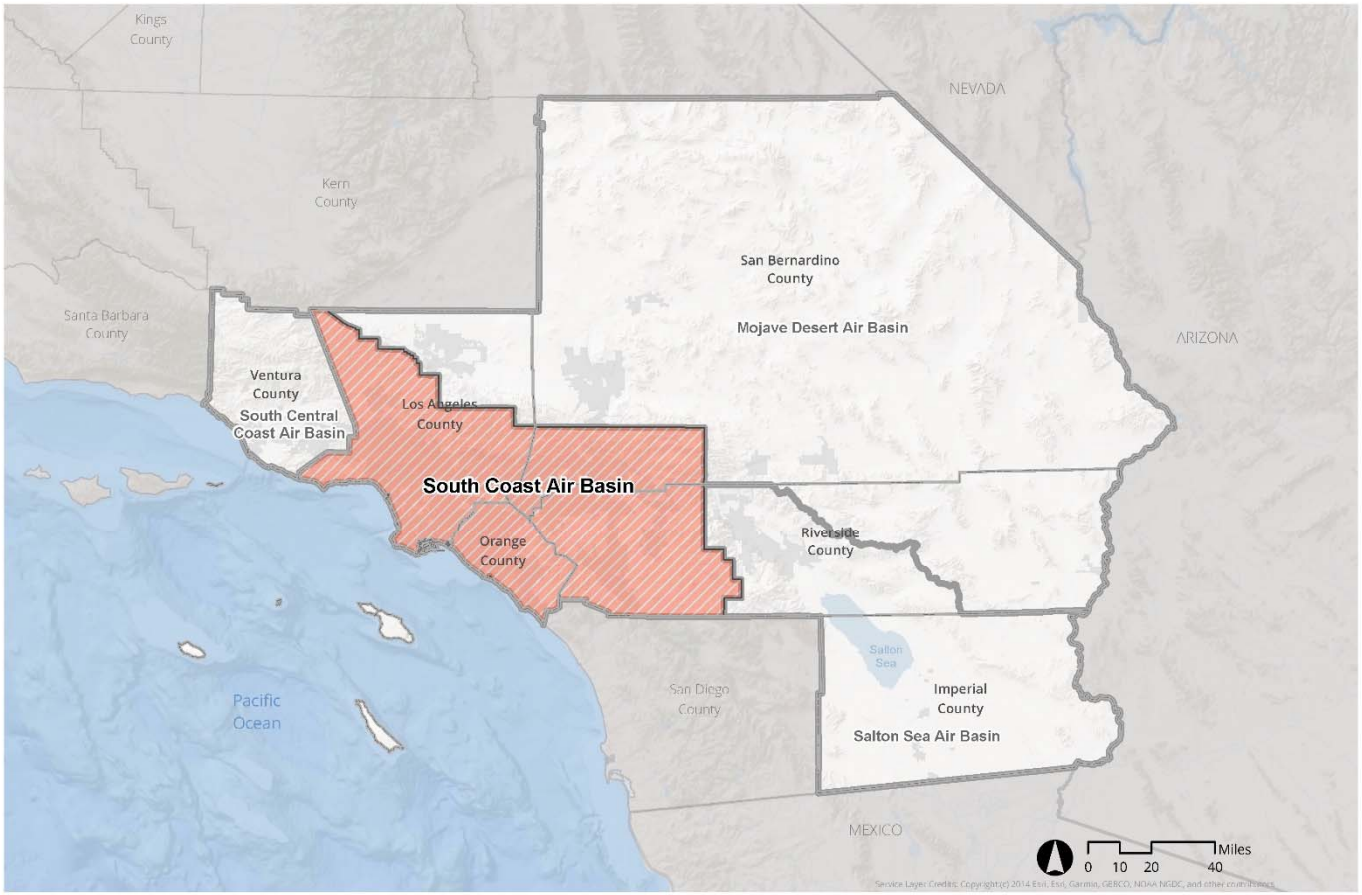
Source: SCAG, 2019

Map Title: 03_2008 8-hour Ozone Nonatainment Areas O:\=RTP\=rtp2020\mxds\Transportation Conformity\03_2008 8-hour Ozone Nonatainment Areas.mxd | Date: 2/27/2020

Map 4 Federal Nonattainment and Maintenance Areas in the SCAG region – 2015 8-hour Ozone



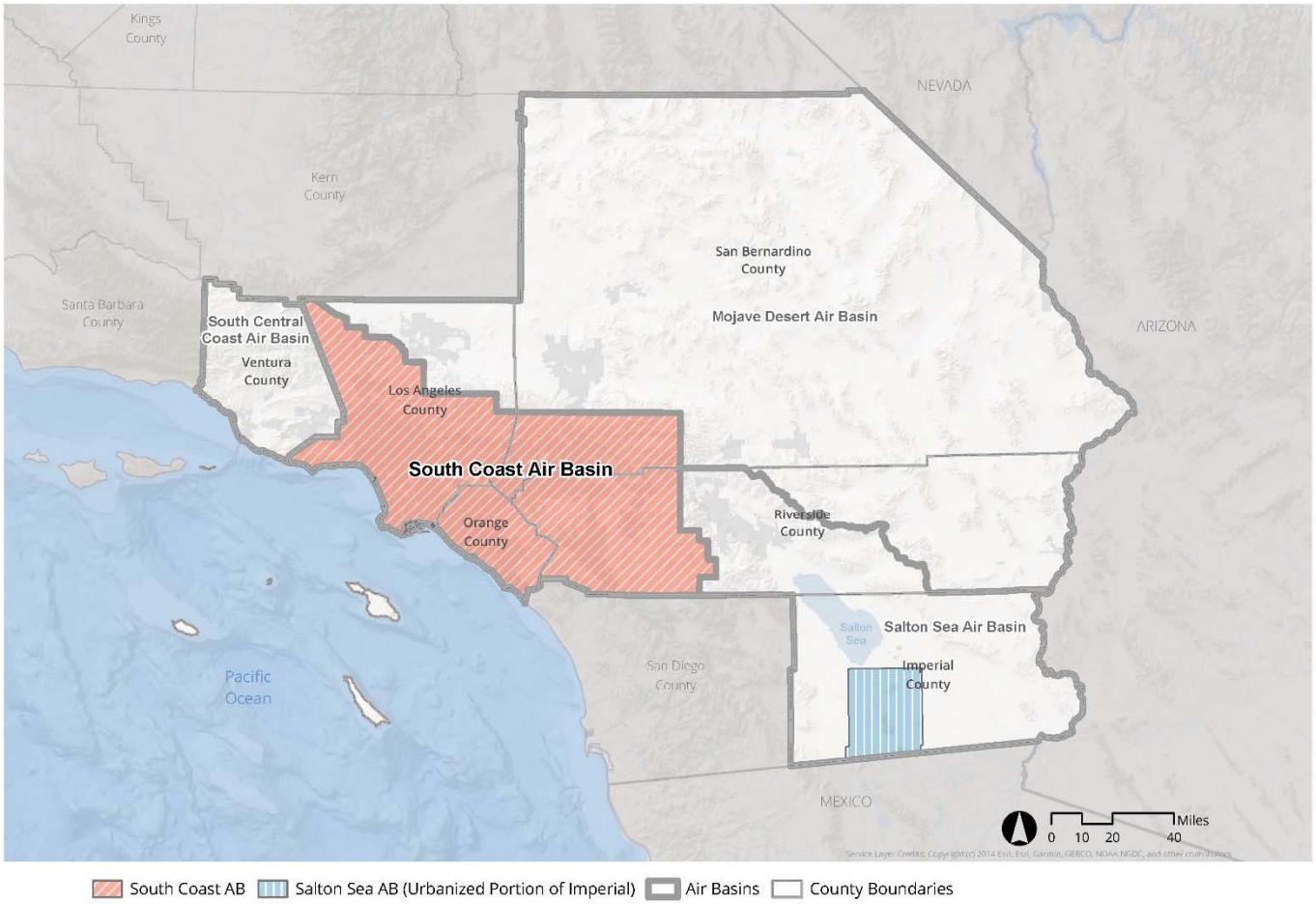
Map 5 Federal Nonattainment Areas in the SCAG region – 1997 $PM_{2.5}$



Source: SCAG, 2019

Map Title: 05_1997 PM2.5 Nonatainment Areas O:\=RTP\=rtp2020\mxds\Transportation Conformity\05_1997 PM2.5 Nonatainment Areas.mxd | Date: 2/27/2020

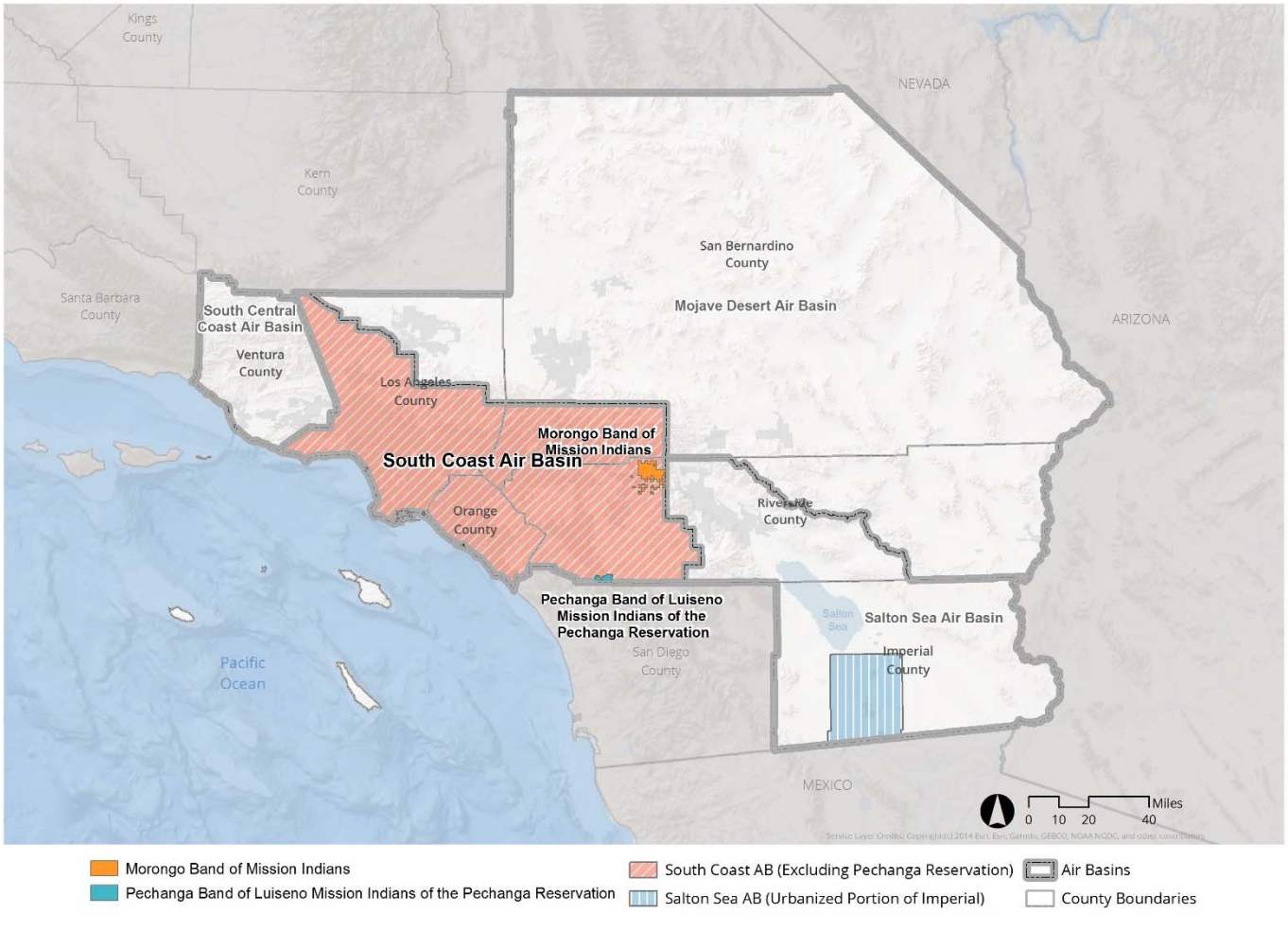
Map 6 Federal Nonattainment Areas in the SCAG region – 2006 $PM_{2.5}$



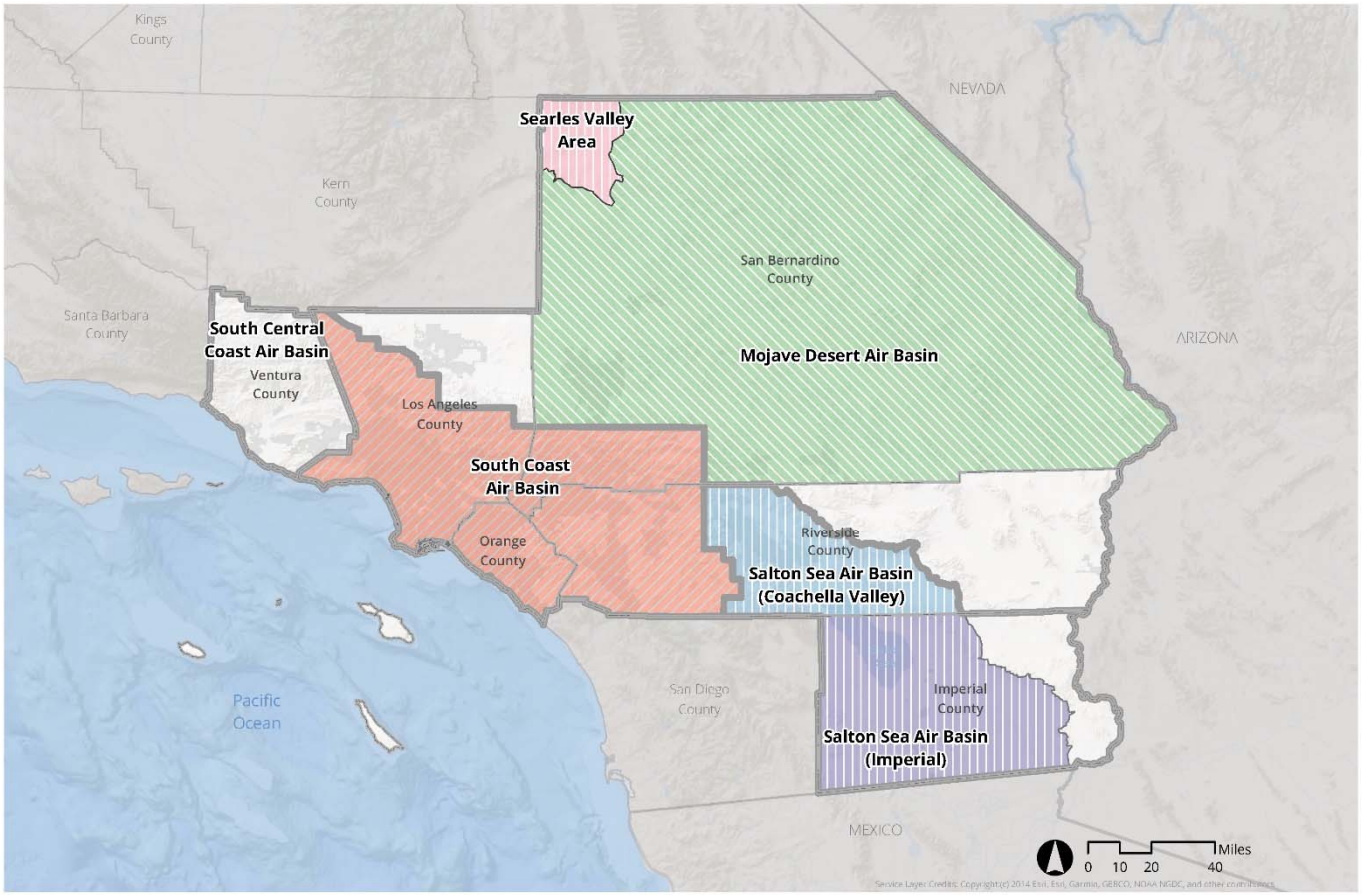
Source: SCAG, 2019

Map Title: 06_2006 PM2.5 Nonatainment Areas O:\=RTP\=rtp2020\mxds\Transportation Conformity\06_2006 PM2.5 Nonatainment Areas.mxd | Date: 2/27/2020

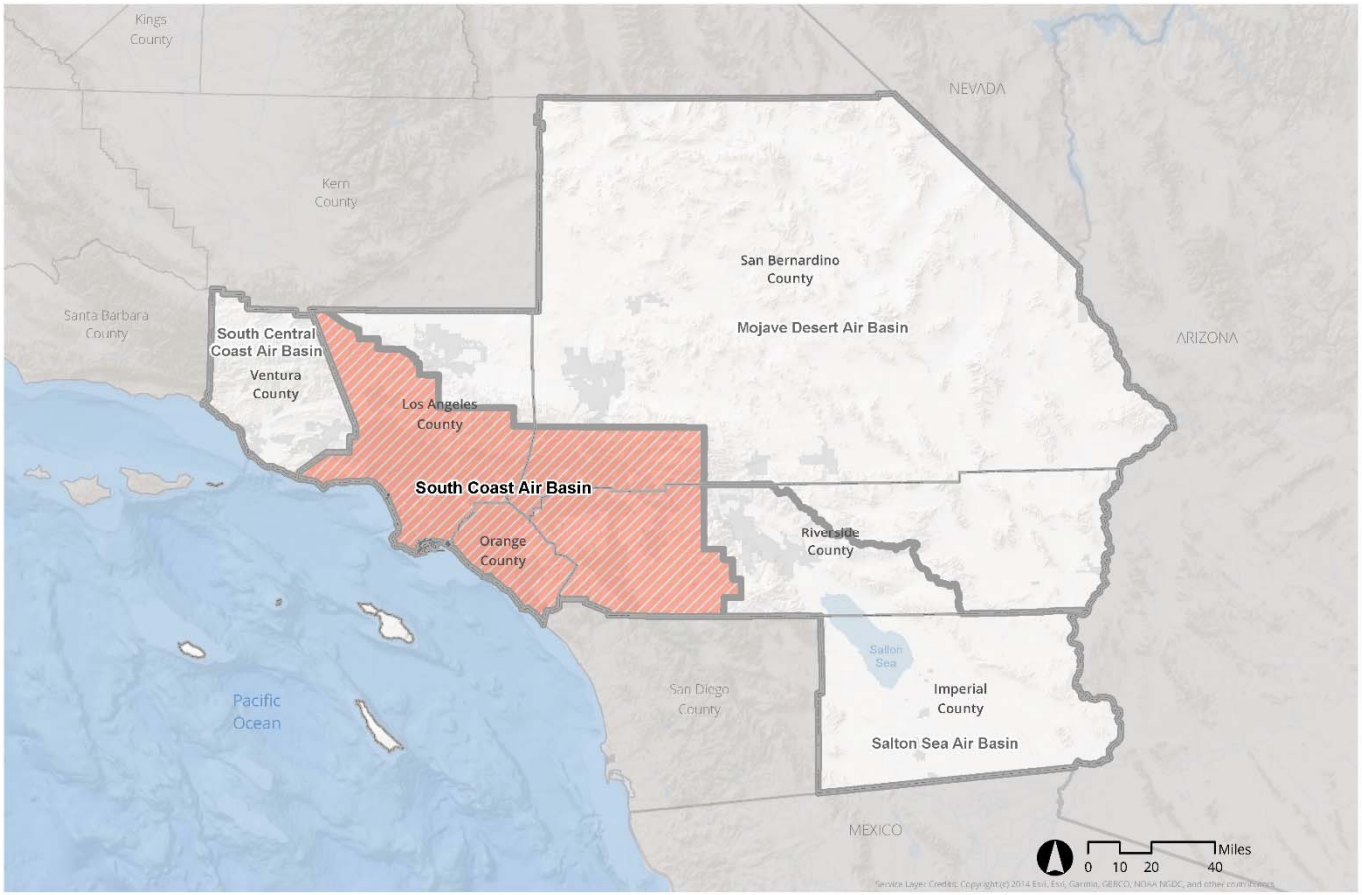
Map 7 Federal Nonattainment Areas in the SCAG region – 2012 $PM_{2.5}$



Map 8 Federal Nonattainment in the SCAG region - PM_{10}



Map 9 Federal Maintenance Area in the SCAG region - CO



Source: SCAG, 2019

Map Title: 09_CO Maintenance Area

O:\=RTP\=rtp2020\mxds\Transportation Conformity\09_CO Maintenance Area.mxd | Date: 2/27/2020

SECTION II

REGIONAL EMISSIONS ANALYSIS

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REGIONAL EMISSIONS ANALYSIS

BACKGROUND

SCAG's Regional Travel Demand Model is an activity-based model that meets or exceeds the state of the practice based on recommendations of SCAG Model Peer Review Committee. The Model meets all the requirements of the Transportation Conformity Regulations, specifically 40 CFR 93.122(b) (see Table 9). The results from the Regional Travel Demand Model are input to the ARB's EMFAC model for calculating regional emissions.

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 Transportation Analysis Zones (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 (2016) travel conditions, which is the base year for the 2020 Connect SoCal RTP/SCS (see Year 2016 Model Validation Report).

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 detailed coding 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 2,000 transit route patterns, representing about 80 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. A TeleAtlas-based street 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.

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 Modules and Procedures

SCAG 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 sample 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 – 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 – 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.

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.

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).

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 ARB 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.

Network Assignment Model – Network assignment is the process of loading vehicle trips on the appropriate networks. For highway assignment, the Regional Model consists of a series of multi-class simultaneous equilibrium assignments for eight classes of vehicles (drive alone, two-person carpool using HOV, two-person carpool using general purpose lanes, three-or-more person carpool using HOV, 3 or more person carpool using general purpose lanes, light HDT, medium HDT, and heavy HDT) and for each of the five time periods. During this assignment process, trucks are converted to Passenger Car Equivalent (PCE) for each link and each truck type based on 1) percentage of trucks, 2) percentage of grade, 3) length of the link, and 4) level of congestion (v/c ratios). Transit vehicles are also included in the highway assignment. For transit trip assignment, the final transit trips from the last-loop activity generator are aggregated by access mode and time period, and then assigned to transit networks for each time period. The vehicle trip tables obtained from activity generator, external cordon, seaport, airport, and heavy duty truck models are aggregated to the 4,109 Tier 1 zone systems prior to network 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, Vehicle Miles Traveled (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.

Model Outputs

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 Tour Formation – Output from mandatory activity, fully joint activity, household Non-mandatory 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.

2023 FTIP MODELING ASSUMPTIONS

Socio-Economic Data – Tables 1 and 2 show population and employment summaries by county and air basin which reflect current trends. The growth forecast started with a panel of experts, consisting of

academic scholars and leading practitioners in demographic and economics. They reviewed and discussed regional, state, and national data and recommended a set of growth projections from 2016 to 2045. This set of the population, household, and employment growth projection at region/county level was further disaggregated to tier 2 level.

The disaggregation process considered and incorporated many data sources such as:

- SCAG past RTP projection;
- 2010 Census data;
- 2012-2016 American Community survey (ACS);
- Department of Finance (DOF) estimations;
- Employment Development Department (EDD) employment survey;
- Jurisdictions' general plans;
- County assessor parcel database; and
- 2015 Info group data.

This forecast has been in development since 2016 under SCAG's Community, Economic and Human Development (CEHD) Committee's guidance, and in collaboration with SCAG's subregions and local jurisdictions. The process involved several major steps 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 (fertility rate, mortality rate, net immigration, labor force rates, headship rates, etc.) and forecast methodologies.
- Conduct panel of expert reviews.
- Collaborate with peer agencies and local jurisdictions including one on one meetings.

The comprehensive discussion of the socio-economic data is included in the Connect SoCal Demographics and Growth Forecast Technical Report.

Networks – A summary of the transportation system attributes for the highway and transit networks for Years 2020 to 2045 are shown in Tables 3 and 4. 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. A detailed list of modeled projects is in the Connect SoCal Modeling List Technical Report.

Work Purpose Travel Reductions

Work-at-Home – The work arrangement sub-model of SCAG Model incorporates the assumptions of working-at-home workers, including both telecommuters and home-office workers. Inputs are estimated based on American Community Survey, 2011 California Household Travel Survey (CHTS) with SCAG add-on survey, and 2017 National Household Travel Survey (NHTS). It is noted that the rebound effect is included in the SCAG 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.

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 CAPCOA 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.

The work purpose trip reductions by category and county are summarized in Table 5.

Auto Operating Cost – There are two components used in calculating auto operating cost: the cost of gasoline and "other" costs. The "other" costs category includes costs for repairs, light maintenance, lubrication, tires, and accessories. The assumption used in the modeling work is that if an auto is available at the household then the depreciation of the car and the insurance costs are already being paid for whether the car is left at home or used for commuting to work. Table 6 lists the auto operating costs used for 2020 Connect SoCal RTP/SCS and 2023 FTIP. All costs are in 2011 constant dollars. Note: costs are expressed in 2011-dollar values for input into the mode choice models. Auto Operating costs are calculated using the following formula: Auto Operating Cost = Fuel Cost / Fuel Economy + Other Costs.

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 in 2045 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 1 Summary of Population Data (000s)

County	Air Basin	2022	2025	2026	2030	2031	2032	2035	2037	2045
Imperial	SSAB	229	237	239	249	251	253	260	264	281
Los Angeles	SCAB	10,090	10,239	10,283	10,463	10,513	10,562	10,711	10,803	11,155
	MDAB	411	406	412	433	438	443	459	469	514
Orange	SCAB	3,287	3,361	3,377	3,441	3,453	3,464	3,499	3,512	3,535
Riverside	SCAB	2,010	2,124	2,150	2,254	2,273	2,292	2,351	2,386	2,519
	MDAB	27	29	29	30	31	31	32	32	34
	SSAB	493	526	535	569	578	586	613	630	699
San Bernardino	SCAB	1,694	1,753	1,768	1,827	1,844	1,860	1,910	1,939	2,056
	MDAB	578	609	616	647	654	662	685	700	759
Ventura	SCCAB	880	892	894	906	908	911	920	925	947
SCAG Region	SSAB	719	763	774	817	828	839	873	894	980
	SCAB	17,048	17,477	17,579	17,985	18,082	18,179	18,470	18,641	19,265
	MDAB	999	1044	1057	1110	1,123	1,136	1,176	1,201	1,307
	SCCAB	880	892	894	906	908	911	920	925	947
Total		19,647	20,176	20,304	20,817	20,941	21,066	21,439	21,660	22,500

Rounded to nearest thousand

TABLE 2 Summary of Employment Data (000s)

County	Air Basin	2022	2025	2026	2030	2031	2032	2035	2037	2045
Imperial	SSAB	82	95	96	102	104	105	110	114	130
Los Angeles	SCAB	4,749	4,837	4,858	4,941	4,963	4,985	5,050	5,098	5,253
	MDAB	110	112	113	115	116	117	118	120	126
Orange	SCAB	1,786	1,835	1,845	1,886	1,894	1,903	1,928	1,941	1,980
Riverside	SCAB	632	692	699	728	735	743	766	783	844
	MDAB	7	7	7	7	7	7	7	7	8
	SSAB	203	218	220	227	228	230	235	239	251
San Bernardino	SCAB	697	722	729	754	760	767	786	798	849
	MDAB	146	157	160	172	175	177	186	192	215
Ventura	SCCAB	351	361	362	369	370	372	376	379	389
SCAG Region	SSAB	285	313	316	329	332	335	346	353	381
	SCAB	7,863	8,086	8,131	8,309	8,353	8,397	8,529	8,620	8,927
	MDAB	262	277	280	294	298	301	312	319	348
	SCCAB	351	361	362	369	370	372	376	379	389
Total		8,761	9,037	9,090	9,301	9,353	9,406	9,563	9,671	10,046

Rounded to nearest thousand

TABLE 3 Summary of Highway Network Lane Miles

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
SCAB					
2022 Build	8,445	1,173	28,515	11,559	49,692
2025 Build	8,513	1,208	28,994	11,780	50,495
2025 No Build	8,508	1,204	28,523	11,553	49,788
2026 Build	8,530	1,300	29,026	11,819	50,675
2030 Build	8,628	1,538	29,295	12,081	51,542
2031 Build	8,659	1,585	29,296	12,081	51,621
2032 Build	8,661	1,587	29,408	12,103	51,759
2035 Build	8,731	1,607	29,631	12,277	52,246
2035 No Build	8,549	1,241	28,572	11,589	49,951
2037 Build	8,727	1,629	29,735	12,308	52,399
2045 Build	8,836	1,721	30,293	12,425	53,275
2045 No Build	8,565	1,241	28,652	11,592	50,050
SCCAB					
2022 Build	536	8	1,809	1,048	3,401
2025 Build	536	8	1,827	1,050	3,421
2025 No Build	536	8	1,811	1,048	3,403
2026 Build	536	8	1,829	1,052	3,425
2030 Build	536	8	1,830	1,052	3,426
2031 Build	559	8	1,833	1,052	3,452
2032 Build	559	8	1,836	1,052	3,455
2035 Build	559	8	1,868	1,059	3,494

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
2035 No Build	536	8	1,811	1,048	3,403
2037 Build	559	8	1,868	1,059	3,494
2045 Build	568	60	1,868	1,059	3,555
2045 No Build	536	8	1,811	1,048	3,403
MDAB					
2022 Build	1,895	23	4,106	6,214	12,238
2025 Build	1,895	23	4,221	6,317	12,456
2025 No Build	1,895	23	4,132	6,217	12,267
2026 Build	1,895	23	4,242	6,318	12,478
2030 Build	1,901	33	4,490	6,383	12,807
2031 Build	1,901	33	4,492	6,383	12,809
2032 Build	1,901	33	4,490	6,385	12,809
2035 Build	1,901	33	4,607	6,397	12,938
2035 No Build	1,895	23	4,135	6,217	12,270
2037 Build	1,901	33	4,606	6,397	12,937
2045 Build	1,901	100	4,908	6,631	13,540
2045 No Build	1,895	23	4,135	6,217	12,270
SSAB (Coachella)					
2022 Build	407	-	1,275	1,257	2,939
2025 Build	407	-	1,343	1,285	3,035
2025 No Build	407	-	1,274	1,245	2,926
2026 Build	407	-	1,345	1,293	3,045
2030 Build	414	-	1,463	1,416	3,293

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
2031 Build	414	-	1,473	1,420	3,307
2032 Build	414	-	1,487	1,425	3,326
2035 Build	415	-	1,499	1,445	3,359
2035 No Build	410	-	1,290	1,258	2,958
2037 Build	415	-	1,502	1,445	3,362
2045 Build	415	-	1,516	1,512	3,443
2045 No Build	410	-	1,290	1,258	2,958
SSAB (Imperial)					
2022 Build	380	-	1,164	2,470	4,014
2025 Build	380	-	1,207	2,460	4,047
2025 No Build	380	-	1,166	2,469	4,015
2026 Build	380	-	1,211	2,462	4,053
2030 Build	418	-	1,222	2,464	4,104
2031 Build	418	-	1,222	2,464	4,104
2032 Build	418	-	1,222	2,464	4,104
2035 Build	418	-	1,233	2,464	4,115
2035 No Build	380	-	1,170	2,470	4,020
2037 Build	418	-	1,233	2,464	4,115
2045 Build	418	-	1,233	2,464	4,115
2045 No Build	380	-	1,170	2,470	4,020
Total SCAG Region					
2022 Build	11,663	1,204	36,869	22,548	72,284
2025 Build	11,731	1,239	37,592	22,892	73,454

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
2025 No Build	11,726	1,235	36,906	22,532	72,399
2026 Build	11,748	1,331	37,653	22,944	73,676
2030 Build	11,897	1,579	38,300	23,396	75,172
2031 Build	11,951	1,626	38,316	23,400	75,293
2032 Build	11,953	1,628	38,443	23,429	75,453
2035 Build	12,024	1,648	38,838	23,642	76,152
2035 No Build	11,770	1,272	36,978	22,582	72,602
2037 Build	12,020	1,670	38,944	23,673	76,307
2045 Build	12,138	1,881	39,818	24,091	77,928
2045 No Build	11,786	1,272	37,058	22,585	72,701

TABLE 4 Summary of Transit Service Miles

Network	Local Bus	Express Bus	Rail	HSRT	Total
2022 Build	466,351	78,433	51,302	-	596,086
2025 Build	468,516	78,433	59,274	9,541	615,764
2025 No Build	468,549	78,431	56,107	-	603,087
2026 Build	468,543	78,433	60,361	9,541	616,878
2030 Build	467,075	81,464	75,980	9,541	634,060
2031 Build	467,075	81,465	75,982	9,541	634,063
2032 Build	467,095	81,464	75,981	9,541	634,081
2035 Build	467,105	81,460	119,012	16,368	683,945
2035 No Build	468,544	78,431	60,827	-	607,802
2037 Build	467,105	81,464	119,013	25,909	693,491
2045 Build	471,711	83,261	123,815	25,909	704,696
2045 No Build	468,544	78,431	60,827	-	607,802

Notes: Rounded to nearest thousand.
1. Express Bus includes MTA Express Bus, LADOT Commuter Express, Other Express Bus, and Transitway Bus.
2. Total does not include BRT and Rapid Bus.
3. Transit service miles are defined as sum of route pattern miles times number of services.
4. A proper indicator to show a growth pattern in transit services.

Table 5 Work Purpose Trip Reductions

Category	2022	2025	2026	2030	2031	2032	2035	2037	2045
Telecommute	2.44%	2.82%	2.96%	3.59%	3.76%	3.95%	4.56%	5.02%	7.36%
Work-at-Home	6.35%	6.83%	6.99%	7.69%	7.81%	7.93%	8.31%	8.56%	9.61%
Total Trip Reductions	8.79%	9.65%	9.95%	11.27%	11.57%	11.88%	12.86%	13.58%	16.98%
Increase over 2016 Base	1.30%	2.16%	2.46%	3.78%	4.08%	4.39%	5.37%	6.09%	9.49%
TDM Input (% Vehicle Trip Reduction)									
Imperial	0.00%	0.00%	0.14%	0.71%	0.83%	0.95%	1.31%	1.55%	2.50%
Los Angeles	0.00%	0.00%	0.17%	0.87%	1.02%	1.16%	1.60%	1.89%	3.05%
Orange	0.00%	0.00%	0.15%	0.73%	0.85%	0.97%	1.33%	1.57%	2.54%
Riverside	0.00%	0.00%	0.15%	0.75%	0.88%	1.00%	1.38%	1.63%	2.64%
San Bernardino	0.00%	0.00%	0.14%	0.72%	0.84%	0.96%	1.32%	1.56%	2.52%
Ventura	0.00%	0.00%	0.15%	0.75%	0.87%	0.99%	1.37%	1.62%	2.61%

Table 6 Auto Operating Costs

Category	2022	2025	2026	2030	2031	2032	2035	2037	2045
Auto Operating Cost *	20.89	21.92	22.1	24.17	24.27	24.34	24.49	24.57	25.06

**** Cents/mile; year 2011 constant $. 2040 includes a 2.80 cents VMT fee.***

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 US Department of Labor for the Los Angeles-Riverside-Orange County metropolitan area. No real cost increase in transit fares was assumed from 2016 to 2045.

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., CBD, urban, suburban, rural, or mountain) (see Table 7). Free flow speeds are based on posted speeds.

Table 7 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 Arterial	475 – 975	19 – 55
Collector	375 – 975	17 – 52

Express/HOT Lane and Toll Roads – This includes a regional Express Lane network (Table 8) that would build upon the success of the 91 Express Lanes and Transportation Corridor Agencies (TCA) Toll Roads in Orange County and two demonstration projects in Los Angeles County.

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.

Table 8 Express/HOT Lane Network

County	Route	From	To	Type
Los Angeles	I-405	US-101	LA/OC County Line	Express/HOT Lanes
Los Angeles	I-110	Adams Blvd (s/o I-10)	Harbor Gateway Transit Center	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	LA/SB County line	Express/HOT Lanes
Los Angeles	I-105	I-405	I-605 (STUDEBAKER RD)	Express/HOT Lanes
Los Angeles	I-605	I-10	LA/OC County Line	Express/HOT Lanes
Orange	I-605	LA/OC County Line	I-405	Express/HOT Lanes
Orange	I-405	LA/OC County Line	SR-55	Express/HOT Lanes
Orange	SR-73	I-405	MacArthur Blvd	Express/HOT Lanes
Orange	SR-91	SR-55	OC/Riv County Line	Express/HOT Lanes
Orange	SR-73	Jamboree Rd	I-5	Toll Roads
Orange	SR-133	SR-241	I-5	Toll Roads
Orange	SR-241	SR-91	Oso Pkwy	Toll Roads
Orange	SR-261	SR-241	I-5	Toll Roads
Riverside	I-15	SB/Riv County Line	SR-74	Express/HOT Lanes
Riverside	SR-60	I-15	I-215/SR-60 (North)	Express/HOT Lanes
Riverside	SR-60	I-215/SR-60 (South)	Gilman Springs Rd	Express/HOT Lanes
Riverside	SR-91	OC/RV County Line	I-215/SR-60	Express/HOT Lanes
Riverside	I-215	I-215/SR-60 (North)	I-215/SR-60 (South)	Express/HOT Lanes
Riverside	I-215	I-215/SR-60 (South)	Van Buren Blvd	Express/HOT Lanes
San Bernardino	I-10	LA/SB County Line	I-15	Express/HOT Lanes
San Bernardino	I-10	I-15	Ford St	Express/HOT Lanes
San Bernardino	I-15	HDC	SR-395	Express/HOT Lanes
San Bernardino	I-15	SR-395	I-215	Express/HOT Lanes
San Bernardino	I-15	I-215	SB/Riv County Line	Express/HOT Lanes

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.

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).

Conformity requirements – Table 9 below is a summary of the conformity requirements related to travel demand model and how SCAG's regional travel demand model satisfies these requirements.

Table 9 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 2011-12 Household Travel Survey, 2003 External Travel Survey, the 2010 US Census and various Transit on-board Surveys. The model was validated against 2017 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 Conformity Report.
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.

CFR	Requirement	How Requirement is Satisfied
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.

SUMMARY OF REGIONAL VEHICLE MILES TRAVELED *(VMTs)*

Table 10 below is a summary of VMT in 1,000-mile increments by air basin. 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 ARB and are included in the emissions analysis.

Table 10 VMT Summary (in Thousands)

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL
	2022 BUILD			2023 BUILD		
SCCAB	18,278	1,035	19,313	18,268	1,053	19,321
SCAB	365,783	24,611	390,394	365,715	24,989	390,704
MDAB	29,789	5,941	35,730	30,000	6,108	36,107
SSAB	17,017	3,061	20,078	17,155	3,143	20,298
Total	430,866	34,649	465,515	431,138	35,292	466,430
	2025 BUILD			2025 NO-BUILD		
SCCAB	18,250	1,088	19,338	18,256	1,087	19,343
SCAB	365,581	25,758	391,339	368,142	25,691	393,833
MDAB	30,421	6,452	36,873	31,350	6,421	37,772
SSAB	17,428	3,311	20,738	17,469	3,311	20,780
Total	431,681	36,608	468,289	435,217	36,510	471,727
	2026 BUILD			2029 BUILD		
SCCAB	18,250	1,098	19,348	18,157	1,143	19,300
SCAB	366,671	25,953	392,624	366,195	26,679	392,875
MDAB	30,895	6,619	37,514	32,090	7,189	39,279
SSAB	18,307	3,369	21,676	18,797	3,628	22,425
Total	434,123	37,039	471,162	435,239	38,640	473,878

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL
	2030 BUILD			2031 BUILD		
SCCAB	18,126	1,158	19,285	18,201	1,180	19,380
SCAB	366,041	26,925	392,966	367,629	27,211	394,840
MDAB	32,487	7,389	39,876	32,965	7,600	40,565
SSAB	18,959	3,719	22,679	19,235	3,799	23,034
Total	435,613	39,192	474,805	438,029	39,789	477,819
	2032 BUILD			2035 BUILD		
SCCAB	18,234	1,197	19,430	18,316	1,262	19,578
SCAB	369,100	27,529	396,629	371,458	28,607	400,066
MDAB	33,365	7,821	41,186	34,530	8,576	43,106
SSAB	19,474	3,868	23,343	19,316	4,178	23,495
Total	440,172	40,415	480,587	443,621	42,624	486,244
	2035 NO-BUILD			2037 BUILD		
SCCAB	18,552	1,254	19,806	18,425	1,303	19,728
SCAB	381,877	28,528	410,404	374,126	29,414	403,541
MDAB	36,099	8,541	44,640	35,418	9,126	44,544
SSAB	19,730	4,179	23,910	19,763	4,398	24,162
Total	456,257	42,502	498,760	447,733	44,242	491,975
	2045 BUILD			2045 NO-BUILD		
SCCAB	18,516	1,505	20,020	18,888	1,496	20,384
SCAB	378,884	33,497	412,381	394,224	33,380	427,604
MDAB	39,430	12,021	51,451	41,126	12,063	53,189
SSAB	21,709	5,440	27,149	22,408	5,446	27,854
Total	458,539	52,462	511,001	476,646	52,385	529,031

2023 FTIP REGIONAL EMISSIONS ANALYSIS

EPA's Transportation Conformity Regulations require that the 2023 FTIP regional emissions be consistent with (i.e., not exceed) the motor vehicle emissions budgets in the applicable SIPs. 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. Where there are no EPA approved SIP budgets, an interim emission test is used for conformity. 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. Listed below is a description of the various network scenarios.

2023 FTIP Conformity Baseline Year – The conformity baseline year is 2017 for 2015 8-hour ozone NAAQS; 2014 for 2012 $PM_{2.5}$ NAAQS; 2011 for 2008 8-hour ozone; 2008 for 2006 $PM_{2.5}$; 2002 for 1997 $PM_{2.5}$; and 1990 for all other pollutants.

2023 FTIP No Build – The "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 FTIP (FY2020-2021).

2023 FTIP Build – The "Build" scenario is generally defined as all FTIP projects, including the 2023 FTIP No Build, and the future transportation system that will result from full implementation of the 2023 FTIP and the 2020 Connect SoCal - RTP/SCS.

For more specific individual project information as part of the FTIP modeling and regional emissions analysis, refer to the 2023 FTIP Modeled Projects list (page II-41).

Section 93.122(d)(2) of the EPA Transportation Conformity Regulations requires 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. Of the SCAG PM nonattainment areas, only the SCAB and the Coachella Valley portion of SSAB have PM SIPs. The relevant emissions budgets for these two areas include construction emissions, and the 2023 FTIP PM regional emissions analyses include construction emissions as appropriate.

The on-road motor emissions estimates for the 2023 FTIP were analyzed using the EMFAC2014 emission model developed by ARB and approved by US EPA. Note that the regional transportation modeling had been completed and the regional emissions modeling started before the end of the EMFAC2017 grace period on August 15, 2021. For paved road dust, SCAG uses the approved EPA's AP-42 method and VMT by facility type for all applicable years.

Required Regional Emissions Tests for 2023 FTIP

The required regional emissions tests for the 2023 FTIP are presented in Tables 11 through 18. Since transportation conformity findings must go out to the RTP's horizon year (i.e. 2045), the latest budget years deemed adequate by U.S. EPA serve as the budgets for future years in each emissions test.

In anticipation of possible final approval of new emission budgets currently under U.S. EPA review, additional tables have been included to present the requirements 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 2023 FTIP.

Table 11 South Central Coast Air Basin – Ventura County Portion

Modeling Year	2026	2035	2045
NAAQS	Ozone[a] (2015 NAAQS)	Ozone	Ozone

[a] *Attainment year*
[b] *Budget year*

Table 12 South Coast Air Basin - Morongo, Pechanga, and SCAB excluding Morongo and Pechanga Nonattainment Areas (Currently Approved Budgets)

Modeling Year	2022	2023	2025	2026	2029	2030	2031	2035	2037	2045
NAAQS		Ozone[b]		Ozone[a] (2015 NAAQS)	Ozone[b]		Ozone[a] (2008 NAAQS)		Ozone[a] (2015 NAAQS)	Ozone
	$PM_{2.5}$[b]		$PM_{2.5}$[a] (2012 NAAQS)					$PM_{2.5}$		$PM_{2.5}$
			PM_{10}			PM_{10}[b]		PM_{10}		PM_{10}
			CO					CO		CO

[a] *Attainment year*
[b] *Budget year*

Table 13 Western Mojave Desert Air Basin – Antelope Valley Portion of Los Angeles County and San Bernardino County Portion of MDAB (Currently Approved Budgets)

Modeling Year	2023	2026	2032	2035	2045
NAAQS	Ozone[b]	Ozone[a,b] (2008 NAAQS)	Ozone[a] (2015 NAAQS)	Ozone	Ozone

[a] *Attainment year*
[b] *Budget year*

Table 14 Mojave Desert Air Basin –San Bernardino County Portion excluding Searles Valley (No Currently Approved Budgets)

Modeling Year	2025	2035	2045
NAAQS	PM_{10}*	PM_{10}*	PM_{10}*

** Build/No-Build test*

Table 15 Mojave Desert Air Basin – Searles Valley Portion (No Currently Approved Budgets)

Modeling Year	2025	2035	2045
NAAQS	PM_{10}*	PM_{10}*	PM_{10}*

** Build/No-Build test*

Table 16 Salton Sea Air Basin – Coachella Valley Portion (Currently Approved Budgets)

Modeling Year	2023	2025	2026	2032	2035	2045
NAAQS	Ozone[b]		Ozone[a,b] (2008 NAAQS)	Ozone[a] (2015 NAAQS)	Ozone	Ozone
		PM_{10}			PM_{10}	PM_{10}

[a] *Attainment year*
[b] *Budget year*

Table 17 Salton Sea Air Basin – Imperial County Portion (Currently Approved Budgets)

Modeling Year	2025	2030	2035	2045
NAAQS	Ozone		Ozone	Ozone
	$PM_{2.5}$*		$PM_{2.5}$*	$PM_{2.5}$*
	PM_{10}	PM_{10}[b]	PM_{10}	PM_{10}

[a] *Attainment year*
[b] *Budget year*
* *Build/No-Build test*

Table 18 Salton Sea Air Basin – Imperial County Portion (Budgets pending U.S. EPA Approval)

Modeling Year	2022	2025	2035	2045
NAAQS	$PM_{2.5}$ [b]	$PM_{2.5}$	$PM_{2.5}$	$PM_{2.5}$

[a] *Attainment year*
[b] *Budget year*

On March 14, 2022, U.S. EPA rescinded the federal "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program." All the plan and no-build emissions set forth in all the tables below in this Section reflect the EPA action.

Summary of Regional Emissions Analysis

The following tables summarize the required regional emission analyses for each of the non-attainment and maintenance areas within SCAG's jurisdiction based on EMFAC2014 which was approved by U.S. EPA on December 14, 2016, for regional transportation conformity analyses through August 15, 2021. For those areas which require budget tests, the FTIP emissions values in the summary tables below utilize the rounding convention used by ARB to set the budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas.

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

Table 19 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2035	2045
ROG	Budget	5	5	5
	2023 FTIP Emission	3	2	2
Budget – Plan Emission		2	3	3
NOx	Budget	7	7	7
	2023 FTIP Emission	3	2	2
Budget – 2023 FTIP Emission		4	5	5

SOUTH COAST AIR BASIN

Table 20 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
	2023 FTIP Emission	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	49	40	37
	Budget – 2023 FTIP Emission		2	1	2	1	10	13
NOx	Budget	SCAB	89	77	69	66	66	66
	2023 FTIP Emission	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 – 2023 FTIP Emission		6	6	7	8	14	12

Table 21 1997, 2006, and 2012 (Excluding Pechanga) $PM_{2.5}$ (Annual Emissions [Tons/Day])

Pollutant		2022	2025	2035	2045
ROG	Budget	69	69	69	69
	2023 FTIP Emission	67	58	40	35
Budget – 2023 FTIP Emission		2	11	29	34
NO_X	Budget	127	127	127	127
	2023 FTIP Emission	117	80	56	56
Budget – 2023 FTIP Emission		10	47	71	71
$PM_{2.5}$	Budget	20	20	20	20
	2023 FTIP Emission	18	18	18	19
Budget – 2023 FTIP Emission		2	2	2	1

Table 22 PM_{10} (Annual Emissions [Tons/Day])

Pollutant		2025	2030	2035	2045
ROG	Budget	110	81	81	81
	2023 FTIP Emission	54	45	38	32
Budget – 2023 FTIP Emission		56	36	43	49
NO_X	Budget	180	116	116	116
	2023 FTIP Emission	78	64	56	56
Budget – 2023 FTIP Emission		102	52	60	60
PM_{10}	Budget	164	175	175	175
	2023 FTIP Emission	79	80	82	85
Budget – 2023 FTIP Emission		85	95	93	90

Table 23 CO (Winter Emissions [Tons/Day])

Pollutant		2025	2035	2045
CO	Budget	2,137	2,137	2,137
	2023 FTIP Emission	392	263	231
Budget – 2023 FTIP Emission		1,745	1,874	1,906

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

Table 24 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2023	2026	2032	2035	2045
ROG	Budget	6.8	6.2	6.2	6.2	6.2
	2023 FTIP Emission	5.7	5.1	4.2	3.8	3.5
Budget – 2023 FTIP Emission		1.1	1.1	2.0	2.4	2.7
NO_X	Budget	11.0	10.2	10.2	10.2	10.2
	2023 FTIP Emission	9.0	7.9	6.9	6.9	8.4
Budget – 2023 FTIP Emission		2.0	2.3	3.3	3.3	1.8

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

Table 25 PM_{10} (Annual 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 26 PM_{10} (Annual 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 – COACHELLA VALLEY PORTION

Table 27 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
	2023 FTIP Emission	2.9	2.7	2.4	2.1	2.1
Budget – 2023 FTIP Emission		0.4	0.3	0.6	0.9	0.9
NO_X	Budget	4.6	4.2	4.2	4.2	4.2
	2023 FTIP Emission	3.9	3.5	3.2	3.1	3.7
Budget – Plan Emission		0.7	0.7	1.0	1.1	0.5

Table 28 PM_{10} (Annual Emissions [Tons/Day])

Pollutant		2025	2035	2045
PM_{10}	Budget	10.9	10.9	10.9
	2023 FTIP Emission	4.6	5.0	5.3
Budget – 2023 FTIP Emission		6.3	5.9	5.6

Note: budget set to one decimal place by 2003 Coachella SIP.

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

Table 29 2008 and 2015 Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2025	2035	2045
ROG	Budget	4	4	4
	2023 FTIP Emission	3	3	3
Budget – 2023 FTIP Emission		1	1	1
NO_X	Budget	7	7	7
	2023 FTIP Emission	4	4	4
Budget – 2023 FTIP		3	3	3

Table 30 2006 and 2012 PM2.5 (Annual 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		0.0	0.1	0.0

Table 31 2006 and 2012 $PM_{2.5}$ (Annual Emissions [Tons/Day], Budgets pending US EPA Approval)

Pollutant		2022	2025	2035	2045
$PM_{2.5}$	Budget	1.7	1.7	1.7	1.7
	2023 FTIP Emission	0.3	0.3	0.3	0.4
Budget – 2023 FTIP Emission		1.4	1.4	1.4	1.3

Table 32 PM_{10} (Annual Emissions [Tons/Day])

Pollutant		2025	2030	2035	2045
PM_{10}	Budget	20	19	19	19
	2023 FTIP Emission	2	2	2	2
Budget – 2023 FTIP Emission		18	17	17	17

Detailed Emissions Analyses

The following tables present further detail of the emissions analyses for all nonattainment and maintenance areas within SCAG's jurisdiction. For those areas which require budget tests, the FTIP emissions values in the tables below utilize the rounding convention used by ARB to set the budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas.

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

Table 33 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2035	2045
ROG	Budget	5	5	5
	2023 FTIP Emission	2.7	1.8	1.5
	2023 FTIP Emission	3	2	2
Budget – Plan Emission		2	3	3
NOx	Budget	7	7	7
	2023 FTIP Emission	3.0	2.0	1.8
	2023 FTIP Emission	3	2	2
Budget – 2023 FTIP Emission		4	5	5

SOUTH COAST AIR BASIN

Table 34 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
	2023 FTIP Emission	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	36.9
		Sum	65.6	58.0	52.0	48.3	40.0	36.2
		SCAB	66	58	52	49	40	37
	Budget – 2023 FTIP Emission		2	2	2	1	10	13
NOx	Budget	SCAB	89	77	69	66	66	66
	2023 FTIP Emission	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 – 2023 FTIP Emission		6	6	7	8	14	12

Table 35 1997, 2006, and 2012 (Excluding Pechanga) $PM_{2.5}$ (Annual Emissions [Tons/Day])

Pollutant		2022	2025	2035	2045
ROG	Budget	69	69	69	69
	2023 FTIP Emission	66.5	57.3	40.0	34.4
	2023 FTIP Emission	67	58	40	35
Budget – 2023 FTIP Emission		2	11	29	34
NO_X	Budget	127	127	127	127
	2023 FTIP Emission	117.0	79.4	55.9	55.8
	2023 FTIP Emission	117	80	56	56
Budget – 2023 FTIP Emission		10	47	71	71
$PM_{2.5}$	Budget	20	20	20	20
	2023 FTIP Emission	18.0	17.8	18.0	18.6
	2023 FTIP Emission	18	18	18	19
Budget – 2023 FTIP Emission		2	2	2	1

** Although the NO_X to $PM_{2.5}$ (14.833 to 1) trading mechanism was approved by EPA on November 9, 2011, no such trading is needed and thus not included in the 2023 FTIP $PM_{2.5}$ emissions.*

Table 36 PM_{10} (Annual Emissions [Tons/Day])

Pollutant		2025	2030	2035	2045
ROG	Budget	110	81	81	81
	2023 FTIP Emission	57.3	47.7	40.0	34.4
	Smog Check Reductions*	-3.8	-2.8	-2.8	-2.8
	Sum	53.5	44.9	37.2	31.6
	2023 FTIP Emission	54	45	38	32
Budget – 2023 FTIP Emission		56	36	43	49
NO_X	Budget	180	116	116	116
	Plan Emission	79.4	63.6	55.9	55.8
	Smog Check Reductions*	-1.7	0.0	0.0	0.0
	Sum	77.7	63.6	55.9	55.8
	2023 FTIP Emission	78	64	56	56
Budget – 2023 FTIP Emission		102	52	60	60
PM_{10}	Budget	164	175	175	175
	Plan Emission	23.1	22.9	23.2	24.0
	Reentrained Road Dust Paved	47.8	48.9	50.4	52.8
	Reentrained Road Dust Unpaved**	5.8	5.8	5.8	5.8
	Road Construction Dust*	2.1	2.3	2.1	1.9
	Sum	78.8	79.9	81.5	84.5
	2023 FTIP Emission	79	80	82	85
Budget – 2023 FTIP Emission		85	95	93	90

** Provided by ARB.*
*** Provided by SCAQMD.*

Table 37 CO (Winter Emissions [Tons/Day])

Pollutant		2030	2035	2045
CO	Budget	2,137	2,137	2,137
	2023 FTIP Emission	391.5	262.9	230.5
	2023 FTIP Emission	392	263	231
Budget – 2023 FTIP Emission		1,745	1,874	1,906

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

Table 38 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2023	2026	2032	2035	2045
ROG	Budget	6.8	6.2	6.2	6.2	6.2
	2023 FTIP Emission	5.65	5.02	4.15	3.78	3.44
	2023 FTIP Emission	5.7	5.1	4.2	3.8	3.5
Budget – 2023 FTIP Emission		1.1	1.1	2.0	2.4	2.7
NO_X	Budget	11.0	10.2	10.2	10.2	10.2
	2023 FTIP Emission	8.93	7.82	6.82	6.84	8.36
	2023 FTIP Emission	9.0	7.9	6.9	6.9	8.4
Budget – 2023 FTIP Emission		2.0	2.3	3.3	3.3	1.8

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

Table 39 PM_{10} (Annual Emissions [Tons/Day])

Pollutant			2025	2035	2045
PM_{10}	No Build	Re-Entrained Road Dust	7.69	8.97	10.52
		Motor Vehicles	1.70	2.05	2.53
		Total Emission	9.4	11.0	13.1
	Build	Re-Entrained Road Dust	7.63	8.59	9.94
		Motor Vehicles	1.66	1.98	2.47
		Total Emission	9.3	10.6	12.4
No Build – Build			0.1	0.4	0.7

MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION

Table 40 PM_{10} (Annual 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 – COACHELLA VALLEY PORTION

Table 41 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
	2023 FTIP Emission	2.81	2.67	2.32	2.08	2.02
	2023 FTIP Emission	2.9	2.7	2.4	2.1	2.1
Budget – 2023 FTIP Emission		0.4	0.3	0.6	0.9	0.9
NO_X	Budget	4.6	4.2	4.2	4.2	4.2
	2023 FTIP Emission	3.85	3.50	3.11	3.06	3.65
	2023 FTIP Emission	3.9	3.5	3.2	3.1	3.7
Budget – Plan Emission		0.7	0.7	1.0	1.1	0.5

Table 42 PM_{10} (Annual [Tons/Day])

Pollutant		2025	2035	2045
PM_{10}	Budget	10.9	10.9	10.9
	Plan Emission	0.83	0.92	1.05
	Reentrained Road Dust Paved	1.74	1.97	2.23
	Reentrained Road Dust Unpaved*	1.71	1.70	1.70
	Road Construction Dust	0.24	0.34	0.26
	Sum	4.52	4.93	5.25
	Total Emission	4.6	5.0	5.3
Budget – Plan Emission		6.3	5.9	5.6

** Provided by SCAQMD.*

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

Table 43 2008 and 2015 Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2025	2035	2045
ROG	Budget	4	4	4
	2023 FTIP Emission	2.5	2.2	2.1
	2023 FTIP Emission	3	3	3
Budget – 2023 FTIP Emission		1	1	1
NO_X	Budget	7	7	7
	2023 FTIP Emission	3.5	3.4	3.9
	2023 FTIP Emission	4	4	4
Budget – 2023 FTIP		3	3	3

Table 44 2006 and 2012 $PM_{2.5}$ (Annual [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	Re-Entrained Road Dust	0.1	0.1	0.2
		Motor Vehicles	0.1	0.1	0.2
		Total Emission	0.2	0.3	0.4
	Build	Re-Entrained Road Dust	0.1	0.1	0.1
		Motor Vehicles	0.1	0.1	0.2
		Total Emission	0.2	0.2	0.3
	No Build – Build		0.0	0.1	0.1

Table 45 2006 and 2012 $PM_{2.5}$ (Annual Emissions [Tons/Day], Budgets pending US EPA Approval)

Pollutant		2022	2025	2035	2045
$PM_{2.5}$	Budget	1.7	1.7	1.7	1.7
	Plan Emission	0.12	0.12	0.13	0.15
	Re-Entrained Road Dust	0.11	0.12	0.14	0.16
	Sum	0.23	0.24	0.27	0.31
	Total Emission	0.3	0.3	0.3	0.4
	Budget – Plan Emission	1.4	1.4	1.4	1.3

Table 46 PM_{10} (Annual Emissions [Tons/Day])

Pollutant		2025	2030	2035	2045
PM_{10}	Budget	20	19	19	19
	Plan Emission	0.5	0.5	0.6	0.7
	Re-Entrained Road Dust	1.0	1.1	1.1	1.3
	Sum	1.5	1.6	1.7	2.0
	Plan Emission	2	2	2	2
	Budget – Plan Emission	18	17	17	17

LISTING OF MODELED PROJECTS IN *2023 FTIP*

The 2023 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 2023 FTIP and locate the project by the FTIP ID number.

Please visit https://scag.ca.gov/2023-ftip (Technical Appendix- Section II: Regional Emissions Analysis) for a full-size version of the following modeled project listings.

IMPERIAL COUNTY

Modeled Projects

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
IMPERIAL	IMP190704	1A98L00	EL CENTRO	Local			Interconnect and synchronize existing interconnected signal lights along Dogwood Avenue and along 8th street to the City of El Centro's master computer.	2022	Dogwood Avenue	0.5	Dogwood Avenue	Plaza Drive	Intersection to be synchronized with an existing master controller.	0	0				
IMPERIAL	IMP190704	1A98L01	EL CENTRO	Local			Interconnect and synchronize existing interconnected signal lights along Dogwood Avenue and along 8th street to the City of El Centro's master computer.	2022	8th Street	0.14	State Street	Broadway Avenue	3 intersections to be synchronized on 8th Street; State Street, Main Street, and Broadway Avenue	0	0				
IMPERIAL	IMP190712	1A98L02	IMPERIAL CITY	Local			La Brucherie Road Widening from 2 lanes to 4 lanes from Aten Blvd. to Treshill Road.	2022	LaBrucherie Road	0.5	Aten Boulevard	Treshill Road	Road WIdening	2	4				
IMPERIAL	IMP170701	6160002	IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)	State	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 Enforcement Facility	2025	SR-7	0.8 m	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 Privately Owned Vehicle (POV) lanes.	9	13	n/a	n/a	n/a	n/a
IMPERIAL	0515	6120002	CALTRANS	State			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.	2026	I-8/Imperial Ave.	.325 miles	Ocotillo Drive	.325 Miles South on Imperial Ave.	Resonctruct Interchange	2	4				
IMPERIAL	IMP161001	6120003	CALTRANS	State	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.	2026	SR-98	.36 m	Ollie Avenue	Rockwood Avenue	Widen from 4 to 6 lanes	4	6				

LOS ANGELES COUNTY

Modeled Projects

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
LOS ANGELES	LAF1311	220A1L30	LOS ANGELES COUNTY	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	South Bay	N/A	Various	Various	Signal Sync - 50 Intersections	N/A	N/A				
LOS ANGELES	LA9918792	220A1L31	MAYWOOD	Local			To relieve congestion along Slauson Avenue corridor within the City of Maywood, to increase capacity, improve traffic flow and operations by reducing delay from equipment upgrades and traffic signal coordination and synchronization. - PE ONLY	2023	Slauson Avenue	5	Atlantic Blvd	Maywood Avenue	signal synch	5	5				
LOS ANGELES	LAMIPMR104	220A1L32	MONTEREY PARK	Local			Improve Garfield Avenue to provide 3 SB lanes and 2 NB lanes and a 10ft center lane. Existing street is 66ft wide making 6 lanes feasible if on-street parking is removed. Additional lane will increase capacity, improve traffic flow, and reduce congestion along Garfield Ave. PE ONLY	2023	Garfield Avenue	886 ft	Hellman Avenue	Hillard Ave	Update Garfield Ave to 3 SB lanes, 2 NB lanes, & a center lane	4	6				
LOS ANGELES	LA9918954	220A1L38	LONG BEACH	Local			Studebaker Rd between Carson St and 2nd St and Loynes Dr between Studebaker Rd and Bellflower Blvd in the City of Long Beach. The project funds signal improvements, including fiber-optic interconnect and pole upgrades, 2.5 mi of resurfacing, and pedestrian improvements, including bulb-outs, high visibility crosswalks, and transit boarding islands. The project replaces local vehicle trips with 6 mi of new class IV bikeways.	2023											
LOS ANGELES	LA9918952	220A1L23	LOS ANGELES COUNTY	Local	126th st	Sepulveda 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.	2024		N/A			Traffic signals synchronization - 35 intersections	N/A	N/A				
LOS ANGELES	LAMIPMR116	220A1L26	ALHAMBRA	Local			Replace existing traffic signal controllers with 2070 ATC traffic signal controllers and firmware at 20 signalized intersections along Valley Blvd from west City limit to east city limit. Install fiber optic cable connectivity to all signalized intersections, ethernet switches, communication hubs, vehicle detection. Update traffic signal timing and synchronization. Design a new central traffic signal management system to monitor and control all signalized intersections in the City.	2024	Valley Blvd	4 mi	West City Limit	East City Limit	upgrade 20 traffic signal's timing/sync & equipment	4	4				
LOS ANGELES	LAMIPMR106	220A1L34	MONTEREY PARK	Local			Improve Atlantic Blvd: 1) between south of Hellman Ave and approximately 300ft north of Emerson Ave to have 3 lanes in each direction with a 10ft center lane; and 2) between approximately 300ft north of Emerson to north of Garvey Avenue to have 3 SB lanes, 2 NB lanes, and a 10ft center lane. Feasible if street parking is removed. ENG ONLY	2024	Atlantic Blvd	2644 ft	Hellman Ave	Garvey Ave	Update Atlantic Blvd from 2 lanes each direction & center lane to 3 lanes each direction & center lane; 3SB lanes, 2 NB lanes, & center lane						
LOS ANGELES	LAF9130	220A1L39	LONG BEACH	Local	Gale Avenue	Downey Avenue	Establishing a Great Street (Or Multimodal Corridor) in Long Beach - implementing the City's street prioritization framework. Improvement includes round-about, bus shelter upgrade, bulb-out, enhanced crossing, and Class II bike lane (3 miles)	2024											
LOS ANGELES	LAMIPMR113	220A1L24	ALHAMBRA	Local			Replace existing traffic signal controllers with 2070 ATC controllers and firmware at 12 signalized intersections along Fremont Avenue from north City limits to Montezuma/I-10 freeway. Install fiber optic cable connectivity to all signalized intersections, ethernet switches, communication hubs, vehicle detection. Update traffic signal timing and synchronization. Design a new central traffic signal management system to monitor and control all signalized intersections in the City.	2025	Fremont Avenue	2.2 mi	North City Limits	Montezuma/I-10 freeway	update 12 traffic signal's timing/sync & equipment	4	4				

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
LOS ANGELES	LAMIPMR114	220A1L25	ALHAMBRA	Local			Replace existing traffic signal controllers with 2070 ATC traffic signal controllers and firmware at 14 signalized intersections along Atlantic Blvd from Huntington Drive to I-10 freeway. Install fiber optic cable connectivity to all signalized intersections, ethernet switches, communication hubs, vehicle detection. Update traffic signal timing and synchronization. Design a new central traffic signal management system to monitor and control all signalized intersections in the City.	2025	Atlantic Blvd	2.4 mi	Huntington Drive	I-10 Freeway	update 14 traffic signal's timing/sync & equipment	4	4				
LOS ANGELES	LAMIPMR117	220A1L27	ALHAMBRA	Local			Replace existing traffic signal controllers with 2070 ATC controllers and firmware at 20 signalized intersections along Garfield Avenue from Huntington Drive to I-10 Freeway. Install fiber optic cable connectivity to all signalized intersections, communication hubs, ethernet switches, vehicle detection systems. Update traffic signal timing and synchronization. Design new central traffic signal management system to monitor and control all signalized intersections in the City.	2025	Garfield Ave	2.6 mi	Huntington Drive	I-10 Freeway	upgrade 20 traffic signal's timing/sync & equipment	4	4				
LOS ANGELES	LA9918934	220A1L29	GLENDALE	Local			Broadway Traffic Signal Modifications Project includes modifications to the existing signal system at Central Ave., Columbus Ave. and Galleria Way. The project will have 3 signal synchronization locations.	2025	Jackson Street	1.1	California Ave	Jackson Street	See Map Attached	4	5				
LOS ANGELES	LAMIPMR105	220A1L33	MONTEREY PARK	Local			Improve Garvey Avenue from west of Atlantic Boulevard to New Avenue to provide 3 lanes in each direction (12ft curb lane, 10ft middle lane, 11ft adjacent lane to median) to increase capacity, improve traffic flow, and reduce congestion. PE ONLY	2025	Garvey Avenue	1.7 miles	west of Atlantic Blvd	New Ave	Update Garvey Ave from 2 to 3 lanes in each direction	4	6				
LOS ANGELES	LAMIPMR115	220A1L35	MONTEREY PARK	Local			Upgrade existing traffic signals & controllers & firmware at 35 signalized intersections; provide fiber optic connectivity to traffic signal intersections along major arterials; install ethernet switches, communication hubs, & vehicle detection; update traffic signal timing and synchronization. May include adaptive traffic control system or traffic responsive features as appropriate or feasible.	2025	Atlantic Blvd	3.6	City limit	City limit	traffic signal sync	5	5				
LOS ANGELES	LAMIPMR115	220A1L35	MONTEREY PARK	Local			Upgrade existing traffic signals & controllers & firmware at 35 signalized intersections; provide fiber optic connectivity to traffic signal intersections along major arterials; install ethernet switches, communication hubs, & vehicle detection; update traffic signal timing and synchronization. May include adaptive traffic control system or traffic responsive features as appropriate or feasible.	2025	Garvey Ave,	1.57 mi	city limit	city limit	traffic signal sync	4	4				
LOS ANGELES	LAMIPMR115	220A1L35	MONTEREY PARK	Local			Upgrade existing traffic signals & controllers & firmware at 35 signalized intersections; provide fiber optic connectivity to traffic signal intersections along major arterials; install ethernet switches, communication hubs, & vehicle detection; update traffic signal timing and synchronization. May include adaptive traffic control system or traffic responsive features as appropriate or feasible.	2025	Garfield Ave,	2.6 mi	city limit	city limit	traffic signal sync	5	5				
LOS ANGELES	LA9918846	220A1L28	GLENDALE	Local			North Verdugo Road Traffic Signal Modifications at Glorietta Ave, Fern Ln, Wabasso Way, Cresmont Ct, and Verdugo Loma Dr. These Traffic Signal Modifications are part of North Verdugo Road Safety Improvements between Canada Blvd (N. Split) and Canada Blvd (S. Split) project. The project will have 5 signal synchronization locations.Road Safety portion of the project will be funded by HSIP Funds, FTIP#SCAG015	2026	North Verdugo Road	N/A	Canada Blvd (N. Split)	Canada Blvd (S. Split)	N/A	N/A	N/A				

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
LOS ANGELES	LA0G1070	1AL04	LOS ANGELES COUNTY	Local	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.	2021											
LOS ANGELES	LA0G1336	1AL04	SANTA FE SPRINGS	Local	Orr & Day Road	Pioneer Boulevard	Additional capacity is needed along Florence Avenue to improve levels of service and operational performance. The project proposes to add 1 lane in each direction for the project limits (PS&E only).	2021	Florence Avenue	2650	Orr & Day Road	Pioneer Boulevard	widening from 2 to 3 lanes in each direction	2	3				
LOS ANGELES	LA0G321	1AL04	EL SEGUNDO	Local	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.	2021	Park Place	1300	Alaska Avenue	Sepulveda Boulevard	roadway extension	0	4				
LOS ANGELES	LAF7119	1AL04	SAN MARINO	Local	San Marino Avenue	San Gabriel Blvd.	HUNTINGTON DRIVE MULTIMODAL CAPACITY ENHANCEMENTS : (1) Construct a second left-turn lane at the 2 intersections at San Marino Av and at San Gabriel Bl (eastbound on Huntington Dr and northbound on San Marino Av and San Gabriel Bl) to increase capacity and traffic flow. (2) Modifies signal timing to shorten the left-turn movement on Huntington Dr. (3) Extends sidewalks and enhance pedestrian facilities.	2021											
LOS ANGELES	LAF9202	1AL04	INGLEWOOD	Local	La Cienega	Ash	The proposed project will improve traffic conditions and safety along Manchester Boulevard and La Cienega Boulevard at three intersection in the City of Inglewood. They include, Manchester/Ash/I-405, Manchester/La Cienega and La Cienega/Florence. Improvements include raised medians, increase of curb radii, traffic signal operations/modifications and restriping.	2021											
LOS ANGELES	LA0G1321	1ITS04	HAWTHORNE	Local	Felton Ave	Crenshaw Blvd.	The scope involves all phases PA/ED, PS&E, ROW and, Construction. The project will environmentally clear and design traffic signal modifications, traffic striping, adjustment of utilities, excavation and removal of existing pavement, concrete, asphalt, construction of curb, gutter, sidewalks, driveways, retaining walls, storm drain, raised medians and ADA ramps. Additionally, other items not listed here may be necessary to complete the improvements.	2021	120th Street	2.25	Felton Ave	Crenshaw Blvd.	Signal modification	4	4				
LOS ANGELES	LA0G1554	1ITS04	INGLEWOOD	Local	Aviation Blvd.	Prairie Ave.	The project will synchronization across 10 intersections along Arbor Vitae Street. The City is in the process of upgrading the existing 170 controllers to 2070ATC controllers as part of the Call for Project ITS Phase V. The project will modify signal timing to the latest California Manual on Uniform Traffic Control Devices (MUTCD) guidelines and synchronize ten (10) intersections along Arbor Vitae Street.	2021	Arbor Vitae	1.5	Aviation Blvd.	Prairie Ave.	Signal Synchronization	2	2				
LOS ANGELES	LA0G1555	1ITS04	INGLEWOOD	Local	Arbor Vitae St.	Hill St.	The project will synchronization across 6 intersections along La Cienega Blvd. As part of the LAWA Lamp project, the City of Inglewood will be upgrading all intersections to the 2070ATC platform and upgrading the communication devices to bring the intersections online at the Citys Traffic Management System. Project will improve traffic progression to alleviate arterial congestion, enhance safety. The project synchronize six (6) intersections along La Cienega Boulevard.	2021	La Cienega Blvd.	1.4	Arbor Vitae St.	Hill St.	Signal Synchronization	6	6				

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
LOS ANGELES	LA0G1556	1ITS04	INGLEWOOD	Local	Manchester Blvd.	High St.	Upgrade traffic signals/synchronization for 14 intersections on Florence Avenue. Controller upgrades to a modern and robust 2070 controllers capable of providing adaptive signal control and other advance features to increase the capacity of vehicles and improve progression throughout the corridor, installation of CCTV connecting them to the Citys Traffic Management Center to allow City to monitor the real time traffic conditions remotely. will enhance safety, increase traffic flow	2021	Florence Ave.	2.6 miles	Manchester Blvd.	High St.	Signal Synchronization for 14 Signals	2	2				
LOS ANGELES	LA0G173	1ITS04	LONG BEACH	Local	Pier S Avenue	Ferry Street	Reconfiguration of Control Point (CP) Mole - The new control point at the Mole will enable increased train speeds and reduced train delays caused by manual switch operations.	2021											
LOS ANGELES	LAF3701	1ITS04	PASADENA	Local	NA	NA	Pasadena ARTS Enhanced Passenger Information. Enhancement of the Pasadena Area Rapid Transit System Vehicle Arrival Information System via telephone and 26-50 wayside signs..	2021											
LOS ANGELES	LAF5306	1ITS04	BURBANK	Local	Glenoaks Ave.	SR-134	Burbank Traffic Responsive Signal System; upgrade 20 signals on Hollywood Way and 18 on Buena Vista St., connect 38 signals to the fiber-optic cable-trunk line, and purchase fiber-optic modems. Includes a demand-responsive traffic signal system along Hollywood Way and Buena Vista St., license, system integration and testing of the Quick Track Adaptive Control Software.	2021	Buena Vista St.	NA	Glenoaks Ave.	SR-134	Signal Syn	NA	NA				
LOS ANGELES	LAF5307	1ITS04	GLENDALE	Local	Citywide	Citywide	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.	2021	Citywide	N/A	Citywide	Citywide	N/A	N/A	N/A				
LOS ANGELES	LAF5308	1ITS04	SOUTH PASADENA	Local	Columbia	Huntington	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.	2021	Fair Oaks	N/A	Columbia	Huntington	signal synch	N/A	N/A				
LOS ANGELES	LAF5309	1ITS04	AZUSA	Local	NA	NA	City of Azusa Traffic Management System. This project will upgrade traffic signals at 43 intersections in the City of Azusa. The project will fund the design and construction/implementation of controllers, wiring, detection, conduit, fiber optic, countdown pedestrian heads, signals, video detection, CCTV cameras and traffic control and monitoring upgrades at the 43 intersections.	2021	City-wide	n/a	NA	NA	signal sync	n/a	n/a				
LOS ANGELES	LAF7303	1ITS04	CULVER CITY	Local	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)	2021	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	LAF7320	1ITS04	SANTA MONICA	Local	City	wide	This project will enhance the existing Traffic Management System with the installation of video detection systems. The new equipment will facilitate detection of bicycles at intersections resulting in enhanced multi-modal signal timing. The detection of bicycles at intersections would optimize signal timing and create shorter call times for the transit corridors. New traffic signal poles may be required to install the video equipment.	2021											
LOS ANGELES	LAF7321	1ITS04	GLENDALE	Local	Citywide	Citywide	GLENDALE REGIONAL ARTERIAL TRAFFIC PERFORMANCE MEASUREMENT SYSTEM : Implements arterial performance measurement system in the Glendale Traffic Management Center (GTMC) to extract info from real-time Intelligent Transportation Systems (ITS). System will provide real-time corridor conditions and performance measures to Los Angeles County Information Exchange Network (IEN).	2021											
LOS ANGELES	LAF9315	1ITS04	BURBANK	Local	NA	NA	Traffic respnosive system involving advanced traffic controllers, communications, video surveilance, and bicycle and system detection for 33 intersections in the City of Burbank	2021											
LOS ANGELES	LA0G1595	1ITS04	BURBANK	Local			Alameda Ave Improvement Project - This project will upgrade 18 existing traffic signals / timing / and synchronization along Alameda Ave, a heavily used alternate route when State Route 134 has heavy traffic congestion and high delays. Upon completion, this project will enable real time traffic signal timing changes and responsive operations which will reduce vehicle hours of delay and improve traffic flow, public transit efficiency and pedestrian safety.	2021											
LOS ANGELES	LA0G166	1NL04	LANCASTER	Local	AVENUE M	AVENUE L	Widening of 30th St West from Avenue M to Avenue L (approx. 1 mile) from 2 vehicular travel lanes to 4 lanes. 8 foot Class II bike lanes will be stripped on both sides of the street.	2021	30TH STREET WEST	1	SR-91 Central Ave Interchange9.8	AVENUE L	Widening & Bike Lanes	2	4				
LOS ANGELES	LAF1502	1NL04	BURBANK	Local	Cohassett	Burbank Metrolink Station	San Fernando Bikeway. Implement a Class I Bikeway along San Fernando Blvd, Victory Place and Burbank Western Channel to complete the Burbank leg of a 12 mile bikeway.	2021											
LOS ANGELES	LA0G1540	1O0708	PORT OF LOS ANGELES	Local	I-110 Fwy	North Access Road	Alameda Corridor Southern Terminus Gap Closure project. This project will provide separate rail access to two adjacent on-dock railyards, thus eliminating the potential for train collisions. The new double track segment will also reduce moving train blockages at two immediately adjacent rail crossings on roadways, which also reduces the potential for train-vehicular collisions.	2021											
LOS ANGELES	LA0G1543	1O0708	PORT OF LOS ANGELES	Local	Seaside Ave	Navy Way Terminus	Terminal Island Railyard Enhancement project. This project entails the addition of five staging/storage tracks (about 31,000 lineal feet) to the an existing railyard, located on Terminal Island, which is also includes a short rail bridge over water.	2021											
LOS ANGELES	LA0G1403	1O0710	LONG BEACH	Local	Pier E	Pier F	The Project is part of the overall Middle Harbor Terminal Redevelopment Program which will more than double the capacity of the two terminals it replaces, reduce traffic impacts by increasing the use of on-dock rail, and create 14,000 new jobs. The TCIF grant assigned to the Project will be used to support construction of 30,400 feet of working and storage track in the intermodal railyard.	2021											

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LOS ANGELES	LAF9102	1O1007	HAWTHORNE	Local	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).	2021	Hawthorne Blvd	.98 mi	Imperial Blvd	El Segundo Blvd	Proposed bike route	6	0				
LOS ANGELES	LAF9301	1O1012	CALTRANS	Local	SR-134	I-605	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].	2021	FOOTHILL BLVD	27.5	SR-134	I-605	IMPLEMENTATION OF TRANSPORTATION MANAGEMENT SYSTEM	4	4				
LOS ANGELES	LA990352	1OM0702	SANTA MONICA	Local	N/A	N/A	PALISADES BLUFF STABILIZATION CALIFORNIA INCLINE ADJACENT (TEA21-#453). Utilizing Toll Credits.	2021											
LOS ANGELES	LAE0427	1OM0702	LOS ANGELES, CITY OF	Local	103rd St	Imperial HWY	Implement streetscape project on Central Ave. from 103rd Street to Imperial Highway near the Watts/103rd Street Station, Watts. CALIFORNIA'S EARMARK REPURPOSING EFFORT 2016-DEMO ID: CA353, $2,559,681.00	2021											
LOS ANGELES	LA0G1415	2016A319	GARDENA	Local	Redondo Beach Blvd	Rosecrans Ave.	Traffic Signal Improvements on Rosecrans Ave at Vermont Ave. and Redondo Beach Blvd at Vermont Ave.	2021											
LOS ANGELES	LA0G1416	2016A319	GARDENA	Local	Western Ave.	Vermont Ave.	The project proposes to include traffic signal upgrades and synchronization, addition of turn pockets where feasible, pavement upgrade and minor concrete work traffic calming. The intersections subject to a study for proposed traffic signal upgrades are along Artesia Blvd. intersection with Shopping Center, Gateway, Normandie Ave., Dalton Ave. and Gardena Market Place.	2021											
LOS ANGELES	LA0G754	LA0G754	SANTA CLARITA	Local	Jakes Way	Soledad Canyon	Vista Canyon Road Bridge over the Santa Clara River and roadway from Vista Canyon Community (Jakes Way/Lost Canyon) to Soledad Canyon Road. Includes 750-foot long bridge, 1 lane in each direction, Class I bike lane. (bike lane less than 1 mile)	2021	Vista Canyon Road	750'	Jakes Way	Soledad Canyon	New roadway	0	2				
LOS ANGELES	LA0G754	LA0G754	SANTA CLARITA	Local	Jakes Way	Soledad Canyon	Vista Canyon Road Bridge over the Santa Clara River and roadway from Vista Canyon Community (Jakes Way/Lost Canyon) to Soledad Canyon Road. Includes 750-foot long bridge, 1 lane in each direction, Class I bike lane. (bike lane less than 1 mile)	2021	Vista Canyon Road	750'	Jakes Way	Soledad Canyon	New roadway	0	2				
LOS ANGELES	LA29202N	LA29202N	LOS ANGELES COUNTY MTA	Local	NA	NA	MTA TIP ADMINISTRATION PLANNING, PROGRAMMING AND MONITORING FOR STIP PROJECTS THROUGH OUT LA COUNTY (200 CFP 7116 STATE ONLY 3594,2001 CFP 8401, PPNO 3535, 9001A, 9001)	2021											
LOS ANGELES	LAE1696	LAE1696	MANHATTAN BEACH	Local	8th Street	45th Street	RECONSTRUCTION OF THE STRAND STAIRWAYS IN THE CITY OF MANHATTAN BEACH TO IMPROVE BEACH ACCESS AND ACCOMMODATE INCREASED PEDESTRIAN TRAFFIC.. Toll Credits - Local and State Hwy will be used.	2021											
LOS ANGELES	LAE2194	LAE2194	COMPTON	Local	Central Ave	Alameda St	GREENLEAF ROW COMMUNITY ENHANCEMENT PROJECT DESIGN AND CONSTRUCTION OF BIKEWAY PED WALK WAY AND UPGRADE SIGNALIZATION	2021											
LOS ANGELES	LA0G1567	1200L007	SANTA CLARITA	Local	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.	2022	Sierra Highway	3.45	Newhall Avenue	Whispering Leaves Drive	Signal Syncronization	4	4				

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LOS ANGELES	LA0G1356	1AL04	GLENDALE	Local	Intersection	Intersection	New Traffic Signal on Glenwood Rd at Pacific and Traffic Signals Modification on La Crescenta Ave at Honolulu Ave and Montrose Ave, and Central Ave and Chevy Chase Dr. to improve vehicular access to and from the I-5, SR-134 and I-210 freeways.	2022											
LOS ANGELES	LA0G1547	1AL04	HAWTHORNE	Local	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	2022	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	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.	2022	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	LAF5115	1AL04	LOS ANGELES COUNTY	Local	40 th Street West	57th Street	Avenue L Roadway Widening Project; widen Avenue L from one lane to two lanes in each direction from 40th St West to 57th St (total distance 1.7 mi) include left- and right-turn pockets where Avenue L intersects with 40th, 42nd, 45th, 50th and 55th Streets, curbs and gutter reconstruction, a 12-foot wide Class II bike lane in each direction and 8-foot wide sidewalks on both sides of the street.	2022	Avenue L	1.7 mi	40 th Street West	57th Street	1 additional lane in each direction	2	4				
LOS ANGELES	LAF5315	1AL04	LOS ANGELES COUNTY	Local	Various	Streets	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)	2022											
LOS ANGELES	LAF7118	1AL04	DOWNEY	Local	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.	2022	Florence Avenue	708	Lesterford Ave.	I-5 off ramp/Little Lake Rd.	Bridge replacement	4	6				
LOS ANGELES	LAF9114	1AL04	LOS ANGELES COUNTY	Local	Camino Bello	SR-60 ramp	Widen Fullerton Road from SR-60 EB ramp to Camino Bello south of Colima Road (0.45 mile) to add one lane in each direction and install 2.2 miles of enhanced Class III bike facilities along Batson Avenue, parallel to Fullerton	2022	Fullerton Road	0.45	Camino Bello	SR-60 ramp	Widen Fullerton Road from SR-60 EB ramp to Camino Bello	2	3				
LOS ANGELES	LAF9116	1AL04	LOS ANGELES COUNTY	Local	Foothill Bl	Colorado Bl	Michillinda Avenue Intersections Improvement Project: The proposed project includes various roadway, intersection, signal, and pedestrian improvements on Michillinda Avenue between Foothill Boulevard and Colorado Boulevard	2022											

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LOS ANGELES	LATP17M015	1AL04	BALDWIN PARK	Local	Los Angeles Street	Pacific Avenue	The project entails the design and construction of active transportation improvements along the subject corridor. Components include a road reconfiguration (road diet - 1.3 miles) via the reduction of vehicle travel lanes from four to two, protected Class IV bikeway, shared center left turn lane and key intersection bulb-outs.	2022	Maine Avenue	2640	Los Angeles Street	Pacific Avenue	removing one travel lane in each direction and install protected bike lane	4	2				
LOS ANGELES	LATP17M015	1AL04	BALDWIN PARK	Local	Los Angeles Street	Pacific Avenue	The project entails the design and construction of active transportation improvements along the subject corridor. Components include a road reconfiguration (road diet - 1.3 miles) via the reduction of vehicle travel lanes from four to two, protected Class IV bikeway, shared center left turn lane and key intersection bulb-outs.	2022	Pacific Avenue	4224	Maine Avenue	Ardilla Avenue	removing one travel lane in each direction and install protected bike lane	4	2				
LOS ANGELES	LATP17M021	1AL04	PASADENA	Local	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.	2022	Union Street	1.5	Arroyo Parkway	Hill Avenue	Road Diet & Class I Bicycle Path	3	2				
LOS ANGELES	LATP17S013	1AL04	LONG BEACH	Local	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.	2022	Palo Verde Rd	0.9	Wardlow Rd	Carson St	Road Diet with buffered bike path	4	2				
LOS ANGELES	LA0G1398	1ITS04	GLENDALE	Local	Los Angeles St	Los Angeles St	San Fernando Rd and Los Angeles St Traffic Signal Installation (one signal) and Intersection Modification to shorten a pedestrian crossing across San Fernando Rd.	2022											
LOS ANGELES	LA0G1546	1ITS04	HAWTHORNE	Local	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	2022	Imperial Hwy	1	Prairie Ave	Inglewood Ave	Signal Synchronization	6	6				
LOS ANGELES	LAF1311	1ITS04	LOS ANGELES COUNTY	Local	Various	Various	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	South Bay	N/A	Various	Various	Signal Sync - 50 Intersections	N/A	N/A				
LOS ANGELES	LAF1312	1ITS04	LOS ANGELES COUNTY	Local	Various	Various	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.	2022	Gateway Cities	N/A	Various	Various	N/A	N/A	N/A				
LOS ANGELES	LAF1321	1ITS04	LOS ANGELES COUNTY	Local	Various	Various	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.	2022	Multi Jurisdictional	N/A	Various	Various	N/A	N/A	N/A				

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LOS ANGELES	LAF3307	1ITS04	SAN DIMAS	Local	Eucla	San Dimas Cyn.	Intersection Improvements on Bonita Ave. at Cataract Ave. Installation of new traffic signal, lighting on Bonita Ave at Cataract Ave and the synchronization of existing signals along Bonita Ave between Eucla Ave and easterly City limit. New traffic signal on Bonita Avenue at Cataract Avenue, and synchronization of the existing signals on Bonita Avenue at Eucla Avenue, San Dimas Avenue, Iglesia Street, Walnut Avenue, San Dimas Canyon Road with the new signal (5 consecutive signals).	2022	Cataract Ave/Bonita Ave	n/a	Eucla	San Dimas Cyn.	signal sync	n/a	n/a				
LOS ANGELES	LAF3308	1ITS04	LOS ANGELES COUNTY	Local	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.	2022	San Gabriel Valley	N/A	Various	Cities	Traffic Signal Synchronization	N/A	N/A				
LOS ANGELES	LAF3309	1ITS04	LOS ANGELES COUNTY	Local	Various Gateway	Cities	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)	2022	Gateway Cities	N/A	Various Gateway	Cities	N/A	N/A	N/A				
LOS ANGELES	LAF3310	1ITS04	LOS ANGELES COUNTY	Local	Various	Southbay 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)	2022	Southbay Forum	N/A	Various	Southbay Cities	N/A	N/A	N/A				
LOS ANGELES	LAF5301	1ITS04	REDONDO BEACH	Local	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).	2022	Grant Ave	N/A	Aviation Blvd	Inglewood Ave	signal synch	N/A	N/A				
LOS ANGELES	LAF5310	1ITS04	LOS ANGELES COUNTY	Local	Various	Cities	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)	2022	Ramona Boulevard/Badillo Street/Covina Boulevard	N/A	Various	Cities	signal synch	N/A	N/A				
LOS ANGELES	LAF5316	1ITS04	LOS ANGELES COUNTY	Local	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.	2022	South Bay TSSP Various Streets	N/A	Et	Al	signal synch	N/A	N/A				
LOS ANGELES	LAF7305	1ITS04	LOS ANGELES COUNTY	Local	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 (upto 14 CCTVs), and changeable message signs.	2022	Norwalk Bl, San Antonio Dr, Pioneer Bl	0	Beverly Blvd	Carson St	Signal Synch project	0	0				

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LOS ANGELES	LAF7306	1ITS04	LOS ANGELES COUNTY	Local	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.	2022	Foothill Boulevard	0	Lowell Ave	Crown Ave	Signal Synch project	0	0				
LOS ANGELES	LAF7307	1ITS04	LOS ANGELES COUNTY	Local	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).	2022	Peck Road	0	Hemlock St	Workman Mill Rd	Signal Synch project	0	0				
LOS ANGELES	LAF7308	1ITS04	LOS ANGELES COUNTY	Local	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).	2022	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	LAF7308	1ITS04	LOS ANGELES COUNTY	Local	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).	2022	Cesar Chavez Ave	5890	Lorena Street	Eastern Ave	Time-based traffic signal synchronization, equipment upgrades, intersection operations improvements, and installation of communications to traffic signals.	4	4				
LOS ANGELES	LAF7308	1ITS04	LOS ANGELES COUNTY	Local	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).	2022	Atlantic Blvd	8600	Telegraph Road	Pomona Blvd	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	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 (ATMS).	2022	Tweedy Blvd	0	Alameda St	Atlantic Ave	Signal Synchronization Project	0	0				
LOS ANGELES	LAF7310	1ITS04	LOS ANGELES COUNTY	Local	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.	2022	Normandie Avenue	10560	92nd Street	El Segundo Blvd	Time-based traffic signal synchronization, equipment upgrades and intersection operations improvements.	4	4				

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LOS ANGELES	LAF7310	1ITS04	LOS ANGELES COUNTY	Local	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.	2022	Manhattan Beach Blvd	28512	Manhattan Ave	Manhattan Ave	Time-based traffic signal synchronization, equipment upgrades and intersection operations improvements.	6	6				
LOS ANGELES	LAF7310	1ITS04	LOS ANGELES COUNTY	Local	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.	2022	Hawthorn Blvd	15840	Imperial Highway	Manhattan Beach Blvd	Time-based traffic signal synchronization, equipment upgrades and intersection operations improvements.	8	8				
LOS ANGELES	LAF9306	1ITS04	SANTA CLARITA	Local	CITYWIDE	CITYWIDE	ITS Phase VII will enhance safety and mobility by deploying bicycle detection, fiber optic gap closure and Connected Corridor field devices. The original scope of this project was reduced by eliminating bicycle detection at 16 intersections reducing the count from 28 to 12 intersections and $700,000.	2022											
LOS ANGELES	LAF9307	1ITS04	INGLEWOOD	Local	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.	2022	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	LAF9307	1ITS04	INGLEWOOD	Local	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.	2022	Century blvd	0	Prairie Ave	Prairie Ave	Changeable message signs	6	6				
LOS ANGELES	LAF9307	1ITS04	INGLEWOOD	Local	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.	2022	Manchester blvd	7920	Prairie blvd	Van Ness Ave	Upgrade traffic signal controller	4	4				
LOS ANGELES	LAF9314	1ITS04	LONG BEACH	Local	Shoreline Dr	Park Ave	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	2022	Various	2.4 mi	Shoreline Dr	Park Ave	signal synchronization	4	4				

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LOS ANGELES	LATR02018	1ITS04	LOS ANGELES COUNTY	Local	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.	2022	Whittier Blvd	3.3	Indiana Ave	Saybrook Ave	ITS along Whittier Blvd	4	4				
LOS ANGELES	LATR02020	1ITS04	GARDENA	Local	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.	2022	Vermont Ave	3.5	El Segundo Blvd	182nd St	Signal Priority	4	4				
LOS ANGELES	LATR02020	1ITS04	GARDENA	Local	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.	2022	182nd St	0.8	Normandie Ave	Harbor Gateway Transit Center	Signal Priority	4	4				
LOS ANGELES	LATR02020	1ITS04	GARDENA	Local	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.	2022	Normandie Ave	0.5	Artesia Blvd	182nd St	Signal Priority	4	4				
LOS ANGELES	LATR02020	1ITS04	GARDENA	Local	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.	2022	Artesia Blvd	0.6	Western Ave	Normandie Ave	Signal Priority	4	4				
LOS ANGELES	LATR02020	1ITS04	GARDENA	Local	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.	2022	Western Ave	3	El Segundo Blvd	Artesia Blvd	Signal Priority	4	4				
LOS ANGELES	LAF7316	1ITS05	LONG BEACH	Local			ARTESIA CORRIDOR ATCS ENHANCEMENT PROJECT : (1) Upgrades traffic signals along Artesia Bl between Long Beach Bl and Downey Av to connect with Adaptive Traffic Control System (ATCS). (2) Installs CCTV and CMS on Artesia Bl. (3) Installs fiber optic cable and devices to connect signals to each other and traffic management center (TMC). (4) Two new traffic signals in Compton (5) Installs Class II bike lane in both directions from Atlantic Av to Susana Rd. (6) Pedestrian improvements.	2022											
LOS ANGELES	LAF3514	1NL04	LOS ANGELES, CITY OF	Local	Motor Ave.	500 feet east of Dunleer Dr.	Design and construct 0.28 miles Class I bike facility north of I-10 from Motor Ave. to 500 feet east of Dunleer Dr. (Continuous bikeway from Exposition Park to Santa Monica Beach).	2022											

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LOS ANGELES	LAF9525	1O1007	DOWNEY	Local	Florence Ave	Imperial Hwy	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.	2022	Old River School Rd	12619 ft	Florence Ave	Imperial Hwy	new bike lane implementation						
LOS ANGELES	LA0G1589	1O1008	TORRANCE	Local			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.	2022											
LOS ANGELES	LA0D461	LA0D461	LOS ANGELES COUNTY	Local	HILLCRESTPKWY	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.	2022	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	LA0D461	LA0D461	LOS ANGELES COUNTY	Local	HILLCRESTPKWY	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.	2022	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	Hacienda	Fullerton	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. Utilizing Toll Credits to match CMAQ and STPL.	2022	Colima	2.1	Hacienda	Fullerton	Roadway Widening and Intersection Improvements	2	3				
LOS ANGELES	LA0F007	LA0F007	LOS ANGELES, CITY OF	Local	Ettric St	Glenhurst Ave	GLENDALE BLVD.-HYPERION AVE. COMPLEX OF BRIDGES OVER LA RIVER, I-5 AND RIVERSIDE DR, REHABILITATION/SEISMIC RETROFIT; UPGRADE BRIDGE RAILING; INCLUDES BRIDGES 53C-1881, 53C-1882, 53C-1883, 53C-1884, 53C-1179 AND 53-1069. NO ADDITIONAL LANES. REALIGN I-5 NORTH BOUND OFF RAMP. CONSTRUCT A PEDESTRIAN BRIDGE OVER LA RIVER (approx. 426 feet).(FED PROJECT ID: BHLS-5006(181)	2022											
LOS ANGELES	LA0F008	LA0F008	LOS ANGELES, CITY OF	Local	Riverside Dr	Glenhurst Ave	GLENDALE BLVD. OVER L.A RIVER, REHABILITATE / RETROFIT BRIDGE AND WIDEN BY 12 FEET, UPGRADE BRIDGE RAILINGS. NO ADDED LANES. PRELIMINARY ENGINEERING ONLY. CONSTRUCTION TO BE DONE UNDER LA0F007 (53C1881) GLENDALE-HYPERION COMPLEX OF BRIDGES. (#53C-1883)	2022											
LOS ANGELES	LA0F009	LA0F009	LOS ANGELES, CITY OF	Local	Riverside Dr	Glenhurst Ave	GLENDALE BLVD. OVER LA RIVER. REHABILITATE / RETROFIT BRIDGE AND WIDEN BY 12 FEET. UPGRADE BRIDGE RAILINGS. NO ADDED LANES. PRELIMINARY ENGINEERING ONLY. CONSTRUCTION TO BE DONE UNDER LA0F007 GLENDALE-HYPERION COMPLEX OF BRIDGES. (BRIDGE #53C1884, BHLS-5006(187))	2022											
LOS ANGELES	LA0G451	LA0G451	CULVER CITY	Local	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....	2022	HIGUERA ST	400	EASTHAM DR.	JEFFERSON BLVD.	Replace Bridge and add one lane	3	4				

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LOS ANGELES	LA990359	LA990359	SAN GABRIEL VALLEY COG	Local	Nogales	City/County limit	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.	2022	Walnut Drive North	2600 LF	Nogales	City/County limit	widening to improve safety	2	4				
LOS ANGELES	LA990359	LA990359	SAN GABRIEL VALLEY COG	Local	Nogales	City/County limit	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.	2022	Gale Avenue	2600ft	Nogales	City/County limit	widening to improve safety	2	4				
LOS ANGELES	LA0G928	1AL04	LANCASTER	Local	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.	2023	Avenue J	0.1	15th Street West	30th Street West		6	6				
LOS ANGELES	LAF3522	1AL04	PASADENA	Local	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	LAF9101	1AL04	LAWNDALE	Local	Praire Avenue	Artesia Boulevard	Project includes design features to accommodate the future widening of I-405 off-ramps (pending details when Caltrans will perform this), re-striping, traffic signal upgrades at five locations, turn pockets where geometrically possible, 0.7 Miles of class II bike lanes, concrete bus pads, pavement upgrade, addition of landscaped median islands, and concrete repairs for ADA compliance. Minimal right-of-way will be required for installing additional turn pockets.	2023	Redondo Beach Boulevard	3700	Praire Avenue	Artesia Boulevard	Intersections at Prairie Av, SB off-ramp, NB on-ramp, and Hawthorne Blvd lane additions/modifications and signal timing modifications. At Hawthorne Blvd, WB and second NB left turn added. Re	4	4				
LOS ANGELES	LAF9101	1AL04	LAWNDALE	Local	Praire Avenue	Artesia Boulevard	Project includes design features to accommodate the future widening of I-405 off-ramps (pending details when Caltrans will perform this), re-striping, traffic signal upgrades at five locations, turn pockets where geometrically possible, 0.7 Miles of class II bike lanes, concrete bus pads, pavement upgrade, addition of landscaped median islands, and concrete repairs for ADA compliance. Minimal right-of-way will be required for installing additional turn pockets.	2023	I-405 SB Off-Ramp	100	.Redondo Beach Blvd	.	Add SB lane for 150 ft by widening off-ramp. SB approach restriped to include one left turn lane, 1 shared left/right turn lane, and a right turn lane.	2	3				
LOS ANGELES	LAF9101	1AL04	LAWNDALE	Local	Praire Avenue	Artesia Boulevard	Project includes design features to accommodate the future widening of I-405 off-ramps (pending details when Caltrans will perform this), re-striping, traffic signal upgrades at five locations, turn pockets where geometrically possible, 0.7 Miles of class II bike lanes, concrete bus pads, pavement upgrade, addition of landscaped median islands, and concrete repairs for ADA compliance. Minimal right-of-way will be required for installing additional turn pockets.	2023	I-405 NB On-Ramp	100	..Redondo Beach Blvd	.	Installation of traffic signal. Lengthen EB left turn lane west of the SB off-ramp	2	2				

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LOS ANGELES	LATP16S003	1AL04	LOS ANGELES COUNTY MTA	Local	Arcadia	Cesar Chavez	Union Station Master Plan: Alameda Esplanade.The Union Station Master Plan: Alameda Esplanade will create a multi-modal connection between Union Station and surrounding Downtown Los Angeles communities through a road-diet and a shared pedestrian and bicyclist esplanade. Utilizing Toll Credits.	2023	Alameda Street	0.3	Arcadia	Cesar Chavez	Road diet to improve ped/bike environment	6	4				
LOS ANGELES	LA0G1375	1ITS04	LOS ANGELES COUNTY MTA	Local	Varios	Various	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.	2023											
LOS ANGELES	LA0G1411	1ITS04	GLENDALE	Local	Boston Av	Ramsdell Ave	Honolulu Ave and Montrose Ave at Pennsylvania Ave Traffic Signal Modification (Route I-210 Fwy Connectivity)	2023	HONOLULU AVE	1.5 mi	Boston Av	Ramsdell Ave	signal modification	4	4				
LOS ANGELES	LAF7311	1ITS04	DOWNEY	Local	various	various	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.	2023	Various streets citywide	0	various	various	Signal Synch project	0	0				
LOS ANGELES	LAF7311	1ITS04	DOWNEY	Local	various	various	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.	2023	Various streets citywide	0	various	various	Signal Synch project	0	0				
LOS ANGELES	LAF9305	1ITS04	LOS ANGELES COUNTY	Local			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.	2023	50th Street West/Rancho Vista Boulevard	16896	West Avenue L	Peonza Lane	Signal Synchronization	4	4				
LOS ANGELES	LAF9313	1ITS04	SAN FERNANDO	Local	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.	2023	San Fernando Mission Boulevard	3062	San Fernando Road	Omelveny Avenue	6 signal synchronization intersections	4	4				
LOS ANGELES	LAF9313	1ITS04	SAN FERNANDO	Local	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.	2023	Brand Boulevard	3062	Celis Street	San Fernando Road	6 signal synchronization intersections	4	4				
LOS ANGELES	LAF9313	1ITS04	SAN FERNANDO	Local	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.	2023	Hubbard Street	2059	Frank Modugno Drive/1st Street	San Fernando Road	2 signal synchronization intersections; 1 changeable message sign	4	4				
LOS ANGELES	LAF9313	1ITS04	SAN FERNANDO	Local	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.	2023	Glenoaks Boulevard	6706	Griswold Avenue	Orange Grove Avenue	4 signal synchronization intersections	4	4				
LOS ANGELES	LAF9313	1ITS04	SAN FERNANDO	Local	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.	2023	Maclay Avenue	7075	First Street	San Fernando Road	7 signal synchronization intersections	2	2				
LOS ANGELES	LAF9313	1ITS04	SAN FERNANDO	Local	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.	2023	Truman Street	5966	Wolfskill Street	Hubbard Street	6 signal synchronization intersections; 2 changeable message signs	4	4				

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LOS ANGELES	LAF9302	1ITS04	LOS ANGELES COUNTY	Local			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.	2023					Traffic signal synchronization and ITS improvements for 29 signals						
LOS ANGELES	LA0G1491	1NL04	LOS ANGELES, CITY OF	Local	Citywide	Citywide	Intersection and corridor improvements that may include new traffic signals, left turn phasing, pedestrian warning devices, sidewalk enhancements, curb extension and other similar treatments. The limits are between I-405/Sepulveda to the West, City of Los Angeles city boundary to the North and East, and Tuxford/La Tuna Canyon to Roscoe/I-405 to the South.	2023											
LOS ANGELES	LAF7521	1O1007	REDONDO BEACH	Local	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	LAF7521	1O1007	REDONDO BEACH	Local	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	Catalina	1.63	Pearl St	S. Pacific Coast Highway	Road Diet and install Class I bike lane	4	2				
LOS ANGELES	LAF7521	1O1008	REDONDO BEACH	Local	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	LAF7521	1O1008	REDONDO BEACH	Local	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	Catalina	1.63	Pearl St	S. Pacific Coast Highway	Road Diet and install Class I bike lane	4	2				
LOS ANGELES	LA000800	LA000800	VARIOUS AGENCIES	Local			Grouped Projects for Bridge Rehabilitation and Reconstruction – HBP Program Projects are consistent with 40 CFP Part 93.126 Exempt Tables 2 categories – Widening narrow pavements or reconstruction bridges (no additional travel lanes)	2023											
LOS ANGELES	LA0D279	LA0D279	VERNON	Local	Bandini	District	ATLANTIC BLVD. BRIDGE OVER THE L.A RIVER 5/8 MILE N SLAUSON AVE, WIDEN 6 LANE BRIDGE TO ADD RIGHT TURN LANE (BRIDGE #53C0252)	2023											
LOS ANGELES	LA0G1011	1AL04	GLENDALE	Local	Holly Dr	SR -2 Ramp	SR-2/Holly Drive Interchange Signalization.	2024											
LOS ANGELES	LA0G1436	1AL04	SANTA CLARITA	Local	Wiley Canyon	16th Street	ORCHARD VILLAGE ROAD/WILEY CANYON ROAD BRIDGE REHABILITATION. PROJECT MAY INCREASE CAPACITY FROM 4 LANES TO 6 LANES	2024	Orchard Village Road	0.2	Wiley Canyon	16th Street	Widen bridge from 4 to 6 lanes	4	6				

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LOS ANGELES	LAF7105	1AL04	SANTA CLARITA	Local	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	LAF9118	1AL04	SANTA CLARITA	Local	12th Street	Dockweiler Drive/ West of Valle Del Oro	LYONS AV/DOCKWEILER DR EXTENSION (2 of 2): Construct Dockweiler Drive gap closure between 12th 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	12th Street	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	LATP17S005	1AL04	LOS ANGELES, CITY OF	Local	Vermont Avenue	Western Avenue	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).	2024	Jefferson Boulevard	5280	Vermont Avenue	Western Avenue	road diet to make room for buffered bike lanes	4	2				
LOS ANGELES	LAF9110	2016A319	ROSEMEAD	Local	New Avenue	Sullivan Avenue	Garvey Avenue Regional Access & Capacity Improvement Project focuses on relieving heavy traffic congestion through improved Level of Service (LOS) and Capacity.	2024	Garvey Avenue	11616	New Avenue	Sullivan Avenue	Restriping to convert existing parking lane to travel lane during peak hours.	2	3				
LOS ANGELES	LA0G755	LA0G755	SANTA CLARITA	Local	McBean Pkwy	Avenue Tibbitts	Newhall Ranch Road Bridge widening over the San Francisquito Creek 6 to 8 lanes. From McBean Pkwy to Avenue Tibbitts. Bridge No. 53C2164	2024	Newhall Ranch Road	607	McBean Pkwy	Avenue Tibbitts	Widen Bridge	6	8				
LOS ANGELES	LA0G755	LA0G755	SANTA CLARITA	Local	McBean Pkwy	Avenue Tibbitts	Newhall Ranch Road Bridge widening over the San Francisquito Creek 6 to 8 lanes. From McBean Pkwy to Avenue Tibbitts. Bridge No. 53C2164	2024	Newhall Ranch Road	607	McBean Pkwy	Avenue Tibbitts	Widen Bridge	6	8				
LOS ANGELES	LA9910017	LA9910017	SANTA CLARITA	Local	Via Princessa	SR-14	SANTA CLARITA PKWY FROM VIA PRINCESSA TO STATE HWY 14 (1 MILE) FROM 0 TO 6 LANES.	2024	Santa Clarita Pkwy	1	Via Princessa	SR-14	New roadway	0	6				
LOS ANGELES	LA996347	LA996347	SOUTH GATE	Local	Rayo Ave.	I-710 Freeway	BRIDGE NO. 53C1972, FIRESTONE BLVD, OVER LOS ANGELES RIVER, 152 m W/O LONG BEACH FREEWAY. Rehabilitate 5-lane bridge & widen to 6-lane bridge, add shoulders, and upgrade bridge railings. Fed Proj: HP21L-5257(016)and HP21L-5257(036)	2024	Firestone Blvd.	0.1	Rayo Ave.	I-710 Freeway	Roadway and Bridge Widening	6	7				
LOS ANGELES	LA0G1472	1200L005	LOS ANGELES, CITY OF	Local	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 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.	2025	ALAMEDA ST.	0.8	ANAHEIM ST.	HARRY BRIDGES BLVD.	Widening, one lane in each direction	4	6				
LOS ANGELES	LA0G1147	1AL04	PARAMOUNT	Local	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.	2025	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				

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LOS ANGELES	LA0G895	1AL04	PALMDALE	Local	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.	2025	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	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.	2025	Avenue G	0.6	10th Street West	25th Street West	Widen overcrossing from one to three lanes in each direction	2	6				
LOS ANGELES	LA0G929	1AL04	LANCASTER	Local	10th St W	12th St W	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.	2025											
LOS ANGELES	LA0G937	1AL04	LAKEWOOD	Local	Oliva Avenue	Blackthorn Avenue	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 accomodate a third thru lane southbound through the intersection within the existing right of way in the Cities of Lakewood and Long Beach.	2025	Del Amo Boulevard	0.25 miles	Oliva Avenue	Blackthorn Avenue	Del Amo Bl./Lakewood Bl. Intersection - add a second left turn lane in all directions, widen south side of Del Amo (no new thru lanes), widen Lakewood to accomodate a third thru lane	5	6				
LOS ANGELES	LAF7109	1AL04	LOS ANGELES, CITY OF	Local	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	LAF7207	1AL04	LOS ANGELES, CITY OF	Local	Farragut Avenue	Dominguez Channel	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.	2025	Anaheim Street	1690	Farragut Avenue	Dominguez Channel	This Project will upgrade 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	LAF9131	1AL04	LANCASTER	Local	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	2025	14th Street West	1320	Avenue J-2	Avenue J-3	New complete street (1 lane each direction)	0	2				
LOS ANGELES	LAF9131	1AL04	LANCASTER	Local	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	2025	Avenue J-2	1320	13th Street West	14th Street West	New complete street (1 lane each direction)	0	2				
LOS ANGELES	LAF9131	1AL04	LANCASTER	Local	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	2025	13th Street West	1320	Avenue J-2	Avenue J-8	New complete street (1lane each direction)	0	2				
LOS ANGELES	LAF9131	1AL04	LANCASTER	Local	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	2025	Women's Center	1320	Avenue J-3	Avenue J-5	New complete street (1 lane each direction)	0	2				

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LOS ANGELES	LAF9131	1AL04	LANCASTER	Local	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	2025	Avenue J-5	1320	13th Street West	12th Street West	New complete street (1 lane each direction)	0	2				
LOS ANGELES	LAF9131	1AL04	LANCASTER	Local	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	2025	Avenue J-5	1320	15th Street West	13th Street West	New complete street (1 lane each direction)	0	2				
LOS ANGELES	LAF9131	1AL04	LANCASTER	Local	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	2025	17th Street West	1320	Avenue J	Avenue J-8	New complete street (1 lane each direction)	0	2				
LOS ANGELES	LAF9131	1AL04	LANCASTER	Local	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	2025	Avenue J-3	2640	20th Street West	13th Street West	Construct 1 lane in each direction, bus turnouts or on-street parking, shared bike lanes, center median, parkway, and sidewalks. Curb extensions at all crossings.	0	2				
LOS ANGELES	LAF1300	1ITS04	PALMDALE	Local	Lancaster	Palmdale	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)	2025	Various Streets	N/A	Lancaster	Palmdale	signal synch	N/A	N/A				
LOS ANGELES	LAF1300	1ITS04	PALMDALE	Local	Lancaster	Palmdale	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)	2025	Various Streets	N/A	Lancaster	Palmdale	signal synch	N/A	N/A				
LOS ANGELES	LA0G1704	1ITS04	COMMERCE	Local			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.	2025	Atlantic Boulevard		Ferguson Drive	Telegraph Road							
LOS ANGELES	LA0G1704	1ITS04	COMMERCE	Local			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.	2025	S Eastern Avenue,		Stevens Place	Atlantic Blvd							
LOS ANGELES	LA0G1704	1ITS04	COMMERCE	Local			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.	2025	Atlantic Boulevard,		S Eastern Avenue	S Atlantic Blvd Overpass							
LOS ANGELES	LA0G1704	1ITS04	COMMERCE	Local			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.	2025	Atlantic Boulevard,		Telegraph Rd	S Atlantic Blvd Overpass							

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LOS ANGELES	LA0G1713	1ITS04	COMPTON	Local			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.	2025											
LOS ANGELES	LA710NB	1M0101	VARIOUS AGENCIES	Local	various	various	SR Rt. 710 North - Transportation System Management (TSM) & Transportation Demand Management (TDM) as identified in the EIR/EIS.	2025											
LOS ANGELES	LA0C8046	LA0C8046	LOS ANGELES, CITY OF	Local	Lankershim Blvd	Cleon Ave	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.	2025	Burbank Blvd	0.6 mi.	Lankershim Blvd	Cleon Ave	Widening street from 2 lanes to 4 lanes	2	4				
LOS ANGELES	LA0D173	LA0D173	CARSON, CITY OF	Local	Alameda St	East City Limit	BRIDGE NO. 53C0652, SEPULVEDA BLVD, OVER DOMINGUEZ CHANNEL, 1/2 MI E/O ALAMEDA ST. Rehabilitate 4-lane bridge & widen to 6-lane, upgrade bridge railings.	2025	Sepulveda Blvd	0	Alameda St	East City Limit	Widen bridge over Dominguez Channel	4	6				
LOS ANGELES	LA0D173	LA0D173	CARSON, CITY OF	Local	Alameda St	East City Limit	BRIDGE NO. 53C0652, SEPULVEDA BLVD, OVER DOMINGUEZ CHANNEL, 1/2 MI E/O ALAMEDA ST. Rehabilitate 4-lane bridge & widen to 6-lane, upgrade bridge railings.	2025	Sepulveda Blvd	0	Alameda St	East City Limit	Widen bridge over Dominguez Channel	4	6				
LOS ANGELES	LA0D476	LA0D476	SANTA CLARITA	Local	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				
LOS ANGELES	LA0D476	LA0D476	SANTA CLARITA	Local	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				
LOS ANGELES	LA0G740	LA0G740	SANTA CLARITA	Local	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	McBean Parkway	Lyons Avenue	RESTRIPE ORCHARD VILLAGE ROAD FROM MCBEAN PARKWAY TO LYONS AVENUE FROM 4 TO 6 LANES; APPROXIMATELY 1.3 MILES	2025	Orchard Village Road	1.3	McBean Parkway	Lyons Avenue	Restripe	4	6				
LOS ANGELES	LA0G742	LA0G742	SANTA CLARITA	Local	McBean Parkway	Lyons Avenue	RESTRIPE ORCHARD VILLAGE ROAD FROM MCBEAN PARKWAY TO LYONS AVENUE FROM 4 TO 6 LANES; APPROXIMATELY 1.3 MILES	2025	Orchard Village Road	1.3	McBean Parkway	Lyons Avenue	Restripe	4	6				
LOS ANGELES	LA0G744	LA0G744	SANTA CLARITA	Local	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	2025	Railroad Avenue	3	Newhall Avenue	Bouquet Canyon Road	Restripe	4	6				
LOS ANGELES	LA0G744	LA0G744	SANTA CLARITA	Local	Newhall Avenue	Bouquet Canyon Road	CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE RAILROAD AVENUE FROM EXISTING CONDITIONS ON NEWHALL AVENUE TO BOUQUET CANYON ROAD TO ACCOMMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 3 MILES	2025	Railroad Avenue	3	Newhall Avenue	Bouquet Canyon Road	Restripe	4	6				
LOS ANGELES	LA0G745	LA0G745	SANTA CLARITA	Local	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	2025	Bouquet Canyon Road	2.2	Seco Canyon Road	Plum Canyon Road	Restripe	4	6				
LOS ANGELES	LA0G746	LA0G746	SANTA CLARITA	Local	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	2025	Plum Canyon Road	0.5	Bouquet Canyon Road	City Limit	Restripe	4	6				

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LOS ANGELES	LA0G746	LA0G746	SANTA CLARITA	Local	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	2025	Plum Canyon Road	0.5	Bouquet Canyon Road	City Limit	Restripe	4	6				
LOS ANGELES	LA0G747	LA0G747	SANTA CLARITA	Local	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	2025	Whites Canyon Road	2	Soledad Canyon Road	City Limit	Restripe	4	6				
LOS ANGELES	LA0G747	LA0G747	SANTA CLARITA	Local	Soledad Canyon Road	City Limit	CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE WHITES CANYON ROAD FROM EXISTING CONDITIONS FROM SOLEDAD CANYON ROAD TO CITY LIMIT TO ACCOMMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 2 MILES	2025	Whites Canyon Road	2	Soledad Canyon Road	City Limit	Restripe	4	6				
LOS ANGELES	LA0G751	LA0G751	SANTA CLARITA	Local	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	2025	Sierra Highway	5.5	Via Princessa	City Limit	Restripe	4	6				
LOS ANGELES	LA0G751	LA0G751	SANTA CLARITA	Local	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	2025	Sierra Highway	5.5	Via Princessa	City Limit	Restripe	4	6				
LOS ANGELES	LA960170	LA960170	SANTA CLARITA	Local	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	2025	Magic Mountain Pkwy	0.5	San Fernando Road	Via Princessa	New bridge and roadway.	0	6				
LOS ANGELES	LA960170	LA960170	SANTA CLARITA	Local	San Fernando Road	Via Princessa	MAGIC MOUNTAIN PARKWAY EXTENSION FROM THE INTERSECTION OF BOUQUET CANYON/RAILROAD AVENUE TO VIA PRINCESSA (3 OF 3): CONSTRUCT A NEW ROAD AND BRIDGE WITH 3 LANES IN EACH DIRECTION	2025	Magic Mountain Pkwy	0.5	San Fernando Road	Via Princessa	New bridge and roadway.	0	6				
LOS ANGELES	LA9708004	LA9708004	SANTA CLARITA	Local	Bouquet Canyon	Soledad Canyon	SANTA CLARITA PARKWAY FROM BOUQUET CYN RD/SOLEDAD CYN INSTALL NEW ROADWAY (0 TO 4 LANES) (2.5 MILE)	2025	Santa Clarita Parkway	1.1	Bouquet Canyon	Soledad Canyon	New roadway	0	4				
LOS ANGELES	LA9910013	LA9910013	SANTA CLARITA	Local	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	2025	Via Princessa	0.9	Golden Valley Road	Isabella Pkwy	New Roadway	0	6				
LOS ANGELES	LA9910013	LA9910013	SANTA CLARITA	Local	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	2025	Via Princessa	0.9	Golden Valley Road	Isabella Pkwy	New Roadway	0	6				
LOS ANGELES	LA9910016	LA9910016	SANTA CLARITA	Local	Soledad Canyon	Via Princessa	SANTA CLARITA PKWY FROM SOLEDAD CYN RD TO VIA PRINCESSA (1.6 MILES); FROM 0 TO 6 LANES.	2025	Santa Clarita Pkwy	1	Soledad Canyon	Via Princessa	New roadway	0	6				
LOS ANGELES	LAF5100	LAF5100	INDUSTRY	Local	SR 60	Lavender Dr	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.	2025	Grand Avenue	0.2	SR 60	Lavender Dr	add 2 thru SB lanes and 1 thru NB lane & improve intersection	4	7				
LOS ANGELES	LAF5100	LAF5100	INDUSTRY	Local	SR 60	Lavender Dr	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.	2025	Golden Springs Dr	0.2	Copley Dr	Racquet Club Dr.	Add WB left-turn lane and a dedicated right-turn lane	4	4				

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LOS ANGELES	LAF5100	LAF5100	INDUSTRY	Local	SR 60	Lavender Dr	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.	2025	Grand Ave	NA	Golden Springs Dr	Golden Springs Dr	Intersections Improvements	N/A	N/A				
LOS ANGELES	LAF3136	1A1005	LOS ANGELES COUNTY	Local	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.	2026	The old Road	2 miles	Magic Mountain Parkway	Henry Mayo Drive	Widening from 4 to 6 lanes to reduce a bottleneck	4	6				
LOS ANGELES	LA0G1106	1AL04	PICO RIVERA	Local	Paramount Boulevard	Montebello Boulevard	BRIDGE NO. 53C0471 - WASHINGTON BOULEVARD OVER RIO HONDO RIVER BRIDGE - REPLACING EXISTING 6-LANE BRIDGE WITH AN 8-LANE BRIDGE INCREASING CAPACITY.	2026	Washington Boulevard	0	Paramount Boulevard	Montebello Boulevard	Replacing existing 6-lane bridge with an 8-lane bridge increasing capacity.	6	8				
LOS ANGELES	LA0G931	1AL04	LANCASTER	Local	Avenue M	10th Street West	SR-138 (SR-14) Avenue M Interchange. Project will widen Avenue M from 10th Street to 20th Street West to provide a center turn-lane, bike lanes and sidewalks. The project includes geometric changes to the SR-138 (SR-14) ramps, intersection controls, and bike and pedestrian improvements from west of 20th Street West to 10th Street West.	2026	138		Avenue M IC	Avenue M IC	Widen Avenue M overcrossing one to three lanes in each direction.	2	6				
LOS ANGELES	LA0G931	1AL04	LANCASTER	Local	Avenue M	10th Street West	SR-138 (SR-14) Avenue M Interchange. Project will widen Avenue M from 10th Street to 20th Street West to provide a center turn-lane, bike lanes and sidewalks. The project includes geometric changes to the SR-138 (SR-14) ramps, intersection controls, and bike and pedestrian improvements from west of 20th Street West to 10th Street West.	2026	SR138 (SR-14)	0.35	Avenue M	10th Street West	Widen Avenue M overcrossing from one to three lanes in each direction.	2	6				
LOS ANGELES	LAF7205	1AL04	LOS ANGELES, CITY OF	Local	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.	2026	ALAMEDA ST.	3600	ANAHEIM ST.	MAURETANIA AVE.	Widen roadway to 3 lanes in each direction	4	6				
LOS ANGELES	LA0G830	LA0G830	LONG BEACH	Local	N/A	N/A	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.	2026	N/A	1.61	N/A	N/A	Replace existing bridge and off ramps	7	4				
LOS ANGELES	LAOB422	LAOB422	SOUTH PASADENA	Local	State Street	Grevalia	FAIR OAKS AV & SR-110 IMPROVEMENT PROJECT (ROGAN FUNDS, HR5394)Expand Exit off-ramp of 110 NB, add a hook ramp for existing on-ramp 110 SB.	2026	Fair Oaks	616'	Fair oaks	110 SB	New Hook Ramp	0	1				
LOS ANGELES	LAOB422	LAOB422	SOUTH PASADENA	Local	State Street	Grevalia	FAIR OAKS AV & SR-110 IMPROVEMENT PROJECT (ROGAN FUNDS, HR5394)Expand Exit off-ramp of 110 NB, add a hook ramp for existing on-ramp 110 SB.	2026	110 NB Off-ramp	440'	110 NB	Fair Oaks	Expans off-ramp	1	2				

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LOS ANGELES	LAOB422	LAOB422	SOUTH PASADENA	Local	State Street	Grevalia	FAIR OAKS AV & SR-110 IMPROVEMENT PROJECT (ROGAN FUNDS, HR5394)Expand Exit off-ramp of 110 NB, add a hook ramp for existing on-ramp 110 SB.	2026	Fair Oaks	0	State Street	Grevalia	Improvment of intersection and transition lanes on to the SR-110.	NA	NA				
LOS ANGELES	LAF9303	1ITS04	LOS ANGELES COUNTY	Local			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				
LOS ANGELES	LAF9303	1ITS04	LOS ANGELES COUNTY	Local			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	Del Amo Blvd	17424 ft	Avalon Blvd	Susana Rd	improve traffic signal operations (upgrade to federal and state standards)	6	6				
LOS ANGELES	LAF9304	1ITS04	LOS ANGELES COUNTY	Local			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	LA0G748	LA0G748	SANTA CLARITA	Local	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	LA9910014	LA9910014	SANTA CLARITA	Local	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	LAF1104B	1AL04	PALMDALE	Local	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 easterly 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	2028	Ave P-8	5	Division St	Sierra Hwy	Widening	4	6				
LOS ANGELES	LAF7204	1AL04	LONG BEACH	Local	Pico Avenue	Edison Avenue	PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION : (1) Realigns Pier B St between Pico Av and Anaheim Way and widens into 2 lanes in each direction to improve goods movement mobility and enhance pedestrian travel. (2) Realigns Pico Ave to the west from Pier B St/I-710 Ramps to Pier D St. (3) Constructs new sidewalk on the south side of Pier B St and along the west side of Pico Ave. (4) Close the at-grade railroad crossing at 9th Street.	2028	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	LA9811102	LA9811102	PALMDALE	Local	5th Street East	10th Street East	AVENUE S RAILROAD GRADE SEPARATION (OVERPASS/UNDERPASS) OF METROLINK RR TRACKS, WEST OF SIERRA HIGHWAY - 6 LANES. INCLUDES GRADE SEPARATION OF SIERRA HIGHWAY AND APPLICABLE RAMPING. No new travel lanes added.	2030											
LOS ANGELES	LA0C8094	LA0C8094	LONG BEACH	Local	9th Street	Pier B St. S.	PIER B INTERMODAL RAILYARD EXPANSION. PROJECT WILL EXPAND PIER B INTERMODAL RAILYARD TO FACILITATE ADDITIONAL RAIL SHIPMENTS.	2032											
LOS ANGELES	LAMIPMR107	220A1S03	ALHAMBRA	State	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.	2027		2 mi	20.6	22.81	reconfigure ramps; add auxiliary lane	8	9				

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LOS ANGELES	LAMIPMR108	220A1S04	ALHAMBRA	State	I-10	Garfield Ave	Reconfigure the on and off ramps to improve mobility including intersection control improvements along the local roadway.	2028		0.4	23.78	24.17	ramp reconfiguration	4	4				
LOS ANGELES	LAMIPMR109	220A1S05	ALHAMBRA	State	I-10	Atlantic Blvd	Reconfigure the on and off ramps to improve mobility including intersection control improvements along the local roadway.	2028		0.4	23.11	23.5	ramp reconfiguration	4	4				
LOS ANGELES	LA9918955	220A1S06	LOS ANGELES COUNTY MTA	State	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	LA9918955	220A1S06	LOS ANGELES COUNTY MTA	State	Avalon Blvd	Carson St	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		0.38	10.96	10.58	Aux lane from Avalon Blvd SB on-ramp & Carson Str SB loop off-ramp	5	6				
LOS ANGELES	LA9918955	220A1S06	LOS ANGELES COUNTY MTA	State	Weigh Station	Main St	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		0.63	11.97	12.6	Aux lane from Weigh Station NB on-ramp & auxiliary lane planned by another project for Main St off-ramp (EA 35710K)	6	7				
LOS ANGELES	LA9918955	220A1S06	LOS ANGELES COUNTY MTA	State	Carson St	Avalon Blvd	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		0.31	10.75	11.06	Aux lane from Carson St NB on-ramp & Avalon Blvd NB off-ramp	5	6				
LOS ANGELES	LA9918955	220A1S06	LOS ANGELES COUNTY MTA	State	Wilmington Ave	Carson St	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		0.7	9.83	10.53	Aux lane from Wilmington Ave NB on-ramp & Carson St NB loop off-ramp	5	6				
LOS ANGELES	LAMIPMR123	220A1S11	ALHAMBRA	State			Reconfigure 0.5 miles of 6-lane freeway between the I-10/SR-710 Interchange and Valley Blvd to a 4-lane local arterial roadway.	2029		0.5 mi	I-10/SR-710 Interchange	Valley Blvd	reconfigure freeway section	6	4				
LOS ANGELES	LA000512	LA000512	LONG BEACH	State	I-710	SR 47	BRIDGE NO. 53C0065, OCEAN BLVD, OVER ENTRANCE CHANNEL, UP RR, 1.0 MI E STATE ROUTE 47. REPLACE EXISTING 5 LANE GERALD DESMOND BRIDGE (GDB) WITH NEW 6 LANE BRIDGE.	2021	710	2000	Pico Avenue	SR-47	Replace 5-lane bridge with a 6-lane bridge	5	6				
LOS ANGELES	LA000548	LA000548	CALTRANS	State			Route 10: FROM PUENTE TO CITRUS HOV LANES FROM 8 TO 10 LANES & SOUNDWALLS (C-ISTEA 77720, 95 STIP-IIP) (EA# 117080,11172, 1170U, PPNO# 0309N, 0309S)-(use toll credits as local match).	2021	10	4.1	33.4	37.5	HOV LANES	8	10				
LOS ANGELES	LA000548	LA000548	CALTRANS	State			Route 10: FROM PUENTE TO CITRUS HOV LANES FROM 8 TO 10 LANES & SOUNDWALLS (C-ISTEA 77720, 95 STIP-IIP) (EA# 117080,11172, 1170U, PPNO# 0309N, 0309S)-(use toll credits as local match).	2021	10	4.1	33.4	37.5	HOV LANES	8	10				
LOS ANGELES	LA0B875	LA0B875	CALTRANS	State			Route 10: HOV LANES AND PAVEMENT REBHAB FROM CITRUS TO ROUTE 57 - (EA# 11934+31120 = 1193U, PPNO# 0310B+4812=0310B).USE TOLL CREDIT AS LOCAL MATCH	2021	10	0	Citrus	57/210	Route 10: HOV LANES FROM CITRUS TO ROUTE 57/210	0	0				
LOS ANGELES	LA0B875	LA0B875	CALTRANS	State			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.	2021	10	0	Citrus	57/210	Route 10: HOV LANES FROM CITRUS TO ROUTE 57/210	0	0				
LOS ANGELES	LA0C8080	LA0C8080	MANHATTAN BEACH	State			Route 1: MANHATTAN BEACH: ON ROUTE 1 BETWEEN 33RD STREET & ROSECRANS AV; ADD ONE THROUGH LN TO NORTH BOUND SEPULVEDA BLVD. TO WIDEN EXISTING STRUCTURE FROM 6 TO 7 THROUGH LANES PPNO 2947. Project using $1,440 of federal funds (80%) and $360 agency match (20%, Prop. C) in ENG phase. Utilizing Toll Credits.	2021	1	0.29	33rd	Rosecrans	To add a lane	6	7				

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LOS ANGELES	LA0G665	LA0G1099	CALTRANS	State			Route 138: Complete PA/ED for an approximate 63-mile west-east freeway/expressway and possible toll facility between SR-14 in LA County and SR-18 in SB County. High Desert Corridor PA/ED combines the LA County Measure R Project from SR-14 to I-15 and SB County Federal Earmarks provided to City of Victorville for US-395 to SR-18. Both projects and funds are combined to complete the PA/ED from SR-14 to SR-18. [EA 2600U, 11672, PPNO 3912, 0393F]	2021											
LOS ANGELES	LARE1701A	1O1012	LOS ANGELES, CITY OF	State			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.	2022											
LOS ANGELES	LA000358	LA000358	CALTRANS	State	26.7	36.4	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	2022	5	8	SR 134	SR 170	ADDITIONAL HOV LANE IN EACH DIRECTION	8	10				
LOS ANGELES	LA000358	LA000358	CALTRANS	State			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	2022	5	8	SR 134	SR 170	ADDITIONAL HOV LANE IN EACH DIRECTION	8	10				
LOS ANGELES	LA0D73	LA0D73	CALTRANS	State			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)	2022	5	6.7	ORANGE CO LINE	605 JUNCTION	WIDEN FOR HOV 7 MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW	6	10				
LOS ANGELES	LA0G874	REG0703	CALTRANS	State			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]	2022	405	1	crenshaw blvd	crenshaw blvd	N/A	0	0				
LOS ANGELES	LA0G874	REG0703	CALTRANS	State			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]	2022	405	1	crenshaw blvd	crenshaw blvd	N/A	0	0				
LOS ANGELES	LA0G1290	7120018	PORT OF LOS ANGELES	State			Prepare Caltrans Project Study Report (PSR), Project Report (PR), preliminary plans and Environmental Documentation (ED) reports to obtain Caltrans approval and Environmental clearance; Design (Plans, Specification and Estimate) and Construction for the SR 47/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project.	2023											
LOS ANGELES	LA0G1451	1163S003	LOS ANGELES COUNTY MTA (METRO)	State	SB I-605 RAMPS	Beverly Blvd postmile range is R14.1 to R14.6	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	605	0.5	Beverly Blvd	SB I-605	Loop ramps replaced with diamond interchange.						

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LOS ANGELES	LA0G1452	1163S004	LOS ANGELES COUNTY MTA (METRO)	State	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.	2023		0.8	I-605 I/C	South St. Off ramp						
LOS ANGELES	LA0G1452	1163S004	LOS ANGELES COUNTY MTA (METRO)	State	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.	2023										
LOS ANGELES	LA0G1456	1AL04	LOS ANGELES COUNTY MTA	State			SR-60/7th Avenue Interchange Improvement Project	2023										
LOS ANGELES	LA0G1510	1OM0702	CALTRANS	State			Route 005: In Los Angeles/Kern County, at the Tejon Safety Roadside Rest Area (SRRA) (PM 0.8). Install Concrete Pavement Solar Panels Along the Rest Area Shoulders	2023										
LOS ANGELES	LA0D451	LA0D451	CALTRANS	State			Route 138: ROUTE 138 FROM AVE. T TO ROUTE 18-WIDEN 2 TO 4 THRU LANES WITH MEDIAN TURN LANE. EA# 12721,12722,12723,12724(=29350),12725,12728(= 28580 + 28590 + 28600 + 28620 + 28610 + 28630). PPNO# 3325,3326,3327,3328(=4560),3329,3331(= 4351 + 4352 + 5353 + 4356 + 4354 + 4357) (use toll credits as local match)	2023	138	0	AVE T	ROUTE 18	ADD LANE	2	4				
LOS ANGELES	LA0D451	LA0D451	CALTRANS	State			Route 138: ROUTE 138 FROM AVE. T TO ROUTE 18-WIDEN 2 TO 4 THRU LANES WITH MEDIAN TURN LANE. EA# 12721,12722,12723,12724(=29350),12725,12728(= 28580 + 28600 + 28620 + 28610 + 28630). PPNO# 3325,3326,3327,3328(=4560),3329,3331(= 4351 + 4352 + 5353 + 4356 + 4354 + 4357) (use toll credits as local match)	2023	138	0	AVE T	ROUTE 18	ADD LANE	2	4				
LOS ANGELES	LAE2577	LAE2577	CALTRANS	State			Route 5: STUDY NORWALK, SANTA FE SPRINGS, DOWNEY, MONTEBELLO, & COMMERCE: ON I-5, CONDUCT PLAN'G, ENV. STUDIES FOR WIDEN'G W/HOV & MIXED FLOW LNS FROM I-605 TO I-710.(EA2159E, 2159F, PPNO 2808C, 2808D)PAED ONLY	2023											
LOS ANGELES	LA0G1457	1163S009	LOS ANGELES COUNTY MTA (METRO)	State	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.	2024	605	0.28	2 miles N of I-605 (PM 18.9)	0.5 miles of I-10 (19.5)	Interchange Reconfiguration						
LOS ANGELES	LA0G896	1AL04	PALMDALE	State	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	2024	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	Avenue N	Avenue N	Construct two roundabouts at Avenue N and SR-14 interchange. Widen Avenue N to accomodate additional traffic lanes, a raised cetner median, sidewalk and bike lanes between 10th Street West and 17th Street West. Install traffic signals/signal interconnect.	2024	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	LA0G898	1AL04	PALMDALDE	State	17th Street West	SR-14 SB ramps	Construct two roundabouts at Avenue N and SR-14 interchange. Widen Avenue N to accomodate additional traffic lanes, a raised cetner median, sidewalk and bike lanes between 10th Street West and 17th Street West. Install traffic signals/signal interconnect.	2024	14		17th Street West	SR-14 SB ramps	Widening of Avenue N to accommodate four lanes	1 lane each dir	2 lane each dir				

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LOS ANGELES	LA0G898	1AL04	PALMDALDE	State	SR-14 NB	10th Street West	Construct two roundabouts at Avenue N and SR-14 interchange. Widen Avenue N to accomodate additional traffic lanes, a raised cetner median, sidewalk and bike lanes between 10th Street West and 17th Street West. Install traffic signals/signal interconnect.	2024	14		SR-14 NB	10th Street West	Widening of Avenue N to accommodate 6 lanes	2 lanes WB & 1 lane EB	6 lanes total				
LOS ANGELES	LA0G898	1AL04	PALMDALDE	State			Construct two roundabouts at Avenue N and SR-14 interchange. Widen Avenue N to accomodate additional traffic lanes, a raised cetner median, sidewalk and bike lanes between 10th Street West and 17th Street West. Install traffic signals/signal interconnect.	2024	14	43.5'			Widening of Avenue N overcrossing structure on the northside by 43.5'	2 lanes each dir	4 lanes each dir				
LOS ANGELES	LA0G1511	1O1002	CALTRANS	State			Route 005: In Los Angeles County, In and Near the City of Los Angeles, In Various Locations. Multi-Objective Asset Management Project that Includes Widening and Extending Deceleration Length on the Indiana Street/Calzona Street Southbound Offramp, Upgrade Guardrail and Transportation Management System (TMS), Construct Highway Worker Safety Features. PPNO 5157.	2024											
LOS ANGELES	LA0G1024	REG0703	AGOURA HILLS	State			(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.	2024	101	0	0.5km east of Kanan	0.4km west of Kanan	Adding loop ramp lane	1	2				
LOS ANGELES	LA0G1457	REG0703	LOS ANGELES COUNTY MTA	State	2 miles N of I-605	.5 miles of I-10	Reconfigure ramps to improve mobility and freeway/arterial operations. The project involves the reconfiguration of SB I-605 ramp by removing the horseshoe on-ramp and adding two lanes to the on-ramp. The project will also reconstruct the SB I-605 loop off and on-ramps. Lastly, the project will add a WB through lane on Valley Blvd west of Temple Ave and add a two lane left turn pocket for SB I-605 on-ramp on WB Valley Blvd.	2024											
LOS ANGELES	18790	18790	LOS ANGELES COUNTY MTA	State			Route 710: Study to perform alternative analysis, engineering and environmental studies to close 710 Freeway gap. (EA # 187901, PPN0# 2215)	2025											
LOS ANGELES	LA0G894	1AL04	PALMDALE	State	6th East	8th East	Street and full railway upgrades to Palmdale Blvd. from 6th East to 8th East. Palmdale WB will stay as existing (2 thru with 1 left at 6th); SB Sierra Hwy right turn lane to Palmdale Blvd; Palmdale EB at Sierra will add 1 left turn lane to existing turn and 2 thru; Intersection modifications/upgrades at Palmdale Blvd/6th E, Palmdale Blvd/Sierra Highway; Relocation/upgrade of exist. railroad signal mast-arms & rail equipment	2025	138	0.19	6th East	8th East	Railroad upgrades and minor street improvements.	4	4				
LOS ANGELES	LA0G440	LA0G440	LOS ANGELES COUNTY MTA	State	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).	2025	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				

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LOS ANGELES	LA0G440	LA0G440	LOS ANGELES COUNTY MTA	State			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).	2025	5	14.1	SR-14	Lake Hughes Road	Add 1 HOV lane in each direction from SR-14 to Lake Hughes Road exit with some truck lanes.	8	10				
LOS ANGELES	LA0G1562	1163S014	LOS ANGELES COUNTY MTA (METRO)	State	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.	2026	405	4.8	Artesia Blvd	I-405/I-105 Separation	auxiliary lanes	8	8				
LOS ANGELES	LA0D450	1M0104	INDUSTRY	State			RECONSTRUCT SR 60/GRAND AV INTERCHANGE - WIDEN GRAND AV: SB ADD 1THRU LN (2 EXSTNG); NB ADD 1 THRU LN (3 EXSTNG), REPLACE GRAND AV OC, ADD EB LOOP ON-RAMP, CONSTRUCT ADDITIONAL EB THRU LN FROM GRAND AVE TRAP LN TO SR57 ADD LN, ADD TWO BYPASS RAMP CONNECTORS, ADD AUX LNS EB AND WB FROM EAST TO WEST JUNCTION OF THE CONFLUENCE.	2026	60	3500'	west junction	east junction	EB bypass lane on hwy	16	17				
LOS ANGELES	LA0D450	1M0104	INDUSTRY	State			RECONSTRUCT SR 60/GRAND AV INTERCHANGE - WIDEN GRAND AV: SB ADD 1THRU LN (2 EXSTNG); NB ADD 1 THRU LN (3 EXSTNG), REPLACE GRAND AV OC, ADD EB LOOP ON-RAMP, CONSTRUCT ADDITIONAL EB THRU LN FROM GRAND AVE TRAP LN TO SR57 ADD LN, ADD TWO BYPASS RAMP CONNECTORS, ADD AUX LNS EB AND WB FROM EAST TO WEST JUNCTION OF THE CONFLUENCE.	2026	60	1.23	west junction	east junction	EB bypass lane on hwy	16	17				
LOS ANGELES	LA0G086	1160003	CALTRANS	State	30th Street	Figueroa St.	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.	2027					ELEVATED HOV/HOT OFF-RAMP CONNECTOR ON THE NORTHBOUND I-110 BETWEEN 28TH STREET (PM 20.58) AND FIGUEROA STREET OVERCROSSING (PM 20.92).						
LOS ANGELES	LA0G1289	7120005	MALIBU	State			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.	2027	1	0	Topanga Canyon Blvd	John Tyler Drive	Traffic Signal Synchronization	4	4				
LOS ANGELES	LA0G1119	1163S012	LOS ANGELES COUNTY MTA	State			Improvements consist of adding an additional general purpose lane and on/off ramp improvements.	2027	605	0.8	Alondra Blvd5.8	605/91 interchange6.0	Ramp interchange improvement (PM 5-5,8)	5	5				
LOS ANGELES	LA0G1119	1163S012	LOS ANGELES COUNTY MTA	State			Improvements consist of adding an additional general purpose lane and on/off ramp improvements.	2027	91	2.9	Studebaker Rd	Shoemaker Ave	Addition of a General Purpose Lane and Auxiliary Lane (PM 16.9-19.8)	4	5				
LOS ANGELES	LA0G1563	1163S013	LOS ANGELES COUNTY MTA (METRO)	State	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				

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LOS ANGELES	LA0G1541	1M0104	LOS ANGELES COUNTY MTA (METRO)	State	34	33	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.	2027	57	1.94	South of SR-60	Prospectors Road Undercrossing	Remove weave from Grand Ave to SR60 in EB direction						
LOS ANGELES	LA0G1541	1M0104	LOS ANGELES COUNTY MTA (METRO)	State	34	33	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.	2027	60	1.94	East Brea Canyon1236+00	Diamond Bar Blvd1374+50	Remove weave to Grand Ave in EB direction	14	16				
LOS ANGELES	LA0B951	LA0B951	CALTRANS	State			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	LA0B951	LA0B951	CALTRANS	State			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) (Use Toll Credits as Local Match).	2028	71	4.3 mi	ROUTE 10	ROUTE 60	ADD 1 HOV LANE AND 1 MIXED FLOW LANE	4	8				
LOS ANGELES	1162S012	1162S012	LOS ANGELES COUNTY MTA (METRO)	State	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	LA0D45	LA0D45	ALAMEDA CORRIDOR TRANSPORTATION AGENCY	State			SR-47 EXPRESSWAY: Construct 4 lane expressway and 2-lane flyover to SCHUYLER HEIM BRIDGE LA0D45 is split into two projects; LA0G45 (Express way & flyover) and LA0D45A (Bridge Replacement)	2030	47	1.4	Henry Ford Avenue4.4	Maurentania Street5.8	Expressway (Segment 2)	0	4				
LOS ANGELES	LA0D45	LA0D45	ALAMEDA CORRIDOR TRANSPORTATION AGENCY	State			SR-47 EXPRESSWAY: Construct 4 lane expressway and 2-lane flyover to SCHUYLER HEIM BRIDGE LA0D45 is split into two projects; LA0G45 (Express way & flyover) and LA0D45A (Bridge Replacement)	2030	47	0.79	Ocean Boulevard - EB2.9	SR47 NB3.7	Flyover (Segment 3)	0	2				
LOS ANGELES	LA0D45	LA0D45	ALAMEDA CORRIDOR TRANSPORTATION AGENCY	State			SR-47 EXPRESSWAY: Construct 4 lane expressway and 2-lane flyover to SCHUYLER HEIM BRIDGE LA0D45 is split into two projects; LA0D45 (Express way & flyover) and LA0D45A (Bridge Replacement)	2030	47	1.4	Henry Ford Avenue	Maurentania Street	Expressway	0	4				
LOS ANGELES	LA0D45	LA0D45	ALAMEDA CORRIDOR TRANSPORTATION AGENCY	State			SR-47 EXPRESSWAY: Construct 4 lane expressway and 2-lane flyover to SCHUYLER HEIM BRIDGE LA0D45 is split into two projects; LA0D45 (Express way & flyover) and LA0D45A (Bridge Replacement)	2030	47	0.79	Ocean Boulevard - EB2.9	SR47 NB3.7	Flyover	0	2				

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LOS ANGELES	LA0G1118	1163S010	LOS ANGELES COUNTY MTA (METRO)	State	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	LA0G1118	1163S010	LOS ANGELES COUNTY MTA (METRO)	State	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	105	1.6	Bellflower Boulevard OvercrossingR16.6	Studebaker RoadR18.2	additional lane	10	12				
LOS ANGELES	LA0G1118	1163S010	LOS ANGELES COUNTY MTA (METRO)	State	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	5	3.7	Florence Avenue Overcrossing5.8	Rio Hondo Channel Bridge9.5	additional lane	8	10				
LOS ANGELES	LA0G1115	1163S011	LOS ANGELES COUNTY MTA (METRO)	State	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	LA0G1115	1163S011	LOS ANGELES COUNTY MTA (METRO)	State	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	60	5	Santa Anita Avenue 10.2	Turnbull Canyon Road 15.6	additional lane	8	10				
LOS ANGELES	LA0G1115	1163S011	LOS ANGELES COUNTY MTA (METRO)	State	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	10	2.7	Peck Road 28.9	Amar Road 31.6	additional lane	8	10				

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LOS ANGELES	LA0G1099	LA0G1099	LOS ANGELES COUNTY MTA	State			High Desert Corridor, an approximately 63-mile east-west multi-purpose corridor from Avenue P-8/SR-14 in LA County to Bear Valley Road/SR-18 in San Bernardino County. This multi-purpose corridor includes TSM/TDM, freeway, expressway, tollway, high-speed rail, green energy transmission/production,and bikeway elements (Engineering Only).	2033											
LOS ANGELES	LA0G1169	7120010	LOS ANGELES COUNTY MTA	Transit			Brighton to Roxford double track: This project adds 11 miles of 2nd track between Burbank and Sylmar on Metrolink's Antelope Valley Line (AVL). The project will eliminate the current bottleneck and improve on time performance and operational reliability on the AVL. This project will be designed to be compatible with the potential future high speed rail alignment.	2021								Metrolink Antelope Valley Line	Commuter Rail	30 minutes	90 minutes
LOS ANGELES	LA0G1423	1ITS04	REDONDO BEACH	Transit			Purchase and install a Real Time Passenger Information System on Beach Cities Transit fixed route buses.	2021											
LOS ANGELES	LA0F075	1TL204	LOS ANGELES COUNTY MTA	Transit			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	2021											
LOS ANGELES	LA0G1092	2016A319	LOS ANGELES COUNTY MTA	Transit			Lone Hill Avenue to Control Point (CP) White Double Track. With the proposed 3.9 mile project segment, an existing siding will be lengthened to provide 8.1 miles of continuous double track between Lone Hill Ave and CP Central. The project is currently in the PAED phase.	2021								San Bernardino Line	Commuter Rail	25	90
LOS ANGELES	LA0D125	LA0D125	SANTA CLARITA	Transit			BUS STOP AMENITIES (benches and shelters) PROJECT (ongoing). Project using $100 of TDC(Toll Credits) to match FTA 5307 funds in FY 19/20 for CON.	2021											
LOS ANGELES	LA50200	LA50200	ANTELOPE VALLEY TRANSIT AUTHORITY	Transit			PREVENTIVE MAINTENANCE (LANCASTER/PALMDALE UZA). Added TDC as follows: $960 in FY19 and $980 in FY20 to match FTA 5307 for CON.	2021											
LOS ANGELES	LA52100	LA52100	CULVER CITY MUNI BUS LINES	Transit			Culver CityBus Operation Assistance.	2021											
LOS ANGELES	LA973010	LA973010	GARDENA	Transit			The ongoing bus service equipment includes: IT projects, bus components, project administration, facility maintenance equipment, shop/office safety and security equipment and miscellaneous support equipment. UTILIZING TOLL CREDIT (TDC) OF $160 for FY19, & $107 for FY20 TO MATCH FTA 5307 FOR CON PHASE	2021											
LOS ANGELES	LA0G1234	7120006	FOOTHILL TRANSIT ZONE	Transit			Mt. San Antonio College (MSAC) Transit Center. The Transit Center includes 10 bus bays, 2 chargers for electric buses, a transit store, lighted sheltered wait areas, real-time bus arrival kiosks, and upgraded ADA and pedestrian access.	2022								I-10	Bus	na	N/A
LOS ANGELES	LA0G1579	1200T002	ANTELOPE VALLEY TRANSIT AUTHORITY	Transit			Five(5)Expansion Buses - New Route to Plant 42 - Project will not use TDC's	2022								Various	Bus	Various	Various
LOS ANGELES	LA0G1581	1200T003	ANTELOPE VALLEY TRANSIT AUTHORITY	Transit			Four (4) Expansion Commuter Buses - new route to Mojave Air and Spaceport. No TDC's will be used on this project	2022								Various	Bus		
LOS ANGELES	LA0G1544	1OM0702	CULVER CITY MUNI BUS LINES	Transit			Federal operating assistance. Using TDC in CON phase in FY18/19 for $100, FY19/20 for $100, FY20/21 for $100, FY21/22 for $100.	2022											
LOS ANGELES	LA0G435	1OM0702	LONG BEACH PUBLIC TRANSPORTATION COMPANY	Transit			On-going Capitalization of Training and Education. Utilizing TDC of $10 in FY 17/18 for CON to match the 5307 funds.	2022											
LOS ANGELES	LA0G358	1RL04	TORRANCE	Transit			South Bay Regional Intermodal Transit Center Project at 465 N. Crenshaw Blvd., Torrance, CA 90503.	2022								5 Torrance Transit & Future Crenshaw Line	Bus	0	na

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LOS ANGELES	LA0G010	1TR0404	LOS ANGELES COUNTY MTA	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	2022								0	Bus	2.5 mins.	5 mins.
LOS ANGELES	LA0G626	1TR0704	LOS ANGELES COUNTY MTA	Transit			Eastside Transit Corridor Phase 2 - Metro Gold Line Eastside Extension from its terminus at Atlantic Station in East Los Angeles into eastern L.A. County. (PA&ED only)	2022											
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).	2022								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.	2022								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	2022								Boyle Heights/East LA	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	2022								Chesterfield	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	2022								Crenshaw	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	2022								A	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	2022								B	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	2022								C	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	2022								D	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	2022								E	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	2022								F	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	2022								Fairfax	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	2022								Hollywood	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	2022								Hollywood/ Wi	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	2022								King-East	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	2022								Liemert/Slau	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	2022								Los Feliz	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	2022								Midtown	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	2022								Northridge/ R	Bus	15	20
LOS ANGELES	LA0G1580	1TR1010	ANTELOPE VALLEY TRANSIT AUTHORITY	Transit			Four (4) Expansion Commuter Buses - new route to Edwards Air Force Base. No TDC's will be used for this project.	2022								Various	Bus		Various
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	2022								DASH Hollywood	Bus	15	20
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	2022								DASH Lincoln Heighs	Bus	15	20
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	2022								DASH Leimert	Bus	15	20
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	2022								DASH Midtown	Bus	15	20
LOS ANGELES	LA0G1298	1TR1015	SOUTHERN CALIF REGIONAL RAIL AUTHORITY	Transit			Procurement of two (2) new locomotives to increase Metrolink service frequency and reduce headways. The locomotives will be EPA Tier-4 F-125 units that will improve emissions, reliability and performance relative to the F59 locomotives currently in service.	2022								Antelope Line & Ventura Line	Commuter Rail	5	20

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LOS ANGELES	LA9918939	220A1T02	COMPTON	Transit			Operating Assistance: Compton Renaissance Transit Peak Hour Expansion- Agency will continue to deliver five (5) fixed route public transit routes expanding M-F operating hours by +4.5 hours peak hour service (1.5 am peak; 3.0 pm peak) to/from regional transportation services, downtown, colleges & universities, job centers, and medical facilities.	2022								Renaissance - Transit Center	Bus	40 mins	40 mins
LOS ANGELES	LA9918939	220A1T02	COMPTON	Transit			Operating Assistance: Compton Renaissance Transit Peak Hour Expansion- Agency will continue to deliver five (5) fixed route public transit routes expanding M-F operating hours by +4.5 hours peak hour service (1.5 am peak; 3.0 pm peak) to/from regional transportation services, downtown, colleges & universities, job centers, and medical facilities.	2022								Renaissance	Bus	40 mins	40 mins
LOS ANGELES	LA0D198	LA0D198	LOS ANGELES COUNTY MTA	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)	2022								Exposition/Crenshaw to Aviation/LAX	Bus	6 mins.	12 mins.
LOS ANGELES	LA0D198	LA0D198	LOS ANGELES COUNTY MTA	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)	2022								Exposition/C	Light Rail	6 mins	12 mins
LOS ANGELES	LA0D198	LA0D198	LOS ANGELES COUNTY MTA	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)	2022								Exposition/C	Light Rail	6 mins	12 mins
LOS ANGELES	LA0D198	LA0D198	LOS ANGELES COUNTY MTA	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)	2022								Exposition/C	Light Rail	6 mins	12 mins
LOS ANGELES	LA0D198	LA0D198	LOS ANGELES COUNTY MTA	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)	2022								Exposition/C	Light Rail	6 mins	12 mins
LOS ANGELES	LA0D198	LA0D198	LOS ANGELES COUNTY MTA	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)	2022								Exposition/C	Light Rail	6 mins	12 mins

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LOS ANGELES	LA0D198	LA0D198	LOS ANGELES COUNTY MTA	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)	2022								Exposition/C	Light Rail	6 mins	12 mins
LOS ANGELES	LA0D198	LA0D198	LOS ANGELES COUNTY MTA	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)	2022								Exposition/C	Light Rail	6 mins	12 mins
LOS ANGELES	LA0D29	LA0D29	REDONDO BEACH	Transit			CITY BUS TRANSFER STATION. Relocate existing transit terminal & construct new transit center w/12 bus bays, pax waiting area & info center, & driver lounge. Property provides 339 public pkg spaces (plus 2 for staff maint & security) & bicycle facilities. Location 1521 Kingsdale Ave, RB, CA 90278. Project also includes minor surface street improvements on Kingsdale Ave and 182nd : Kingsdale widening adds dedicated right turn lane and 182nd restriping removes bus layover and adds a bike lane.	2022								na	Bus	na	na
LOS ANGELES	LA0G774	REG0703	SANTA CLARITA	Transit			Vista Canyon Ranch Transit Center - relocate the existing, temporary Via Princessa Metrolink Station to the Vista Canyon project site; includes Metrolink Station and Bus Transfer Station, a pedestrian overpass or undercrossing of the tracks and an adjacent parking structure with up to 750 parking spaces.	2022								Metrolink	Commuter Rail	30	120
LOS ANGELES	LA0G1162	1TR0101	LOS ANGELES COUNTY MTA	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	2023								Transit	Light Rail	0	0
LOS ANGELES	LA0G1162	1TR0101	LOS ANGELES COUNTY MTA	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	2023								Tranist	Light Rail	0	0
LOS ANGELES	LAF7412	1TR1010	LOS ANGELES COUNTY	Transit			LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE: Procures (1) 30-ft clean fuel vehicle for its new Los Angeles County/USC Medical Center fixed-route shuttle service.	2023								USC MED CTR TRANSIT	Bus	20	20
LOS ANGELES	LAF7412	1TR1010	LOS ANGELES COUNTY	Transit			LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE: Procures (1) 30-ft clean fuel vehicle for its new Los Angeles County/USC Medical Center fixed-route shuttle service.	2023								USC MED CTR	Bus	20	20
LOS ANGELES	LAF7412	1TR1010	LOS ANGELES COUNTY	Transit			LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE: Procures (1) 30-ft clean fuel vehicle for its new Los Angeles County/USC Medical Center fixed-route shuttle service.	2023								USC MED CTR	Bus	20	20
LOS ANGELES	LAF7412	1TR1010	LOS ANGELES COUNTY	Transit			LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE: Procures (1) 30-ft clean fuel vehicle for its new Los Angeles County/USC Medical Center fixed-route shuttle service.	2023								USC MED CTR	Bus	20	20
LOS ANGELES	LAF7412	1TR1010	LOS ANGELES COUNTY	Transit			LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE: Procures (1) 30-ft clean fuel vehicle for its new Los Angeles County/USC Medical Center fixed-route shuttle service.	2023								USC MED CTR	Bus	20	20
LOS ANGELES	LAF7412	1TR1010	LOS ANGELES COUNTY	Transit			LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE: Procures (1) 30-ft clean fuel vehicle for its new Los Angeles County/USC Medical Center fixed-route shuttle service.	2023								USC MED CTR	Bus	20	20

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LOS ANGELES	LA9918898	220A1T04	ANTELOPE VALLEY TRANSIT AUTHORITY	Transit			Five (5) Expansion 60 ft. Articulated Electric Buses - decrease headways to every 15 minutes on Route 11.	2023								11 & 12	Bus	15 min	30 min
LOS ANGELES	LA9918864	220A1T05	ANTELOPE VALLEY TRANSIT AUTHORITY	Transit			Five (5) Expansion 60 ft. Articulated Electric Buses - decrease headways to every 15 minutes on Route 12.	2023								11 & 12	Bus	15 min	30 min
LOS ANGELES	LA0G447	LA0G447	LOS ANGELES COUNTY MTA	Transit			Metro Purple Line Westside Subway Extension Section 1 - Wilshire/Western to La Cienega	2023								Wilshire/Western to La Cienega	Subway	4 mins	10 mins
LOS ANGELES	LA0G447	LA0G447	LOS ANGELES COUNTY MTA	Transit			Metro Purple Line Westside Subway Extension Section 1 - Wilshire/Western to La Cienega	2023								Wilshire/We s	Subway	4 mins.	10 mins
LOS ANGELES	LA0G447	LA0G447	LOS ANGELES COUNTY MTA	Transit			Metro Purple Line Westside Subway Extension Section 1 - Wilshire/Western to La Cienega	2023								Wilshire/We s	Subway	4 mins.	10 mins
LOS ANGELES	LA52105	LA52105	CULVER CITY MUNI BUS LINES	Transit			Payments for the leasing of bus tires for the Culver CityBus fleet.	2023											
LOS ANGELES	LA963543	LA963543	LOS ANGELES COUNTY MTA	Transit			PREVENTIVE MAINTENANCE (CAPITAL & OPERATING MAINTENANCE ITEMS ONLY)	2023											
LOS ANGELES	LA970501	LA970501	ACCESS SERVICES INC.	Transit			ANNUAL EXPENDITURES INCLUDING SERVICE PROVIDER CONTRACTS FOR COMPLEMENTARY ADA PARATRANSIT IN LOS ANGELES COUNTY	2023											
LOS ANGELES	LA0G719	1NL04	LOS ANGELES COUNTY MTA	Transit			The Willowbrook/Rosa Parks Transit Station Improvement Project modernizes existing rail/bus transit station, upgrades bus facilities and improves accessibility to the station and integration with surrounding community.	2024											
LOS ANGELES	LA0B358	LA0B358	CULVER CITY MUNI BUS LINES	Transit			Preventative maintenance for the Culver CityBus fleet.	2024											
LOS ANGELES	LA0D337	LA0D337	LOS ANGELES COUNTY MTA	Transit			TRANSIT ENHANCEMENT ACTIVITIES: 1% FORMULA FUNDS - LOS ANGELES COUNTY	2024											
LOS ANGELES	LA29212XY	1120006	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	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								n/a	Bus	N/A	N/A
LOS ANGELES	LA29212XY	1120006	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	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								San Dimas	Light Rail	50	20
LOS ANGELES	LA29212XY	1120006	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	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								La Verne	Light Rail	50	20
LOS ANGELES	LA29212XY	1120006	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	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								Pomona	Light Rail	50	20
LOS ANGELES	LA29212XY	1120006	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	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								Claremont	Light Rail	50	220
LOS ANGELES	LA0G012	1OM0702	ANTELOPE VALLEY TRANSIT AUTHORITY	Transit			Federal Operating Assistance. Utilizing $1,000 of TDC in FY 17/18 and $1,300 for FY18/19 & FY19/20 to match FTA 5307 funds for CON.	2025											
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 $1,887,420 and FY20 is $1,548,336. Additional funds of $3,604,641 in Section 5307 Federal Allocation and $901,160 in Toll Credit for FY21/22. Adding an additional (7) buses for a total of (11) to the TIP.	2025											

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LOS ANGELES	LA0G1259	1TR1017	CULVER CITY	Transit			Culver City Multi-modal Transit Center (PE Only)	2025								Various	Bus	10 min	30 min
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. Project using TDC/Toll Credits for match for STIP funds: $229 for CON phase in FY21/22	2025								El Sereno/City Terrace	Bus	5	12
LOS ANGELES	LA0G1052	1TR1002	LOS ANGELES COUNTY MTA	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	LA0G1052	1TR1002	LOS ANGELES COUNTY MTA	Transit			Metro Purple Line Westside Subway Extension Section 2 - Wilshire/La Cienega to Century City	2026								N/A	Subway	4 mins	10 mins
LOS ANGELES	LA0G1301	1TR0706	LOS ANGELES COUNTY MTA (METRO)	Transit	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.	2027									Light Rail	6	10
LOS ANGELES	LA0G1301	1TR0706	LOS ANGELES COUNTY MTA (METRO)	Transit	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.	2027									Light Rail	6 mins	10 mins
LOS ANGELES	LA0G1301	1TR0706	LOS ANGELES COUNTY MTA (METRO)	Transit	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.	2027									Light Rail	6 mins	10 mins
LOS ANGELES	LA0G1301	1TR0706	LOS ANGELES COUNTY MTA (METRO)	Transit	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.	2027									Light Rail	6 mins	10 mins
LOS ANGELES	LA0G1301	1TR0706	LOS ANGELES COUNTY MTA (METRO)	Transit	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.	2027									Light Rail	6 mins	10 mins
LOS ANGELES	LA0G1301	1TR0706	LOS ANGELES COUNTY MTA (METRO)	Transit	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.	2027									Light Rail	6 mins	10 mins
LOS ANGELES	LA0G1301	1TR0706	LOS ANGELES COUNTY MTA (METRO)	Transit	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.	2027									Light Rail	6 mins	10 mins

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
LOS ANGELES	LA0G1301	1TR0706	LOS ANGELES COUNTY MTA (METRO)	Transit	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.	2027									Light Rail	6 mins	10 mins
LOS ANGELES	LA0G1301	1TR0706	LOS ANGELES COUNTY MTA (METRO)	Transit	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.	2027									Light Rail	6 mins	10 mins
LOS ANGELES	LA0G1301	1TR0706	LOS ANGELES COUNTY MTA (METRO)	Transit	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.	2027									Light Rail	6 mins	10 mins
LOS ANGELES	LA0G1301	1TR0706	LOS ANGELES COUNTY MTA (METRO)	Transit	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.	2027									Light Rail	6 mins	10 mins
LOS ANGELES	LA0G1301	1TR0706	LOS ANGELES COUNTY MTA (METRO)	Transit	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.	2027									Light Rail	6 mins	10 mins
LOS ANGELES	LA0G1301	1TR0706	LOS ANGELES COUNTY MTA (METRO)	Transit	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.	2027									Light Rail	6 mins	10 mins
LOS ANGELES	LA0G1301	1TR0706	LOS ANGELES COUNTY MTA (METRO)	Transit	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.	2027									Light Rail	6 mins	10 mins
LOS ANGELES	LA0G1450	1TR1003	LOS ANGELES COUNTY MTA	Transit			HEAVY RAIL TRANSIT FLEET UP TO 182 NEW RAIL CARS SYSTEMWIDE	2027								Red Line	Subway	4 min	8 min
LOS ANGELES	LA0G1450	1TR1003	LOS ANGELES COUNTY MTA	Transit			HEAVY RAIL TRANSIT FLEET UP TO 182 NEW RAIL CARS SYSTEMWIDE	2027								Purple Line	Subway	4	10
LOS ANGELES	LA0G642	1TR1003	LOS ANGELES COUNTY MTA (METRO)	Transit	Century City	Westwood	WESTSIDE PURPLE LINE EXTENSION SECTION 3	2027								2.56 miles	Heavy Rail	4 mins	10 mins
LOS ANGELES	LA50300	LA50300	ARCADIA	Transit			OPERATING ASSISTANCE - FIXED ROUTE TRANSIT OPERATIONS AND DIAL-A -RIDE SERVICE	2027											
LOS ANGELES	LA0G632	1TR1001	LOS ANGELES COUNTY MTA (METRO)	Transit	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

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LOS ANGELES	LA0G632	1TR1001	LOS ANGELES COUNTY MTA (METRO)	Transit	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	LAMIPMR102	2A98L09	SAN GABRIEL	Local			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	Valley	7	New	Delta	ew loop detection, video detection, battery back-up, new controllers, and communications	6	6				
LOS ANGELES	LA9918916	2A98L00	Paramount	Local	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. PE ONLY	2025	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	LA9918916	2A98L03	PARAMOUNT	Local			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	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			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	Fremont	0.35	Valley Blvd	Mission Rd	widen streets to add lanes, restripe, extend turn pockets	6	7				
LOS ANGELES	LA9918793	2A98L02	Lynwood	Local			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	Imperial Hwy		STATE ST	WRIGHT RD	11 signal synchronizations						
LOS ANGELES	LAMIPMR111	2A98L04	ROSEMEAD	Local			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				

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LOS ANGELES	LAMIPMR111	2A98L05	ROSEMEAD	Local			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	Rosemead Blvd,	1.26 mi	city limit	city limit	signal sync	5	5				
LOS ANGELES	LAMIPMR111	2A98L06	ROSEMEAD	Local			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	Garvey Ave	2.15 mi	City Limit	City Limit	signal sync	5	5				
LOS ANGELES	LAMIPMR111	2A98L07	ROSEMEAD	Local			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	Valley Blvd,	1.16 mi	city limit	city limit	signal sync	5	5				
LOS ANGELES	LAMIPMR111	2A98L08	ROSEMEAD	Local			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	San Gabriel Blvd,	2.52 mi	city limit	city limit	signal sync	5	5				
LOS ANGELES	LAMIP103	1M0101	LOS ANGELES, CITY OF	Local			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	Valley Boulevard	2.9 mi	Soto Street	710 Freeway	Mobility improvements for all modes	6	6				
LOS ANGELES	LAMIP104	1M0101	LOS ANGELES, CITY OF	Local			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	Huntington Dr	2.6	Mission Rd	Kendall Ave	Mobility improvements for all modes	6	6				

ORANGE COUNTY

Modeled Projects

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
ORANGE	ORA190914	2L220	SAN CLEMENTE	Local	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.	2024					New class II bike lanes and road diet for safety	4	2				
ORANGE	ORA113009	7020004	IRVINE	Local	RR Trails	Walnut Avenue	The Peters Canyon Off-Street Bikeway will improve a segment of the Bikeway that is 2,150 feet long and is located between the railroad tracks and Walnut Avenue; adjacent to the Harvard Athletic Park. The pole lighting will be installed every 70-75 feet of the bikeway; a total of 35 pole lighting within the project segment.	2021											
ORANGE	ORA020824	ORA120534	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Local	NA	NA	ORANGETHORPE AVE GRADE SEPARATION: CONSTRUCT A GRADE SEPARATION ON ORANGETHORPE AVE AT THE BNSF RR TRACKS. ORANGE COUNTY GATEWAY PROJECT. (Non-Capacity)	2021											
ORANGE	ORA170003	2A0704	Orange County	Local	8500' EAST OF ANTONIO	Ortega Highway	COW CAMP ROAD SEGMENT 2 – ADD (2-3) LANES EACH DIRECTION FROM 8500' EAST OF ANTONIO TO ORTEGA HIGHWAY	2022	Cow Camp Road	2.59 miles	8500' EAST OF ANTONIO	Ortega Highway	ADD (2-3) LANES EACH DIRECTION	0	6				
ORANGE	ORA113004	7020004	COSTA MESA	Local	N/A	N/A	Fairview Multipurpose Trail in Costa Mesa The proposed project includes design and construction of a new eight-foot wide, concrete Class I multipurpose trail facility for a length of approximately 5,300 feet within the limits of Fairview Park.	2023											
ORANGE	ORA170007	2A0704	SANTA ANA	Local	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.	2023											
ORANGE	ORA190901	7120004	Santa Ana	Local	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.	2024		1									
ORANGE	ORA151507	2L220	WESTMINSTER	Local	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											
ORANGE	ORA190904	2L220	Santa Ana	Local	Harbor Blvd	Grand Ave	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.	2024		2.85									
ORANGE	ORA190905	2L220	Santa Ana	Local	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.	2024		1.875									

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ORANGE	ORA150003	ORA125	SANTA ANA	Local	Warner	St Andrew	Bristol Street Widening from Warner Avenue to St. Andrew Place. Widen from 4 to 6 lanes. Phase IV. Split from ORA125	2024	Bristol Street	0.5	Warner	St Andrew	Widen.	4	6				
ORANGE	ORA150004	ORA125	SANTA ANA	Local	Civic Center	Washington	Bristol Street Widening from Civic Center Drive to Washington Avenue. Widen from 4 to 6 lanes. Phase IIIA. Split from ORA125	2024	Bristol	0.3	Civic Center	Washington	Widen	4	6				
ORANGE	ORA113011	7020004	LA HABRA	Local	N/A	N/A	La Habra Union Pacific Railroad Bikeway. ENG for Union Pacific Railroad right-of-way between La Habra West City Limits and La Habra East City Limits. ROW for La Habra West City Limits to Beach Boulevard. Toll Credit Match for ATP-MPO.	2025											
ORANGE	ORA000173	ORA000173	MISSION VIEJO	Local	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	ORA020501	ORA020501	VARIOUS AGENCIES	Local	Bridge	Bridge	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).	2030											
ORANGE	10254	10254	TCA	State			SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR (SJHTC – SR 73). 15 MI TOLL RD BETWEEN 1-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, CONSISTENT WITH SCAG/TCA MOU 4/5/01. EXISTING 3 M/F EA DIR. 1 ADDITIONAL M/F EA DIR, PLUS CLIMBING & AUX LANES BY 2020.	2022	73	15.85	I-5	Bison	Widening	6	8				
ORANGE	ORA050	ORA050	TCA	State			EASTERN TRANSPORTATION CORRIDOR (ETC-SR 241/261/133) 26.4 MI TOLL ROAD CONNECTS SR 91 to I-5 via SR 261 and SR 133, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F EA DIR. 2 ADDITIONAL M/F IN EA DIR, PLUS CLIMBING AND AUX LANES BY 2020.	2022	241	-26.4	SR-91	I5/Jamboree	Widening	4	8				
ORANGE	ORA051	ORA051	TCA	State			FOOTHILL TRANSPORTATION CORRIDOR-NORTH (FTC-N - SR 241). 12.7 MI TOLL ROAD BETWEEN OSO PKWY AND ETC, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F IN EA DIR. 2 ADDITIONAL M/F, PLS CLIMBING & AUX LANES BY 2020.	2022	241	12.7	Oso	Sr-261	Ultimate Project Widening	2	4				
ORANGE	ORA120320	ORA120320	BREA	State			SR-57/LAMBERT RD INTERCHANGE IMPROVEMENTS - RECONFIG EXISTING DIAMOND INTERCHANGE TO LOOP RAMP, ADD SB LN ON OFFRAMP (PPNO 3834)	2023	57	1.7	SR-57	Lambert	Reconfigure existing diamond interchange to loop ramp	6	6				
ORANGE	ORA131712	2M0730	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State			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)	2024	5	2.6	Oso Creek	Alicia Parkway	Add 1 GP lane each direction	4	5				
ORANGE	ORA111801	2M0730	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State			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	ORA111801	2M0730	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State			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	1.8	17.1 El Toro Road	18.9 Alicia Parkway	Extend 2nd HOV	4	5				
ORANGE	ORA111801	2M0730	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State			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	1.8	Alicia Parkway	El Toro ROad	Add 1 GP lane each direction	4	5				

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ORANGE	ORA120535	ORA120507	VARIOUS AGENCIES	State			Widen Route 74 (Ortega Highway) - In San Juan Capistrano from Calle Entradero to city/county line. Widen from 2 lanes to 4 lanes.	2025											
ORANGE	ORA131711	2M0730	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State			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				
ORANGE	ORA171904	2M0730	VARIOUS AGENCIES	State			I-5 Improvements from SR-73 to El Toro Road (replacement planting/landscaping). Replacement planting/landscaping related to ORA131711, ORA111801, and ORA131712.	2026											
ORANGE	ORA030605	ORA030605	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State			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	2026	405	0	0 n/a Goldenwest Bridge	0 n/a Goldenwest Bridge	widen bridge over I-405	5	6				
ORANGE	ORA030605	ORA030605	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State			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	2026	405	0	0 n/a Bolsa Chica Road	0 n/a Duncannon	3000 ft street widening (ORA151)	5	6				
ORANGE	ORA030605	ORA030605	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State			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	2026	405	14.9	2500' S of Euclid	I-605	Add 1 Mixed Flow lane each direction from I-605 to Euclid Street	12	14				
ORANGE	ORA030605	ORA030605	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State			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	2026	Beach Blvd	0	0 Beach	0 Beach	Construct 4th NB lane on Beach overcrossing (ORA100507)	3	4				
ORANGE	ORA030605	ORA030605	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State			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	2026	405	0	0 Beach/Edinger	0 Beach/Edinger	Remove off ramp NE corner (ORA100507)	1	0				
ORANGE	ORA030605	ORA030605	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State			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	2026	405	0	0 17.8 chestnut	0 17.8 goldenwest	Bridge Widening (ORA045)	4	6				
ORANGE	ORA100511	2M0733	VARIOUS AGENCIES	State			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)	2027	55	2.82	7.09 I-405	9.91 I-5	Add 1 HOV Lane	1	2				

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
ORANGE	ORA100511	2M0733	VARIOUS AGENCIES	State			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)	2027	55	4.03	I-405	I-5	Add 1 MF each direction	4	5				
ORANGE	ORA192301	2M0731	CALTRANS	State	405	SR-55	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											
ORANGE	ORA192301	2M0731	CALTRANS	State	405	SR-55	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											
ORANGE	ORA040607	ORA040607	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State			Orange County - Countywide activities: Planning, Programming and Monitoring (PPM)(PPNO 2132)	2030											
ORANGE	ORA150201	ORA150201	ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)	State	Pico	San Diego County	Add 1 HOV lane each direction from Avenida Pico to San Diego County Line	2030	5	3	Pico	San Diego Co.	EXISTING: 4 GP EACH DIRECTION PLAN: 4 GP + 1 HOV EACH DIRECTION	8	10				
ORANGE	ORA000820	2TK01116	CALTRANS	State			SR-57 TRUCK CLIMBING AUX LANE FROM LAMBERT TO LA CO. LINE (PE ONLY)(PPNO 3847A)	2034	57	-20.52	Lambert	Los Angeles County Line	add truck climbing lane	5	6				
ORANGE	ORA111207	2T01135	TCA	State	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				

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
ORANGE	ORA151309	2120008	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit			Five 40' Compressed Natural Gas Expansion Buses (Route 560)	2022											
ORANGE	ORA080803	2OM0701	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit			Capital Cost of Contracting (Costs associated with contracting for ACCESS and Contracted Fixed Route services. - OCTA/Mission Viejo), Contracted Services (ACCESS - 5310 Only - OCTA, Mission Viejo and Riv/SB). Transit Development Credits in FY16/17 of FTA 5307 @ $5,385, FY16/17 of FTA 5310 @ $415, FY17/18 of FTA 5307 @ $4,142, FY17/18 of FTA 5310 @ $424, FY18/19 of FTA 5307 @ $4,171, FY18/19 of FTA 5310 @ $433, FY18/19 of FTA 5339 @ $620, FY19/20 of FTA 5307 @ $4,391, FY19/20 of FTA 5310 @ $442, FY19/20 o	2022											
ORANGE	ORA110305	2TR0704	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit			The Laguna Niguel/Mission Viejo Station Improvements. Improvements include pedestrian accessibility, restrooms, benches, shade structures, an ADA Undercrossing and other structures or amenities. TDC match for FY 21/22 $594.	2022											
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. (Transit Development Credit Match for FHWA Transfer FY16/17 is $306k & TDC Match for FHWA Transfer FY18/19 is $2.822M)	2022								N/A	Light Rail	10-20 min	0
ORANGE	ORA020118	ORA020118	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit			Purchase Replacement Paratransit Vans (99) - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2022											
ORANGE	ORA021202	ORA021202	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit			BUS OPERATING ASSISTANCE FTA9 - FOR PARATRANSIT (MISSION VIEJO)	2022											
ORANGE	ORA030612	ORA030612	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit			PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDEING PPNO 9514	2022								N/A	Commuter Rail	n/a	n/a
ORANGE	ORA174	ORA174	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit			BUS OPERATING ASSISTANCE FTA9 - FOR PARATRANSIT (OCTA)	2022											
ORANGE	ORA111209	2TR0704	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit			LAGUNA NIGUEL TO SAN JUAN CAPISTRANO PASSING SIDING - ADD 1.8 MILES OF NEW RAILROAD TRACK ADJACENT TO THE EXISTING MAIN TRACK. MP 193.9 - MP 195.7 (project will utilize Transit Development Credits Match - 5307 FHWA Transfer FY13/14 for $438 and FY16/17 for $2,125)(PPNO 2107)	2023											
ORANGE	ORA172201	ORA110613	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit			Transit Security and Operations Center	2025											
ORANGE	ORA020106	ORA020106	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit			Preventive Maintenance (OCTA): Projects are consistent with 40 CFR Part 93.126 Exempt Tables2 and Table 3 categories - Purchase of office, shop, and operating equipment for existing facilities. Transit Development Credits/Toll Credits: FY16/17 of Section 5307 @ $3,525, FY16/17 of Section 5337 @ $620, FY17/18 of Section 5307 @ $2,936, FY 17/18 of Section 5337 @ $631, FY18/19 of Section 5307 @ $3,061, FY18/19 of Section 5337 @ $642, FY19/20 of Section 5307 @ $3,024, FY19/20 of Section 5337 @ $653, FY20/21	2030											

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ORANGE	ORA021203	ORA021203	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit			PREVENTIVE MAINTENANCE (MISSION VIEJO) Transit Development Credits: FY16/17 of FTA 5307 @ $29, FY16/17 of FTA 5337 @ $7, FY17/18 of FTA 5307 @ $1,791, FY17/18 of FTA 5337 @ $8, FY18/19 of FTA 5307 @ $1,828, FY18/19 of FTA 5337 @ $8, FY19/20 of FTA 5307 @ $1,865, FY19/20 of FTA 5337 @ $8, FY20/21 of FTA 5307 @ $1,865, FY20/21 of FTA 5337 @ $8, FY21/22 of FTA 5307 @ $1,865 and FY21/22 of FTA 5337 @ $8.	2030											
ORANGE	ORA990933	ORA199	LAGUNA BEACH	Transit			Transit Operating Assistance (Laguna Beach)	2030											
ORANGE	ORA37115	ORA37115	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit			OPERATING ASSISTANCE FOR COMMUTER RAIL	2030											
ORANGE	ORA151309	2160008	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit			Five 40' Compressed Natural Gas Expansion Buses (Route 560)	2022								N/A	Bus	12	15
ORANGE	ORA171401	2160008	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit			Six 40' Compressed Natural Gas Expansion Buses (Route 529)	2024								N/A	Bus	12	18

RIVERSIDE COUNTY

Modeled Projects

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
RIVERSIDE	RIV200705	420A1L02	PALM DESERT	Local	Magnesia Falls Drive	Fred Waring Drive	IN EASTERN RIVERSIDE CO. FOR THE CITY OF PALM DESERT - SAN PABLO AVE CORRIDOR IMPROVEMENTS: INSTALLATION OF NEW SIDEWALK, SEPARATE BIKE LANES (CLASS VI PATH), REMOVAL OF TRAVEL LANE FOR ROAD DIET AND CONSTRUCT NEW ROUNDABOUTS FOR INTERSECTION CONTROL BETWEEN FRED WARING DRIVE AND MAGNESIA FALLS DRIVE.	2023	San Pablo Ave.	2,400'	Magnesia Falls Drive	Fred Waring Drive	Reduce 2 lanes in each direction to 1 lane in each direction	4	2				
RIVERSIDE	RIV181003	2016A319	LA QUINTA	Local			IN RIV CO, CITY OF LA QUINTA- LA QUINTA VILLAGE COMPLETE STREETS-A ROAD DIET:INSTALL BIKE LNS (CLASS II-3,796LF,CLASS III-550LF) ON CALLE TAMPICO (EISENHOWER DR - WASHINGTON ST.), EISENHOWER (CALLE TAMPICO - CALLE SINALOA), CALLE SINALOA/AVE. 52 (EISENHOWER DR. - DESERT CLUB DRIVE); REDUCE TRAVEL LNS FROM 4 TO 2;INSTALL 5 ROUNDABOUTS,MIDBLK XINGS W/ FLASH BEACONS. (ATP-3 AUG STATE) (STATE-ONLY FUNDS)	2021	Calle Tampico	0.7 miles	Eisenhower Dr.	Washington St.	Road diet reduces travel lane from 4 to 2 in each direction to accommodate bike lanes and on-street parking	4	2				
RIVERSIDE	RIV181003	2016A319	LA QUINTA	Local			IN RIV CO, CITY OF LA QUINTA- LA QUINTA VILLAGE COMPLETE STREETS-A ROAD DIET:INSTALL BIKE LNS (CLASS II-3,796LF,CLASS III-550LF) ON CALLE TAMPICO (EISENHOWER DR - WASHINGTON ST.), EISENHOWER (CALLE TAMPICO - CALLE SINALOA), CALLE SINALOA/AVE. 52 (EISENHOWER DR. - DESERT CLUB DRIVE); REDUCE TRAVEL LNS FROM 4 TO 2;INSTALL 5 ROUNDABOUTS,MIDBLK XINGS W/ FLASH BEACONS. (ATP-3 AUG STATE) (STATE-ONLY FUNDS)	2021	Eisenhower Dr.	0.4 miles	Calle Tampico	Calle Sinaloa	Road diet reduces travel lane from 4 to 2 to accomodate for bike lanes and on-street parking	4	2				
RIVERSIDE	RIV181003	2016A319	LA QUINTA	Local			IN RIV CO, CITY OF LA QUINTA- LA QUINTA VILLAGE COMPLETE STREETS-A ROAD DIET:INSTALL BIKE LNS (CLASS II-3,796LF,CLASS III-550LF) ON CALLE TAMPICO (EISENHOWER DR - WASHINGTON ST.), EISENHOWER (CALLE TAMPICO - CALLE SINALOA), CALLE SINALOA/AVE. 52 (EISENHOWER DR. - DESERT CLUB DRIVE); REDUCE TRAVEL LNS FROM 4 TO 2;INSTALL 5 ROUNDABOUTS,MIDBLK XINGS W/ FLASH BEACONS. (ATP-3 AUG STATE) (STATE-ONLY FUNDS)	2021	Calle Sinaloa/Ave 52	0.8 miles	Eisenhower Dr.	Desert Club Drive	Road diet reduces travel lane from 4 to 2 to accomodate for bike lanes and on-street parking	4	2				
RIVERSIDE	RIV151202	3ITS07	MORENO VALLEY	Local			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY - DESIGN AND CONSTRUCTION OF ITS, INCLUDING AN ETHERNET FIBER-OPTIC BACKBONE SYSTEM, CCTV CAMERAS AT 26 KEY INTERSECTIONS, AND NEW TRAFFIC SIGNAL CONTROLLERS AT EXISTING 43 SIGNALIZED INTERSECTIONS (CMAQ PM 2.5 BENEFITS .21 KG/DAY)	2021	Alessandro Blvd	1 mile	Heacock St	Perris Blvd	Synchronize signals along this corridor	N/A	N/A				
RIVERSIDE	RIV151202	3ITS07	MORENO VALLEY	Local			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY - DESIGN AND CONSTRUCTION OF ITS, INCLUDING AN ETHERNET FIBER-OPTIC BACKBONE SYSTEM, CCTV CAMERAS AT 26 KEY INTERSECTIONS, AND NEW TRAFFIC SIGNAL CONTROLLERS AT EXISTING 43 SIGNALIZED INTERSECTIONS (CMAQ PM 2.5 BENEFITS .21 KG/DAY)	2021	Perris Blvd	6.2 miles	Ironwood Ave	Harley Knox Rd	Synchronize signals along this corridor	N/A	N/A				
RIVERSIDE	RIV151202	3ITS07	MORENO VALLEY	Local			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY - DESIGN AND CONSTRUCTION OF ITS, INCLUDING AN ETHERNET FIBER-OPTIC BACKBONE SYSTEM, CCTV CAMERAS AT 26 KEY INTERSECTIONS, AND NEW TRAFFIC SIGNAL CONTROLLERS AT EXISTING 43 SIGNALIZED INTERSECTIONS (CMAQ PM 2.5 BENEFITS .21 KG/DAY)	2021	Cactus Ave	1 mile	Perris Blvd	Lasselle St	Synchronize signals along this corridor	N/A	N/A				

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RIVERSIDE	RIV151202	3ITS07	MORENO VALLEY	Local			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY - DESIGN AND CONSTRUCTION OF ITS, INCLUDING AN ETHERNET FIBER-OPTIC BACKBONE SYSTEM, CCTV CAMERAS AT 26 KEY INTERSECTIONS, AND NEW TRAFFIC SIGNAL CONTROLLERS AT EXISTING 43 SIGNALIZED INTERSECTIONS (CMAQ PM 2.5 BENEFITS .21 KG/DAY)	2021	Eucalyptus Ave	1.5 miles	Old I-215	Towngate Blvd	Synchronize signals along this corridor	N/A	N/A				
RIVERSIDE	RIV151202	3ITS07	MORENO VALLEY	Local			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY - DESIGN AND CONSTRUCTION OF ITS, INCLUDING AN ETHERNET FIBER-OPTIC BACKBONE SYSTEM, CCTV CAMERAS AT 26 KEY INTERSECTIONS, AND NEW TRAFFIC SIGNAL CONTROLLERS AT EXISTING 43 SIGNALIZED INTERSECTIONS (CMAQ PM 2.5 BENEFITS .21 KG/DAY)	2021	Heacock St	2.5 miles	Ironwood Ave	Cactus Ave	Synchronize signals along this corridor	N/A	N/A				
RIVERSIDE	RIV151202	3ITS07	MORENO VALLEY	Local			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY - DESIGN AND CONSTRUCTION OF ITS, INCLUDING AN ETHERNET FIBER-OPTIC BACKBONE SYSTEM, CCTV CAMERAS AT 26 KEY INTERSECTIONS, AND NEW TRAFFIC SIGNAL CONTROLLERS AT EXISTING 43 SIGNALIZED INTERSECTIONS (CMAQ PM 2.5 BENEFITS .21 KG/DAY)	2021	Ironwood Ave	2 miles	Pigeon Pass Rd	Perris Blvd	Synchronize signals along this corridor	N/A	N/A				
RIVERSIDE	RIV151202	3ITS07	MORENO VALLEY	Local			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY - DESIGN AND CONSTRUCTION OF ITS, INCLUDING AN ETHERNET FIBER-OPTIC BACKBONE SYSTEM, CCTV CAMERAS AT 26 KEY INTERSECTIONS, AND NEW TRAFFIC SIGNAL CONTROLLERS AT EXISTING 43 SIGNALIZED INTERSECTIONS (CMAQ PM 2.5 BENEFITS .21 KG/DAY)	2021	Lasselle St	2 miles	Cactus Ave	Krameria Ave	Synchronize signals along this corridor	N/A	N/A				
RIVERSIDE	RIV031206	RIV031206	PALM SPRINGS	Local			ON S. PALM CANYON DR OVER ARENAS CANYON SOUTH DRAINAGE CHANNEL: REPLACE EXISTING 4 LANE LOW-WATER CROSSING WITH A NEW 4-LANE BRIDGE, INCLUDING DRAINAGE IMPROVEMENTS CONSISTING OF LEVEE CHANNELIZATION (HBRR #: 00L0027).	2021											
RIVERSIDE	RIV180128	2016A319	WILDOMAR	Local			IN WESTERN RIV CO IN THE CITY OF WILDOMAR - EXTENSION OF 2-LANE LA ESTRELLA RD FROM GEORGE AVE TO SUSAN DR (0.10 MILES)	2022	La Estrella St	0.10 miles	George Ave	Susan Dr	Road Extension	0	2				
RIVERSIDE	RIV080905	3A01WT049A	MORENO VALLEY	Local	Old 215	Frederick Bl	IN THE CITY OF MORENO VALLEY - WIDEN ALESSANDRO BLVD BETWEEN I-215 AND FREDERICK ST FROM 4 TO 6 LANES. PROJECT WILL COMPLETE GAP CLOSURE AND REPLACING EXISTING SIDEWALKS & UPGRADE ADA RAMPS.	2022											
RIVERSIDE	RIV091006	3A07316	INDIAN WELLS	Local	Deep Canyon Channel (east city limits)	570' West of Village Center Dr. (west city limits)	IN EASTERN RIVERSIDE CO. IN THE COACHELLA VALLEY - HWY 111 WIDENING W/IN INDIAN WELLS CITY LIMITS: WID FROM 4 TO 6 THRU LNS (3 LNS IN EA DIR) BTWN THE WCL (570' W/O VILLAGE CTR DR) & EL DORADO DR (RTP ID'S 3A07316 & 3A07257) INCLUDING THE INSTAL OF A RAISED, LANDSCAPE MEDIAN, LEFT TURN PH @ EL DORADO DR, DUAL LEFT TURN PH @ THE SB AND EB COOK ST, RT TURN ONLY LNS AT THE EAST, WEST, AND SB COOK ST.	2022	HWY 111	1.02 MILES	WCL (570' W/O VILLAGE CTR DR)	EL DORADO DR.	WIDENING FROM 4 TO 6 THRU LNS (3 IN EA DIR)	4	6				
RIVERSIDE	RIV170130	3AL304	MARCH JOINT POWERS AUTHORITY	Local			IN WESTERN RIVERSIDE COUNTY IN MARCH JPA AREA - CONSTRUCT NEW EXTENSION OF VAN BUREN BLVD FROM MARCH FIELD AIR MUSEUM TO NANDINA AVE WITH 4 LANE ARTERIAL WITH CENTER TURN MEDIAN.	2022	Van Buren Blvd. Extension	1.5 miles	March Air Field Museum	Nandina Avenue	Extend Van Buren from Mairch Air Field Museum to Nandina as a 4-ln (2 lns in ea dir) with center turn median	0	4				

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RIVERSIDE	RIV190623	3AL304	CALIMESA	Local			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. (PA/ED ONLY)	2022											
RIVERSIDE	RIV071288	3G0705	RIVERSIDE COUNTY	Local			IN EASTERN RIVERSIDE CO. IN THE COACHELLA VALLEY FOR THE COMMUNITY OF MECCA– CONSTRUCT A NEW TWO-LN (1-LN IN EA DIR) GRADE SEPARATION BYPASS S/O AVE 66 BEGINNING 2,800 FT E/O SR-86 & CONNECTING BACK TO AVE 66 AT DALE KILER RD. BYPASS WILL BE APPROX. 0.9 MILES WITH ELEVATED STRUCTURE OVER THE UPRR, HAMMOND RD., INCLUDING REALIGNED SH 195. PROJECT INCLUDES REALIGNED CONNECTIONS TO SH-111 & LINCOLN.	2022	Avenue 66/SR195	1,150 ft	Approx. 2,800 ft .E/O Hwy 86	3,950 ft. E/O Hwy 86	Realignment of existing Ave 66/SR195	2	2				
RIVERSIDE	RIV071288	3G0705	RIVERSIDE COUNTY	Local			IN EASTERN RIVERSIDE CO. IN THE COACHELLA VALLEY FOR THE COMMUNITY OF MECCA– CONSTRUCT A NEW TWO-LN (1-LN IN EA DIR) GRADE SEPARATION BYPASS S/O AVE 66 BEGINNING 2,800 FT E/O SR-86 & CONNECTING BACK TO AVE 66 AT DALE KILER RD. BYPASS WILL BE APPROX. 0.9 MILES WITH ELEVATED STRUCTURE OVER THE UPRR, HAMMOND RD., INCLUDING REALIGNED SH 195. PROJECT INCLUDES REALIGNED CONNECTIONS TO SH-111 & LINCOLN.	2022	Ave 66/SR 195 Connection to the north	680 ft.	New realigned Ave 66/SR195	Route 111 to the north	Northerly connection from realigned Ave 66/SR 195 to existing Hwy 111	2	2				
RIVERSIDE	RIV071288	3G0705	RIVERSIDE COUNTY	Local			IN EASTERN RIVERSIDE CO. IN THE COACHELLA VALLEY FOR THE COMMUNITY OF MECCA– CONSTRUCT A NEW TWO-LN (1-LN IN EA DIR) GRADE SEPARATION BYPASS S/O AVE 66 BEGINNING 2,800 FT E/O SR-86 & CONNECTING BACK TO AVE 66 AT DALE KILER RD. BYPASS WILL BE APPROX. 0.9 MILES WITH ELEVATED STRUCTURE OVER THE UPRR, HAMMOND RD., INCLUDING REALIGNED SH 195. PROJECT INCLUDES REALIGNED CONNECTIONS TO SH-111 & LINCOLN.	2022	Lincoln St.	800 ft.	800 ft. S/O Ave 66/SR 195	New Ave 66/SR 195 connection	Realign Lincoln St. south of realigned Ave 66/SR 195	2	2				
RIVERSIDE	RIV071288	3G0705	RIVERSIDE COUNTY	Local			IN EASTERN RIVERSIDE CO. IN THE COACHELLA VALLEY FOR THE COMMUNITY OF MECCA– CONSTRUCT A NEW TWO-LN (1-LN IN EA DIR) GRADE SEPARATION BYPASS S/O AVE 66 BEGINNING 2,800 FT E/O SR-86 & CONNECTING BACK TO AVE 66 AT DALE KILER RD. BYPASS WILL BE APPROX. 0.9 MILES WITH ELEVATED STRUCTURE OVER THE UPRR, HAMMOND RD., INCLUDING REALIGNED SH 195. PROJECT INCLUDES REALIGNED CONNECTIONS TO SH-111 & LINCOLN.	2022	Ave 66/SR 195 connection to the east	3,600 ft.	Realigned Ave. 66/SR 195	Dale Kiler Rd. to the NE	New bypass/alignment for Ave. 66	0	2				
RIVERSIDE	RIV181006	3NL04	CITY OF JURUPA VALLEY	Local			IN WEST. RIV CO IN JURUPA VALLEY - PACIFIC AV SRTS & ROAD DIET: ON PACIFIC AV (B/W MISSION BLVD & 45TH)-COMPLETE SIDEWALKS (900 LF) ON WEST SIDE, NEW S/W (4,100 LF) ON EAST SIDE, CLASS II (4,100 LF EA DIR) BIKE LANES, ADD CURB EXTENSIONS AT INTERSECTIONS, ENHANCED CROSSWALKS, PED FLASHER AT PACIFIC AV & RUSTIC LN (NO REDUCTION OF LNS). (ATP-3 MPO)	2022											
RIVERSIDE	991203	991203	TEMECULA	Local	Commerce Center Dr	Avenida Alvarado/ Diaz Rd	IN WESTERN RIV CO IN THE CITY OF TEMECULA: PHASE 1: EXTEND OVERLAND DRIVE (4 LANES) FROM COMMERCE CENTER DRIVE TO AVENIDA ALVARADO/DIAZ RD INTERSECTION. SEE 991203A FOR PHASE 2 BRIDGE PROJECT.	2023	Overland Dr.	382.79	Commerce Center Dr.	Avenida Alvarado/Diaz Rd.	Construction of a 4-ln Overland Dr. Ext. (2 lns in ea dir)	n/a	4				
RIVERSIDE	RIV181110	3200L072	RIVERSIDE COUNTY	Local			IN WESTERN RIVERSIDE COUNTY - CONSTRUCT 6 LANE ARTERIAL ON CLINTON KEITH ROAD FROM LEON RD TO SR-79.	2023	CLINTON KEITH ROAD	3000 FEET	LEON RD	SR-79	WIDEN TO 6 LANE ARTERIAL	0	6				

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
RIVERSIDE	RIV121204	3A01WT159	RIVERSIDE COUNTY	Local			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).	2023	Hamner Ave	0	Bridge over Santa Ana River	Bridge over Santa Ana River	Widen Bridge from 2 to 6 lanes	2	6				
RIVERSIDE	RIV210621	3A07086	INDIO	Local	Ave 50	Ave 52	Widen from 3 to 4 Lanes	2023	Jackson St	1.5 mile	Ave 49	Ave 52	Widen from 3 to 4 lanes	3	4				
RIVERSIDE	RIV210621	3A07086	INDIO	Local	Ave 50	Ave 52	Widen from 3 to 4 Lanes	2023	Avenue 50	0.3	Jackson Street	City Limits	Add 2 lanes	2	4				
RIVERSIDE	RIV180134	3160042	TEMECULA	Local			IN WESTERN RIV CO IN THE CITY OF TEMECULA - YNEZ RD WIDENING FROM 2 TO 4-LANES FROM RANCHO VISTA RD TO LA PAZ ST, INCLUDING CURB & GUTTER, SIDEWALK, ADA IMPROVEMENTS, AND LANDSCAPE MEDIAN.	2024	Ynez Road	1.37 miles	Rancho Vista Road	La Paz Street	Widen Ynez Rd from 2 to 4 lanes from Rancho Vista Rd to La Paz St.	2	4				
RIVERSIDE	RIV180109	2016A319	CORONA	Local			IN WESTERN RIV CO FOR THE CITY OF CORONA - ATMS PHASE 3 PROJECT TO INCLUDE UPDATE OF EXISTING ATMS MASTER PLAN, ENHANCE EXISTING SYSTEM WITH ADDITION OF ITS ELEMENTS TO GREEN RIVER RD, EAST FOOTHILL BLVD, RIVER RD, AND OTHER IN-FILL LOCATIONS. ITS ELEMENTS TO INCLUDE COMMUNICATIONS INFRASTRUCTURE, ADVANCE TRAFFIC CONTROLLER UPGRADES, TRAFFIC MONITORING CAMERAS, UPGRADED VEHICLE DETECTION SYSTEMS AND COUNT STATIONS, ENTIRE CITY TRAFFIC NETWORK WILL BE UPDATED W/ NEW TRAFFIC SIGNAL SYNC. (PAED ONLY).	2024										
RIVERSIDE	RIV140820	3ITS08	COACHELLA VALLEY ASSOC OF GOVERNMENTS	Local	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	RIV181050	3120002	EASTVALE	Local	Archibald	Hamner	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	2016A319	COACHELLA	Local			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.	2025	Dillon Rd	0.65 miles	Cabazon Rd	SR-86	Widening from 2 to 6-lanes	2	6				
RIVERSIDE	RIV160405	3161L005	Corona	Local			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.	2025	Magnolia Ave	0.2	El Camino Ave	1,000" E/O All American Way	Increase from 4 to 6 lanes	2	3				
RIVERSIDE	RIV181111	3200L015	CITY OF JURUPA VALLEY	Local			IN THE CITY OF JURUPA VALLEY, WIDEN VAN BUREN BLVD FROM 4 TO 6 LANES FROM LIMONITE AVENUE TO SANTA ANA RIVER.	2025	VAN BUREN BLVD	5000 FEET	LIMONITE AVENUE	SANTA ANA RIVER	WIDEN FROM 4 TO 6 LANES	4	6				
RIVERSIDE	RIV140401	3A04WT179	RIVERSIDE COUNTY	Local			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).	2025											
RIVERSIDE	RIV210623	3A07052	INDIO	Local	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.	2025	Avenue 50	1 mile	Monroe St	Jackson St	Widen from 3 to 4 lanes	3	4				
RIVERSIDE	RIV210622	3A07056	INDIO	Local	Madison St	Monroe St	Widen from 2 to 4 Lanes	2025											

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RIVERSIDE	RIV121202	3A07061	LA QUINTA	Local			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	RIV110124	3A07100	PALM SPRINGS	Local			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.	2025	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	RIV110124	3A07100	PALM SPRINGS	Local			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.	2025	Ramon Rd.	2,314 ft.	San Luis Rey Dr.	200' W/O Ramon Rd. Bridge	Add 1 WB lane from Crossley to San Luis Rey Dr., and one WB ln & one EB ln btwn 200 W/O Ramon Rd. Bridge to Crossley Rd.	5	6				
RIVERSIDE	RIV110124	3A07100	PALM SPRINGS	Local			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.	2025	Ramon Rd.	640'	310' E/O Landau Blvd.,	Avenida La Paloma	Add one WB through lane	5	6				
RIVERSIDE	RIV180401	3AL204	LA QUINTA	Local			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	RIV151102	RIV010206	LAKE ELSINORE	Local			IN WESTERN RIV CO. FOR CITY OF LAKE ELSINORE - CONSTRUCT/EXTEND CAMINO DEL NORTE FROM MAIN ST TO FRANKLIN ST 2 LNS (1 IN EA DIR), 8' SHOULDERS ON EACH SIDE, CLASS III BIKE LNS (650LF), ADD TURNING LNS & CONSTRUCT NEW TRAFFIC SIGNAL AT INTERSECTION OF CAMINO DEL NORTE & FRANKLIN ST. CONSTRUCT/EXTEND CYN ESTATES DR FROM EXISTING FRANKLIN ST TO NEW FRANKLIN ST 2 LNS (1 IN EA DIR), WITH NEW S/W (390LF) ON SOUTHERN SIDE OF CANYONE ESTATES DR.	2025	Camino Del Norte	.59 miles	New Franklin St.	Main St.	Construct / Expand Camino Del Norte as a 2-lane arterial	0	2				
RIVERSIDE	RIV151102	RIV010206	LAKE ELSINORE	Local			IN WESTERN RIV CO. FOR CITY OF LAKE ELSINORE - CONSTRUCT/EXTEND CAMINO DEL NORTE FROM MAIN ST TO FRANKLIN ST 2 LNS (1 IN EA DIR), 8' SHOULDERS ON EACH SIDE, CLASS III BIKE LNS (650LF), ADD TURNING LNS & CONSTRUCT NEW TRAFFIC SIGNAL AT INTERSECTION OF CAMINO DEL NORTE & FRANKLIN ST. CONSTRUCT/EXTEND CYN ESTATES DR FROM EXISTING FRANKLIN ST TO NEW FRANKLIN ST 2 LNS (1 IN EA DIR), WITH NEW S/W (390LF) ON SOUTHERN SIDE OF CANYONE ESTATES DR.	2025	Canyon Estates Dr.	.32 miles	Existing Franklin St.	New Franklin St.	Construct / extend Canon Estate Dr. as a 2 lane arterial	0	2				

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RIVERSIDE	RIV011236	RIV011236	RIVERSIDE COUNTY	Local	Whitewood Rd/Meadowlark Ln	Winchester Rd.	IN RIV COUNTY & MURRIETA - EXTEND/CONSTRUCT CLINTON KEITH ROAD (6 LANES ULTIMATE WIDENING FOR APPROX 4.3 MILES) INCLUDING CONSTRUCTION OF 2 BRIDGES FROM WHITEWOOD RD/MEADOWLARK LN TO WINCHESTER ROAD (SR79) - PROJECT TO BE COMPLETED IN PHASES.	2025	Clinton Keith Rd.	1.7 miles	Whitewood Rd/Meadowlark Ln.	Trois Valley Rd.	New 6 lane facility - 3 lanes in ea dir., including one bridge	n/a	6				
RIVERSIDE	RIV011236	RIV011236	RIVERSIDE COUNTY	Local	Whitewood Rd/Meadowlark Ln	Winchester Rd.	IN RIV COUNTY & MURRIETA - EXTEND/CONSTRUCT CLINTON KEITH ROAD (6 LANES ULTIMATE WIDENING FOR APPROX 4.3 MILES) INCLUDING CONSTRUCTION OF 2 BRIDGES FROM WHITEWOOD RD/MEADOWLARK LN TO WINCHESTER ROAD (SR79) - PROJECT TO BE COMPLETED IN PHASES.	2025	Clinton Keith Rd.	.63 miles	Leon Rd.	SR79	New 6 lane facility - 3 lanes in each direction	0	6				
RIVERSIDE	RIV050201	RIV050201	VARIOUS AGENCIES	Local			GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - HBP PROGRAM; PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLE 2 CATEGORIES - WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES). TC USED TO MATCH HBP FUNDS	2025											
RIVERSIDE	RIV110825	RIV110825	COACHELLA	Local			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. INCLUDING BIKE LANES, SIDEWALKS, RECONSTRUCT TRAFFIC SIGNAL/DRIVEWAYS, CHANNEL SCOUR PRTCTN, & RETAINING EXISTING LOW WATER X-ING & CULVERTS.	2025	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	RIV180137	RIV180137	MENIFEE	Local			IN WESTERN RIV CO IN THE CITY OF MENIFEE - MURRIETA RD WIDENING FROM 2 TO 4-LANES FROM HOLLAND RD TO SCOTT RD (2-MILES).	2025	Murrieta Road	2 miles	Holland Road	Scott Road	Widen Murrieta Rd from 2 to 4 lanes btwn Holland Rd to Scott Rd	2	4				
RIVERSIDE	RIV990727	RIV990727	PALM SPRINGS	Local	UPRR Overcrossing	Garnet Ave.	IN PALM SPRINGS: WIDEN INDIAN CANYON DR FROM 2 TO 6 LANES (3 IN EACH DIRECTION), FROM UPRR OVERCROSSING TO GARNET AVE (HBRR#:56C0025).	2025	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	RIV180116	3120002	CITY OF EASTVALE	Local			IN WESTERN RIV CO IN THE CITY OF EASTVALE - WIDENING OF LIMONITE AVE FROM 4 TO 6 LANES (3-LANES EA DIR) BETWEEN ARCHIBALD AVE AND HAMNER AVE (APPROX 2 MILES).	2026	Limonite ave	2 miles	Archibald Ave	Hamner Ave	Widen Limonite Ave from 4 to 6 lanes btwn Archibald Ave and Hamner Ave	4	6				
RIVERSIDE	RIV080908	3A01WT053	MORENO VALLEY	Local	SR-60	Alessandro Blvd	IN THE CITY OF MORENO VALLEY - WIDEN GILMAN SPRINGS RD BETWEEN SR-60 AND ALESSANDRO BLVD FROM 2 TO 6 LANES. IMPROVEMENTS INCLUDE MEDIANS, TRAFFIC SIGNALS, CHANNELIZATION, LEFT TURN POCKETS, DEDICATED RIGHT TURN, DRAINAGE, ACCESS ROADS, LANDSCAPING, SIDEWALKS, AND BIKE LANES. (PA&ED ONLY)	2026	Gilman Springs Rd.	11500	SR60	Alessandro Blvd.	Widening from 2 to 6 through lanes (3 in each direction)	2	6				
RIVERSIDE	RIV180114	3A01WT124	EASTVALE	Local	San Bernardino County Line	65th St	Widen from 2 to 4 lanes	2026	Archibald Ave	0.7 miles	San Bernardino County Line	65th St	Widen from 2 to 4 lanes	2	4				
RIVERSIDE	RIV180114	3A01WT124	CITY OF EASTVALE	Local			IN WESTERN RIV CO IN THE CITY OF EASTVALE - WIDENING OF ARCHIBALD AVE FROM 2 TO 4 LANES (2-LANES EA DIR) BETWEEN SAN BERNARDINO COUNTY LINE TO 65TH ST (APPROX 3,300 LF).	2026	Archibald Ave	.63 miles	San Bernardino County Line	65th Street	Widen Archibald Ave from 2 to 4 lanes btwn SB County line and 65th St	2	4				
RIVERSIDE	RIV180126A	3A01WT133	WILDOMAR	Local			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).	2026	Bundy Canyon Rd	0.86 miles	I-15	1600' e/o Oak Canyon Drive	Widening from 2 to 4 lanes	2	4				

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RIVERSIDE	RIV080909	3A01WT153	MORENO VALLEY	Local	Alessandro Blvd	Bridge St	IN THE CITY OF MORENO VALLEY - WIDEN GILMAN SPRINGS RD BETWEEN ALESSANDRO BLVD AND BRIDGE ST FROM 2 TO 6 LANES. IMPROVEMENTS INCLUDE MEDIANS, TRAFFIC SIGNALS, CHANNELIZATION, LEFT TURN POCKETS, DEDICATED RIGHT TURN, DRAINAGE, ACCESS ROADS, LANDSCAPING, SIDEWALKS, AND BIKE LANES.	2026	Gilman Springs Rd.	19,000 ft.	Alessandro Blvd.	Bridge St.	Widening from 2 to 6 through lanes (3 in ea direction)	2	6				
RIVERSIDE	RIV180115	3A01WT158	CITY OF EASTVALE	Local	Mission Blvd	Limonite Ave	IN WESTERN RIV CO IN THE CITY OF EASTVALE - WIDENING OF HAMNER AVE FROM 2 TO 6 LANES (3-LANES EA DIR) BETWEEN MISSION BLVD AND LIMONITE AVE.	2026	Hamner Ave	2 miles	Mission Blvd	Limonite Ave	Widen Hamner Ave from 2 to 6 lanes btwn Cantu Galleano and Limonite Ave	2	6				
RIVERSIDE	RIV180135	3A01WT222A	TEMECULA	Local	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)	2026	Diaz Road	10,613 L.F	Dendy Parkway	Rancho California Rd	Widen from 2 to 4 lanes	2	4				
RIVERSIDE	RIV121203	3A04CV027	RIVERSIDE COUNTY	Local			IN EASTERN RIVERSIDE COUNTY IN THE COACHELLA VALLEY - ON AVE 56/AIRPORT DR, REPLACE 2 LANE BRIDGE WITH A 4 LANE BRIDGE OVER WHITEWATER RIVER .21 MILES E/O HWY 111 (BRIDGE NO.56C0020).	2026	Ave.56/Airport Boulevard	0	Bridge over Whitewater River	Bridge over Whitewater River	Widen bridge from 2 to 4 lanes	2	4				
RIVERSIDE	RIV111003	3A04WT165	RIVERSIDE COUNTY	Local			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).	2026	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	RIV180118	3A04WT188	EASTVALE	Local	Sumner Ave	Scholar Way	IN WESTERN RIV CO IN THE CITY OF EASTVALE - WIDENING OF SCHLEISMAN RD FROM 2 TO 4 LANES (2-LANES EA DIR) BETWEEN SUMNER AVE AND SCHOLAR WAY	2026	Schleisman Rd	0.5	Sumner Ave	Scholar way	Widen from 2 to 4 Lanes	2	4				
RIVERSIDE	RIV180136	2016A319	MENIFEE	Local			IN WESTERN RIV CO IN THE CITY OF MENIFEE - MURRIETA RD WIDENING FROM 2 TO 4-LANES FROM PARK CITY AVE TO CAMINO DEL SOL SUR OVER (400-FT), OVER SALT CREEK CHANNEL, INCLUDING A TRAFFIC SIGNAL AT MURRIETA RD & VALLEY BLVD.	2027	Murrieta Rd Bridge	.31 miles	Par City Avenue	Camino del Sol Sur	Widen Murrieta Rd Bridge from 2 to 4 lanes btwn Par City Ave and Camino del Sol Sur	2	4				
RIVERSIDE	RIV200103	3A01WT180	WILDOMAR	Local	Meadowridge Lane	Clinton Kieth	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.	2027	Palomar Street	0.34	Meadowridge Lane	Clinton Keith	Widen to accomodate additional lane in each direction	2	4				
RIVERSIDE	RIV180139	3A04WT177	MENIFEE	Local			IN WESTERN RIV CO IN THE CITY OF MENIFEE - NEWPORT RD WIDENING FROM MURRIETA RD TO BRADLEY RD (1-MILE) TO INCLUDE A 3RD LANE EB AND SAFETY MEDIANS, STREET LIGHTS, MODIFY TRAFFIC SIGNALS, CONSTRUCT SIDEWALKS (3,440LF ON SOUTH SIDE) AND ADA RAMPS, CLASS II BIKE LANES (3,440LF ON SOUTH SIDE), AND RELOCATE EXISTING POWER POLES.	2027	Newport Rd	1 miles	Murrieta Rd	Bradley	Add 3rd lane Eastbound	5	6				
RIVERSIDE	RIV150901A	3A04WT197	RIVERSIDE COUNTY	Local			IN WESTERN RIV. CO. SOUTHEAST OF CORONA - (GAP CLOSURE) WIDEN TEMESCAL CYN ROAD FROM TWO TO FOUR LANES INCLUDING BUT NOT LIMITED TO CURB&GUTTER, SIDEWALK, BIKE LANES, AND CURB RAMPS IN SEGMENT 1: N/O EL CERRITO RD TO TOM BARNES ST, PLUS 200' SEGMENT OF WIDENING N/O CAJALCO RD (SEGMENT 1 OF RIV150901- NEW SPLIT PROJECT) (PA&ED ONLY).	2027	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	RIV150901A	3A04WT197	RIVERSIDE COUNTY	Local			IN WESTERN RIV. CO. SOUTHEAST OF CORONA - (GAP CLOSURE) WIDEN TEMESCAL CYN ROAD FROM TWO TO FOUR LANES INCLUDING BUT NOT LIMITED TO CURB&GUTTER, SIDEWALK, BIKE LANES, AND CURB RAMPS IN SEGMENT 1: N/O EL CERRITO RD TO TOM BARNES ST, PLUS 200' SEGMENT OF WIDENING N/O CAJALCO RD (SEGMENT 1 OF RIV150901- NEW SPLIT PROJECT) (PA&ED ONLY).	2027	Temescal Canyon Rd	.77 mile	N/O El Cerrito Rd	Tom Barnes St	Widen TC Rd from 2 to 4 lanes; 8,200 feet Bike Lane Class 2; 6,500 feet New S/W	2	4				

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RIVERSIDE	RIV150901A	3A04WT197	RIVERSIDE COUNTY	Local			IN WESTERN RIV. CO. SOUTHEAST OF CORONA - (GAP CLOSURE) WIDEN TEMESCAL CYN ROAD FROM TWO TO FOUR LANES INCLUDING BUT NOT LIMITED TO CURB&GUTTER, SIDEWALK, BIKE LANES, AND CURB RAMPS IN SEGMENT 1: N/O EL CERRITO RD TO TOM BARNES ST, PLUS 200' SEGMENT OF WIDENING N/O CAJALCO RD (SEGMENT 1 OF RIV150901- NEW SPLIT PROJECT) (PA&ED ONLY).	2027	Temescal Canyon Rd	.8 miles	El Cerrito Rd	Tom Barnes St	Widen Temescal Canyon Rd from 2 to 4 lanes	2	4				
RIVERSIDE	RIV210407	4A98L02	Desert Hot Springs	Local			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	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			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	North Indian Canyon Drive,	800 lf bridge	Mission Lakes Bvld	Pierson Blvd	Construct 1 new bridge over water crossing	2	4				
RIVERSIDE	RIV210407	4A98L02	Desert Hot Springs	Local			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	Dillon Rd,	1400 lf bridge	Little Morongo Rd	Palm Drive	Construct 1 new bridge over water crossing	2	4				
RIVERSIDE	RIV210407	4A98L02	Desert Hot Springs	Local			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	Little Morongo Rd,	900 bridge	Two Bunch Palms Trail	Dillon Rd	Construct 1 new bridge over water crossing	2	4				
RIVERSIDE	RIV210407	4A98L02	Desert Hot Springs	Local			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	Two Bunch Palms Trail,	700 lf bridge	Little Morongo Rd	Palm Drive	Construct 1 new bridge over water crossing	2	4				
RIVERSIDE	RIV210407	4A98L02	Desert Hot Springs	Local			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	Little Morongo Rd,	1300 bridge	Mission Lakes Blvd	Pierson Blvd	Construct 1 new bridge over water crossing	2	4				
RIVERSIDE	RIV030901A	3A01CV004	COACHELLA	Local			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.	2028	Ave 50	1.2 mi	Fillmore St	I-10	Construct 6 new lanes						
RIVERSIDE	RIV180107	3A01CV089	CATHEDRAL CITY	Local	Palm Dr	Mountain View Rd	Widen from 2 to 4 lanes	2028											

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RIVERSIDE	RIV180107	3A01CV089	CATHEDRAL CITY	Local			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.	2028	Varner Road	1.53	Palm Drive	Mountain View Dr	Widen Varner Rd from 2 to 4 lns	2	4				
RIVERSIDE	RIV180107	3A01CV089	CATHEDRAL CITY	Local			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.	2028	Varner Road	2.14	Mountain View	Date Palm	Widen Varner Road from 2 to 6lns (3ea dir)	2	6				
RIVERSIDE	RIV090903	3A04WT137A	RIVERSIDE COUNTY	Local	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				
RIVERSIDE	RIV090903	3A04WT137A	RIVERSIDE COUNTY	Local	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.	0.3 miles	Temescal Canyon Rd	Temescal Canyon Bridge/Eagle Canyon Rd	Widening from 4 to 6 lanes (3 in ea dir)	4	6				
RIVERSIDE	RIV090903	3A04WT137A	RIVERSIDE COUNTY	Local	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.	0.3 miles	Harvill Ave.	I-215 (South bound ramp)	Widening from 4 to 6 lanes (3 in ea dir)	4	6				
RIVERSIDE	RIV110501	3A07028	CATHEDRAL CITY	Local	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	RIV210510	3G01G19	BANNING	Local	I-10	LINCOLN ST	GRADE SEPARATION - 2 LANES OVER UPRR	2028	Hargrave Street	0.14	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				

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RIVERSIDE	RIV210510	3G01G19	BANNING	Local	I-10	LINCOLN ST	GRADE SEPARATION - 2 LANES OVER UPRR	2028	Hargrave Street,	0.05	Ramsey St	W/B On/Off Ramps	Existing 1 S/B, Proposed 2 S/B NEW GRADE SEPARATION ON HARGRAVE STREET AT UPRR AND RAMP MODIFICATION OF E/B ON/OFF RAMPS	1	2				
RIVERSIDE	RIV060113	RIV060113	TEMECULA	Local			CONSTRUCT NEW 4 LANE BRIDGE OVER MURRIETA CREEK (PART OF WESTERN BYPASS CORRIDOR) INCLUDING APPROACHES, CURB & GUTTER, SIDEWALKS, & STORM DRAIN FACILITIES	2028	Murrieta Creek Bridge	288'	Existing terminus of Western Bypass (St)	Pujol St.	New 4-ln bridge over Murrieta Creek	n/a	4				
RIVERSIDE	RIV060114	RIV060114	TEMECULA	Local			IN SOUTHWEST TEMECULA: DESIGN AND CONSTRUCT 4 LANE WESTERN BYPASS CORRIDOR (PHASE 1) FROM SR79 SOUTH TO RANCHO CALIFORNIA RD	2028	Western Bypass Corridor - Ph I	1.75 miles	SR79 south	Rancho California Rd.	New 4-ln arterial facility - 2 lanes in ea direction.	0	4				
RIVERSIDE	RIV140401	3A04WT179	RIVERSIDE COUNTY	Local			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).	2029	Nuevo Road	1056 Ft	Bridge over San Jacinto River	Bridge over San Jacinto River	Widen bridge from 2 to 4 lanes	2	4				
RIVERSIDE	991203A	991203	TEMECULA	Local			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.	2030	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	RIV151103	3160036	MORENO VALLEY	Local			IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF MORENO VALLEY - CONSTRUCT NEW BRIDGE (MINIMUM 2 LNS IN EA DIR) AND STREET IMPROVEMENTS ON INDIAN ST OVER PERRIS VALLEY STORM DRAIN LATERAL A FROM 150FT S/O SUPERIOR AVE TO S/S OF CHANNEL. IMPROVEMENTS INCLUDE: SIDEWALKS/BIKE LANES, ROADWAY APPROACHES, CHANNEL IMPROVEMENTS, UTILITY RELOCATIONS AND RELATED WORK.	2030	INDIAN ST	800	SUPERIOR AVE	SAN MICHELE RD	Construct New Bridge over Perris Valley Storm Channel	0	4				
RIVERSIDE	RIV180103	2016A319	BANNING	Local			IN WESTERN RIV CO IN THE CITY OF BANNING - CONSTRUCT SUN LAKES BLVD EASTERLY EXTENSION (APPROX 1.1 MILES) FROM HIGHLAND HOME RD TO LINCOLN ST AND SUNSET AVE, INCLUDING 4 LANES (2 LANES EACH DIRECTION), RAISED MEDIAN, AND CONSTRUCTION OF TWO BRIDGES.	2030											
RIVERSIDE	RIV180119	2016A319	MARCH JOINT POWERS AUTHORITY	Local			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			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			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	0.5	Alessandro Blvd	Cactus Ave	Extend San Gorgonio Dr from Alessandro Blvd to Cactus Ave	0	4				
RIVERSIDE	RIV180141	2016A319	MENIFEE	Local			IN WESTERN RIV CO IN THE CITY OF MENIFEE - WIDENING OF VALLEY BLVD FROM 2 TO 4-LANES (2-LNS EA DIRECTION) FROM MCCALL BLVD TO HONEY RUN RD AND GAP CLOSURE ON VALLEY BLVD FROM HONEY RUN RD TO MURRIETA RD (0 TO 4 LANES) INCLUDING INSTALL OF TRAFFIC SIGNALS, NEW LANE STRIPING, CURB AND GUTTER, CLASS II BIKE LANES (9,000LF), SIDEWALKS (6,300LF), AND ADA RAMPS.	2030	Valley Blvd	0.35 miles	Honeyrun Rd	Murrieta Rd	Missing Link/Gap Closure 0 to 4 lanes	0	4				

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RIVERSIDE	RIV180141	2016A319	MENIFEE	Local			IN WESTERN RIV CO IN THE CITY OF MENIFEE - WIDENING OF VALLEY BLVD FROM 2 TO 4-LANES (2-LNS EA DIRECTION) FROM MCCALL BLVD TO HONEY RUN RD AND GAP CLOSURE ON VALLEY BLVD FROM HONEY RUN RD TO MURRIETA RD (0 TO 4 LANES) INCLUDING INSTALL OF TRAFFIC SIGNALS, NEW LANE STRIPING, CURB AND GUTTER, CLASS II BIKE LANES (9,000LF), SIDEWALKS (6,300LF), AND ADA RAMPS.	2030	Valley Blvd	1.13mi	McCall Blvd	Honey Run Rd	widening from 2 to 4 lanes	2	4				
RIVERSIDE	RIV160901	3161L001	La Quinta	Local	Washington St	Park Ave	IN EASTERN RIVERSIDE COUNTY IN THE CITY OF LA 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.	2030	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	RIV160901	3161L001	La Quinta	Local	Washington St	Park Ave	IN EASTERN RIVERSIDE COUNTY IN THE CITY OF LA 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.	2030	Avenue 51	0.3	Washington St	1/3 mi west of Park Ave at water crossing	Widen to install sidewalk and bike lanes	2	2				
RIVERSIDE	RIV160902	3161L009	Lake Elsinore	Local	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 375' BRIDGE FUNDED BY HBP LISTED SEPARATELY UNDER RIV111203. (SEGMENT C OF TEMESCAL CNYN RD).	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	RIV210635	3A01CV004	COACHELLA	Local			In the Coachella Valley in the City of Coachella: Widen Ave 50 from Tyler Street to Fillmore Street. Widen from 2-6 Lanes. Includes traffic signals and turning lanes at Polk Street and Fillmore Street intersections.	2030	Ave 50	1.35 mi	Polk St	Fillmore St	Add 4 new lanes						
RIVERSIDE	RIV210635	3A01CV004	COACHELLA	Local			In the Coachella Valley in the City of Coachella: Widen Ave 50 from Tyler Street to Fillmore Street. Widen from 2-6 Lanes. Includes traffic signals and turning lanes at Polk Street and Fillmore Street intersections.	2030	Ave 50	.75 mi	Tyler St	Polk St	Add 4 new lanes						
RIVERSIDE	RIV180106	3A01CV091	CATHEDRAL CITY	Local			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	RIV080907	3A01WT051	MORENO VALLEY	Local	Nason St	Gilman Springs Rd	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.	2030	Alessandro Blvd.	10560	Nason St.	Redlands Blvd	Widening from 2 to 4 through lanes (2 in each direction)	2	4				
RIVERSIDE	RIV180127	3A01WT071	WILDOMAR	Local	I-15	Coppercraft	IN WESTERN RIV CO IN THE CITY OF WILDOMAR - PHASE 1:WIDENENING 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.	2030	Clinton Keith Rd	1.8 miles	Arya Rd	Copper Craft Dr	Widening from 2 to 4 lanes, class 2 bike lanes buffers 1.8 im	3	6				

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RIVERSIDE	RIV180126D	3A01WT133	WILDOMAR	Local			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			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. PH 1 IN RIV180126A.	2030	Bundy Canyon Rd	0.85 miles	Mission Trail	I-15	Widening from 2 to 4 lanes	2	4				
RIVERSIDE	RIV200103A	3A01WT180	WILDOMAR	Local	Clinton Kieth	Jefferson Avenue	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	Palomar Street	1.06 mi	Clinton Keith	Jefferson Avenue	Widen to accommodate additional lane in each direction	2	4				
RIVERSIDE	RIV180140	3A01WT207	MENIFEE	Local			IN WETERN RIV CO IN THE CITY OF MENIFEE - SCOTT RD/BUNDY CANYON RD WIDENING FROM 2 TO 4-LANES FROM HAUN RD TO SUNSET WAY (APPROX 3-MILES), RELOCATE EXISTING POWER POLES, ACQUIRE ADDITIONAL RIGHT-OF-WAY, CONSTRUCT DRAINAGE IMPROVEMENTS.	2030	Scott Rd	3 miles	Haun Rd	Sunset Rd	Widening from 2 to 4 lanes	2	4				
RIVERSIDE	RIV180140	3A01WT207	MENIFEE	Local			IN WETERN RIV CO IN THE CITY OF MENIFEE - SCOTT RD/BUNDY CANYON RD WIDENING FROM 2 TO 4-LANES FROM HAUN RD TO SUNSET WAY (APPROX 3-MILES), RELOCATE EXISTING POWER POLES, ACQUIRE ADDITIONAL RIGHT-OF-WAY, CONSTRUCT DRAINAGE IMPROVEMENTS.	2030	Scott Rd	3 miles	Haun Rd	Sunset Rd	Add center double left turn lane	0	1				
RIVERSIDE	RIV080912	3A04WT056B	MORENO VALLEY	Local	2000' west of Clark St	Day St	IN THE CITY OF MORENO VALLEY - WIDEN BOX SPRINGS RD BETWEEN 2000' WEST OF CLARK ST AND DAY ST FROM 2 TO 4 LANES. INCLUDES UTILITY RELOCATION, GRADING, DRAINAGE, CURB, GUTTER, RETAINING WALLS, SIGNAGE, AND STRIPING.	2030	Box Springs Rd.	.6 miles	2000' W/O Clark St.	Day St.	Widening from 2 to 4 lanes (2 in each direction)	2	4				
RIVERSIDE	RIV200104	3A04WT126	WILDOMAR	Local	800' West from IC	'800 East from IC	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.	2030	Wildomar Trail	0.3 mile			Add 2 lanes (1 in each direction) on Baxter Rd	2	4				
RIVERSIDE	RIV111203	3A04WT198	LAKE ELSINORE	Local			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.	706 ft.	400' W/O Bernard St.	1,700' W/O Lake St.	Replace/Realigned Temescal Canyon Rd. 2-ln bridge with a 4-ln bridge (2 lns in ea dir) - 306 ft bridge plus 200 ft bridge approach on each side.	2	4				
RIVERSIDE	RIV091001	3A07023	DESERT HOT SPRINGS	Local	Pierson Blvd.	SR62	IN THE COACHELLA VALLEY IN THE CITY OF DESERT HOT SPRINGS - INDIAN AVE WIDENING: WIDENING OF INDIAN AVE FROM 2 TO 6 THROUGH LANES (3 IN EA DIR), BETWEEN HWY 62 AND MISSION LAKES BLVD., INCLUDING THE CONSTRUCTION OF AN ALL WEATHER BRIDGE OVER MISSION CREEK (PA&ED).	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	RIV210620	3A07070	LA QUINTA	Local			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	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				

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RIVERSIDE	RIV111202	3A07137	INDIO	Local			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.	2030	Avenue 44	1,263 ft	over the Coachella Valley Stormwater Channel	Over the Coachella Valley Stormwater Channel	Widening of Ave 44 over Coachella Valley SD Channel from 2 to 4 lns; bridge length = 515', westerly abutment = 413' and easterly abutment = 335'	2	4				
RIVERSIDE	RIV080917	3A07155	MORENO VALLEY	Local	Cactus Ave	Auto Mall Dr	IN THE CITY OF MORENO VALLEY - WIDEN MORENO BEACH DR BETWEEN CACTUS AVE AND AUTO MALL DR FROM 2 TO 6 LANES. INCLUDES SIGNALS AT COTTONWOOD AVE, ALESSANDRO BLVD, AND CACTUS AVE.	2030	Moreno Beach Dr.	1.6 miles	Cactus Ave.	Auto Mall Dr.	Widening from 2 to 6 lanes (3 in each direction)	2	6				
RIVERSIDE	RIV080911	3A0801	MORENO VALLEY	Local	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.	2030	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	RIV090908	3A0808	MORENO VALLEY	Local	Alessandro Blvd	Eucalyptus Ave	IN MORENO VALLEY, WIDEN WORLD LOGISTICS CENTER PARKWAY FROM 2 TO 4 LANES FROM ALESSANDRO BLVD TO EUCALYPTUS AVE, INCLUDING TRAFFIC SIGNALS, CHANNELIZATION IMPROVEMENTS, LEFT-TURN POCKETS, DEDICATED RIGHT-TURN LANES, DRAINAGE IMPROVEMENTS, LANDSCAPING, SIDEWALKS, AND BIKE LANES.	2030	World Logistics Center Parkway	6,600 ft.	Alessandro Blvd.	Eucalyptus Ave.	Widening from 2 to 4 thru lanes (2 in ea dir)	2	4				
RIVERSIDE	RIV100102	3AL204	BEAUMONT	Local	.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	RIV070702	3AL304	RIVERSIDE COUNTY	Local			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											
RIVERSIDE	RIV091003	3AL304	MORENO VALLEY	Local			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY - EUCALYPTUS AVE. WIDENING/EXTENSION: CONSTRUCTION OF A 2ND EB LANE FROM REDLANDS BLVD. TO WORLD LOGISTICS CENTER PARKWAY ST & EXTENSION OF EUCALYPTUS AVE. TO REDLANDS BLVD., WITH A ROUNDABOUT INTERSECTION.	2030	Eucalyptus Ave. Extension	6000 ft.	Redlands Blvd.	World Logisitics Center Parkway	Add 1 lane to the EB (total EB would be 2 lns)	3	4				
RIVERSIDE	RIV140820A	3ITS08	COACHELLA VALLEY ASSOC OF GOVERNMENTS	Local			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.	2030											
RIVERSIDE	RIV210625	4A98L00	Wildomar	Local	Gruwell	Wildomar	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	RIV991216	4A98L03	MARCH JOINT POWERS AUTHORITY	Local			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				

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RIVERSIDE	RIV031202	RIV031202	RIVERSIDE COUNTY	Local			I-10 BYPASS SOUTH (FORMERLY RAMSEY ST. EXT.): CONSTRUCT TWO LANES OF AN ULTIMATE 4-LANE ROADWAY TO PROVIDE A BY-PASS/NETWORK FACILITY FOR THE I-10, APPROX. 1/2 MILE S/O I-10 BETWEEN THE EASTERN END OF THE CITY OF BANNING AND APACHE TRAIL IN CABAZON. OTHER IMPROVEMENTS INCLUDE THE CONSTRUCTION OF BRIDGE CROSSINGS AT SMITH CREEK AND SAN GORGONIO RIVER.	2030	I-10 Bypass South - one-half mile south of the I-10	2.5 to 3 miles	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	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).	2030	Ramon Rd.	1 mile	El Cielo Rd.	Sunrise Way	Widening from 4 to 6 through lanes (3 in ea dir)	4	6				
RIVERSIDE	RIV060102	RIV060102	CALIMESA	Local	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	RIV060102	RIV060102	CALIMESA	Local	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. - West Bound	450 ft.	300' east of Calimesa Blvd	I-10 East Bound Ramps	Widen County Line Rd only for transition for a roundabout at Calimesa Blvd/County Line Rd intersection	2	2				
RIVERSIDE	RIV060102	RIV060102	CALIMESA	Local	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	Calimesa Blvd.	300 ft.	for aprox. 300' N/O County Line Rd.	County Line Rd	Widen Calimesa Blvd for transition for a 90 ft. roundabout at Calimesa Blvd/County Line Rd intersection (2NB/2SB Lns total 4 Lns)	2	2				
RIVERSIDE	RIV060102	RIV060102	CALIMESA	Local	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	Calimesa Blvd.	300 ft.	County Line Rd	for aprox. 300' S/O County Line Rd.	Widen Calimesa Blvd for transition for a 90 ft. roundabout at Calimesa Blvd/County Line Rd intersection (2NB/2SB Lns total 4 Lns)	2	2				
RIVERSIDE	RIV111131	RIV111131	MURRIETA	Local	Whitewood R.	SR79 (Winchester Rd)	IN MURRIETA – KELLER RD. EXTENSION: EXTENSION OF KELLER RD. FROM WHITEWOOD RD (EAST) TO SR79 (WINCHESTER RD). THE PROJECT EXTENSION WILL INCLUDE 4 LANES (2 LNS IN EA DIR), A LEFT TURN LANE, BIKE LANES, AND INSTALLATION OF CURB, GUTTER AND SIDEWALK	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	RIV180129	RIV180129	BEAUMONT	Local			IN WESTERN RIV CO IN THE CITY OF BEAUMONT - GRADE SEPERATION UNDER CROSSING AT PENNSYLVANIA AVE AND UPRR, INCLUDING WIDENING OF PENNSYLVANIA AVE FROM 1ST ST TO 6TH ST FROM 2 TO 4 LANES TO INCLUDE SIDEWALK IMPROVEMENTS (APPROX. 4,435 LF) AND TRAFFIC SIGNALIZATION.	2030	Pennsylvania Ave	2700ft	1st Street	6th Street	Widen Pennsylvania Ave from 2 to 4 lanes (2ln ea dir)	2	4				

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RIVERSIDE	RIV180133	RIV180133	MENIFEE	Local	Rio Vista Dr	Potmac Dr	BRADLEY RD BRIDGE REPLACEMENT OF 400-FT, 4-LANES OVER EXISTING SALT CREEK CHANNEL FROM RIO VISTA DR TO POTMAC DR.	2030	Bradley Bridge Rd	400 feet	Rio Vista Dr	Potmac Dr	Replc 400 ft, 4-lanes over existing Salt Creek Channel from Rio Vista Dr to Potmac Dr	4	4				
RIVERSIDE	RIV180138	RIV180138	MENIFEE	Local			MURRIETA RD AND HOLLAND RD INTERSECTION REALIGNMNET TO REPLACE A TWO-WAY INTERSECTION WITH STOP STOPS AND OFFSET AND SIGNALIZE THE INTERSTCTION, INSTALL STREET LIGHTS, ADA RAMPS AND SIDEWALKS. PROJECT TO INCLUDE WIDENING FROM SURREY RD TO 600-FT S/O HOLLAND RD FROM 2 TO 4-LANES.	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	RIV180122	3A01WT049A	MORENO VALLEY	Local			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				
RIVERSIDE	RIV180123	3A01WT049A	MORENO VALLEY	Local			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			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			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	RIV080915	3A04WT056F	MORENO VALLEY	Local	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.	2035	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	RIV080918	3A07156	MORENO VALLEY	Local	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	RIV090911	3A0805	MORENO VALLEY	Local	GENTIAN AVE	ALESSANDRO BLVD	IN MORENO VALLEY, WIDEN KITCHING ST FROM 2 TO 4 LANES FROM GENTIAN AVE TO CACTUS AVE , INCLUDING SIDEWALK INSTALLATION WITHIN PROJECT LIMITS.	2035	Kitching St.	5,300 ft.	Gentian Ave.	Cactus Ave.	Widening from 2 to 4 thru lns (2 in ea dir)	2	4				

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RIVERSIDE	RIV090911	3A0805	MORENO VALLEY	Local	GENTIAN AVE	ALESSANDRO BLVD	IN MORENO VALLEY, WIDEN KITCHING ST FROM 2 TO 4 LANES FROM GENTIAN AVE TO CACTUS AVE , INCLUDING SIDEWALK INSTALLATION WITHIN PROJECT LIMITS.	2035	Kitching St.	620 ft.	620' S/O Alessandro	Alessandro	Widening from 2 to 4 lns (2 in ea dir).	2	4				
RIVERSIDE	RIV090911	3A0805	MORENO VALLEY	Local	GENTIAN AVE	ALESSANDRO BLVD	IN MORENO VALLEY, WIDEN KITCHING ST FROM 2 TO 4 LANES FROM GENTIAN AVE TO CACTUS AVE , INCLUDING SIDEWALK INSTALLATION WITHIN PROJECT LIMITS.	2035	Kitching	620 ft.	Cactus Ave.	620' S/O Alessandro Blvd.	Widening from 2 to 4 thru lanes (2 in ea dir)	2	4				
RIVERSIDE	RIV090910	3A0806	MORENO VALLEY	Local	WB SR-60 Ramps	Ironwood Ave	IN MORENO VALLEY, WIDEN WORLD LOGISTICS CENTER PARKWAY/THEODORE ST FROM 2 TO 4 LANES FROM SR-60 WB RAMPS TO IRONWOOD AVE, INCLUDING TRAFFIC SIGNALS, CHANNELIZATION IMPROVEMENTS, LEFT-TURN POCKETS, DEDICATED RIGHT-TURN LANES, DRAINAGE IMPROVEMENTS, LANDSCAPING, SIDEWALKS, AND BIKE LANES.	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	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	RIV091002	3A10WT02	MORENO VALLEY	Local	Redlands Blvd.	World Logisitcs Center Parkway	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY - EUCALYPTUS AVE. EXTENSION: CONSTRUCTION OF 3 THROUGH LANES (2 LANES WB & 1 LANE EB) BETWEEN REDLANDS BLVD. AND WORLD LOGISITICS CENTER PARKWAY, INCLUDING THE INSTALLATION OF MEDIANS, LEFT TURN POCKETS, DEDICATED RIGHT TURN LANES, DRAINAGE IMPROVEMENTS, LANDSCAPING, SIDEWALKS, AND A CLASS I BIKE PATH.	2035	Eucalyptus Ave.	6000 ft	Redlands Blvd.	World Logistics Center Parkway	New facility - 2 lns WB & 1 ln EB	n/a	3				
RIVERSIDE	RIV120206	3AL104	PALM SPRINGS	Local	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	RIV071280	3G01G10	RIVERSIDE, CITY OF	Local	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.	2035											
RIVERSIDE	RIV210626	4A98L01	Beaumont	Local			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	Potrero Blvd.,	3.3 miles	500' w/o Manzanita/Michigan Ave.	4th Street	Add 2 new EB lanes	0	2				
RIVERSIDE	RIV210626	4A98L01	Beaumont	Local			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	Potrero Blvd.,	3.3 miles	500' w/o Manzanita/Michigan Ave.	5th Street	Add 2 new WB lanes	0	2				
RIVERSIDE	RIV210626	4A98L01	Beaumont	Local			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	Potrero Blvd.,	3.3 miles	500' w/o Manzanita/Michigan Ave.	6th Street	Add 2 new WB (3.3 mi) lanes & 2 new EB (3.3 mi) lanes	0	4				

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RIVERSIDE	RIV091209	3A07258	INDIAN WELLS	Local	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	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	1.6 miles	Mid County Parkway	Cajalco Expressway/ Ramona Expressway	Construct 2 auxiliary lanes (1 in ea dir)	n/a	2				
RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	6.3 miles	Nuevo Rd	Van Buren Blvd	Construct 2 mixed flow lanes (1 in each dir)	6	8				
RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	Mid County Parkway	.6 miles	Mid County Parkway/Sanderson Rd. Ic	MId County Parkway/Sanderson Rd. IC	Construct new IC (UC) - the identified thru lns reflect lns for the MCP; PMs 13.7 - 14.3	n/a	6				
RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	Mid County Parkway	.7 miles	Mid County Parkway/Bernasconi Rd IC	Mid County Parkway/Bernasconi Rd IC	Construct new IC (OC) - the identified thru lns reflect lns for the MCP; PMs 4.8 - 5.5.	n/a	6				

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RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	Mid County Parkway	.5 miles	Mid County Parkway/Redlands Ave. IC	Mid County Parkway/Redlands Ave. IC	Construct new IC (OC) - the identified thru lns reflect lns for the MCP; PMs .8 - 1.3.	n/a	6				
RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	Mid County Parkway	.6 miles	Mid County Parkway/Park Center IC	Mid County Parkway/Park Center IC	Construct new IC (OC)- the identified thru lns reflect lns for the MCP; PMs 9.1 - 9.7.	n/a	6				
RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	Mid County Parkway	.6 miles	Mid County Parkway/Reservoir Ave IC	Mid County Parkway/Reservoir Ave IC	Construct new IC (OC) - the identified thru lns reflect lns for the MCP; PMs 6.8 - 7.4	n/a	6				
RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	Mid County Parkway	.7 miles	Mid County Parkway/5th St/Town Center IC	Mid County Parkway/5th St/Town Center IC	Construct new IC (OC) - the identified thru lns reflect lns for the MCP; PMs 7.9 - 8.6	n/a	6				
RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	Mid County Parkway	.7 miles	Mid County Parkway/Antelope Rd. IC	Mid County Parkway/Antelope Rd. IC	Construct new IC (UC) - the identified thru lns reflect lns for the MCP; PMs 3.8 - 4.5.	n/a	6				
RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	Mid County Parkway	.7 miles	Mid County Parkway/Evans Rd. IC	Mid County Parkway/Evans Rd. IC	Construct new IC (UC) - the identified thru lns reflect lns for the MCP; PMs 2.0 - 2.7.	n/a	6				

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RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	Mid County Parkway	.7 miles	Mid County Parkway/SR79/Ramona Blvd. IC	Mid County Parkway/SR79/Ramona Blvd. IC	Construct new IC - the identified thru lns reflect lns for the MCP; PMs 13.9 - 14.6.	n/a	6				
RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	Mid County Parkway	.7 miles	Mid County Parkway/Warren Rd. IC	Mid County Parkway/Warren Rd. IC	Construct new IC (OC) - the identified thru lns reflect lns for the MCP; PMs 12.5 - 13.2	n/a	6				
RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	Mid County Parkway	.8 miles	I-215/Placentia Ave. IC	I-215/Placentia Ave. IC	Widen. of exist OC & construct new IC - widening of exist. Placentia OC @ I-215 from 2 to 4 lns (2 in ea dir) & addition of IC at this location.	2	4				
RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	Mid County Parkway	.9 miles	Mid County Parkway/I-215 IC	Mid County Parkway/I-215 IC	Construct new IC - the identified through lanes reflect lanes for the Mid Co Pkwy.	n/a	6				
RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	Mid County Parkway	0.8 miles	I-215/Cajalco Expressway/ Ramona Expressway IC	I-215/Cajalco Expressway/ Ramona Expressway IC	Widen SB entry ramp from 1 to 2 lanes and widen NB exit ramp from 1 to 2 lanes	1	2				
RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	Mid County Parkway	1.0 mile	Evans Rd.	Antelope Rd.	Construct 1 eastbound auxiliary lane	n/a	1				

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RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	Mid County Parkway	1.0 mile	Redlands Ave.	Evans Rd.	Construct 2 auxiliary lanes (1 in ea dir)	n/a	2				
RIVERSIDE	RIV031218	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local	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	Mid County Parkway	15.7 miles	I-215	East of SR 79/Sanderson Ave/Ramona Blvd.	Construct 6 through lanes (3 in ea dir)	n/a	6				
RIVERSIDE	RIV141203A	3200T005	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	Transit	Riverside-Downtown Metrolink Station	Riverside-Downtown Metrolink Station	Riverside-Downtown Station Improvements - Install an additional center platform and siding track, extend the existing pedestrian overpass, construct an additional elevator for ADA compliance, expansion of overflow parking lot between 500-560 spaces, and other ancillary station improvements to accomodate existing and future demand of intercity and commuter rail and bus passengers. Other improvements may include traffic circulation and access improvements along adjacent streets. (SCORE Project)	2027											
RIVERSIDE	RIVLS08	3GR104	CALTRANS	State			GROUPED PROJECTS FOR SAFETY IMPROVEMENTS, SHOULDER IMPROVEMENTS, PAVEMENT RESURFACING AND/OR REHABILITATION - MINOR PROGRAM: PROJECTS ARE CONSISTENT W/ 40 CFR PART 93.126 EXEMPT TABLES 2&3 - RR/HWY CROSSING, SAFER NON-FED-AID SYSTEM RDS, SHOULDR IMPRVMNTS, TRAFFIC CONTROL DEVICES/OPERATING ASSISTANCE OTHER THAN SIGNALS, INTERSCTN SIGNAL PROJECTS AT INDVL INTERSCTN, (DESCRIPTION CONT. IN COMMENTS)	2021											
RIVERSIDE	RIVLS10	3GR104	CALTRANS	State			GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP MOBILITY PROGRAM: PROJECTS ARE CONSISTENT W/ 40 CFR PART 93.126 EXEMPT TABLES 2&3 - RR/HWY CROSSING, SAFER NON-FED-AID SYSTEM RDS, SHOULDR IMPRVMNTS, TRAFFIC CNTRL DEVICES/OPERATING ASSIST OTHER THAN SIGNALS, INTERSCTN SIGNAL PRJCTS AT INDVL INTERSCTNS, PVMNT MARKING DEMO, TCL OUTSIDE THE UA, LIGHTING IMPRVMNTS, EMERGENCY TRUCK PULLOVERS	2021											
RIVERSIDE	RIV010208	RIV010208	CORONA	State	Temescal Cyn Rd	Bedford Cyn Rd	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) .	2022	Cajalco Rd	4175'	Temescal Cyn Rd	Bedford Cyn Rd	Widen from 2 to 6 lanes	2	6				

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RIVERSIDE	RIV010208	RIV010208	CORONA	State	Temescal Cyn Rd	Bedford Cyn Rd	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) .	2022	I-15 NB Aux Lanes	2747'	Cajalco Rd NB entry ramp	El Cerrito Rd NB exit ramp	Add 1 NB aux lane	n/a	1				
RIVERSIDE	RIV010208	RIV010208	CORONA	State	Temescal Cyn Rd	Bedford Cyn Rd	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) .	2022	I-15 SB Aux Lanes	2600'	El Cerrito Rd SB entry ramp	Cajalco Rd SB exit ramp	Add 1 SB aux lane	n/a	1				
RIVERSIDE	RIV010208	RIV010208	CORONA	State	Temescal Cyn Rd	Bedford Cyn Rd	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) .	2022	I-15/Cajalco Rd NB Entry Ramp	2250'	Cajalco Rd	I-15	Widen from 1 lane to 2 lanes at WB arterial joining I-15 aux lane and 2 lanes at EB arterial merging to 1 lane at mainline	1	2				
RIVERSIDE	RIV010208	RIV010208	CORONA	State	Temescal Cyn Rd	Bedford Cyn Rd	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) .	2022	I-15/Cajalco Rd NB Exit Ramp	1712'	I-15	Cajalco Rd	Widen from 1 lane ramp to 1 lane at mainline expanding to 2 rt turn and 2 left turn lanes at arterial	2	4				
RIVERSIDE	RIV010208	RIV010208	CORONA	State	Temescal Cyn Rd	Bedford Cyn Rd	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) .	2022	I-15/Cajalco Rd SB Entry Ramp	900'	Cajalco Rd	I-15	Widen from 1 lane ramp to 2 lane ramp	1	2				
RIVERSIDE	RIV010208	RIV010208	CORONA	State	Temescal Cyn Rd	Bedford Cyn Rd	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) .	2022	I-15/Cajalco Rd SB Exit Ramp	1780'	I-15	Cajalco Rd	Widen from 2 lane ramp to 1 lane at mainline expanding to 2 rt turn and 3 left turn at arterial	2	5				
RIVERSIDE	RIV181106	RIV071250B	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			IN WESTERN RIVERSIDE COUNTY - ON SR-91 CONSTRUCT 1 LN WESTBOUND FROM GREEN RIVER ROAD (RIVERSIDE COUNTY) TO SR-241 (ORANGE COUNTY)	2022	Westbound SR-91	2.1 miles	Green River Road WB Onramp	SR-241 W-S Connector	Construct 1 Westbound lane from Green River Road to SR-241	7	8				

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
RIVERSIDE	RIV120201	3TK04MA13	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	State	Near Gilman Springs Rd	west of Jct I-10/SR60	ON SR-60 IN UNINCORPORATED RIVERSIDE CO: CONSTRUCT NEW EASTBOUND CLIMBING AND WESTBOUND DESCENDING TRUCK LANES FROM GILMAN SPRINGS RD TO APPROX. 1.37 MILES W/O JACK RABBIT TRAIL AND UPGRADE EXISTING INSIDE AND OUTSIDE SHOULDERS TO STANDARD WIDTHS (10-FT INSIDE SHOULDER AND 12-FT OUTSIDE SHOULDER) (EA: 0N69U) - CMAQ PM2.5 BENEFITS PROJECT.	2023	SR-60	4.51 mi	Gilman Springs Rd	Approx. 1.37 mi w/o Jack Rabbit Tr	Add 1 truck lane in each direction	4	6				
RIVERSIDE	RIV010206A	RIV010206	Lake Elsinore	State	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), EXT 2-LN NB RAMP TO GORE, CNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-3 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, CONS RAMP ACCEL/DECEL LNS AT RR CYN RD & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	2023	WB Railroad Cny Rd.	.09 miles	Summerhill Dr/Grape St.	500 ft E/O Summerhill	Restripe existing 5 lns as follows: 3WB thru lns & 2WB left turn lns	5	5				
RIVERSIDE	RIV010206A	RIV010206	Lake Elsinore	State	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), EXT 2-LN NB RAMP TO GORE, CNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-3 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, CONS RAMP ACCEL/DECEL LNS AT RR CYN RD & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	2023	WB Railroad Cny Rd.	.15 miles	Summerhill Dr/Grape St.	SB exit ramps	Widen from 2 to 3 WB thru lanes	2	3				
RIVERSIDE	RIV010206A	RIV010206	Lake Elsinore	State	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), EXT 2-LN NB RAMP TO GORE, CNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-3 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, CONS RAMP ACCEL/DECEL LNS AT RR CYN RD & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	2023	EB Railroad Cny Rd.	.15 miles	Summerhill Dr/Grape St.	SB entry ramps	Restripe existing 5 lns as follows: 2EB thru lns, 1EB right ln, & 2 dual left turn ln	5	5				
RIVERSIDE	RIV010206A	RIV010206	Lake Elsinore	State	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), EXT 2-LN NB RAMP TO GORE, CNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-3 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, CONS RAMP ACCEL/DECEL LNS AT RR CYN RD & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	2023	EB Railroad Cny Rd.	.08 miles	SB Entry Ramps	Auto Center Dr./Casino Dr.	Widen from 3 to 4 lns to provide 3EB thru lns and 1 dedicated EB right ln	3	4				
RIVERSIDE	RIV010206A	RIV010206	Lake Elsinore	State	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), EXT 2-LN NB RAMP TO GORE, CNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-3 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, CONS RAMP ACCEL/DECEL LNS AT RR CYN RD & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	2023	I-15 NB Deceleration Ln	.29 miles	NB 1-15	NB Railroad Cyn exit hook ramp	Construct NB exit ramp deceleration ln (3 GP + 1 deceleration ln)	3	4				

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RIVERSIDE	RIV010206A	RIV010206	Lake Elsinore	State	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), EXT 2-LN NB RAMP TO GORE, CNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-3 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, CONS RAMP ACCEL/DECEL LNS AT RR CYN RD & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	2023	I-15/Railroad Cyn Rd. NB Exit Ramp	.33 miles	I-15	Grape St.	NB exit ramp realigned as hook ramp from I-15 & connect to Grape St (.25 mile S/O RR Cyn Rd) - maintain 3 lns (1Rt & 2 Lt) @ Grape St	3	3				
RIVERSIDE	RIV010206A	RIV010206	Lake Elsinore	State	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), EXT 2-LN NB RAMP TO GORE, CNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-3 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, CONS RAMP ACCEL/DECEL LNS AT RR CYN RD & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	2023	I-15/Railroad Cyn Rd. NB Entrance Ramp	.30 miles	Grape St.	I-15	NB entry ramp realigned as hook ramp from Grape St. (.25 mls S/O RR Cyn Rd) to I-15, providing 3 (2GP & 1HOV for approx .13 miles) lns from Grape St merging to 1 ln at mainline.	2	3				
RIVERSIDE	RIV010206A	RIV010206	Lake Elsinore	State	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), EXT 2-LN NB RAMP TO GORE, CNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-3 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, CONS RAMP ACCEL/DECEL LNS AT RR CYN RD & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	2023	NB Grape Street	.15 miles	NB hook ramp intersection	Railroad Cyn Rd.	Widen existing NB Grape St. to accommodate dedicated dual NB right turn ln, dual NB left turn lns, and 1NB thru ln @ RR Cyn Rd	4	5				
RIVERSIDE	RIV010206A	RIV010206	Lake Elsinore	State	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), EXT 2-LN NB RAMP TO GORE, CNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-3 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, CONS RAMP ACCEL/DECEL LNS AT RR CYN RD & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	2023	SB Grape Street	.15 miles	NB hook ramp intersection	Railroad Cyn Rd.	Widen existing SB Grape St. to accommodate 1SB thru ln, 1SB left ln & dedicated dual SB right turn ln to NB hook entrance ramp	3	4				
RIVERSIDE	RIV010206A	RIV010206	Lake Elsinore	State	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), EXT 2-LN NB RAMP TO GORE, CNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-3 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, CONS RAMP ACCEL/DECEL LNS AT RR CYN RD & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	2023	I-15 /Railroad Cyn Rd. SB Entrance Ramp	.34 miles	Railroad Cyn Rd	I-15	SB entrance ramp widen from 1 to 3 lns (2GP+1HOV) at RR Cyn Rd merging to 1 ln with connection to mainline acceleration ln (HOV ln is .19 mls in length)	1	3				
RIVERSIDE	RIV010206A	RIV010206	Lake Elsinore	State	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), EXT 2-LN NB RAMP TO GORE, CNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-3 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, CONS RAMP ACCEL/DECEL LNS AT RR CYN RD & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	2023	I-15 Railroad Cyn SB acceleration ln	.30 miles	SB on ramp	I-15	Construct SB acceleration ln from SB on-ramp from 1 to 3 mainline lns (2 GP & 1 auxiliary ln)	1	3				

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RIVERSIDE	RIV010206A	RIV010206	Lake Elsinore	State	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), EXT 2-LN NB RAMP TO GORE, CNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRY RAMP FROM 1-3 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, CONS RAMP ACCEL/DECEL LNS AT RR CYN RD & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	2023	I-15/Railroad Cyn Rd. SB Exit Ramp	.25 miles	I-15	Railroad Cyn Rd.	SB Exit Ramp widen existing shoulders & maintain existing 4 ln configuration: 1 dedicated right turn ln; 1 thru ln (with option to make a right turn); and dual left turn lanes.	4	4				
RIVERSIDE	RIV180102	RIV180102	Corona	State	330' w/o Compton Ave	State St	IN THE CITY OF CORONA ON EXISTING ONTARIO AVE – WIDEN AND REALIGN EXISTING 5 TO 7 LANES BY ADDING 1 WB THRU LANE AND 1 EB THRU LANE, CONSTRUCT TIE BACK WALL AND 815' SIDEWALK W/ADA RAMPS ON THE SOUTH SIDE OF ONTARIO AVE BETWEEN COMPTON AVE AND E/O STATE ST.	2023	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	RIV200738	3200S015	TEMECULA	State	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	2024	I-15	1.6	Temecula Parkway On-Ramp	Rancho California Off-Ramp	Construct Aux Lane	0	1				
RIVERSIDE	RIVLS01	3GR104	CALTRANS	State			GRPED PRJCTS FOR SAFETY IMPRVMNTS - SHOPP CLLISION RDUCTN PRGRM: PRJCTS ARE CNSISTNT W/ 40 CFR PART 93.126 EXEMPT TBLS 2&3 - RR/HWY CRSSING, SAFER NON-FED-AID SYSTM RDS, SHULDR IMPRVMNTS, TRFFIC CNTRL DVICES/OPRTING ASSIST OTHR THN SGNLS, INTERSCTN SGNL PRJCTS AT INDVL INTERSCTNS, PVMNT MRKING DEMO, TCL OTSIDE THE UA, LGHTNG IMPRVMNTS, EMRGNCY TRCK PLOVRS. INCLDS SHOPP FNDING BYOND FNCLY CNSTR YRS	2024										
RIVERSIDE	RIV031218A	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2024	Existing West Frontage Rd	0.0 miles	Placentia Ave	North of Placentia Ave	Eliminate existing West Frontage Rd Connection	2	0				
RIVERSIDE	RIV031218A	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2024	Existing West Frontage Rd	0.0 miles	Placentia Ave	South of Placentia Ave	Eliminate existing West Frontage Rd Connection	2	0				

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RIVERSIDE	RIV031218A	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2024	New SB off Ramp	0.35 miles	I-215 South	Placentia Ave	Construct new SB off ramp from 1 ln at freeway exit to 3 lns at Placentia Ave	0	3				
RIVERSIDE	RIV031218A	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2024	New SB on Ramp	0.34 miles	Placentia Ave	I-215 Southbound	Construct New SB on ramp from 3 lns at Placentia merging to 1 ln at the SB I-215	0	3				
RIVERSIDE	RIV031218A	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2024	New NB off Ramp	0.35 miles	I-215 Northbound	Placentia Ave OC	Construct new NB off ramp from 1 ln exit at I-215 and widening to 3 lns at Placentia Ave (LT, Thur-LT & RT LN)	0	3				
RIVERSIDE	RIV031218A	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2024	New NB on Ramp	0.34	Placentia Ave	NB I-215	Construct new 3 LN NB on Ramp from Placentia Ave merging to 1 ln entrance at I-215	0	3				
RIVERSIDE	RIV031218A	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2024	East Frontage Rd Realignment S/O Placentia Ave	.28 miles	Water Ave	Placentia Ave	Realign East Frontage Rd 410 FT e/o Existing Location	2	2				

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
RIVERSIDE	RIV031218A	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2024	East Frontage Rd Realignment N/O Placentia Ave	.28 miles	Placentia Ave	.28 miles north to conform to existing East Frontage Rd	Realign East Frontage Rd 410 ft e/o Existing location	2	2				
RIVERSIDE	RIV031218A	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2024	WB Placentia Avenue	0.16 miles	Indian Avenue	East Frontage Rd	Widen WB Placentia from 1 to 4 lns at East Frontage Road (Rt Ln, 2 Thru lanes, & 1- Lt Tn)	0	4				
RIVERSIDE	RIV031218A	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2024	WB Placentia Avenue	0.11 miles	East Frontage Road	NB Ramp Intersection	Widen WB Placentia from 1 to 3 lanes (Rt Ln & 2-Thru Ln)	1	3				
RIVERSIDE	RIV031218A	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2024	WB Placentia Avenue	0.13 miles	NB Ramp Intersection	SB Ramp Intersection	Widen WB Placentia Ave to 4 lanes (2-Thru Ln & 2 Lt Tn)	1	4				
RIVERSIDE	RIV031218A	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2024	WB Placentia Avenue	0.19 miles	SB Ramp Intersection	Harvil Avenue	Widen WB Placentia to 3 lanes (Rt Ln & 1 thru-Lt Ln, & Lt Ln)	1	3				

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RIVERSIDE	RIV031218A	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2024	EB Placentia Avenue	0.19 miles	Harvil Avenue	SB Ramp Intersection	Widen EB Placentia to 3 lanes (2-Thru ln & Rt Ln)	1	3				
RIVERSIDE	RIV031218A	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2024	EB Placentia Avenue	0.13 miles	SB Ramp Intersection	NB Ramp Intersection	Widen EB Placentia to 4 lanes (2 Thru & 2 Lt Tn Lane)	1	4				
RIVERSIDE	RIV031218A	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2024	EB Placentia Avenue	0.11 miles	NB Ramp Intersection	East Frontage Road	Widen EB Placentia to 4 lanes (Rt Ln & 2-Thru Ln & 1 Lt Ln)	1	3				
RIVERSIDE	RIV031218A	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			I-215/PLACENTIA AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE W. FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, E. FRONTAGE RD & RAMP INTRSCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2024	EB Placentia Avenue	0.16 miles	East Frontage Road	Indian Avenue	Widen EB Placentia to 3 lanes (Rt Ln, 1-Thru Ln, & 1 Lt Tn)	0	3				
RIVERSIDE	RIV060117A	RIV060117	CALIMESA	State			ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN RAMPS - ADD EB EXIT RAMP (1 LN), WB ENTRY RAMP (1 LN), INSTALL STOP SIGNS (EA: 0F981).	2024	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	RIV060117A	RIV060117	CALIMESA	State			ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN RAMPS - ADD EB EXIT RAMP (1 LN), WB ENTRY RAMP (1 LN), INSTALL STOP SIGNS (EA: 0F981).	2024	I-10/Singleton Rd EB exit ramp	1100'	I-10	Singleton Rd	Add new EB exit and WB entry ramps	0	1				
RIVERSIDE	RIV160101	RIV071250B	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			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.	2024	SR91	8400 ft	West of I-15	Promenade Ave	Extend 91 express lane along EB91	1	1				

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RIVERSIDE	RIV160101	RIV071250B	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	State	SR-241	Pierce	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.	2024											
RIVERSIDE	RIV160101	RIV071250B	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			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.	2024	I-15	4000 ft	SB-15	WB-91	Add TEL med direct connector SB 15 to WB 91	0	1				
RIVERSIDE	RIV160101	RIV071250B	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			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.	2024	SR91	5350 ft	EB91	NB15	Add TEL med direct connector to EB 91 to NB 15	0	1				
RIVERSIDE	RIV160101	RIV071250B	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			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.	2024	SR91	4600 ft	West of I-15	Promenade Ave	Extend auxilary lane along EB91	0	0				
RIVERSIDE	RIV071267A	3200S010	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			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	I-15	.96 mile	CAJALCO ROAD IC (PM 35.91)	WEIRICK ROAD IC (PM 36.87)	CONSTRUCT 1 AUX LANE	3	4				
RIVERSIDE	RIV041052	RIV041052	MORENO VALLEY	State	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	RIV041052	RIV041052	MORENO VALLEY	State	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	SR-60 WB Aux Lanes	1500'	Moreno Beach Drive	1325' W/O Moreno Beach Dr	Add 1 WB aux lane from the WB loop entry ramp to the join point with the aux. lane constructed with the Nason project (1425' W/O Moreno Beach Dr.)	n/a	1				
RIVERSIDE	RIV041052	RIV041052	MORENO VALLEY	State	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	SR-60/Moreno Beach Dr WB Entry Ramp	1200'	Moreno Beach Dr	SR-60	Add new on ramp with 1 GP lane and 1 HOV lane, merging into the WB aux. lane	1	2				

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RIVERSIDE	RIV041052	RIV041052	MORENO VALLEY	State	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	SR-60/Moreno Beach Dr WB Exit Ramp	1700'	SR-60	Moreno Beach Dr	Widen from 1 lane ramp to 2 lanes at mainline expanding to 3 lanes at arterial	1	2				
RIVERSIDE	RIV041052	RIV041052	MORENO VALLEY	State	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	SR-60/Moreno Beach Dr WB Loop Entry Ramp	1100'	Moreno Beach Dr	SR-60	Add new 2 lane WB loop entry ramp merging to 1 lane and joining the WB auxiliary lane	1	2				
RIVERSIDE	RIV061159	RIV061159	COACHELLA	State	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)	2025	Ave 50	1500 ft.	E/O Coachella Storm Water Channel	east of Tyler St	Widen from 2 to 6 lanes	2	6				
RIVERSIDE	RIV061159	RIV061159	COACHELLA	State	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)	2025	SR-86S/Ave 50 Entry and Exit Ramps	2640 ft.	0.5 mi	ramp	Add extended accel/decel lanes to entry and exit ramps	n/a	1				
RIVERSIDE	RIV061159	RIV061159	COACHELLA	State	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)	2025	SR-86S/Ave 50 NB Entry Ramp	1680 ft.	Ave 50	SR-86S	Add new 1 lane NB entry ramp	n/a	2				
RIVERSIDE	RIV061159	RIV061159	COACHELLA	State	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)	2025	SR-86S/Ave 50 NB Exit Ramp	1440 ft.	SR-86S	Ave 50	Add new 1 lane NB exit ramp	n/a	2				
RIVERSIDE	RIV061159	RIV061159	COACHELLA	State	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)	2025	SR-86S/Ave 50 SB Entry Ramp	2280 ft.	Ave 50	SR-86S	Add new 1 lane SB entry ramp	n/a	2				
RIVERSIDE	RIV061159	RIV061159	COACHELLA	State	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)	2025	SR-86S/Ave 50 SB Exit Ramp	1260 ft.	SR-86S	Ave 50	Add new 1 lane SB exit ramp	n/a	2				

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RIVERSIDE	RIV070308	RIV070308	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State	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.)	2026	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	RIV070308	RIV070308	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State	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.)	2026	SR-91/SR-71/Green River Road	830'	Green River Rd EB On-Ramp	SR-71 NB Direct Connector	Add 1 auxiliary lane to NB SR-71	n/a	1				
RIVERSIDE	RIV070308	RIV070308	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State	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.)	2026	SR-91/SR-71	5700'	EB SR-91	NB SR-71	Replace 1 lane connector with 2 lane loop direct connector	1	2				
RIVERSIDE	RIV180144	RIV180144	LAKE ELSINORE	State			IN THE CITY OF LAKE ELSINORE - MAIN ST/I-15 IC 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	RIV170901	3160001	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State	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.	2027	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	RIV170901	3160001	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State	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.	2027	I-15	1.1 miles	Main Street	Main Street	Construct SB Aux Ln from Main St off-ramp to SR-74 (Central Ave) on-ramp	3	4				
RIVERSIDE	RIV170901	3160001	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State	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.	2027	I-15	16.9 miles	Main St	Main St	Add 2 express lanes and SB aux lane	6	10				

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RIVERSIDE	RIV170901	3160001	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State	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.	2027	I-15	1.6 miles	SR-74 (Central Ave)	SR-74 (Central Ave)	Construct SB aux ln from SR-74 (Central Ave) off-ramp to Nichols Rd on-ramp	3	4				
RIVERSIDE	RIV071274	3M0717	COACHELLA	State	Coachella Storm Drain	E/O Tyler St.	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).	2027	Ave 52	n/a	Coachella Storm Water Channel	Polk St	Widen from 2 to 6 lanes	2	6				
RIVERSIDE	RIV071274	3M0717	COACHELLA	State	Coachella Storm Drain	E/O Tyler St.	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).	2027	SR-86S/Ave 52 Entry and Exit Ramps	0.25 mi	0.25 mi	ramp	Add extended accel/decel lanes to entry and exit ramps	n/a	1				
RIVERSIDE	RIV071274	3M0717	COACHELLA	State	Coachella Storm Drain	E/O Tyler St.	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).	2027	SR-86S/Ave 52 NB Entry Ramp	2050 ft.	Ave 52	SR-86S	Add new NB entry ramp with 2 lanes at arterial merging to 1 lane at mainline	n/a	2				
RIVERSIDE	RIV071274	3M0717	COACHELLA	State	Coachella Storm Drain	E/O Tyler St.	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).	2027	SR-86S/Ave 52 NB Exit Ramp	1500 ft.	SR-86S	Ave 52	Add new NB exit ramp with 1 lane off mainline expanding to 2 turn lanes at arterial	n/a	2				
RIVERSIDE	RIV071274	3M0717	COACHELLA	State	Coachella Storm Drain	E/O Tyler St.	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).	2027	SR-86S/Ave 52 SB Entry Ramp	1450 ft.	Ave 52	SR-86S	Add new SB entry ramp with 2 lanes at arterial merging to 1 lane at mainline	n/a	2				
RIVERSIDE	RIV071274	3M0717	COACHELLA	State	Coachella Storm Drain	E/O Tyler St.	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).	2027	SR-86S/Ave 52 SB Exit Ramp	1300 ft.	SR-86S	Ave 52	Add new SB exit ramp with 1 lane off mainline expanding to 2 turn lanes at arterial	n/a	2				

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RIVERSIDE	RIV100107	3M10WT03	MURRIETA	State			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	RIV100107	3M10WT03	MURRIETA	State			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	5700'	4200' e/o I-215 CL	1500' w/e I-215 CL	Widen from 2 to 4 lanes with 2 traffic circles at ramp termini	2	4				
RIVERSIDE	RIV100107	3M10WT03	MURRIETA	State			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	1550'	I-215	Keller Rd SB exit ramp	Add 1 SB aux lane	0	1				
RIVERSIDE	RIV100107	3M10WT03	MURRIETA	State			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	1700'	Keller Rd	I-215	Add 2 lane SB entry ramp w/HOV	0	2				
RIVERSIDE	RIV100107	3M10WT03	MURRIETA	State			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	1500'	I-215	Keller Rd	Add 2 lane SB loop exit ramp	0	2				
RIVERSIDE	RIV100107	3M10WT03	MURRIETA	State			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	1800'	Keller Rd	I-215	Add 2 lane NB entry ramp w/HOV	0	2				
RIVERSIDE	RIV131202	3M01WT022	RIVERSIDE, CITY OF	State	at Adams St	btwn Diana Ave & Indiana Ave	Reconstruct/widen IC and reconstruct/widen ramps	2028											
RIVERSIDE	RIV131202	3M01WT022	RIVERSIDE, CITY OF	State			IN THE CITY OF RIVERSIDE - SR-91 AT ADAMS STREET INTERCHANGE RAMPS RECONFIGURATION, INCLUDING THE RECONSTRUCTION OF ADAMS ST OVERPASS, ADAMS STREET FROM AUTO CENTER DR TO BRIARWOOD DR AND INDIANA AVE FROM VANCE ST TO DETROIT DR.	2028	SR-91	.85 mile	mile marker 15.29	mile marker 16.14	Reconfiguration of on/off ramps and construction of new overpass Adams St. bridge	12	13				

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RIVERSIDE	RIV131202	3M01WT022	RIVERSIDE, CITY OF	State			IN THE CITY OF RIVERSIDE - SR-91 AT ADAMS STREET INTERCHANGE RAMPS RECONFIGURATION, INCLUDING THE RECONSTRUCTION OF ADAMS ST OVERPASS, ADAMS STREET FROM AUTO CENTER DR TO BRIARWOOD DR AND INDIANA AVE FROM VANCE ST TO DETROIT DR.	2028	Adams St	1620 feet	Auto Center Dr.	Briarwood Dr.	Addition of 3 lanes	6	9				
RIVERSIDE	RIV131202	3M01WT022	RIVERSIDE, CITY OF	State			IN THE CITY OF RIVERSIDE - SR-91 AT ADAMS STREET INTERCHANGE RAMPS RECONFIGURATION, INCLUDING THE RECONSTRUCTION OF ADAMS ST OVERPASS, ADAMS STREET FROM AUTO CENTER DR TO BRIARWOOD DR AND INDIANA AVE FROM VANCE ST TO DETROIT DR.	2028	Indiana Ave	3460 feet	Vance St.	Detroit Dr.	Addition of 3 lanes	5	8				
RIVERSIDE	RIV080904	3M0801	MORENO VALLEY	State	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)	2028	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	RIV080904	3M0801	MORENO VALLEY	State	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)	2028	SR-60 EB Aux Lanes	2500'	2500' w/o World Logistics Center Parkway	World Logistics Center Parkway	Add 1 EB aux lane	n/a	1				
RIVERSIDE	RIV080904	3M0801	MORENO VALLEY	State	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)	2028	SR-60 WB Aux Lanes	2300'	2300' w/o World Logistics Center Parkway	World Logistics Center Parkway	Add 1 WB aux lane	n/a	1				
RIVERSIDE	RIV080904	3M0801	MORENO VALLEY	State	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)	2028	SR-60 WB Aux Lanes	1700'	1700' e/o World Logistics Center Parkway	World Logistics Center Parkway	Add 1 WB aux lane 1700' E/O World Logistics Center Parkway to World Logistics Center Parkway	n/a	1				
RIVERSIDE	RIV080904	3M0801	MORENO VALLEY	State	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)	2028	SR-60/World Logistics Center ParkwayEB Entry Ramp	1800'	World Logistics Center Parkway	SR-60	Widen from 1 lane to 2 lanes at arterial merging to 1 lane at aux ln w/ HOV	1	2				

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
RIVERSIDE	RIV080904	3M0801	MORENO VALLEY	State	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)	2028	SR-60/World Logistics Center ParkwayEB Exit Ramp	2000'	SR-60	World Logistics Center Parkway	Widen from 1 lane ramp to 2 lanes at aux ln, expanding to 3 lns at arterial	1	3				
RIVERSIDE	RIV080904	3M0801	MORENO VALLEY	State	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)	2028	SR-60/World Logistics Center ParkwayEB Loop Entry Ramp	2000'	World Logistics Center Parkway	SR-60	Add new 2 ln EB loop entry ramp merging to 1 ln at mainline w/ HOV	n/a	2				
RIVERSIDE	RIV080904	3M0801	MORENO VALLEY	State	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)	2028	SR-60/World Logistics Center ParkwayWB Entry Ramp	2700'	World Logistics Center Parkway	SR-60	Widen from 1 lane to 3 lanes at arterial merging to 1 lane at aux ln w/ HOV	1	3				
RIVERSIDE	RIV080904	3M0801	MORENO VALLEY	State	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)	2028	SR-60/World Logistics Center ParkwayWB Exit Ramp	2000'	SR-60	World Logistics Center Parkway	Widen from 1 lane ramp to 2 lanes at aux ln expanding to 3 lns at arterial	1	3				
RIVERSIDE	RIV080904	3M0801	MORENO VALLEY	State	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)	2028	World Logistics Center Parkway	2800'	600' N/O DRACAEA	EB RAMPS	Widen from 2 to 6 lanes	2	6				
RIVERSIDE	RIV080904	3M0801	MORENO VALLEY	State	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)	2028	World Logistics Center Parkway	1900'	EB RAMPS	800' S/O IRONWOOD	Widen from 2 to 4 lanes	2	4				

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
RIVERSIDE	RIV030901	RIV030901	COACHELLA	State	1/2 mile n/o I-10	1/2 mile s/o I-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)	2028	I-10/Avenue 50 EB Entry Ramp	1900 ft.	Avenue 50	I-10	Two-lanes at Ave 50 reducing to 1 lane at freeway entrance	n/a	2				
RIVERSIDE	RIV030901	RIV030901	COACHELLA	State	1/2 mile n/o I-10	1/2 mile s/o I-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)	2028	I-10/Avenue 50 EB Exit Ramp	1900 ft.	I-10	Avenue 50	Add new EB exit ramp with 1 lane at mainline expanding to 3 lanes at arterial	n/a	3				
RIVERSIDE	RIV030901	RIV030901	COACHELLA	State	1/2 mile n/o I-10	1/2 mile s/o I-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)	2028	I-10/Avenue 50 EB Loop Entry Ramp	1500 ft.	Avenue 50	I-10	Two-lanes at Ave 50 reducing to 1 lane at freeway entrance	n/a	2				
RIVERSIDE	RIV030901	RIV030901	COACHELLA	State	1/2 mile n/o I-10	1/2 mile s/o I-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)	2028	I-10/Avenue 50 WB Entry Ramp	2000 ft.	Avenue 50	I-10	Two-lanes at Ave. 50 reducing to 1 lane at acceleration lane	n/a	2				
RIVERSIDE	RIV030901	RIV030901	COACHELLA	State	1/2 mile n/o I-10	1/2 mile s/o I-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)	2028	I-10/Avenue 50 WB Exit Ramp	1800 ft.	I-10	Avenue 50	Add new WB exit with 1 lane at mainline expanding to 2 turn lanes at arterial	n/a	2				
RIVERSIDE	RIV030901	RIV030901	COACHELLA	State	1/2 mile n/o I-10	1/2 mile s/o I-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)	2028	I-10/Avenue 50 WB Loop Entry Ramp	1500 ft.	Avenue 50	I-10	Two-lanes at Ave 50 reducing to 1 lane at acceleration lane	n/a	2				
RIVERSIDE	RIV030901	RIV030901	COACHELLA	State	1/2 mile n/o I-10	1/2 mile s/o I-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)	2028	Avenue 50	1900'	1100' south of I-10	600' north of I-10	Construct new 6 lane OC across I-10 (3 lns in ea dir)	n/a	6				

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RIVERSIDE	RIV030901	RIV030901	COACHELLA	State	1/2 mile n/o I-10	1/2 mile s/o I-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)	2028	I-10	3800'	W/O I-10	I-10	Add acceleration lane 3,800' WB direction W/O I-10	0	1				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	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				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	French Valley Pkwy	521 meters	Ynez Rd	FVP IC SB exit ramp	Ph III: Construct French Valley Pkwy with 6 through lanes	n/a	6				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	I-15 NB Aux Lanes	425 meters	Winchester Rd IC loop entry ramp	Winchester Rd IC NB entry ramp	Ph II: Add 1 NB aux lane	n/a	1				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	I-15 NB Aux Lanes	552 meters	CD system at approx I-215 SB Flyover	Murrieta Hot Springs Rd ramps	Ph II: Add 1 NB aux lane	n/a	1				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	I-15 SB Aux Lanes	533 meters	Murrieta Hot Springs Rd ramps	CD system at approx I-215 SB Flyover	Ph III: Add 1 SB aux lane	n/a	1				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	I-15/French Valley Pkwy NB entry ramp	542 meters	French Valley Pkwy	I-15	PH III: Add new NB entry ramp 1 lane at arterial expanding to 2 lanes for HOV preferential then merging to 1 lane at mainline (into CD lanes)	n/a	1				

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RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	I-15/French Valley Pkwy NB exit ramp	431 meters	I-15	French Valley Pkwy	Ph III: Add new NB exit ramp with 1 lane at mainline expanding to 3 turn lanes at arterial	n/a	1				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	I-15/French Valley Pkwy NB loop entry ramp	516 meters	French Valley Pkwy	I-15	Ph III: Add new NB loop entry 1 lane at arterial expanding to 2 lanes for HOV preferential then merging to 1 lane at mainline (into CD lanes)	n/a	1				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	I-15/French Valley Pkwy SB entry ramp	447 meters	French Valley Pkwy	I-15	PH III: Add new 1 lane SB entry ramp w/ meter	n/a	1				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	I-15/French Valley Pkwy SB exit ramp	450 meters	I-15	French Valley Pkwy	Ph III: Widen existing ramp from 1 lane at mainline expanding to 2 lanes at arterial to 2 lanes at mainline expanding to 4 turn lanes at arterial	1	2				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	I-15/French Valley Pkwy SB loop entry ramp	390 meters	French Valley Pkwy	I-15	Ph III: Add new 1 lane SB loop entry ramp w/ meter	n/a	1				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	NB Collector Distributor Lanes	1138 meters	Approx halfway between French Valley Pkwy IC and SB I-215 flyover	SB I-215 flyover	Ph II: Add 2 lane CD lane system	n/a	2				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	NB Collector Distributor Lanes	1207 meters	n/o French Valley Pkwy IC (NB loop entry combines w/ NB 2 CD lanes)	Approx halfway to SB I-215 flyover	Ph II: Add 2 lane CD lane system	n/a	2				

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RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	NB Collector Distributor Lanes	637 meters	Winchester Rd IC NB entry ramp	n/o French Valley Pkwy IC	Ph II: Add 2 lane CD lane system	n/a	2				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	NB Collector Distributor Lanes	808 meters	Approx halfway between French Valley Pkwy IC and I-215	New NB I-215 Aux Lane	Ph II: Add 2 lane CD lane system merging to 1 lane	n/a	2				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	SB Collector Distributor Lanes	1017 meters	I-215 flyover	Approx halfway between SB I-215 flyover and French Valley Pkwy IC	Ph III: Add 2 lane CD lane system	n/a	2				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	SB Collector Distributor Lanes	1032 meters	French Valley Pkwy IC SB entry ramp	s/o Winchester Rd IC	Ph III: Add 2 lane CD lane system	n/a	2				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	SB Collector Distributor Lanes	1065 meters	French Valley Pkwy IC SB exit ramp	Winchester Rd IC SB exit ramp	Ph III: Add 2 lane CD lane system	n/a	2				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	SB Collector Distributor Lanes	1348 meters	n/o SB I-215 flyover	Approx halfway between SB I-215 flyover and French Valley Pkwy IC	Ph III: Add 2 lane CD lane system	n/a	2				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	SB Collector Distributor Lanes	776 meters	s/o SB I-215 flyover	Approx halfway between SB I-215 flyover and French Valley Pkwy IC	Ph III: Add 2 lane Connector system	n/a	2				

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RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	SB Collector Distributor Lanes	900 meters	s/o Winchester Rd IC	Approx 1/2 mile past Overland Dr OC	Ph III: Add 1 SB drop lane	n/a	1				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	SB Collector Distributor Lanes	949 meters	Approx halfway between SB I-215 flyover and French Valley Pkwy IC	French Valley Pkwy IC SB exit ramp	Ph III: Add 3 lane CD lane system	n/a	3				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	SB I-215 to SB I-15 Connector	776 meters	S/O SB I-215 flyover	Approx. halfway between SB I-215 flyover and French Valley Pkwy IC	Ph III: Remove connector	2	n/a				
RIVERSIDE	RIV031215	RIV031215	TEMECULA	State	Jefferson St	Ynez Rd	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	NB Collector Distributor Lanes	1207 meters	N/O French Valley Pkwy IC (NB loop entry combines w/NB 2 CD lanes)	Approx halfway to SB I215 flyover	Ph III: Add 1 lane CD system	0	1				
RIVERSIDE	RIV060115	RIV060115	BEAUMONT	State	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).	2029	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	RIV060115	RIV060115	BEAUMONT	State	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).	2029	I-10/Oak Valley Pkwy EB exit ramp	1855'	I-10	Oak Valley Parkway	Includes 1,315' decel lane then widen from 1 lane to 1 lane at mainline expanding to 4 turning lanes at arterial	1	4				
RIVERSIDE	RIV060115	RIV060115	BEAUMONT	State	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).	2029	I-10/Oak Valley Pkwy EB loop entry ramp	1370'	Oak Valley Parkway	I-10	Add new EB loop entry 2 lanes at arterial merging to 1 lane at mainline with HOV preferential	n/a	2				

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RIVERSIDE	RIV060115	RIV060115	BEAUMONT	State	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).	2029	I-10/Oak Valley Pkwy WB entry ramp	1420'	Oak Valley Parkway	I-10	Widen from 1 lane to 3 lanes at arterial merging to 1 lane at mainline with 1000' accel lane and HOV preferential	1	3				
RIVERSIDE	RIV060115	RIV060115	BEAUMONT	State	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).	2029	I-10/Oak Valley Pkwy WB exit ramp	1310'	I-10	Oak Valley Parkway	Includes 1,315' decel lane then widen from 1 lane to 1 lane at mainline expanding to 4 turning lanes at arterial	1	4				
RIVERSIDE	RIV060115	RIV060115	BEAUMONT	State	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).	2029	I-10/Oak Valley Pkwy WB loop entry ramp	1040'	Oak Valley Parkway	I-10	Add new WB loop entry 2 lanes at arterial merging to 1 lane at mainline with HOV preferential	n/a	2				
RIVERSIDE	RIV060115	RIV060115	BEAUMONT	State	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).	2029	Oak Valley Pkwy	1845'	500' w/o Desert Lawn Dr	just east of Golf Club Dr	Widen from 1 to 3 lanes each direction	2	6				
RIVERSIDE	RIV151220	7120003	MORENO VALLEY	State	REDLANDS BLVD.	GILMAN SPRINGS RD.	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY ALONG SR 60 - WIDEN FROM TWO TO THREE LANES IN EACH DIRECTION IN THE EXISTING MEDIAN TO PROVIDE ONE ADDITIONAL GENERAL PURPOSE LANE IN EACH DIRECTION FROM REDLANDS BLVD. TO GILMAN SPRINGS RD.	2030	SR-60	2.5 Miles	Redlands Blvd.	Gilman Springs Rd.	Widen from 2 to 3 lanes in each direction in existing median to provide one add. general purpose lane in each direction.	2	3				
RIVERSIDE	RIV071252	3A07020	INDIO	State	Avenue 42	S/O Whitewater River Channel	ON I-10 IN INDIO AT JACKSON ST IC (at PM 55.575): RECONSTRUCT/WIDEN IC FROM 2 TO 4 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM SHOWCASE PKWY TO SOUTH OF WHITEWATER RIVER CHANNEL, EXTEND WB OFF-RAMP WITH DECEL LANE, EXTEND EB- ON-RAMP WITH ACCL LANE AND CONSTRUCT WB AUX LANE (JACKSON TO MONROERECONSTRUCT/WIDEN RAMPS 1 TO 2/3 LANES, MODIFY TRAFFIC SIGNALS	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	RIV071252	3A07020	INDIO	State	Avenue 42	S/O Whitewater River Channel	ON I-10 IN INDIO AT JACKSON ST IC (at PM 55.575): RECONSTRUCT/WIDEN IC FROM 2 TO 4 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM SHOWCASE PKWY TO SOUTH OF WHITEWATER RIVER CHANNEL, EXTEND WB OFF-RAMP WITH DECEL LANE, EXTEND EB- ON-RAMP WITH ACCL LANE AND CONSTRUCT WB AUX LANE (JACKSON TO MONROERECONSTRUCT/WIDEN RAMPS 1 TO 2/3 LANES, MODIFY TRAFFIC SIGNALS	2030	I-10/Jackson St EB exit ramp	1000'	I-10	Jackson St	Widen from 1 lane to 3 lanes at arterial	1	3				

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RIVERSIDE	RIV071252	3A07020	INDIO	State	Avenue 42	S/O Whitewater River Channel	ON I-10 IN INDIO AT JACKSON ST IC (at PM 55.575): RECONSTRUCT/WIDEN IC FROM 2 TO 4 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM SHOWCASE PKWY TO SOUTH OF WHITEWATER RIVER CHANNEL, EXTEND WB OFF-RAMP WITH DECEL LANE, EXTEND EB- ON-RAMP WITH ACCL LANE AND CONSTRUCT WB AUX LANE (JACKSON TO MONROERECONSTRUCT/WIDEN RAMPS 1 TO 2/3 LANES, MODIFY TRAFFIC SIGNALS	2030	I-10/Jackson St WB entry ramp	650'	Jackson St	I-10	Widen from 1 lane to 2 lanes at arterial merging to 1 lane at mainline (no HOV)	1	2				
RIVERSIDE	RIV071252	3A07020	INDIO	State	Avenue 42	S/O Whitewater River Channel	ON I-10 IN INDIO AT JACKSON ST IC (at PM 55.575): RECONSTRUCT/WIDEN IC FROM 2 TO 4 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM SHOWCASE PKWY TO SOUTH OF WHITEWATER RIVER CHANNEL, EXTEND WB OFF-RAMP WITH DECEL LANE, EXTEND EB- ON-RAMP WITH ACCL LANE AND CONSTRUCT WB AUX LANE (JACKSON TO MONROERECONSTRUCT/WIDEN RAMPS 1 TO 2/3 LANES, MODIFY TRAFFIC SIGNALS	2030	I-10/Jackson St WB exit ramp	940'	I-10	Jackson St	Widen from 1 lane to 1 lane at mainline expanding to 2 turn lanes at arterial	1	2				
RIVERSIDE	RIV071252	3A07020	INDIO	State	Avenue 42	S/O Whitewater River Channel	ON I-10 IN INDIO AT JACKSON ST IC (at PM 55.575): RECONSTRUCT/WIDEN IC FROM 2 TO 4 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM SHOWCASE PKWY TO SOUTH OF WHITEWATER RIVER CHANNEL, EXTEND WB OFF-RAMP WITH DECEL LANE, EXTEND EB- ON-RAMP WITH ACCL LANE AND CONSTRUCT WB AUX LANE (JACKSON TO MONROERECONSTRUCT/WIDEN RAMPS 1 TO 2/3 LANES, MODIFY TRAFFIC SIGNALS	2030	Jackson St.	2500'	Showcase	S/O Whitewater River Channel	Widen from 2 to 4 lanes	2	4				
RIVERSIDE	RIV071253	3A07021	INDIO	State	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	2030	Golf Center Pkwy	2407'	Ave 44	s/o Whitewater River Channel	Widen from 4 to 6 lanes incl bridge over channel	4	6				
RIVERSIDE	RIV071253	3A07021	INDIO	State	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	2030	I-10/Golf Center Pkwy EB entry ramp	1192'	Golf Center Pkwy	I-10	Widen from 1 lane to 2 lanes at arterial merging to 1 lane after joining mainline	1	2				
RIVERSIDE	RIV071253	3A07021	INDIO	State	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	2030	I-10/Golf Center Pkwy EB exit ramp	1215'	I-10	Golf Center Pkwy	Widen from 1 lane to 1 lane at mainline quickly expanding to 2 decel lanes with 2 additional turn lanes at arterial	1	2				
RIVERSIDE	RIV071253	3A07021	INDIO	State	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	2030	I-10/Golf Center Pkwy WB entry ramp	1171'	Golf Center Pkwy	I-10	Widen from 1 lane to 2 accel lanes at arterial merging to 1 lane at mainline	1	2				
RIVERSIDE	RIV071253	3A07021	INDIO	State	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	2030	I-10/Golf Center Pkwy WB exit ramp	1027'	I-10	Golf Center Pkwy	Widen from 1 lane to 1 lane at mainline quickly expanding to 2 decel lanes with 2 turn lanes at arterial	1	2				

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RIVERSIDE	RIV071254	3A07022	INDIO	State	Avenue 42	S/O Whitewater River Channel	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)	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	RIV071254	3A07022	INDIO	State	Avenue 42	S/O Whitewater River Channel	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)	2030	I-10/Monroe St EB exit ramp	1305'	I-10	Monroe St	Widen from 1 lane to 1 lane at mainline expanding to 3 decel lanes with 3 turn lanes at arterial	1	3				
RIVERSIDE	RIV071254	3A07022	INDIO	State	Avenue 42	S/O Whitewater River Channel	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)	2030	I-10/Monroe St WB entry ramp	1290'	Monroe St	I-10	Widen from 1 lane to 2 accel lanes at arterial merging to 1 lane at mainline	1	2				
RIVERSIDE	RIV071254	3A07022	INDIO	State	Avenue 42	S/O Whitewater River Channel	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)	2030	I-10/Monroe St WB exit ramp	1295'	I-10	Monroe St	Widen from 1 lane to 1 lane at mainline quickly expanding to 2 decel lanes with 3 turn lanes at arterial	1	3				
RIVERSIDE	RIV071254	3A07022	INDIO	State	Avenue 42	S/O Whitewater River Channel	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)	2030	Monroe St	3000'	Ave 42	s/o Whitewater River Channel	Widen from 2 to 4 lanes incl bridge over channel	2	4				
RIVERSIDE	RIV131127	3AL204	LAKE ELSINORE	State			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	RIV131127	3AL204	LAKE ELSINORE	State			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	Grand Ave.	.18 miles	Riverside Dr/SR74	Temple St.		2	4				
RIVERSIDE	RIV131127	3AL204	Lake Elsinore	State			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.	Widen Riverside Dr/SR 74 from 3 to 6 lanes	3	6				

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RIVERSIDE	RIV131127	3AL204	Lake Elsinore	State			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	Grand Ave.	.18 miles	Riverside Dr/SR74	Temple St.	Widen from 2 to 4 through lanes (2 in ea dir)	2	4				
RIVERSIDE	RIV071276	3H07A	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State	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.	2030	I-215	11.03 mi	Nuevo Rd	Box Springs Rd	Add 1 NB and 1 SB HOV lane	n/a	2				
RIVERSIDE	RIV181105	3M04WT004	BEAUMONT	State	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	2030		0.05	I-10	Pennsylvania Ave	Reconstruct WB off-ramp & EB on-ramp						
RIVERSIDE	RIV181105	3M04WT004	BEAUMONT	State	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	2030		0.05	I-10	Pennsylvania Ave	Construct new EB off-ramp and WB on-ramp	0	1				
RIVERSIDE	RIV091012	3M04WT009	PERRIS	State			IN MID-WESTERN RIVERSIDE COUNTY IN THE CITY OF PERRIS - CASE ROAD/MATTHEWS RD. (SR-74) AT I-215 INTERCHANGE: RECONFIGURATION OF THE EXISTING CASE RD/MATTHEWS RD. (SR-74) AT I-215 IC, IMPROVING THE INTERSECTION OPERATIONS AND ELIMINATING CROSS TRAFFIC CONFLICTS ON THE SB RAMPS, WIDEN MATTHEWS RD FROM 2/3 LANES TO 4 LANES FROM CASE RD TO TRUMBLE RD (EA: 0P420).	2030	Matthews Rd	0.3 mi	Case Rd	SB ramps	Realign/widen from 2 to 4 lanes	2	4				
RIVERSIDE	RIV091012	3M04WT009	PERRIS	State			IN MID-WESTERN RIVERSIDE COUNTY IN THE CITY OF PERRIS - CASE ROAD/MATTHEWS RD. (SR-74) AT I-215 INTERCHANGE: RECONFIGURATION OF THE EXISTING CASE RD/MATTHEWS RD. (SR-74) AT I-215 IC, IMPROVING THE INTERSECTION OPERATIONS AND ELIMINATING CROSS TRAFFIC CONFLICTS ON THE SB RAMPS, WIDEN MATTHEWS RD FROM 2/3 LANES TO 4 LANES FROM CASE RD TO TRUMBLE RD (EA: 0P420).	2030	Matthews Rd	0.4 mi	SB Ramps	Trumble Rd	Add 1 lane in WB direction for 2 lanes in each direction	3	4				
RIVERSIDE	RIV080902	3M0712	MORENO VALLEY	State	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	RIV080902	3M0712	MORENO VALLEY	State	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	SR-60 EB Aux Lanes	1000'	1000' w/o Redlands Blvd	Redlands Blvd	Add 1 EB aux lane	n/a	1				
RIVERSIDE	RIV080902	3M0712	MORENO VALLEY	State	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	SR-60 EB Aux Lanes	1700'	1700' e/o Redlands Blvd	Redlands Blvd	Add 1 EB aux lane	n/a	1				

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RIVERSIDE	RIV080902	3M0712	MORENO VALLEY	State	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	SR-60 WB Aux Lanes	1000'	1000' w/o Redlands Blvd	Redlands Blvd	Add 1 WB aux lane	n/a	1				
RIVERSIDE	RIV080902	3M0712	MORENO VALLEY	State	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	SR-60 WB Aux Lanes	1700'	1700' e/o Redlands Blvd	Redlands Blvd	Add 1 WB aux lane	n/a	1				
RIVERSIDE	RIV080902	3M0712	MORENO VALLEY	State	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	SR-60/Redlands Blvd EB Entry Ramp	1750'	Redlands Blvd	SR-60	Widen from 1 lane to 2 lanes at arterial meging to 1 lane at mainline w/ HOV	1	2				
RIVERSIDE	RIV080902	3M0712	MORENO VALLEY	State	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	SR-60/Redlands Blvd EB Exit Ramp	1550'	SR-60	Redlands Blvd	Widen from 1 lane ramp to 2 lanes at mainline expanding to 3 lanes at arterial	1	3				
RIVERSIDE	RIV080902	3M0712	MORENO VALLEY	State	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	SR-60/Redlands Blvd WB Entry Ramp	1400'	Redlands Blvd	SR-60	Widen from 1 lane to 3 lanes at arterial meging to 1 lane at mainline w/ HOV	1	3				
RIVERSIDE	RIV080902	3M0712	MORENO VALLEY	State	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	SR-60/Redlands Blvd WB Exit Ramp	1600'	SR-60	Redlands Blvd	Widen from 1 lane ramp to 2 lanes at mainline expanding to 3 lanes at arterial	1	3				
RIVERSIDE	RIV080903	3M0714	MORENO VALLEY	State	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	2030	Gilman Springs Rd	2500'	Eucalyptus St	Ramps n/o SR-60	Widen from 2 to 6 lanes	2	6				

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RIVERSIDE	RIV080903	3M0714	MORENO VALLEY	State	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	2030	SR-60 EB Aux Lanes	1200'	1200' w/o Gilman Springs Rd	Gilman Springs Rd	Add 1 EB aux lane	n/a	1				
RIVERSIDE	RIV080903	3M0714	MORENO VALLEY	State	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	2030	SR-60 WB Aux Lanes	2200'	2200' w/o Gilman Springs Rd	Gilman Springs Rd	Add 1 WB aux lane	n/a	1				
RIVERSIDE	RIV080903	3M0714	MORENO VALLEY	State	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	2030	SR-60/Gilman Springs Rd EB Entry Ramp	2000'	Gilman Springs Rd	SR-60	Widen from 1 lane to 2 lanes at arterial merging to 1 lane at mainline w/ HOV	1	2				
RIVERSIDE	RIV080903	3M0714	MORENO VALLEY	State	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	2030	SR-60/Gilman Springs Rd EB Exit Ramp	1600'	SR-60	Gilman Springs Rd	Widen from 1 lane ramp to 2 lanes at mainline expanding to 3 lanes at arterial	1	3				
RIVERSIDE	RIV080903	3M0714	MORENO VALLEY	State	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	2030	SR-60/Gilman Springs Rd WB Entry Ramp	2100'	Gilman Springs Rd	SR-60	Widen from 1 lane to 2 lanes at arterial merging to 1 lane at mainline w/ HOV	1	2				
RIVERSIDE	RIV080903	3M0714	MORENO VALLEY	State	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	2030	SR-60/Gilman Springs Rd WB Exit Ramp	2000'	SR-60	Gilman Springs Rd	Widen from 1 lane ramp to 1 lane at mainline expanding to 2 lanes in ramp then 3 lanes at arterial	1	3				
RIVERSIDE	RIV151218	3M0719	MENIFEE	State	Sun City Blvd.	Easterly of Encanto Dr.	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	215	1600'	McCall Blvd.	I-215	Widen NB entry ramps from 1 ln to 2 lns, ramp at arterial merging to 1 ln at mainline (metered ramp)	1	2				

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RIVERSIDE	RIV151218	3M0719	MENIFEE	State	Sun City Blvd.	Easterly of Encanto Dr.	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	215	180'	Encanto Dr.	NB Entry Ramp	Add 1 WB dedicated right-turn lane	0	1				
RIVERSIDE	RIV151218	3M0719	MENIFEE	State	Sun City Blvd.	Easterly of Encanto Dr.	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	215	300'	I-215	McCall Blvd.	Add 1 NB right turn lane for dual right turn lanes	1	2				
RIVERSIDE	RIV151218	3M0719	MENIFEE	State	Sun City Blvd.	Easterly of Encanto Dr.	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	215	3100'	Sun City Blvd.	Encanto Dr.	Widen from 4 to 6 lanes	4	6				
RIVERSIDE	RIV151218	3M0719	MENIFEE	State	Sun City Blvd.	Easterly of Encanto Dr.	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	215	150'	Cherry Hills Blvd.	McCall Blvd.	Add 1 NB right turn lane	1	2				
RIVERSIDE	RIV151218	3M0719	MENIFEE	State	Sun City Blvd.	Easterly of Encanto Dr.	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	215	150'	Sherman Rd	Encanto Dr.	Add 1 WB dedicated right turn lane	0	1				
RIVERSIDE	RIV151218	3M0719	MENIFEE	State	Sun City Blvd.	Easterly of Encanto Dr.	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	215	175'	NB Entry Ramp	Encanto Dr.	Add 1 EB left turn lane for dual left turn lanes	1	2				
RIVERSIDE	RIV151218	3M0719	MENIFEE	State	Sun City Blvd.	Easterly of Encanto Dr.	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	215	100'	Shadel Rd.	McCall Blvd.	Add 1 SB dedicated right turn lane	0	1				

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RIVERSIDE	RIV151218	3M0719	MENIFEE	State	Sun City Blvd.	Easterly of Encanto Dr.	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	215	120'	Sun City Blvd.	Bradley Rd.	Add 1 EB dedicated right turn lane	0	1				
RIVERSIDE	RIV151218	3M0719	MENIFEE	State	Sun City Blvd.	Easterly of Encanto Dr.	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	215	300'	Bradley Rd.	SB Entry Ramp	Add 1 WB left turn lane for dual left turn lanes	1	2				
RIVERSIDE	RIV151218	3M0719	MENIFEE	State	Sun City Blvd.	Easterly of Encanto Dr.	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	215	130'	Sun City Blvd.	Bradley R.	Add 1 EB left turn lane for dual left turn lanes	1	2				
RIVERSIDE	RIV151218	3M0719	MENIFEE	State	Sun City Blvd.	Easterly of Encanto Dr.	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	215	1600'	McCall Blvd.	I-215	Widen SB entry ramp from 1 ln to 2 lns, ramp at arterial merging to 1 ln at mainline (metered ramp)	1	2				
RIVERSIDE	RIV151218	3M0719	MENIFEE	State	Sun City Blvd.	Easterly of Encanto Dr.	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	215	200'	Bradley Rd.	SB Entry Ramp0	Add one EB dedicated right-turn lane	0	1				
RIVERSIDE	RIV151218	3M0719	MENIFEE	State	Sun City Blvd.	Easterly of Encanto Dr.	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	215	300'	I-215	McCall Blvd.	Add 1 SB left turn lane for dual left turn lanes	1	2				
RIVERSIDE	RIV151218	3M0719	MENIFEE	State	Sun City Blvd.	Easterly of Encanto Dr.	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	215	250'	SB Entry Ramp	NB Entry Ramp	Add 1 EB left turn lane for dual left turn lanes	1	2				

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
RIVERSIDE	RIV151218	3M0719	MENIFEE	State	Sun City Blvd.	Easterly of Encanto Dr.	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	215	250'	NB Entry Ramp	SB Entry Ramp	Add 1 WB left turn lane for dual left turn lanes	1	2				
RIVERSIDE	RIV071251	3M0720	CATHEDRAL CITY	State	Varner Rd	Ramon Rd	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	Da Vall Dr	2 mi	Da Vall Dr	Bob Hope Dr	Add 1 EB aux lane	n/a	1				
RIVERSIDE	RIV071251	3M0720	CATHEDRAL CITY	State	Varner Rd	Ramon Rd	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	I-10 EB Aux Lanes	1.4 mi	Date Palm Dr	Da Vall Dr	Add 1 EB aux lane	n/a	1				
RIVERSIDE	RIV071251	3M0720	CATHEDRAL CITY	State	Varner Rd	Ramon Rd	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	I-10 EB Aux Lanes	1.4 mi	Da Vall Dr	Date Palm Dr	Add 1 WB aux lane	n/a	1				
RIVERSIDE	RIV071251	3M0720	CATHEDRAL CITY	State	Varner Rd	Ramon Rd	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	I-10 WB Aux Lanes	.27 mi	Vista Chino	30th	Add 2 lanes	n/a	4				
RIVERSIDE	RIV071251	3M0720	CATHEDRAL CITY	State	Varner Rd	Ramon Rd	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	I-10 WB Aux Lanes	.53 mi	Valley Center Blvd	Vista Chino	Add new 6 lane road	n/a	6				
RIVERSIDE	RIV071251	3M0720	CATHEDRAL CITY	State	Varner Rd	Ramon Rd	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	I-10/Da Vall Dr EB entry ramp	.5 mi	Varner Rd	Valley Center Blvd	Add new 4 lane road	n/a	4				
RIVERSIDE	RIV071251	3M0720	CATHEDRAL CITY	State	Varner Rd	Ramon Rd	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	I-10/Da Vall Dr EB exit ramp	0.4 mi	Da Vall Dr	I-10	Add new 2 lane WB loop entry ramp	n/a	2				
RIVERSIDE	RIV071251	3M0720	CATHEDRAL CITY	State	Varner Rd	Ramon Rd	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	I-10/Da Vall Dr EB loop entry ramp	0.33 mi	I-10	Da Vall Dr	Add new 2 lane WB exit ramp	n/a	2				
RIVERSIDE	RIV071251	3M0720	CATHEDRAL CITY	State	Varner Rd	Ramon Rd	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	I-10/Da Vall Dr WB entry ramp	0.25 mi	Da Vall Dr	I-10	Add new 2 lane WB entry ramp	n/a	2				
RIVERSIDE	RIV200102	3M0727	WILDOMAR	State	at Bundy Canyon Rd	btwn Orange St and Cherry St	Reconstruct/widen Bundy Canyon Rd IC from 2 to 4 lanes and reconstruct ramps	2030	Bundy Canyon Road		Orange Street	Cherry Street	Widen Bundy Canyon Rd. 0.3 miles add 2 lanes (on in each direction and reconstruct ramps)	2	4				

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
RIVERSIDE	RIV080901	3M0730	MURRIETA	State	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	1.5 miles N/O Murrieta Hot Springs Rd	FVP off-ramp	ON I-215 IN SW RIVERSIDE COUNTY FROM ONE AND ONE-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).	2030	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	RIV110122	3M0738	CALTRANS	State	1.5 miles N/O Murrieta Hot Springs Rd	FVP off-ramp	ON I-215 IN SW RIVERSIDE COUNTY FROM ONE AND ONE-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).	2030	I-215	4800'	Murrieta Hot Springs SB entrance ramp	one half mile S/O French Valley Pkwy off-ramp	Construct one Auxiliary lane	0	1				
RIVERSIDE	RIV151219	REG0701	MENIFEE	State	Haun	Hanover	IN WESTERN RIVERSIDE COUNTY IN MENIFEE: CONSTRUCT NEW HOLLAND AVE 4-LANE OC (2 LNS IN EA DIR) OVER I-215 AND ANTELOPE RD. PROJECT INCLUDES REALIGNMENT OF WILLOWOOD WAY, RESTRIPING OF HANOVER LANE AND ALBION LANE, AND CONSTRUCTION OF AN ACCESS ROAD FOR BUSINESS ON THE WEST SIDE OF I-215 (EA 1F980).	2030	Access Rd (not named yet)	370 ft	Holland Rd	Existing businesses s/o Holland Rd & w/o I-215	Add 2 new lns for industrial access rd	0	2				
RIVERSIDE	RIV151219	REG0701	MENIFEE	State	Haun	Hanover	IN WESTERN RIVERSIDE COUNTY IN MENIFEE: CONSTRUCT NEW HOLLAND AVE 4-LANE OC (2 LNS IN EA DIR) OVER I-215 AND ANTELOPE RD. PROJECT INCLUDES REALIGNMENT OF WILLOWOOD WAY, RESTRIPING OF HANOVER LANE AND ALBION LANE, AND CONSTRUCTION OF AN ACCESS ROAD FOR BUSINESS ON THE WEST SIDE OF I-215 (EA 1F980).	2030	I-215 OC at Holland Rd.	328'	Haun Rd.	Hanover Ln.	Construct new 4 lane overcrossing (2 lns in ea dir)	0	4				
RIVERSIDE	RIV031209	RIV031209	PALM DESERT	State	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	RIV031209	RIV031209	PALM DESERT	State	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	3400'	Monterey Ave IC entry ramp	Portola Ave IC exit ramp	Add 1 EB aux lane	n/a	1				

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RIVERSIDE	RIV031209	RIV031209	PALM DESERT	State	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 WB	2900'	Cook St IC entry ramp	Just beyond Portola Ave IC exit ramp	Extend WB 4th lane	3	4				
RIVERSIDE	RIV031209	RIV031209	PALM DESERT	State	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 WB Aux Lanes	2300'	Cook St IC entry ramp	Portola Ave IC exit ramp	Add 1 WB aux lane	n/a	1				
RIVERSIDE	RIV031209	RIV031209	PALM DESERT	State	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 WB Aux Lanes	4700'	Portola Ave IC entry ramp	Monterey Ave IC exit ramp	Add 1 WB aux lane	n/a	1				
RIVERSIDE	RIV031209	RIV031209	PALM DESERT	State	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/Portola Ave EB entry ramp	2000'	Portola Ave	I-10	Add new EB entry 2 lanes at arterial merging to 1 lane at mainline with HOV preferential	n/a	2				
RIVERSIDE	RIV031209	RIV031209	PALM DESERT	State	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/Portola Ave EB exit ramp	1700'	I-10	Portola Ave	Add new 2 lane EB exit ramp	n/a	2				
RIVERSIDE	RIV031209	RIV031209	PALM DESERT	State	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/Portola Ave WB entry loop ramp	2400'	Portola Ave	I-10	Add new WB loop entry 2 lanes at arterial w/HOV preferential merging to 1 lane becoming WB aux lane	n/a	2				

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RIVERSIDE	RIV031209	RIV031209	PALM DESERT	State	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/Portola Ave WB entry ramp	1700'	Portola Ave	I-10	Add new WB entry 2 lanes at arterial w/HOV preferential merging to 1 lane becoming WB aux lane	n/a	2				
RIVERSIDE	RIV031209	RIV031209	PALM DESERT	State	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/Portola Ave WB exit ramp	1900'	I-10	Portola Ave	Add new WB exit 2 lanes off mainline expanding to 3 turn lanes at arterial	n/a	3				
RIVERSIDE	RIV031209	RIV031209	PALM DESERT	State	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	Portola Ave	2500'	Dinah Shore Dr	Varner Rd	Construct Portola Ave IC with 6 through lanes	n/a	6				
RIVERSIDE	RIV031209	RIV031209	PALM DESERT	State	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	Varner Rd	1000'	East of Portola Ave	West of Portola Ave.	Relocate/widen from 2 to 4 through lanes	2	4				
RIVERSIDE	RIV031218B	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			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	Future MCP Alignment,	3.05 miles	Redlands Ave	Ramona Expressway	Construct 2 WB lns						
RIVERSIDE	RIV031218B	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			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	Future MCP Alignment	3.05 miles	Redlands Ave	Ramona Expressway	Construct 2 EB & 2 WB lns						
RIVERSIDE	RIV031218B	RIV031218	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State			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	Future MCP Alignment,	3.05 miles	Redlands Ave	Ramona Expressway	Construct 2 EB lns						
RIVERSIDE	RIV050535A	RIV050535	BEAUMONT	State	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				

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RIVERSIDE	RIV050535A	RIV050535	BEAUMONT	State	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	WB Aux Lane	1452'	SR-60	WB Exit Ramp	Add new WB Auxiliary lane to WB exit ramp	n/a	1				
RIVERSIDE	RIV050535A	RIV050535	BEAUMONT	State	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 EB Entry Ramp	2210'	Potrero Blvd	SR-60	Add new EB 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	RIV050535A	RIV050535	BEAUMONT	State	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 EB Exit Ramp	2220'	SR-60	Potrero Blvd	Add new EB exit ramp with 2 lanes at mainline	n/a	2				
RIVERSIDE	RIV050535A	RIV050535	BEAUMONT	State	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 EB Loop Entry Ramp	2080'	Potrero Blvd	SR-60	Add new EB 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	RIV050535A	RIV050535	BEAUMONT	State	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 Entry Ramp	2550'	Potrero Blvd	SR-60	Add new WB 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	RIV050535A	RIV050535	BEAUMONT	State	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 Exit Ramp	2100'	SR-60	Potrero Blvd	Add new WB exit ramp with 2 lanes at mainline	n/a	2				
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	15	0.19	I-15	Central Ave	Add new NB loop off-ramp with single ln exit from I-15 mainline to 2 dual RTurn lns at ramp terminal.	n/a	2				
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	15	0.25	I-15	Dexter Ave	Add new NB hook off-ramp with single ln exit from I-15 mainline and 2 lns at ramp terminal: 1 dedicated RTurn ln and 1 dedicated LTurn ln	n/a	2				

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RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	74	0.2	Dexter Ave	Cambern Ave	Widen Central Ave to reconstruct portion of EB sidewalk, add EB LTurn ln and half traffic signal. Mod. signals and restripe lns to provide 1 RTurn ln, 3 thru lns and maintain dual LTs in EB	4	6				
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	74	0.14	Collier Ave	I-15 SB Ramps	On Central Ave restripe lanes and modify traffic signal to change the dedicated RTurn ln to the SB on-ramp to a shared thru-right lane.	9	9				
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	74	0.1	I-15 SB Ramps	I-15 NB Ramps	Widen Central Ave to accommodate for sidewalks, restripe lns and mod. Traffic signals to add 1 thru ln in each direction of travel.	7	9				
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	74	0.2	Hunco Way	Central Ave	On Collier Ave restripe & modify traffic signal to maintain 2 thru lns in the NB direction, & to add an additional SB LTurn ln, resulting in 3 dedicated Ls, 2 thrus, & 1 dedicated RT ln SB						
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	15	0.26	I-15	Central Ave	Widen SB off-ramp to change from single ln exit from I-15 mainline to dual ln exit and 4 lns at ramp terminal: 2 dedicated lefts, 1 shared through-left, and 1 dedicated right						
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	15	0.19	Dexter Ave	Cambern Ave	Restripe WB Central Ave to add 1 lane ending as RTurn ln at Dexter Ave, provide 1 shared thru-RT and 3 thru lns at Dexter Ave.						
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	15	0.25	I-15	Central Ave	Convert 3 lns at NB off-ramp terminal to 3 dedicated RTurn lns and eliminate dedicated LTurn ln						

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RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	I-15	0.13	Crane St	Central Ave	On Dexter Ave modify traffic signal and restripe to keep 1 SB thru and 1 dedicated left, 1 thru, and 1 shared thru RT ln in the NB direction at Central Ave.	3	4				
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	74	0.25	Cambern Ave	Conrad Ave.	Widen Central Ave @ Cambern Ave intersection to reconstruct sidewalk on EB side. Mod. signal and restripe lns to 3 thru lns in EB, and 2 ded. LT, 3 thru lns, and 1 shared thru-RT ln in WB.	9	9				
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	74	0.06	I-15 NB Ramps	Dexter Ave	Widen EB Central Ave to accommodate for new sidewalks, keep 3 thru lns, restripe lns & modify traffic signals to add an additional LTurn ln to Dexter Ave, change ded. RT to shared-thru RT	5	6				
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	15	2.25 miles	Collier Ave	Conard Ave	Central Ave interchange modification	4	8				
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	15	0.3	Central Ave	I-15	Widen SB on-ramp from 2 to 3 lns to mainline. Merge lns to maintain a single ln entrance to I-15 mainline.	2	3				
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	74	0.06	1-15 NB Ramps	Dexter Ave	Widen WB Central Ave to reconstruct sidewalk and maintain 3 thru lns.	4	3				
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	15	0.22	Central Ave	Costco Driveway	Widen SB Dexter Ave to accommodate 2 lns in each direction of travel with a painted median. Modify traffic signal and provide 1 ded. LT, 1 thru, & 1 ded. RT ln. Install traffic signal.	4	5				

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RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	15	0.3	Costco Driveway	11th St	Widen SB Dexter Ave to accommodate 2 lns in each direction of travel with a painted median. Provide 2 dedicated Lturn lns to NB hook ramps. Install traffic signal.	2	5				
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	15	0.13	South of Central Ave	Central Ave	Widen NB Cambern Ave, modify traffic signal and maintain 2 thru lns in the SB direction constructed by site dev. proj. and provide 1 ded. L, 1 thru, 1 shared thru RT ln in NB direction.	5	5				
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	15	0.14	Central Ave	North of Central Ave	Widen NB Cambern Ave, modify traffic signal to maintain 2 thru lns in NB direction & provide 2 ded. L, 1 thru, & 1 ded. RTurn ln in SB direction at Central intersection.	4	6				
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	15	0.22	Dexter Ave	I-15	Add aux ln from new NB hook on-ramp to mainline	n/a	1				
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	15	0.48	I-15	Central Ave	Add aux lane from mainline to new NB loop off-ramp	n/a	1				
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	15	0.33	Central Ave	I-15	Add aux lane from SB on-ramp to mainline	n/a	1				
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	15	0.29	I-15	Central Ave	Add aux lane from mainline to SB off-ramp	n/a	1				

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
RIVERSIDE	RIV060109	RIV060109	LAKE ELSINORE	State	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).	2030	15	0.28	I-15	Dexter Ave	Add new NB hook on-ramp from Dexter Ave to I-15, providing 2 lns from Dexter Ave merging to 1 at entrance to mainline.	n/a	2				
RIVERSIDE	RIV060111	RIV060111	PERRIS	State			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.	2030	Ethanac Rd	2400'	1200' e/o I-215 CL	1200' w/o I-215 CL	Widen from 2 to 4 lanes	2	4				
RIVERSIDE	RIV060116	RIV060116	CALIMESA	State	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).	2030	Calimesa Blvd.	650'	Cherry Valley Blvd.	650' N/O Cherry Valley Blvd.	Realign Calimesa Blvd. 620' to the East	2	2				
RIVERSIDE	RIV060116	RIV060116	CALIMESA	State	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).	2030	Cherry Valley Blvd.	1000'	500' E/O Calimesa Blvd.	1,500' E/O Calimesa Blvd.	Widen from 2 to 5 (2EB/3WB) lanes	2	5				
RIVERSIDE	RIV060116	RIV060116	CALIMESA	State	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).	2030	Cherry Valley Blvd.	1000'	EB exit ramp	Approx. 1,000' W/O Roberts Rd.	Widen from 2 to 4 lanes	2	4				
RIVERSIDE	RIV060116	RIV060116	CALIMESA	State	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).	2030	Cherry Valley Blvd.	500'	Calimesa Blvd.	500' E/O Calimesa Blvd.	Widen from 2 to 5 (3EB/2WB) lanes	2	5				

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RIVERSIDE	RIV060116	RIV060116	CALIMESA	State	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).	2030	Cherry Valley Blvd.	700'	Calimesa Blvd.	WB exit ramp	Widen from 2 to 5 (3EB/2WB) lanes	2	5				
RIVERSIDE	RIV060116	RIV060116	CALIMESA	State	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).	2030	I-10/Cherry Valley Blvd. EB Entry Ramp	950'	Cherry Valley Blvd.	I-10	Realign entry ramp 220' to the southwest	1	1				
RIVERSIDE	RIV060116	RIV060116	CALIMESA	State	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).	2030	I-10/Cherry Valley Blvd. EB Exit Ramp	1100'	I-10	Cherry Valley Blvd.	Widen from 1 lane to 1 lane at mainline expanding to 2 lanes at arterial	1	2				
RIVERSIDE	RIV060116	RIV060116	CALIMESA	State	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).	2030	I-10/Cherry Valley Blvd. WB Entry Ramp	1200'	Cherry Valley Blvd.	I-10	Realign entry ramp 20' to the northeast	1	1				
RIVERSIDE	RIV060116	RIV060116	CALIMESA	State	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).	2030	I-10/Cherry Valley Blvd. WB Exit Ramp	1400'	I-10	Cherry Valley Blvd.	widen from 1 lane to 1 lane at mainline expanding to 3 turn lanes at arterial	2	3				
RIVERSIDE	RIV131201	RIV131201	CALIMESA	State	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.	2030	I-10/COUNTY LINE RD EB ENTRY RAMP	800'	COUNTY LINE RD.	I-10	REALIGN ENTRY RAMP 40' TO THE WEST	1	1				

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RIVERSIDE	RIV131201	RIV131201	CALIMESA	State	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.	2030	I-10/COUNTY LINE RD EB EXIT RAMP	1100'	I-10	COUNTY LINE RD.	WIDEN EB EXIT RAMP WITH 1 LANE OFF MAINLINE EXPANDING TO 2 TURN LANES AT ARTERIAL	1	2				
RIVERSIDE	RIV131201	RIV131201	CALIMESA	State	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.	2030	I-10/COUNTY LINE RD WB ENTRY RAMP	950'	COUNTY LINE RD.	I-10	WIDEN WB ENTRY RAMP WITH 2 LANES AT ARTERIAL MERGING BACK TO 1 LANE AT MAINLINE	1	2				
RIVERSIDE	RIV131201	RIV131201	CALIMESA	State	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.	2030	I-10/SINGLETON RD WB EXIT RAMP	950'	I-10	COUNTY LINE RD.	WIDEN WB EXIT RAMP WITH 1 LANE OFF MAINLINE EXPANDING TO 2 TURN LANES AT ARTERAIL	1	2				
RIVERSIDE	RIV131201	RIV131201	CALIMESA	State	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.	2030	COUNTY LINE RD.	700'	COUNTY LINE RD.	EB RAMPS	REMAINING 2 LANES AT COUNTY LINE LN AND WIDENING FROM 2 LANES TO 3 LANES AT EB ENTRANCE RAMP	2	3				
RIVERSIDE	RIV131201	RIV131201	CALIMESA	State	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.	2030	COUNTY LINE RD.	400'	EB RAMPS	WB RAMPS	WIDEN COUNTY LINE RD UC FROM 2 LANES TO 3 LANES BETWEEN EB AND WB RAMPS	2	3				
RIVERSIDE	RIV131201	RIV131201	CALIMESA	State	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.	2030	COUNTY LINE RD.	850'	WB RAMPS	300' WEST OF WB RAMPS	WIDEN COUNTY LINE RD EB FROM 1 LANE TO 2 LANES. TOTAL LANE WIDENING FROM 3 TO 4 LANES (2EB/2WB)	3	4				
RIVERSIDE	RIV180142	RIV180142	COACHELLA	State	Stormwater Channel Bridge	Harrison Pl	IN THE CITY OF COACHELLA: AT SR-86/DILLON RD BETWEEN COACHELLA VALLEY STORMWATER CHANNEL BRIDGE TO HARRISON PL. RECONSTRUCT IC ADD ACCELERATION LANES - WIDEN FROM 4-6 LANES, INCLUDES TRAFFIC MODIFICATIONS, TURNING LANES. (EA 0K960K)	2030											
RIVERSIDE	RIV050533	RIV050533	MORENO VALLEY	State	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				

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RIVERSIDE	RIV050533	RIV050533	MORENO VALLEY	State	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 WB	2350'	Commerce St	Approx 600' west of BNSF RR	Widen from 1& 2 lanes to 3 lanes	40545	3				
RIVERSIDE	RIV050533	RIV050533	MORENO VALLEY	State	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	I-215 NB Aux Lane	2230'	Cactus Ave NB loop entry ramp	Existing aux lane at Cactus Ave NB entry ramp	Extend existing aux lane south to NB loop entry ramp	n/a	1				
RIVERSIDE	RIV050533	RIV050533	MORENO VALLEY	State	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	I-215/Cactus Ave NB Entry Ramp	1600'	Cactus Ave	I-215	Widen from 1 lane ramp to 1 lane at arterial expanding to 3 lanes incl HOV and merging back to 1 lane into NB aux lane	1	3				
RIVERSIDE	RIV050533	RIV050533	MORENO VALLEY	State	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	I-215/Cactus Ave NB Exit Ramp	600'	I-215	Cactus Ave	Widen from 1 lane to 1 lane off mainline and 1 lane off NB mainline aux lane widening to 3 turn lanes at arterial	1	2				
RIVERSIDE	RIV050533	RIV050533	MORENO VALLEY	State	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	I-215/Cactus Ave NB Exit Ramp Extension on Cactus	3900'	I-215	2,300' east of Elsworth St	Add one lane splitting off NB exit ramp and continuing EB on Cactus Ave	n/a	1				
RIVERSIDE	RIV050533	RIV050533	MORENO VALLEY	State	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	I-215/Cactus Ave NB Loop Entry Ramp	1250'	Cactus Ave	I-215	Widen from 1 lane ramp to 3 lanes at arterial incl HOV merging to 1 lane into NB aux lane	1	3				

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RIVERSIDE	RIV050533	RIV050533	MORENO VALLEY	State	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	I-215/Cactus Ave SB Entry Ramp	1800'	Cactus Ave	I-215	Widen from 1 lane ramp to 3 lane ramp incl HOV	1	3				
RIVERSIDE	RIV050533	RIV050533	MORENO VALLEY	State	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	I-215/Cactus Ave SB Exit Loop Ramp	2000'	I-215	Cactus Ave	Widen from 1 lane to 1 lane off mainline and 1 lane off SB mainline aux lane	1	2				
RIVERSIDE	RIV050533	RIV050533	MORENO VALLEY	State	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	I-215/Cactus Ave SB Exit Ramp	1100'	I-215	Cactus Ave	Widen from 1 lane to 1 lane off SB mainline aux lane expanding to 2 lanes at arterial	1	2				
RIVERSIDE	RIV071242	3A07045	MORENO VALLEY	State	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).	2032	Indian St	.25 miles	150' south of Sunnymead Blvd	Hemlock Ave	Widen OC from 2 to 4 lanes	2	4				
RIVERSIDE	RIV010206B	RIV010206	Lake Elsinore	State			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	.47 miles	Railroad Cyn Rd NB on ramp	New Franklin St IC NB off ramp	Construct new connection between IC to accommodate 3 GP lns + 1 Aux ln.	0	4				
RIVERSIDE	RIV010206B	RIV010206	Lake Elsinore	State			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	0.3 miles	Auto Center Dr./Casino Dr.	Camino Del Norte	Construct New 4 ln OC with left turn lane and dedicated right turn lane at the on-ramp intersection	0	6				
RIVERSIDE	RIV010206B	RIV010206	Lake Elsinore	State			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	.37 miles	Railroad Canyon Rd. SB off ramp	New Franklin St IC SB on ramp	Construct new connection between IC to accommodate 3 GP lns + 1 Aux ln.	0	4				

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RIVERSIDE	RIV010206B	RIV010206	Lake Elsinore	State			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	.33 miles	New Franklin St. IC	Main St. IC	Construct new connection between IC to accommodate 3 GP lns + 1 Aux ln.	0	4				
RIVERSIDE	RIV010206B	RIV010206	Lake Elsinore	State			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	.32 miles	New Franklin St IC	Main St. IC	Construct new connection between IC to accommodate 3 GP lns + 1 Aux ln.	0	4				
RIVERSIDE	RIV010206B	RIV010206	Lake Elsinore	State			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	RIV010206B	RIV010206	Lake Elsinore	State			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	.25 miles	Main Street	I-15	Realign & reconstruct SB Main St. entrance ramp - 2 lns (1 GP & 1 HOV) to 1 ln with connection to mainline auxiliary ln (HOV ln is .13 miles in length)	1	2				
RIVERSIDE	RIV010206B	RIV010206	Lake Elsinore	State			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	0.1 miles	Cole St	Auto Center Dr./Casino Dr.	Construct New 2 lane Franklin Rd extension with EB Lt turn lane @ Auto Center Dr.	0	3				
RIVERSIDE	RIV010206B	RIV010206	Lake Elsinore	State			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	.26 miles	New Franklin St.	I-15	Construct new I-15 Franklin St NB Entry ramp - From 2 lns (1 GP & 1 HOV) @ Franklin St merging to 1 ln connection to mainline auxiliary ln (HOV ln .13 mls in length)	0	2				
RIVERSIDE	RIV010206B	RIV010206	Lake Elsinore	State			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	New Franklin St.	I-15	Construct new I-15 Franklin St. SB entry ramp - 2 lns (1 GP & 1 HOV) at Franklin St merging to 1 ln with connection to mainline auxiliary ln (HOV ln .15 mls in length)	0	2				

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RIVERSIDE	RIV010206B	RIV010206	Lake Elsinore	State			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	.32 miles	I-15	Franklin St.	Construct new I-15 Franklin St. SB exit ramp - 1 ln at mainline I-15 expanding to 2 lns at connection to Franklin St.	0	2				
RIVERSIDE	RIV010206B	RIV010206	Lake Elsinore	State			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	.32 miles	Existing Franklin St.	New Franklin St.	Construct Cyn Estates Drive Extension from existing Franklin St. to New Franklin St.- extend 2 lns (1 ln in each direction with turn ln) and turn pockets at intersections	2	4				
RIVERSIDE	RIV010206B	RIV010206	Lake Elsinore	State			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	.59 miles	New Franklin St	Existing Camino Del Norte	Extension of Camino Del Norte to the north,extending 2 lns (1 ln in each direction with turn ln) and turn pockets at intersections.	2	4				
RIVERSIDE	RIV010206B	RIV010206	Lake Elsinore	State			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	.15 miles	Existing Franklin St.	New Franklin St.	Construct Auto Center Dr. extension from existing Franklin St. to new Franklin St - 4 thru lns (2 ln in each direction, plus turning lns)	0	4				
RIVERSIDE	RIV010206B	RIV010206	Lake Elsinore	State			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	.46 miles	New Franklin St	Adobe St.	Construct Auto Center Dr. extension from New Franklin St to Adobe St; 2 thru lanes (1 ln in each direction, plus turning lns)	0	2				
RIVERSIDE	RIV180143	2016A319	COACHELLA	State	800' s/o Vista Del Sur	600' n/o Vista Del Norte	IN THE CITY OF COACHELLA: AT I-10 DILLON RD BETWEEN 800 FT SOUTH OF VISTA DEL SUR TO 600 NORTH OF VISTA DEL NORTE - RECONSTRUCT IC ADD ACCELERATION LANE ON W/B - WIDEN FROM 4-6 LANES, INCLUDES TRAFFIC SIGNAL MODIFICATIONS, TURNING LANES. (EA 0K950K)	2035											
RIVERSIDE	RIV091007	3A04WT047	LAKE ELSINORE	State	Hunco Way	Ortega Mountains	IN MID-WESTERN RIVERSIDE COUNTY IN THE CITY OF LAKE ELSINORE: WIDENING OF SR-74 FROM 2 TO 6 THROUGH LANES (3 LANES IN EACH DIRECTION), WEST OF I-15 TO THE ORTEGA MOUNTAINS. OTHER IMPROVEMENTS INCLUDE TURN POCKETS AND ONE TRAFFIC SIGNAL AT INTERSECTION OF SR74 (RIVERSIDE DR) AND GRAND AVE (RIV131127).	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	RIV131003	3M04WT014	PERRIS	State			IN CENTRAL RIVERSIDE COUNTY IN THE CITY OF PERRIS - I-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				

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RIVERSIDE	RIV131003	3M04WT014	PERRIS	State			IN CENTRAL RIVERSIDE COUNTY IN THE CITY OF PERRIS - I-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	NB ENTRY RAMP	1200'	Nuevo	I-215	Add one NB entry ramp from Nuevo to I-215	2	3				
RIVERSIDE	RIV131003	3M04WT014	PERRIS	State			IN CENTRAL RIVERSIDE COUNTY IN THE CITY OF PERRIS - I-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	1200'	SB ENTRY RAMP	I-215	Add one SB entry ramp from Nuevo to I-215	2	3				
RIVERSIDE	RIV180108	3M0722	CATHEDRAL CITY	State			IN COACHELLA VALLEY FOR CITY OF CATHEDRAL CITY - CONSTRUCT THE PROPOSED I-10 IC FROM LANDAU BLVD BETWEEN VISTA CHINO AND VARNER RD FROM 4 TO 6 LANES AND ADD NEW EXTENSION TO LANDAU BLVD BETWEEN I-10 AND PROPOSED VALLEY CENTER DRIVE. INCLUDES NEW GRADE SEPARATION WITH UPRR AND NEW FREEWAY CONNECTION AT NEW 6 LANE IC ON LANDAU I-10. (PA&ED ONLY)	2035	Vista Chino to UPRR	1.1 miles	Vista Chino	UPRR	Construct 6 new lanes and IC	n/a	2				
RIVERSIDE	RIV180108	3M0722	CATHEDRAL CITY	State			IN COACHELLA VALLEY FOR CITY OF CATHEDRAL CITY - CONSTRUCT THE PROPOSED I-10 IC FROM LANDAU BLVD BETWEEN VISTA CHINO AND VARNER RD FROM 4 TO 6 LANES AND ADD NEW EXTENSION TO LANDAU BLVD BETWEEN I-10 AND PROPOSED VALLEY CENTER DRIVE. INCLUDES NEW GRADE SEPARATION WITH UPRR AND NEW FREEWAY CONNECTION AT NEW 6 LANE IC ON LANDAU I-10. (PA&ED ONLY)	2035	UPRR Grade Separation	220 feet	UPRR South ROW	UPRR North ROW	Construct 6 new lanes over UPRR	2	4				
RIVERSIDE	RIV180108	3M0722	CATHEDRAL CITY	State			IN COACHELLA VALLEY FOR CITY OF CATHEDRAL CITY - CONSTRUCT THE PROPOSED I-10 IC FROM LANDAU BLVD BETWEEN VISTA CHINO AND VARNER RD FROM 4 TO 6 LANES AND ADD NEW EXTENSION TO LANDAU BLVD BETWEEN I-10 AND PROPOSED VALLEY CENTER DRIVE. INCLUDES NEW GRADE SEPARATION WITH UPRR AND NEW FREEWAY CONNECTION AT NEW 6 LANE IC ON LANDAU I-10. (PA&ED ONLY)	2035	Landau New Interchange	3,180 feet	UPRR North ROW	Valley Center Drive	Construct new interchange on I-10	n/a	1				
RIVERSIDE	RIV050532	RIV050532	EASTVALE	State	Lindsey Ct	Wineville Ave	ON I-15 NEAR THE CITY OF NORCO - CONSTRUCT NEW SCHLEISMAN RD IC (6 THROUGH LANES) AND RAMPS (2 LANES) AND NB/SB AUX LANE BETWEEN SCHLEISMAN RD IC AND LIMONITE RD IC (EA: 0E140K)	2035	I-15/Schleisman Rd SB Entry Ramp	1710'	Schleisman Rd	I-15	Add new SB entry 2 lanes at arterial merging to 1 lane at mainline	n/a	2				
RIVERSIDE	RIV050532	RIV050532	EASTVALE	State	Lindsey Ct	Wineville Ave	ON I-15 NEAR THE CITY OF NORCO - CONSTRUCT NEW SCHLEISMAN RD IC (6 THROUGH LANES) AND RAMPS (2 LANES) AND NB/SB AUX LANE BETWEEN SCHLEISMAN RD IC AND LIMONITE RD IC (EA: 0E140K)	2035	I-15 SB Aux Lanes	600'	Limonite Ave SB entry ramp	Schleisman Rd SB exit ramp	Add 1 SB aux lane	n/a	1				
RIVERSIDE	RIV050532	RIV050532	EASTVALE	State	Lindsey Ct	Wineville Ave	ON I-15 NEAR THE CITY OF NORCO - CONSTRUCT NEW SCHLEISMAN RD IC (6 THROUGH LANES) AND RAMPS (2 LANES) AND NB/SB AUX LANE BETWEEN SCHLEISMAN RD IC AND LIMONITE RD IC (EA: 0E140K)	2035	I-15/Schleisman Rd NB Entry Ramp	1500'	Schleisman Rd	I-15	Add new NB entry 2 lanes at arterial merging to 1 lane at mainline into NB aux lane	n/a	2				
RIVERSIDE	RIV050532	RIV050532	EASTVALE	State	Lindsey Ct	Wineville Ave	ON I-15 NEAR THE CITY OF NORCO - CONSTRUCT NEW SCHLEISMAN RD IC (6 THROUGH LANES) AND RAMPS (2 LANES) AND NB/SB AUX LANE BETWEEN SCHLEISMAN RD IC AND LIMONITE RD IC (EA: 0E140K)	2035	I-15 NB Aux Lanes	2100'	Schleisman Rd NB entry ramp	Limonite Ave exit ramp	Add 1 NB aux lane	n/a	1				

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RIVERSIDE	RIV050532	RIV050532	EASTVALE	State	Lindsey Ct	Wineville Ave	ON I-15 NEAR THE CITY OF NORCO - CONSTRUCT NEW SCHLEISMAN RD IC (6 THROUGH LANES) AND RAMPS (2 LANES) AND NB/SB AUX LANE BETWEEN SCHLEISMAN RD IC AND LIMONITE RD IC (EA: 0E140K)	2035	I-15/Schleisman Rd NB Exit Ramp	1310'	I-15	Schleisman Rd	Add new SB exit ramp with 1 lane at mainline expanding to 3 turn lanes at arterial	n/a	3				
RIVERSIDE	RIV050532	RIV050532	EASTVALE	State	Lindsey Ct	Wineville Ave	ON I-15 NEAR THE CITY OF NORCO - CONSTRUCT NEW SCHLEISMAN RD IC (6 THROUGH LANES) AND RAMPS (2 LANES) AND NB/SB AUX LANE BETWEEN SCHLEISMAN RD IC AND LIMONITE RD IC (EA: 0E140K)	2035	Schleisman Rd	3670'	Lindsey Ct	NB Entry Ramp	Construct new 6 lane arterial	n/a	6				
RIVERSIDE	RIV050532	RIV050532	EASTVALE	State	Lindsey Ct	Wineville Ave	ON I-15 NEAR THE CITY OF NORCO - CONSTRUCT NEW SCHLEISMAN RD IC (6 THROUGH LANES) AND RAMPS (2 LANES) AND NB/SB AUX LANE BETWEEN SCHLEISMAN RD IC AND LIMONITE RD IC (EA: 0E140K)	2035	I-15/Schleisman Rd SB Exit Ramp	1380'	I-15	Schleisman Rd	Add new SB exit ramp with 1 lane at mainline expanding to 3 turn lanes at arterial	n/a	3				
RIVERSIDE	RIV060117	RIV060117	CALIMESA	State	Woodhouse Rd	Calimesa Blvd	ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMPS - EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, EB EXIT RAMP (2 LNS), WB ENTRY RAMP (1 LN W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS AND RELOCATE CALIMESA BLVD/SINGLETON RD INTERSECTION, AND ADD SB EXTENDED DEDICATED RIGHT-TURN LN (EA: 0F980)	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	RIV060117	RIV060117	CALIMESA	State	Woodhouse Rd	Calimesa Blvd	ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMPS - EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, EB EXIT RAMP (2 LNS), WB ENTRY RAMP (1 LN W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS AND RELOCATE CALIMESA BLVD/SINGLETON RD INTERSECTION, AND ADD SB EXTENDED DEDICATED RIGHT-TURN LN (EA: 0F980)	2035	I-10/Singleton Rd ramps	2600'	.4 miles	ramp	Add extended accel/decel lanes to entry and exit ramps	0	1				
RIVERSIDE	RIV060117	RIV060117	CALIMESA	State	Woodhouse Rd	Calimesa Blvd	ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMPS - EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, EB EXIT RAMP (2 LNS), WB ENTRY RAMP (1 LN W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS AND RELOCATE CALIMESA BLVD/SINGLETON RD INTERSECTION, AND ADD SB EXTENDED DEDICATED RIGHT-TURN LN (EA: 0F980)	2035	I-10/Singleton Rd WB entry ramp	950'	Singleton Rd	I-10	Add new WB exit ramp with 1 lane off mainline expanding to 3 turn lanes at arterial	0	2				
RIVERSIDE	RIV060117	RIV060117	CALIMESA	State	Woodhouse Rd	Calimesa Blvd	ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMPS - EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, EB EXIT RAMP (2 LNS), WB ENTRY RAMP (1 LN W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS AND RELOCATE CALIMESA BLVD/SINGLETON RD INTERSECTION, AND ADD SB EXTENDED DEDICATED RIGHT-TURN LN (EA: 0F980)	2035	I-10/Singleton Rd WB exit ramp	950'	I-10	Singleton Rd	Widen from 1 lane to 1 lane at mainline expanding to 3 turn lanes at arterial	1	3				
RIVERSIDE	RIV060117	RIV060117	CALIMESA	State	Woodhouse Rd	Calimesa Blvd	ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMPS - EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, EB EXIT RAMP (2 LNS), WB ENTRY RAMP (1 LN W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS AND RELOCATE CALIMESA BLVD/SINGLETON RD INTERSECTION, AND ADD SB EXTENDED DEDICATED RIGHT-TURN LN (EA: 0F980)	2035	Singleton Rd	1250'	Approx Woodhouse Rd	just east of Calimesa Blvd	widen 2 to 4 lanes	2	4				

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RIVERSIDE	RIV060117	RIV060117	CALIMESA	State	Woodhouse Rd	Calimesa Blvd	ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMPS - EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, EB EXIT RAMP (2 LNS), WB ENTRY RAMP (1 LN W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS AND RELOCATE CALIMESA BLVD/SINGLETON RD INTERSECTION, AND ADD SB EXTENDED DEDICATED RIGHT-TURN LN (EA: 0F980)	2035	Singleton Rd	850'	Calimesa Blvd	New WB Entry Ramp	Add SB extended dedicated right turn lane	0	1				
RIVERSIDE	RIV62024	RIV62024	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State	2.0 KM s/o Domenigoni Pkwy	Gilman Springs Rd	ON SR79 IN SOUTHWESTERN RIVERSIDE COUNTY BETWEEN 2.0 KILOMETERS 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				
RIVERSIDE	RIV011232A	RIV011232B	Riverside County	State	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 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	RIV011232A	RIV011232B	Riverside County	State	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 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 - SB entry ramp	1360 ft.	Scott Rd.	I-215	Widen from 1 ln ramp to 2 lns at arterial w/HOV, merging to 1 ln at mainline and extending excel lane to 1,100'	1	2				
RIVERSIDE	RIV011232A	RIV011232B	Riverside County	State	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 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	Antelope Rd - NB	233 ft	S/O Scott Rd.	Scott Rd.	Add 1 thru lane	1	2				
RIVERSIDE	RIV011232A	RIV011232B	Riverside County	State	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 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	Antelope Rd - NB	667 ft	Scott Rd.	N/O Scott Rd.	Lengthen 1 thru ln for approx 667'	2	2				
RIVERSIDE	RIV011232A	RIV011232B	Riverside County	State	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 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	Antelope Rd - SB	1266 ft.	Scott Rd.	N/O Scott Rd.	Add 1 thru ln for approx 900', 1 right turn ln for approx 414', and 1 left turn ln for approx 194'.	1	2				
RIVERSIDE	RIV011232A	RIV011232B	Riverside County	State	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 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	Scott Rd - WB	356 ft.	Antelope Rd.	I-215 NB ramp	Add 1 thru ln and 1 right turn ln for approx 356'.	2	3				

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RIVERSIDE	RIV011232A	RIV011232B	Riverside County	State	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 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	Scott Rd - EB	375 ft.	I-215 NB ramp	Antelope Rd.	Add 1 thru ln and 1 right turn ln for approx 375'.	2	3				
RIVERSIDE	RIV011232A	RIV011232B	Riverside County	State	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 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	Scott Rd - WB	675 ft.	I-215 NB ramp	I-215 SB ramp	Add 1 thru ln and 1 right turn ln for approx 520'.	2	3				
RIVERSIDE	RIV011232A	RIV011232B	Riverside County	State	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 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	Scott Rd - EB	675 ft.	I-215 SB ramp	I-215 NB ramp	Add 2 thru lns and 1 left turn ln for approx 415'.	2	4				
RIVERSIDE	RIV011232A	RIV011232B	Riverside County	State	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 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	Scott Rd - WB	715 ft.	I-215 SB ramp	Haun Rd.	Lengthen 1 left turn ln for approx 253'.	2	2				
RIVERSIDE	RIV011232A	RIV011232B	Riverside County	State	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 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	Scott Rd - EB	765 ft.	Haun Rd.	I-215 SB ramp	Add 2 thru lns and reduce right turn ln to SB 215 for approx 200'.	2	4				
RIVERSIDE	RIV011232A	RIV011232B	Riverside County	State	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 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	Scott Rd - EB	550 ft.	550 ft W/O Haun Rd	Haun Rd.	Add 1 thru lane	2	3				
RIVERSIDE	RIV160201	3120034	RIVERSIDE TRANSIT AGENCY	Transit			IN WESTERN RIVERSIDE CO FOR RTA - NEW EXPRESS BUS SERVICE: ROUTE 200 AND 205 CREATED TO SUPPORT INCREASED COMMUTER TRANSIT, UTILIZING THE NEW SR91 EXPRESS LANES FROM NO. RIVERSIDE CO TO ORANGE CO. BOTH ROUTES WILL PROVIDE PEAK HR EXP SVC TO MAJOR TRANSFER HUBS AND MULTI-MODAL STATIONS INCLUDING P-N-R, EMPLOYMENT CENTERS, & RETAIL DESTINATIONS IN RIV & ORANGE COUNTY.	2021							200	Bus	30	60

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RIVERSIDE	RIV160201	3120034	RIVERSIDE TRANSIT AGENCY	Transit			IN WESTERN RIVERSIDE CO FOR RTA - NEW EXPRESS BUS SERVICE: ROUTE 200 AND 205 CREATED TO SUPPORT INCREASED COMMUTER TRANSIT, UTILIZING THE NEW SR91 EXPRESS LANES FROM NO. RIVERSIDE CO TO ORANGE CO. BOTH ROUTES WILL PROVIDE PEAK HR EXP SVC TO MAJOR TRANSFER HUBS AND MULTI-MODAL STATIONS INCLUDING P-N-R, EMPLOYMENT CENTERS, & RETAIL DESTINATIONS IN RIV & ORANGE COUNTY.	2021								Rte 205	Bus	30	60
RIVERSIDE	RIV190610	3ITS0701	SUNLINE TRANSIT AGENCY	Transit			IN THE COACHELLA VALLEY FOR SUNLINE TRANSIT AGENCY - PURCHASE OF IT EQUIPMENT FOR SOFTWARE, NETWORK INFRASTRUCTURE, COMPUTING RESOURCES, AND BUSINESS ANALYTICS (FY18 5307).	2021											
RIVERSIDE	RIV111207	3160053	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Transit			IN WESTERN RIVERSIDE COUNTY - CONTINUE THE IMPLEMENTATION OF PARK-N-RIDE FACILITIES THROUGH PROPERTY LEASES (VARIOUS LOCATIONS THROUGHOUT THE WESTERN COUNTY).	2022										
RIVERSIDE	RIV190606	7120002	SUNLINE TRANSIT AGENCY	Transit			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.	2025								111-Express	Bus	60 minutes	60 minutes
RIVERSIDE	RIV140810	3TL504	SUNLINE TRANSIT AGENCY	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).	2021								111	Bus	20 min	30 min
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	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 COUNTY

Modeled Projects

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
SAN BERNARDINO	200019	200019	HIGHLAND	Local			BRIDGE NO. 54C0035 (previously shown as 00L0028), BASE LINE, OVER CITY CREEK. REPLACE 4 LANE BRIDGE WITH 4 LANE BRIDGE.	2021											
SAN BERNARDINO	200603	200603	RIALTO	Local			RIVERSIDE AVE. OVER UPRR MAINTRACKS & COLTON YARD, 0.1 MI S OF I-10 REMOVE AND REPLACE EXISTING 5 LANE BRIDGE WITH 7 LANE BRIDGE SCOPING FOR PROJECT. HIGH COST PROJECT AGREEMENT REQUIRED PRIOR TO PE AUTHORIZATION.(#54C0062)	2021	RIVERSIDE AVE	0.02	S/O I-10	SLOVER AVE.	RR BRIDGE MODIFICATION	5	7				
SAN BERNARDINO	200609	200609	SAN BERNARDINO, CITY OF	Local			MT.VIEW WIDENING/EXTENSION PROJECT-WIDEN S/B FROM 2-4LNS- FROM COULSTON TO RIVERVIEW (SOUTH OF SANTA ANA RIVER) (PROJECT IS SPLIT INTO 2 SEPARATE PROJECTS AS OF THE 2011 ENTRY)	2021	MT. VIEW	.86 MILES	RIVERVIEW	Coulston	Widen Mt. View 2-4 lanes	2	4				
SAN BERNARDINO	200835	200835	SAN BERNARDINO COUNTY	Local			SAN BERNARDINO AVE. FROM CHERRY AVE. TO FONTANA CITY LIMITS (ELM AVE.) (1.27 MILES)-WIDEN 2-4 LANES (North side only)	2021	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	20150004	20010133	RANCHO CUCAMONGA	Local			WIDEN FOOTHILL BOULEVARD (OLD STATE ROUTE 66) BETWEEN GROVE AVENUE AND SAN BERNARDINO RD: WIDEN 4-6 LNS INCLUDES RAISED MEDIANS, SIDEWALKS, STREET LIGHTS, LANDSCAPING AND AN ARCH SPANNING FOOTHILL BLVD AS A MONUMENT TO THE HISTORIC ROUTE 66.	2021	FOOTHILL BLVD	n/a	GROVE AVE	SAN BERNARDINO RD		4	6				
SAN BERNARDINO	20084104	20084104	HESPERIA	Local			JOSHUA STREET PARK & RIDE EXPANSION - ON JOSHUA STREET WEST OF US 395,C ITY OF HESPERIA, EXISTING PNR HAS 188 SPACES AND NEEDS TO ADD 200 SPACES, TO INCLUDE LANDSCAPING, LIGHTING AND VARIOUS NON-CAPACITY STREET IMPROVEMENTS TO FACILITATE ADDITIONAL SPACES (M003). Toll credits to match CMAQ.	2021	JOSHUA ST	0	W OF US 395	I-15		0	0				
SAN BERNARDINO	20130401	20130401	HIGHLAND	Local	at Plunge Creek		BRIDGE NO. 54C0592, ORANGE ST OVER PLUNGE CREEK OVERFLOW, 1.5 MI N OF PIONEER AVE. Replace existing two lane bridge with four lane bridge.	2021	Orange Street	5800 ft	N/O Pioneer Ave-Bridge	N/O Pioneer Ave-Bridge		2	4				
SAN BERNARDINO	20190013	2016A319	RIALTO	Local			Rialto: Reconfigure/widen Alder Ave over SR-210, and widen Locust Ave from Renaissance Pkwy to Casmalia St. Alder Ave bridge widening will accommodate additional left and right turn lanes for on and off ramps from N&S bound Alder, provide for full standard lanes. Locust Ave widening will accommodate class II bike lanes, and ADA compliant sidewalks. (Non-Capacity)	2021											
SAN BERNARDINO	201169	4A07263	SAN BERNARDINO, CITY OF	Local			H STREET FROM KENDALL DRIVE TO 40TH STREET WIDENING FROM 2-4 LANES	2021	H STREET	0.17 MILES	KENDALL DR.	4OTH STREET	WIDEN	2	4				
SAN BERNARDINO	20150009	4G0167	SAN BERNARDINO COUNTY	Local			SHADOW MT RD FROM HELENDALE RD EAST TO NTH; CONSTRUCT AND EXTEND FROM 2-4 LNS - INCLUDING 4 LANE BRIDGE OVER MOJAVE RIVER & GRADE SEP OVER RAIL TRACKS WITH ADDITIONAL CONNECT TO VISTA RD ON W SIDE OF TRACKS (PA&ED ONLY)	2021	SHADOW MT RD	ABOUT 1 MILE	HELENDALE RD	NTH ST	CONSTRUCT AND EXTEND FROM 2-4 LANES	2	4				
SAN BERNARDINO	20159907	4M01025	San Bernardino County Transportation Authority (SBCTA)	Local			I-10 @ Alabama St IC: Intersection improvements w/ ramp widening (No Capacity Enhancements)	2021											
SAN BERNARDINO	SBD31876	SBD31876	LOMA LINDA	Local			CALIFORNIA STREET BARTON ROAD TO REDLANDS BOULEVARD WIDEN FROM 2 TO 4 LANES	2021	CALIFORNIA STREET	n/a	REDLANDS BOULEVARD	BARTON ROAD		2	4				
SAN BERNARDINO	SBD31905	SBD31905	VARIOUS AGENCIES	Local			MT. VERNON AVENUE BRIDGE (OVERHEAD) AT BNSF REPLACE GRADE SEPARATION, REPLACE 4 LANE BRIDGE WITH 4 LANE BRIDGE FROM RIALTO AVE TO 5TH STREETS (0.2 MILES SOUTH OF RTE. 66)(BRIDGE NO 54C0066)	2021											
SAN BERNARDINO	SBD59021	SBD59021	SAN BERNARDINO, CITY OF	Local			STATE STREET FROM HANFORD ST TO FOOTHILL BLVD.; EXTEND AND CONSTRUCT (4) LANES OF ROADWAY (1.5 MILES) TO CONNECT STATE STREET TO RANCHO AVENUE (NEW ROAD)4 PHASES TOTAL IN PROJECT	2021	STATE ST.	n/a	HANFORD ST	FOOTHILL BLVD.	CONSTRUCT NEW 4 LANE ROAD	n/a	4				

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SAN BERNARDINO	200816	200816	SAN BERNARDINO COUNTY	Local			ROCK SPRINGS RD. FROM 0.1 MILE WEST OF GLENDALE AVE. TO 0.3 MILES EAST OF DEEP CREEK RD. (1.4 MILE) WIDEN FROM 2-4 LANES (including bridge)	2022	ROCK SPRINGS ROAD	1.4 MILES	0.1 MI WEST OF GLENDALE AVE.	0.3 MI EAST OF DEEP CREEK RD		2	4				
SAN BERNARDINO	20130402	20130402	SAN BERNARDINO COUNTY	Local	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	2022	Baker Blvd.	Approx. 0.67 Miles	West I-15 Ramps	SH 127		2	4				
SAN BERNARDINO	20190003	20190003	HIGHLAND	Local			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)	2022	3rd Street	0.4 miles	Palm Ave	5th Street	Widen	2	4				
SAN BERNARDINO	20190003	20190003	HIGHLAND	Local			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)	2022	3rd Street	About 220 feet	Existing 3rd Street Northeasterly Terminus	5th Street / Church Ave Intersection	Extend 3rd Street to Intersection of 5th and Church Ave	0	2				
SAN BERNARDINO	20190003	20190003	HIGHLAND	Local			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)	2022	5th Street	About 860 FT	Church Ave	East edge of City Creek Bridge	Restripe	4	6				
SAN BERNARDINO	20190014	20190014	SAN BERNARDINO COUNTY	Local			San Bernardino County: Widen Ranchero St. 2-4 lanes - From 0.3 M E/O Mariposa to Hesperia CL (3 miles)	2022	Ranchero	3 miles	0.3 Miles E/O Mariposa	Hesperia CL	Widen Ranchero St. 2-4 lanes	2	4				
SAN BERNARDINO	201147	4A01132	FONTANA	Local			SLOVER AVENUE FROM ETIWANDA AVENUE TO 800 FEET EAST OF ETIWANDA AVENUE WIDEN FROM 2-4 LANES	2022	SLOVER AVENUE	n/a	ETIWANDA AVENUE	800 FT. EAST OF ETIWANDA AVENUE		2	4				
SAN BERNARDINO	201170	4A07119	SAN BERNARDINO, CITY OF	Local			5TH STREET FROM STERLING AVE TO VICTORIA AVE WIDEN FROM 2-4 LANES.	2022	5TH STREET	1 MILE	STERLING AVE	VICTORIA	Widen	2	4				
SAN BERNARDINO	201105	4A07268	GRAND TERRACE	Local			MICHIGAN AVENUE WIDENING (2-4 LANES) FROM COMMERCE WAY TO MAIN STREET	2022	MICHIGAN AVENUE WIDENING	n/a	COMMERCE WAY	MAIN ST.		2	4				
SAN BERNARDINO	201113	4GL04	REDLANDS	Local			ORANGE STREET FROM LUGONIA TO SAN BERNARDINO AVE. -WIDEN THE EAST SIDE OF THE STREET TO REMOVE A RESTRICTION IN THE ROADWAY TRAVEL AREA. PROJECT INCLUDES ROAD PAVING, CURB AND GUTTER, SIDEWALK, STREET LIGHTING, STRIPING AND MARKING, AND LANDSCAPE IMPROVEMENTS. THE PROJECT WILL IMPROVE PEDESTRIAN AND VEHICULAR SAFE TRAVEL AND CIRCULATION.	2022										
SAN BERNARDINO	SBD031118	SBD031118	CHINO	Local			EDISON AVENUE RAMONA TO CENTRAL WIDEN FROM 4 LANES TO 6 LANES & REHABILITATION (SPOT WIDENING)	2022	EDISON AVENUE WIDENING	n/a	RAMONA AVENUE	CENTRAL AVENUE		4	6				
SAN BERNARDINO	SBD031217	SBD031217	FONTANA	Local			BEECH AVENUE FOOTHILL TO MILLER AVE WIDEN FROM 2 LANES TO 4 LANES	2022	BEECH AVENUE	n/a	FOOTHILL	MILLER	WIDEN	2	4				
SAN BERNARDINO	SBD031266	SBD031266	FONTANA	Local			SIERRA AVENUE FOOTHILL BOULEVARD TO BASELINE AVENUE- WIDEN FROM 4 TO 6 LANES	2022	SIERRA AVENUE	n/a	FOOTHILL BOULEVARD	BASELINE AVENUE		4	6				
SAN BERNARDINO	SBD59019	SBD59019	SAN BERNARDINO, CITY OF	Local			40TH ST. FROM JOHNSON LANE TO ELECTRIC AVENUE; ACQUIRE ROW AND WIDEN ROAD FROM 2TO 4 LANES (1,200 FT.)	2022	40th ST	0.30 MILES	JOHNSON LANE	ELECTRIC AVE	WIDEN 2-4 LANES	2	4				
SAN BERNARDINO	200207	200207	CHINO	Local			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.	2023	New Road Connection	0.6 miles	El Prado	SR-71	New roadway 4 lane road connection.	0	4				

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SAN BERNARDINO	200207	200207	CHINO	Local			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.	2023	PINE AVE	about 0.81 miles	El PRADO	EUCLID	WIDEN PINE AVE	2	4				
SAN BERNARDINO	200843	200843	SAN BERNARDINO COUNTY	Local			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	2023	RECHE CANYON RD.	0.078 MILES	1.20 MILES OF S. BARTON ROAD	0.42 MILES SOUTH OF BARTON RD		2	4				
SAN BERNARDINO	20131503	0A6410	HIGHLAND	Local			IN HIGHLAND: PALM AVE HISTORIC DISTRICT IMPROVEMENTS; PALM AVE (BASE LINE TO HIGHLAND AVE) & PACIFIC ST (CHURCH AVE TO 350FT WEST OF PALM) SHOULDER IMPROVEMENTS (curb, gutter and sidewalk improvements), NEW ROUNDABOUT AT PALM/PACIFIC INT., BIKE LANES (Intersection improvements - no new lanes)	2023											
SAN BERNARDINO	20190004	2016A319	RANCHO CUCAMONGA	Local			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.	2023											
SAN BERNARDINO	20171101	4A07275	HIGHLAND	Local			PACIFIC ST. RECONFIGURATION FROM 2 LANES TO 2 LANES WITH CONTINUOUS CENTER 2-WAY LEFT-TURN LANE AND BIKE LANES (VICTORIA AVE TO APPROXIMATELY 350' WEST OF PALM AVENUE). 1 CENTERLINE MILE OF BIKE LANE.	2023											
SAN BERNARDINO	SBD41316	SBD41316	SAN BERNARDINO, CITY OF	Local			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			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	SBD55030	SBD55030	HESPERIA	Local			RANCHERO RD. FROM TOPAZ AVE TO 7TH ST. - WIDEN FROM 2 TO 5 LANES (6 MILES)(includes bridge over California Aqueduct)	2023	RANCHERO RD.	6 MILES	TOPAZ AVE	7TH STREET		2	5				
SAN BERNARDINO	SBD97147	SBD97147	VICTORVILLE	Local			GREEN TREE BLVD AT AT&SF RAILROAD CONSTRUCT 4-LANE BR & CONNECT TO HESPERIA & RIDGECREST RD (Toll Credits used to match EARREPU)	2023	GREEN TREE BLVD	n/a	HESPERIA RD	RIDGECREST ROAD			4				
SAN BERNARDINO	201101	200630	UPLAND	Local			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			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)	2024	BAKER BLVD	n/a	150' E/O MOJAVE FLOOD CHANNEL	BRIDGE SPAN		2	4				
SAN BERNARDINO	200856	200856	COLTON	Local			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)	2024	MT. VERNON BRIDGE	n/a	M ST.	I-10 ON RAMP	WIDEN BRIDGE FROM 2-4 LANES	2	4				
SAN BERNARDINO	20190104	4A04102	FONTANA	Local	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.	2024	Foothill Blvd		Hemlock Ave	Almeria Ave	Widen Foothill Blvd from Hemlock Ave to Almeria Ave from 4 to 6 lanes	4	6				
SAN BERNARDINO	201158	4A07226	COLTON	Local			AGUA MANSA FROM RIALTO CHANNEL TO RANCHO AVE. 2-4 LANE WIDENING	2024	AGUA MANSA	1.30 MILES	RIALTO CHANNEL	RANCHO AVE.		2	4				
SAN BERNARDINO	201103	4OM0701	UPLAND	Local			FOOTHILL BOULEVARD BOTTLENECK AND SAFETY IMPROVEMENTS- FROM CENTRAL TO GROVE AVE.INSTALL RIGHT TURN LANES AT MAJOR INTERSECTIONS, ELONGATE LEFT TURNS FOR SAFE TURNING, CURB, GUTTER DRAINAGE, ROADWAY REHAB.	2024											

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SAN BERNARDINO	200035	200035	REDLANDS	Local			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	2025	WABASH AVE	n/a	5TH AVE	I-10 FREEWAY		n/a	2				
SAN BERNARDINO	200401	200401	CHINO HILLS	Local			FAIRFIELD RANCH RD: CONSTRUCT BOX CULVERT (approx. 0.40 miles south of Stanfield Ct.) TO RE-OPEN 0.76 MILES OF FAIRFIELD RANCH RD AT CURRENT CLOSURE SOUTH TO PINE AVE. CONSTRUCT RD IMPROVEMENTS AND ADD MARKED BIKE LANES IN BOTH DIRECTIONS.	2025	FAIRFIELD RANCH ROAD	ABOUT 0.76 MILES	ABOUT 0.40 MILES SOUTH OF STANFIELD CT (CURRENT NORTHERN ROAD CLOSURE)	PINE AVE	IMPROVE AND RE-OPEN 2 LANES (CURRENTLY INACCESSIBLE)	n/a	2				
SAN BERNARDINO	200419	200419	REDLANDS	Local			ALABAMA STREET WIDENING - WIDEN FROM 2-4 LANES FROM NORTH CITY LIMITS TO PALMETTO	2025	ALABAMA ST	n/a	NORTH CITY LIMITS	3,000' N/O PALMETTO		2	4				
SAN BERNARDINO	200619	200619	SAN BERNARDINO COUNTY	Local			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)	2025	GLEN HELEN PARKWAY	.4 MILES	0.2 MILES EAST OF CAJON CREEK	0.2 MILES WEST 0F CAJON CREEK		2	4				
SAN BERNARDINO	201180	200852	HIGHLAND	Local			DEL ROSA DRIVE FROM 5TH STREET TO 6TH STREET-WIDEN FROM 2 TO 4 LANES (0.2 MILES)FORMERLY PART OF PROJECT ID 200852	2025	DEL ROSA DRIVE	0.2	5TH STREET	6TH STREET		2	4				
SAN BERNARDINO	201156	20061014	HIGHLAND	Local			GREENSPOT RD. FROM SANTA PAULA ST. TO SOUTH CITY LIMIT - WIDEN FROM 2-4 LANES WITH MEDIAN (2.2 MILES)	2025	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	20190012	20190012	RIALTO	Local			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	20199902	4200L002	FONTANA	Local	I-210	Baseline Ave	In Fontana: Improve Victoria/Walnut Ave (remains 2 lns) from east of the I-15 to realignment of intersection to Cherry Ave and from Cherry street name change to Walnut Ave from Cherry Ave to San Sevaine Rd; Widen & Improve Cherry Ave (4-6 lns) from I-210 to Baseline Ave; Improve S. Highland Ave (remains 2 lns) from Cherry Ave to San Sevaine Rd; Improve San Sevaine Rd (remains 2 lns) from S. Highland Ave to Walnut St; Segments will include center medians & Class I and Class II Bike lanes.	2025	Cherry Avenue	1 mile	I-210	Baseline Ave	Widen, will include Class I/II bike lanes	4	6				
SAN BERNARDINO	20210101	4A01278	SAN BERNARDINO COUNTY	Local	SR-138	Los Banos Ave	Widen Phelan Road 2-4 lanes from SR 138 to Los Banos Avenue	2025	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			5TH ST FROM TIPPECANOE AVENUE TO DEL ROSA DR.-WIDEN FROM 2-4 LANES	2025	5TH STREET	2 MILES	TIPPECANOE AVENUE	VICTORIA AVENUE		2	4				
SAN BERNARDINO	201182	4A07142	HIGHLAND	Local			TIPPECANOE AVENUE FROM 3RD STREET TO 5TH STREET - WIDEN FROM 2-4 LANES (0.3 MILES)FORMERLY PART OF PROJECT ID 200852	2025	TIPPECANOE	0.3 MILES	3RD STREET	5TH STREET	Widen	2	4				
SAN BERNARDINO	20151302	4AL04	SAN BERNARDINO COUNTY	Local			REPLACE OR REHABILITATE MULTIPLE BRIDGES ALONG NATIONAL TRAILS HIGHWAY BETWEEN DAGGETT TO THE WEST AND INTERSTATE 40 TO THE EAST.	2025											
SAN BERNARDINO	20150001	4G07421	MONTCLAIR	Local	Central Ave	Alhambra /Los Angeles Lines	BRIDGE NO. 54C0112, CENTRAL AVE OVER UP RR AMTRAK METROLINK, 0.2 MI S HOLT AVENUE. Bridge replacement. Replace and widen the existing four lane bridge on Central Avenue over UPRR/ Amtrak/Metrolink with a new six lane bridge with sidewalks.	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				
SAN BERNARDINO	201191	4OM0701	HIGHLAND	Local			BASE LINE FROM SEINE AVENUE TO STONEY CREEK DRIVE - WIDEN FROM 4-6 LANES (0.2 MILES)	2025	BASE LINE	0.2 MILES	SEINE AVENUE	STONEY CREEK DRIVE		4	6				
SAN BERNARDINO	20150008	SBD55025	HESPERIA	Local			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)	2025	MAIN STREET	ABOUT 1.93 MILES	I-15	MAPLE		4	6				
SAN BERNARDINO	20150008	SBD55025	HESPERIA	Local			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)	2025	MAIN STREET	ABOUT 1.25 MILES	MAPLE	11TH		4	6				

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SAN BERNARDINO	20150008	SBD55025	HESPERIA	Local			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)	2025	MAIN STREET	ABOUT 1.13 MILES	I-15	SR 395		4	6				
SAN BERNARDINO	SBD55031	SBD55031	HIGHLAND	Local			ALABAMA STREET FROM 3RD STREET TO SOUTH CITY LIMITS - WIDEN FROM 2 TO 3 NB LANES (0.25 MILES)	2025	ALABAMA STREET	0.25 MILES	3RD STREET	SOUTH CITY LIMITS	WIDEN NORTHBOUND	2	3				
SAN BERNARDINO	SBD88086	SBD88086	UPLAND	Local			EUCLID AVENUE FROM D ST TO FOOTHILL BOULEVARD - STORM DRAIN EXTENSION	2025											
SAN BERNARDINO	20082402	4A07308	HIGHLAND	Local			WIDEN BASE LINE BETWEEN CHURCH AVE AND BUCKEYE ST FROM 4-6 LANES	2026	BASELINE	ABOUT 0.07 MILES	CHURCH	BUCKEYE ST.		4	6				
SAN BERNARDINO	20190001	4M01003	HIGHLAND	Local			SR-210/5th St IC Improvements: Widen & restripe 5th St (4-6 lanes) from east edge of City Creek Brdg to the EB SR-210 ramps w/add:l turn pockets plus 2 truck access lanes; Widen & restripe 5th St (6-8 lanes) under SR-210 b/w EB & WB ramps, incl. add:l thru & turn lanes; Widen the EB & WB on-ramps 2-3 lanes, widen the EB & WB off-ramps 1-2 lanes, all ramps remain 1 ln at the mainline. (Combines prior projs 2011153 & 2011154)	2026	5th St	0.1 mile	East edge of City Creek Bridge	EB SR210 ramps	widen/restripe	4	6				
SAN BERNARDINO	20190001	4M01003	HIGHLAND	Local			SR-210/5th St IC Improvements: Widen & restripe 5th St (4-6 lanes) from east edge of City Creek Brdg to the EB SR-210 ramps w/add:l turn pockets plus 2 truck access lanes; Widen & restripe 5th St (6-8 lanes) under SR-210 b/w EB & WB ramps, incl. add:l thru & turn lanes; Widen the EB & WB on-ramps 2-3 lanes, widen the EB & WB off-ramps 1-2 lanes, all ramps remain 1 ln at the mainline. (Combines prior projs 2011153 & 2011154)	2026	5th St	0.1 mile	Under SR210 b/w EB & WB ramps	Under SR210 b/w EB & WB ramps	Widen to add add'l thru & turn lanes	6	8				
SAN BERNARDINO	20190001	4M01003	HIGHLAND	Local			SR-210/5th St IC Improvements: Widen & restripe 5th St (4-6 lanes) from east edge of City Creek Brdg to the EB SR-210 ramps w/add:l turn pockets plus 2 truck access lanes; Widen & restripe 5th St (6-8 lanes) under SR-210 b/w EB & WB ramps, incl. add:l thru & turn lanes; Widen the EB & WB on-ramps 2-3 lanes, widen the EB & WB off-ramps 1-2 lanes, all ramps remain 1 ln at the mainline. (Combines prior projs 2011153 & 2011154)	2026	East & West Bound Ramps	na	na	na	Widen ramps where they meet 5th St. Remain 1 lane at the mainline.	2	3				
SAN BERNARDINO	SBD55033	SBD55033	HIGHLAND	Local			BOULDER AVE. FROM GREENSPOT TO SOUTH CITY LIMITS - WIDEN FROM 2-4 LANES (0.70 MILES)	2026	BOULDER AVENUE	0.7 MILES	GREENSPOT ROAD/5TH ST	SOUTH CITY LIMITS	WIDEN	2	4				
SAN BERNARDINO	200202	200202	CHINO	Local			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	2027	CHINO AVENUE	n/a	SIXTH STREET	MONTE VISTA	WIDENING AND TRAFFIC SIGNAL INSTALLATION	2	4				
SAN BERNARDINO	SBD031152	SBD031152	CHINO	Local			RIVERSIDE DRIVE AT SAN ANTONIO FLOOD CONTROL CHANNEL WIDEN BRIDGE FROM 4 LANES TO 6 LANES (PA&ED Only)	2027	RIVERSIDE AVE	n/a	AT SAN ANTONIO FLOOD CONTROL	AT SAN ANTOINIO FLOOD CONTROL	WIDEN BRIDGE FROM 4-6 LANES	4	6				
SAN BERNARDINO	SBD55011	SBD55011	APPLE VALLEY	Local			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	20151505	4A07248	YUCAIPA	Local			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	20150201	2002160	ONTARIO	Local			GROVE AVE CORRIDOR: WIDEN GROVE BETWEEN FOURTH ST AND STATE ST / AIRPORT DR (4-6 LNS); AND IMPROVEMENTS TO GROVE AVE / HOLT BLVD INTERSECTION. Toll Credit to match EARREPU.	2030	GROVE AVE	ABOUT 1.44 MILES	FOURTH ST	AIRPORT DRIVE	WIDEN	4	6				

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SAN BERNARDINO	201132	4M07017	San Bernardino County Transportation Authority (SBCTA)	State			SR-60 AT ARCHIBALD AVENUE; WIDEN WB AND EB ENTRY RAMPS (ADD 1 LANE), WIDEN WB AND EB EXIT RAMPS (ADD LEFT TURN LANE), ADD ADDITIONAL LEFT TURN LANE FROM ARCHIBALD AVE TO SR-60 ENTRY RAMPS. (non-capacity enhancing along Archibald).	2021	SR60	n/a	ARCHIBALD AVE	ARCHIBALD AVE		4	6				
SAN BERNARDINO	200803	200803	ONTARIO	State			I-10 AT VINEYARD AVE INTERCHANGE, INTERCHANGE WIDENING FROM 4-6 LANES AND WIDEN ON AND OFF RAMPS TO TWO LANES AND OTHER IMPROVEMENTS, INTERSECTION IMPROVEMENTS, AND ENHANCE EXISTING LANDSCAPING.	2022	I10	n/a	VINEYARD AVE. IC	VINEYARD AVE. IC		4	6				
SAN BERNARDINO	20171102	2002160	VARIOUS AGENCIES	State			I-10 at 4th Street Bridge Replacement: Widen 4th St from 2-4 lanes under the bridge. (child project of FTIP ID 2002160).	2022	4th Street	na	Under I-10	Under I-10	Project will go from 2-4 lanes under bridge w/related turn lanes to ramps to connect to 4 lanes on either side of bridge.	2	4				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	I-10 EASTBOUND	ABOUT 0.53 MILES	INDIAN HILL BLVD	LA/SB COUNTY LINE	STRIPE EXPRESS LANE IN EB DIRECTION (STA 644+00 TO 729+87)	1	1				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	I-10	ABOUT 8.28 MILES	LA/SB COUNTY LINE	HAVEN AVE	REPLACE EXISTING 1 HOV LN WITH TWO EXPRESS LANES IN EACH DIRECTION	2	4				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	I-10	ABOUT 1.77 MILES	HAVEN AVE	I-10/I-15 INTERCHANGE	ADD TWO EXPRESS LANES IN EACH DIRECTION	0	4				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	I-10 EASTBOUND	ABOUT 0.68 MILES	MOUNTAIN AVE	EUCLID AVE	CONSTRUCT NEW EB AUX LN (1138+00 TO 1174+00)	0	1				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	I-10 WESTBOUND AUX LN	ABOUT 0.17 MILES	EXISTING HAVEN WB ON-RAMP	NEW HAVEN AVE WB LOOP ON-RAMP	MODIFY EXISTING WB AUX LN AT HAVEN AVE WB ON-RAMP TO BEGIN AT HAVEN AVE WB LOOP ON-RAMP (STA 1419+00 TO 1428+00)	1	1				

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SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	I-10 EASTBOUND AUX LN	ABOUT 0.17 MILES	HAVEN AVE EB ON-RAMP	NEW HAVEN AVE EB LOOP ON-RAMP	MODIFY EXISTING EB AUX LN (STA 1434+00 TO 1443+00)	1	1				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	MONTE VISTA AVE WB OFF-RAMP	650 FT	MONTE VISTA AVE WB OFF-RAMP	MONTE VISTA AVE WB OFF-RAMP	INCREASE FROM 1 LN TO 2 LN OFF RAMP	1	2				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	MOUNTAIN AVE WB OFF-RAMP	950 FT	MOUNTAIN AVE WB OFF-RAMP	MOUNTAIN AVE WB OFF-RAMP	INCREASE FROM 1 LN TO 2 LN OFF RAMP	1	2				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	EUCLID AVE EB OFF-RAMP	700 FT	EUCLID AVE EB OFF-RAMP	EUCLID AVE EB OFF-RAMP	INCREASE FROM 1 LN TO 2 LN OFF RAMP	1	2				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	HOLT BLVD WB OFF-RAMP	1,000 FT	HOLT BLVD WB OFF-RAMP	HOLT BLVD WB OFF-RAMP	INCREASE FROM 1 LN TO 2 LN OFF RAMP	1	2				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	EUCLID AVE EB ON-RAMP	545 FT	EUCLID AVE EB ON-RAMP	EUCLID AVE EB ON-RAMP	ADDITIONAL GENERAL PURPOSE LANE	1	2				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	MONTE VISTA AVE WB ON-RAMP	450 FT	MONTE VISTA AVE WB ON-RAMP	MONTE VISTA AVE WB ON-RAMP	CONVERTED HOV BYPASS LN TO GP LN	2	2				

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SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	EUCLID AVE WB ON-RAMP	540 FT	EUCLID AVE WB ON-RAMP	EUCLID AVE WB ON-RAMP	ADDITIONAL GP LN	1	2				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	EUCLID AVE WB HOOK ON-RAMP	460 FT	EUCLID AVE WB LOOP ON-RAMP	EUCLID AVE WB LOOP ON-RAMP	HOV BYPASS LANE	1	2				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	VINEYARD WB LOOP ON-RAMP	443 FT	VINEYARD WB LOOP ON-RAMP	VINEYARD WB LOOP ON-RAMP	HOV BYPASS LN	1	2				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	MONTE VISTA AVE IC	NA	I-10 WB RAMP INTERSECTION	I-10 WB RAMP INTERSECTION	ADD ONE EXCLUSIVE LEFT TURN LANE ON THE NORTHBOUND APPROACH	3	4				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	MONTE VISTA AVE IC	NA	I-10 WB RAMP INTERSECTION	I-10 WB RAMP INTERSECTION	ADD ONE THROUGH LANE ON THE SOUTHBOUND APPROACH	3	4				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	MONTE VISTA AVE IC	NA	I-10 WB RAMP INTERSECTION	I-10 WB RAMP INTERSECTION	ADD ONE RAMP LANE ON THE WESTBOUND APPROACH	3	4				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	MONTE VISTA AVE IC	NA	I-10 EB RAMP INTERSECTION	I-10 EB RAMP INTERSECTION	ADD ONE EXCLUSIVE LEFT TURN LANE ON THE SOUTHBOUND APPROACH	3	4				

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SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	MONTE VISTA AVE IC	NA	I-10 EB RAMP INTERSECTION	I-10 EB RAMP INTERSECTION	ADD ONE RAMP LANE ON THE EASTBOUND APPROACH	2	3				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	MONTE VISTA AVE IC	NA	I-10 EB RAMP INTERSECTION	I-10 EB RAMP INTERSECTION	ADD ONE EXCLUSIVE LEFT TURN LANE ON THE WESTBOUND APPROACH	2	3				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	MONTE VISTA AVE EB ON-RAMP	NA	PALO VERDE ST INTERSECTION	PALO VERDE ST INTERSECTION	REMOVE ONE LANE (REVISE FROM 2 LEFT & 2 THRU TO 1 LEFT, 1 SHARED LEFT/THRU, & 1 THRU)	4	3				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	EUCLID AVE IC	NA	7TH ST AND I-10 WB HOOK-RAMP INTERSECTION	7TH ST AND I-10 WB HOOK-RAMP INTERSECTION	ADD ONE EXCLUSIVE RIGHT TURN LANE ON THE EASTBOUND APPROACH	1	2				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	EUCLID AVE IC	NA	EUCLID AVE AND I-10 EB RAMP INTERSECTION	EUCLID AVE AND I-10 EB RAMP INTERSECTION	ADD ONE THROUGH LANE ON THE NORTHBOUND APPROACH	4	5				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	EUCLID AVE IC	NA	EUCLID AVE AND I-10 EB RAMP INTERSECTION	EUCLID AVE AND I-10 EB RAMP INTERSECTION	ADD ONE EXCLUSIVE LEFT TURN LANE ON THE SOUTHBOUND APPROACH	4	5				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	EUCLID AVE IC	NA	EUCLID AVE AND I-10 EB RAMP INTERSECTION	EUCLID AVE AND I-10 EB RAMP INTERSECTION	ADD ONE RAMP LANE ON THE EASTBOUND APPROACH	3	4				

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SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	VINEYARD AVE IC	NA	VINEYARD AVE AND I-10 WB RAMP INTERSECTION	VINEYARD AVE AND I-10 WB RAMP INTERSECTION	ADD ONE RAMP LANE ON THE WESTBOUND APPROACH	2	3				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	VINEYARD AVE IC	NA	VINEYARD AVE AND I-10 WB RAMP INTERSECTION	VINEYARD AVE AND I-10 WB RAMP INTERSECTION	ADD ONE EXCLUSIVE RIGHT TURN LANE ON THE NORTHBOUND APPROACH	3	4				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	VINEYARD AVE IC	NA	VINEYARD AVE AND I-10 EB RAMP INTERSECTION	VINEYARD AVE AND I-10 EB RAMP INTERSECTION	ADD ONE EXCLUSIVE RIGHT TURN LANES ON THE NORTHBOUND APPROACH	3	4				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	I-10	0.38 MILES	STA 1115+00	STA 1135+00	INGRESS/EGRESS LOCATION - MOUNTAIN AVE IC	0	1				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	I-10	0.50 MILES	STA 1219+00	STA 1245+00	INGRESS/EGRESS LOCATION - BETWEEN THE EUCLID AVE AND GROVE AVE INTERCHANGES	0	1				
SAN BERNARDINO	20159902	4122004	VARIOUS AGENCIES	State			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.	2022	I-10	0.49 MILES	STA 1419+00	STA 1445+00	INGRESS/EGRESS LOCATION - HAVEN AVE IC AREA	0	1				
SAN BERNARDINO	20171104	4160003	VARIOUS AGENCIES	State	I-10	Euclid Ave	I-10 Euclid Interchange Improvement Project.	2022	Euclid Ave SB	na	Between on/off ramps	Between on/off ramps	Widen Euclid Ave SB to accommodate dedicated dual left turn lanes onto EB on ramp; Euclid Ave SB remains 3 through lanes.	3	3				
SAN BERNARDINO	20171104	4160003	VARIOUS AGENCIES	State			I-10 Euclid Interchange Improvement Project.	2022	WB On-ramp	na	WB On-ramp	WB On-ramp	Widen WB On-ramp termini 1-2 lanes (remains 1 lane at the gore)(from Euclid SB)	1	2				
SAN BERNARDINO	20171104	4160003	VARIOUS AGENCIES	State			I-10 Euclid Interchange Improvement Project.	2022	WB On-ramp (from Euclid NB)	na	WB On-ramp (from Euclid NB)	WB On-ramp (from Euclid NB)	Add HOV preferential lane & ramp metering to WB On-ramp (1-2 lanes)(remains 1 lane at the gore)(from Euclid NB)	1	2				

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SAN BERNARDINO	20171104	4160003	VARIOUS AGENCIES	State			I-10 Euclid Interchange Improvement Project.	2022	EB Off-ramp	na	EB Off-ramp	EB Off-ramp	Widen EB Off-ramp termini 3-4 lanes (remains 1 lane at the gore)	3	4				
SAN BERNARDINO	20171104	4160003	VARIOUS AGENCIES	State			I-10 Euclid Interchange Improvement Project.	2022	EB On-ramp	na	EB On-ramp	EB On-ramp	Widen EB On-ramp termini 1-2 lanes (remains 1 lane at the gore)	1	2				
SAN BERNARDINO	20171104	4160003	VARIOUS AGENCIES	State			I-10 Euclid Interchange Improvement Project.	2022	Euclid Ave NB	500 ft	EB-Ramps	500 ft south of EB-Ramps	Widen Euclid Ave NB from 3-4 lanes from EB-ramps to about 500 ft south.	3	4				
SAN BERNARDINO	20171104	4160003	VARIOUS AGENCIES	State			I-10 Euclid Interchange Improvement Project.	2022	Euclid Ave NB	na	Between on/off ramps	Between on/off ramps	Widen Euclid Ave NB between on/off ramps to accommodate dedicated right turn lane onto the WB On-ramp. Euclid Ave NB remains 3 dedicated through lanes.	3	3				
SAN BERNARDINO	20190009	20190009	CALTRANS	State			From Cone Pine Intersection to Junction I-15: Widen two BNSF Bridge Structures from 2-4 lanes. Construct retaining walls.	2022	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	20190009	20190009	CALTRANS	State			From Cone Pine Intersection to Junction I-15: Widen two BNSF Bridge Structures from 2-4 lanes. Construct retaining walls.	2022	SR-138 About 0.4 Miles west of the I-215/SR-138 IC	About 300 FT	Bridge Structure	Bridge Structure	Widen 2-4 lanes	2	4				
SAN BERNARDINO	20159906	4M07002	VARIOUS AGENCIES	State			I-10/MONTE VISTA AVE IMPROVEMENTS: UNDERCROSSING RECONSTRUCTION AND WIDENING 4-6 LNS AND RAMP IMPROVEMENTS.	2022	MONTE VISTA AVE	ABOUT 0.06 MILES	BETWEEN RAMPS	BETWEEN RAMPS		4	6				
SAN BERNARDINO	20179701	4M07008	CALTRANS	State			In Ontario, on SR-60: From Haven Ave to Milliken Avenue; Construct auxiliary lane and widen connector ramps.	2022	SR-60	5,100 FT	HAVEN AVE WB OFF-RAMP	ARCHIBALD WB OFF RAMP	ADD 1 NEW AUX LANE	1	2				
SAN BERNARDINO	20179701	4M07008	CALTRANS	State			In Ontario, on SR-60: From Haven Ave to Milliken Avenue; Construct auxiliary lane and widen connector ramps.	2022	ARCHIBALD AVE WB OFF-RAMP	NA	ARCHIBALD AVE WB OFF-RAMP	ARCHIBALD AVE WB OFF-RAMP	ADD 1 LANE TO THE RAMP	1	2				
SAN BERNARDINO	20179701	4M07008	CALTRANS	State			In Ontario, on SR-60: From Haven Ave to Milliken Avenue; Construct auxiliary lane and widen connector ramps.	2022	SR-60	ABOUT 1,100 FT	1,100 FT EAST OF ARCHIBALD AVE EB OFF-RAMP	ARCHIBALD AVE WB OFF-RAMP	ADD 1 LANE TO THE RAMP	0	1				
SAN BERNARDINO	20179701	4M07008	CALTRANS	State			In Ontario, on SR-60: From Haven Ave to Milliken Avenue; Construct auxiliary lane and widen connector ramps.	2022	ARCHIBALD AVE EB OFF-RAMP	NA	ARCHIBALD AVE EB OFF-RAMP	ARCHIBALD AVE EB OFF-RAMP	ADD 1 LANE TO THE RAMP	1	2				
SAN BERNARDINO	20179701	4M07008	CALTRANS	State			In Ontario, on SR-60: From Haven Ave to Milliken Avenue; Construct auxiliary lane and widen connector ramps.	2022	SR-60	ABOUT 1,400 FT	1,400 FT EAST OF HAVEN AVE EB OFF-RAMP	HAVEN AVE EB OFF-RAMP	ADD 1 NEW DECEL LANE	0	1				
SAN BERNARDINO	20179701	4M07008	CALTRANS	State			In Ontario, on SR-60: From Haven Ave to Milliken Avenue; Construct auxiliary lane and widen connector ramps.	2022	HAVEN AVE EB OFF-RAMP	NA	HAVEN AVE EB OFF-RAMP	HAVEN AVE EB OFF-RAMP	ADD 1 LANE TO THE RAMP	1	2				
SAN BERNARDINO	20179701	4M07008	CALTRANS	State			In Ontario, on SR-60: From Haven Ave to Milliken Avenue; Construct auxiliary lane and widen connector ramps.	2022	SR-60	ABOUT 4,200 FT	I-15 SB CONNECTOR	HAVEN WB OFF-RAMP	ADD 1 NEW AUX LANE	0	1				
SAN BERNARDINO	20179701	4M07008	CALTRANS	State			In Ontario, on SR-60: From Haven Ave to Milliken Avenue; Construct auxiliary lane and widen connector ramps.	2022	HAVEN AVE WB OFF-RAMP	NA	HAVEN AVE WB OFF-RAMP	HAVEN AVE WB OFF-RAMP	ADD 1 LANE TO THE RAMP	1	2				
SAN BERNARDINO	201186	REG0701	San Bernardino County Transportation Authority (SBCTA)	State			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)	2022	SR210 RAMPS	ABOUT 0.5 MILES ALL TOTAL	SR210	BASE LINE		1	3				
SAN BERNARDINO	201186	REG0701	San Bernardino County Transportation Authority (SBCTA)	State			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)	2022	BASE LINE	0.1 MILES	BETWEEN SR 210 RAMPS	n/a		4	6				
SAN BERNARDINO	SBD59204	SBD59204	SAN BERNARDINO, CITY OF	State			I-215 AT UNIVERSITY PARKWAY INTERCHANGE - RECONSTRUCT INTERCHANGE	2022	I-215	n/a	UNIVERSITY	UNIVERSITY		4	4				

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SAN BERNARDINO	20179901	4122003	San Bernardino County Transportation Authority (SBCTA)	State			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)	2023	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	20111625	4M01005	San Bernardino County Transportation Authority (SBCTA)	State			SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE. TO SAN BERNARDINO AVE (REDLANDS) INCLUDES AUX. LANES BETWEEN BASE LINE AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. E/B ON RAMP AND DECELRATION LANE AT HIGHLAND AVE E/B OFF RAMP EXTENDING TO STERLING AVENUE, AND INCLUDES ROAD REHAB. (Under 1/4 miles length)	2023	210	7.2 MILES	HIGHLAND AVE	LUGONIA	ADDING 1 LANE IN EACH DIRECTION	4	6				
SAN BERNARDINO	SBD59303	SBD59303	San Bernardino County Transportation Authority (SBCTA)	State			___SET ASIDES/RESERVATIONS FOR FUTURE SB45 -PLANNING, PROGRAMMING, & MONITORING (PPNO 9811)	2023											
SAN BERNARDINO	1830	1830	VARIOUS AGENCIES	State			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	1830	1830	VARIOUS AGENCIES	State			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	WB Off Ramp	na	WB Off Ramp	WB Off Ramp	Add 2 lanes to the WB Off ramp within the gore area. Will terminate at Cedar as 4 lanes	1	1				
SAN BERNARDINO	1830	1830	VARIOUS AGENCIES	State			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	EB Off Ramp	na	EB Off Ramp	EB Off Ramp	Add 1 lane on EB Off ramp within and beyond the gore area. Currently 1 lane leaves the mainline and terminates at 2 lanes. Becomes 2 lanes off the mainline and terminates at 3 lanes at Cedar Ave.	2	1				
SAN BERNARDINO	20150305	713	VARIOUS AGENCIES	State			I-215 LANDSCAPING (SEGMENTS 1-3 & 5) IN THE CITY OF SAN BERNARDINO (Toll Credits: PNRS CON)	2025											
SAN BERNARDINO	200602	200602	ONTARIO	State			SR 60 AND VINEYARD AVE. INTERCHANGE RECONSTRUCTION-LENGTHEN BRIDGE TO ACOMMODATE VINEYARD AVE WIDENING AND RAMP WIDENING 4-6 LANES	2025	SR60	n/a	VINEYARD AVE. IC	VINEYARD AVE. IC		n/a	n/a				
SAN BERNARDINO	200602	200602	ONTARIO	State			SR 60 AND VINEYARD AVE. INTERCHANGE RECONSTRUCTION-LENGTHEN BRIDGE TO ACOMMODATE VINEYARD AVE WIDENING AND RAMP WIDENING 4-6 LANES	2025	SR-60 RAMPS	N/A	SR-60	VINEYARD AVE. IC		4	6				
SAN BERNARDINO	200604	200604	ONTARIO	State			SR60 AT GROVE AVENUE INTERCHANGE RECONSTRUCTION AND GROVE AVE. +/-300 FT. N/S OF SR 60-WIDEN FROM 4-6 LANES	2025	SR-60	n/a	GROVE AVE.	GROVE AVE.		4	6				
SAN BERNARDINO	20190008	200614	San Bernardino County Transportation Authority (SBCTA)	State			I-215 Landscaping (Bi-County HOV Gap Closure): Non-capacity project to absorb only the landscape portion of project 200614.	2025											
SAN BERNARDINO	20190010	4120198	San Bernardino County Transportation Authority (SBCTA)	State	PM 22.7	24.25	Colton: Mt. Vernon Ave Bridge widening over I-10: Widen Mt. Vernon Bridge structure (3-4 lanes; 1 new SB lane) to accommodate new dedicated turn and bike lanes, widen Mt. Vernon Ave (2-4 lanes) from I-10 EB off/on-ramps to approx. 300 FT south along Mt. Vernon; realign Mt. Vernon & E Valley Blvd Intersection; Relocate WB on-ramp (remains 1 lane at the mainline).	2025	I-10	1.55	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				

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SAN BERNARDINO	20190010	4120198	San Bernardino County Transportation Authority (SBCTA)	State	22.7	24.25	Colton: Mt. Vernon Ave Bridge widening over I-10: Widen Mt. Vernon Bridge structure (3-4 lanes; 1 new SB lane) to accommodate new dedicated turn and bike lanes, widen Mt. Vernon Ave (2-4 lanes) from I-10 EB off/on-ramps to approx. 300 FT south along Mt. Vernon; realign Mt. Vernon & E Valley Blvd Intersection; Relocate WB on-ramp (remains 1 lane at the mainline).	2025	I-10	1.55	I-10 EB on/off ramps	About 300 FT South of I-10 EB on/off ramps	Widen Mt. Vernon 2-4 lanes to match project 200856	2	4				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	I-10	ABOUT 18.21 MILES	I-10/I-15 INTERCHANGE	CALIFORNIA STREET	ADD TWO EXPRESS LANES IN EACH DIRECTION	0	4				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	I-10 EASTBOUND	ABOUT 4.2 MILES	CALIFORNIA STREET	HIGHLAND AVE	ADD ONE EXPRESS LN IN EB DIRECTION (STA 2505+00 TO 2727+00)	0	1				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	I-10 WESTBOUND	ABOUT 4.89 MILES	CALIFORNIA STREET	FORD STREET	ADD ONE EXPRESS LN IN WB DIRECTION (STA 2505+00 TO 2763+00)	0	1				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	EXTEND WB AUX LN BEFORE RIVERSIDE AVE	ABOUT 0.55 MILES	EXTEND WB AUX LN BEFORE RIVERSIDE AVE	EXTEND WB AUX LN BEFORE RIVERSIDE AVE	EXTEND WB AUX LN PRECEDING THE RIVERSIDE AVE OFF-RAMP TO PEPPER AVE (STA 2068+00 TO 2097+00)	1	1				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	I-10 WESTBOUND	ABOUT 0.23 MILES	RANCHO AVE	LA CADENA DRIVE	CONSTRUCT NEW WB AUX LN (STA 2170+00 TO 2182+00)	0	1				

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SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	WATERMAN AVE/CARNEGIE DRIVE WESTBOUND OFF-RAMP	700 FT	WATERMAN AVE/CARNEGIE DRIVE WESTBOUND OFF-RAMP	WATERMAN AVE/CARNEGIE DRIVE WESTBOUND OFF-RAMP	MODIFY FROM 1 LN TO 2 LN OFF-RAMP	1	2				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	PEPPER AVE EB ON-RAMP	385 FT	PEPPER AVE EB ON-RAMP	PEPPER AVE EB ON-RAMP	ADDITIONAL HOV BYPASS LANE	0	1				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	9TH STREET EB ON-RAMP	555 FT	9TH STREET EB ON-RAMP	9TH STREET EB ON-RAMP	ADDITIONAL HOV BYPASS LANE	0	1				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	REDLANDS BLVD EB -ONRAMP	920 FT	REDLANDS BLVD EB -ONRAMP	REDLANDS BLVD EB -ONRAMP	ADD A HOV BYPASS LANE	0	1				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	FORD ST WB ON-RAMP	395 FT	FORD ST WB ON-RAMP	FORD ST WB ON-RAMP	ADD A HOV BYPASS LANE	0	1				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	FORD ST WB ON-RAMP	395 FT	FORD ST WB ON-RAMP	FORD ST WB ON-RAMP	ADDITIONAL GP LANE	0	1				

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SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	I-10	0.43 MILES	STA 1966+00	STA 1989+00	INGRESS/EGRESS LOCATION - CEDAR AVE IC AREA	0	1				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	I-10	0.40 MILES	STA 2099+00	STA 2120+00	INGRESS/EGRESS LOCATION - PEPPER AVE IC AREA	0	1				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	I-10	0.50 MILES	STA 2377+00	STA 2403+00	INGRESS/EGRESS LOCATION - TIPPECANOE AVE IC AREA	0	1				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	I-10	0.45 MILES	STA 2483+00	STA 2507+00	INGRESS/EGRESS LOCATION - CALIFORNIA STREET IC AREA	0	1				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	I-10	0.43 MILES	STA 2625+00	STA 2648+00		0	1				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	TENNESSEE ST IC	NA	TENNESSEE ST AND I-10 WB RAMP INTERSECTION	TENNESSEE ST AND I-10 WB RAMP INTERSECTION		3	4				

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SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	TENNESSEE ST IC	NA	TENNESSEE ST AND I-10 EB RAMP INTERSECTION	TENNESSEE ST AND I-10 EB RAMP INTERSECTION		2	3				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	TENNESSEE ST IC	NA	TENNESSEE ST AND I-10 EB RAMP INTERSECTION	TENNESSEE ST AND I-10 EB RAMP INTERSECTION		3	4				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	TENNESSEE ST IC	NA	TENNESSEE ST AND I-10 EB RAMP INTERSECTION	TENNESSEE ST AND I-10 EB RAMP INTERSECTION		2	3				
SAN BERNARDINO	20159903	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2B): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM SIERRA AVE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K)	2027	MOUNTAIN VIEW EB & WB ON-RAMPS	ABOUT 850 FT	MOUNTAIN VIEW EB & WB ON-RAMPS	MOUNTAIN VIEW EB & WB ON-RAMPS	ADD HOV BYPASS LANE. (EXISTING 2 GP LANES WILL REMAIN)	0	1				
SAN BERNARDINO	20191301	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 Corridor Contract 2A: The project will provide two express lanes in each direction from just east of I-15 to Sierra Avenue to Fontana, Connecting to the I-10 Corridor Contract 1 express lanes currently under construction.	2027	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	20191301	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 Corridor Contract 2A: The project will provide two express lanes in each direction from just east of I-15 to Sierra Avenue to Fontana, Connecting to the I-10 Corridor Contract 1 express lanes currently under construction.	2027	I-10	0.47 MILES	STA 1791+00	STA 1816+00	INGRESS/EGRESS LOCATION - CITRUS AV IC AREA	0	1				
SAN BERNARDINO	20191301	4122005	San Bernardino County Transportation Authority (SBCTA)	State			I-10 Corridor Contract 2A: The project will provide two express lanes in each direction from just east of I-15 to Sierra Avenue to Fontana, Connecting to the I-10 Corridor Contract 1 express lanes currently under construction.	2027	I-10	about 7 miles	I-10/I-15 Interchange	Sierra Ave	Add two express lanes in each direction	0	1				
SAN BERNARDINO	34040	34040	CALTRANS	State			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	2002160	2002160	ONTARIO	State			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				

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SAN BERNARDINO	2002160	2002160	ONTARIO	State			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	4TH STREET	<0.2 miles	GROVE AVE	BAKER AVE	WIDEN BETWEEN RAMPS	2	4				
SAN BERNARDINO	20130302	20040817	VICTOR VALLEY TRANSIT AUTHORITY	Transit			BUS REHABILITATION: FY17 MIDLIFE REBUILDS (8), FY19 Midlife rebuilds (5)	2021											
SAN BERNARDINO	SBD31037	SBD31037	MORONGO BASIN TRANSIT AUTHORITY	Transit			BUS SYSTEM - OPERATING ASSISTANCE	2021											
SAN BERNARDINO	SBD41114	SBD41114	VICTOR VALLEY TRANSIT AUTHORITY	Transit			PARATRANSIT - FY18 PT BUS RPLC ALT FUEL (6); FY19 PT BUS RPLC ALT FUEL (2), Paratransit bus replacement alt fuel (10); FY20 PT BUS RPLC ALT FUEL (5)	2021											
SAN BERNARDINO	200423	200423	MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY	Transit			PARATRANSIT VEHICLES - REPLACEMENT - GAS/DIESEL 2013 - 3, FY14 - 3, FY16 - 4 (Transportation Development Credits (TDC) to match: FY16/17 $79, FY17/18 $30, FY19/20 $221)	2022											
SAN BERNARDINO	981122	981122	OMNITRANS	Transit			CAPITALIZATION OF PREVENTIVE MAINTENANCE (TDC to match: 5307 FY17/18 $593, FY18/19 $593)	2022											
SAN BERNARDINO	990602	990602	San Bernardino County Transportation Authority (SBCTA)	Transit			METROLINK CAPITAL MAINTENANCE (REHAB/RENNOVATION OF METROLINK TRACK, SIGNALS, COMMUNICATIONS, STRUCTURES, FACILITIES, SYSTEMS &ROLLING STOCK INCLUDING PURCHASE OF REPLACEMENT LOCOMOTIVES WITH TIER-4 TECHNOLOGY). (TDC used to match: 5309a, 5337LA/RS FY14/15 $1,741; 5337LA/RS FY15/16 $856; 5337LA/RS FY16/17 $1,316; FY 17/18 $1,881; FY 18/19 $2,170; FY 19/20 $2,000; FY 20/21 $2,000; FY 21/22 $2,000)	2022											
SAN BERNARDINO	SBD31055	SBD31055	OMNITRANS	Transit			TRANSIT ADMINISTRATION EQUIPMENT PURCHASE COMPUTER HARDWARE & SOFTWARE FOR MIS. (TDC: 5307; FY16/17 $780 CON, FY18/19 $384 CON)	2022											
SAN BERNARDINO	SBD31084	SBD31084	OMNITRANS	Transit			BUS SYSTEM-SERVICE VEHICLES, PURCHASE SEVERAL REPLACEMENT SERVICE VEHICLES FY15 - 45 (TDC: 5307; FY18/19 $101 CON)	2022											
SAN BERNARDINO	SBD90105	SBD90105	OMNITRANS	Transit			BUS SYSTEM-BUSES BUS REPLACEMENTS ALT. FUEL, 2010-15 and 15 coaches per year after 2010 (TDC: to match; CMAQ FY18/19 $384 for CON,FY19/20 $875 for CON; 5307 FY 16/17 $175 for CON: 5307LA FY17/18 $175 for CON, $175 FY18/19 for CON)	2022											
SAN BERNARDINO	20190015	4120213	San Bernardino County Transportation Authority (SBCTA)	Transit	Garey Ave	Sierra Ave	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.	2024	West Valley Connector		Garey Ave	Sierra Ave	BRT			West Valley Connector	BRT	10	15
SAN BERNARDINO	20192702	4160049	San Bernardino County Transportation Authority (SBCTA)	Transit	Rancho Cucamonga Metrolink Station	Ontario International Airport	Zero-emission, rubber tire, direct transit connection between the Rancho Cucamonga Metrolink Station and the Ontario International Airport	2024								Ontario International Airport (ONT) Loop	Zero-emission, rubber tire, direct transit connection between the Rancho Cucamonga Metrolink Station and the Ontario International Airport		

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
SAN BERNARDINO	20151301	4TR0101	OMNITRANS	Transit			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: CMAQ FY17/18 $2,044; FY18/19 $1,954) (FOR FTA'S SMALL STARTS THE PROJECT MANAGEMENT COST OF APPROX $14.8m IN LOCAL FUNDS IS NOT INCLUDED IN FTIP TOTAL COST.)(Includes locomotive purchase from study project 20151303)	2021									Commuter Rail	30	60
SAN BERNARDINO	20151301	4TR0101	OMNITRANS	Transit			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: CMAQ FY17/18 $2,044; FY18/19 $1,954) (FOR FTA'S SMALL STARTS THE PROJECT MANAGEMENT COST OF APPROX $14.8m IN LOCAL FUNDS IS NOT INCLUDED IN FTIP TOTAL COST.)(Includes locomotive purchase from study project 20151303)	2021									Commuter Rail	30	60
SAN BERNARDINO	20151301	4TR0101	OMNITRANS	Transit			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: CMAQ FY17/18 $2,044; FY18/19 $1,954) (FOR FTA'S SMALL STARTS THE PROJECT MANAGEMENT COST OF APPROX $14.8m IN LOCAL FUNDS IS NOT INCLUDED IN FTIP TOTAL COST.)(Includes locomotive purchase from study project 20151303)	2021									Commuter Rail	30	60
SAN BERNARDINO	20151301	4TR0101	OMNITRANS	Transit			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: CMAQ FY17/18 $2,044; FY18/19 $1,954) (FOR FTA'S SMALL STARTS THE PROJECT MANAGEMENT COST OF APPROX $14.8m IN LOCAL FUNDS IS NOT INCLUDED IN FTIP TOTAL COST.)(Includes locomotive purchase from study project 20151303)	2021									Commuter Rail	30	60
SAN BERNARDINO	20151301	4TR0101	OMNITRANS	Transit			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: CMAQ FY17/18 $2,044; FY18/19 $1,954) (FOR FTA'S SMALL STARTS THE PROJECT MANAGEMENT COST OF APPROX $14.8m IN LOCAL FUNDS IS NOT INCLUDED IN FTIP TOTAL COST.)(Includes locomotive purchase from study project 20151303)	2021									Commuter Rail	30	60
SAN BERNARDINO	20190011	20190011	VICTOR VALLEY TRANSIT AUTHORITY	Transit			VVTA Regional Expansion Buses: Route 59 (1 bus) & Route 65 (2 buses)	2024									Bus	30	30
SAN BERNARDINO	20190011	20190011	VICTOR VALLEY TRANSIT AUTHORITY	Transit			VVTA Regional Expansion Buses: Route 59 (1 bus) & Route 65 (2 buses)	2024									Bus	30	30
SAN BERNARDINO	20190011	20190011	VICTOR VALLEY TRANSIT AUTHORITY	Transit			VVTA Regional Expansion Buses: Route 59 (1 bus) & Route 65 (2 buses)	2024									Bus	30	30

VENTURA COUNTY

Modeled Projects

County	FTIP ID	RTP ID	Lead Agency	System	From	To	Description	Completion Year	Roadway Segment--Route Name	Roadway Segment--Length	Roadway Segment--From	Roadway Segment--To	Roadway Segment--Description	Roadway Segment--Existing Lanes	Roadway Segment--Proposed Lanes	Transit Segment--Route	Transit Segment--Mode	Transit Segment--Peak Headway	Transit Segment--Off-Peak Headway
VENTURA	VEN210201	620A1L01	Thousand Oaks	Local	Willow Lane	101 NB Ramps	WIDEN HAMPSHIRE ROAD TO PROVIDE ONE ADDITIONAL LEFT-TURN LANE IN NB DIRECTION BETWEEN SB AND NB RAMPS, IN SB DIRECTION PROVIDE ONE ADDITIONAL THROUGH LANE BETWEEN NB RAMPS AND WILLOW LN AND ONE ADDITIONAL LEFT-TURN LANE BETWEEN SB AND NB RAMPS , CLASS II BIKE LANES, AND WIDEN NB ON-RAMP TO 3 LANES.	2031	Hampshire Rd	590'	Willow Lane	101 NB Ramps	Hampshire Road SB between 101 NB Ramps and Willow Lane	1	2				
VENTURA	VEN130104	5A0709	VENTURA COUNTY	Local			PLEASANT VALLEY AT FIFTH ST, SIGNALIZATION OF INTERSECTION AND CONSTRUCT SECOND NORTHBOUND AND SECOND SOUTHBOUND THROUGH LANES ON PLEASANT VALLEY RD. ($25 IN PRIOR YEARS TOLL CREDITS, $73 IN 16/17 AND $33 IN 18/19 TOLL CREDITS).	2021											
VENTURA	VEN93017	VEN93017	VENTURA COUNTY TRANS COMMISSION (VCTC)	Local			REGIONAL RIDESHARE PROGRAM FOR 18/19, 19/20, 20/21 AND 21/22. Toll Credits in the amount of $51 per year for 18/19, 19/20, 20/21, and 21/22.	2021											
VENTURA	VEN34095	VEN34095	OXNARD	Local			IN OXNARD COLONIA RD/CAMINO DEL SOL OXNARD BOULEVARD (RT 1) TO ENTRADA DR CONSTRUCT 4 LANES	2023											
VENTURA	VENLS07	VENLS07	VARIOUS AGENCIES	Local			GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - HBP PROGRAM Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes)	2023											
VENTURA	VEN131205	5A0721	CAMARILLO	Local			LAS POSAS RD AND PLEASANT VALLEY RD INTERSECTION WIDENING. WIDEN LAS POSAS RD FROM 4 TO 6 LANES AND PLEASANT VALLEY FROM 2 TO 4 LANES.	2024	Las Posas Rd	0	Pleasant Valley Rd	Las Posas Rd	Widen Intersection	4	6				
VENTURA	VEN131207	5A0725	CAMARILLO	Local			CENTRAL AVE FROM US-101 TO CITY LIMITS (1700 FEET), WIDEN FROM 2 TO FOUR LANES AND ADD BIKE LANE.	2024	Central Ave	1700 linear ft	101	City Limits	Widen and add bike lane	2	4				
VENTURA	VEN170109	VEN170109	VENTURA COUNTY	Local			HUENEME ROAD FROM RICE ROAD TO LAS POSAS ROAD - WIDEN 3.66 ROAD MILES TO FOUR LANES (PE ONLY)	2024											
VENTURA	VEN54019	VEN54019	CAMARILLO	Local			IN CAMARILLO ADOLFO RD EXTENSION FROM CONEJO CREEK TO CAMARILLO SPRINGS RD/US 101 (TWO-LANE UNDIVIDED ROAD)	2024	ADOLFO ROAD	0.8	EASTERN TERMINUS	CAMARILLO SPRINGS/US 101	CONSTRUCT UNDIVIDED ROAD	n/a	2				
VENTURA	VEN170105	5A0708	VENTURA COUNTY	Local			HARBOR BOULEVARD AT GONZALES ROAD - ADD 2ND SOUTHBOUND THROUGH LANE AND 2ND NORTHBOUND THROUGH LANE.	2025	HARBOR BOULEVARD	AT THE INTERSECTION	@ GONZALES ROAD	AT THE INTERSECTION	WIDENING	2	4				
VENTURA	VEN170110	5A0720	VENTURA COUNTY	Local			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)	2025	HARBOUR BOULEVARD	1..99 MILES	OXNARD CITY LIMITS	VENTURA CITY LIMITS	WIDENING	2	4				
VENTURA	VEN011202	VEN011202	VENTURA COUNTY	Local	Oxnard CL	Rice Rd	HUENEME RD FROM OXNARD CITY LIMITS TO RICE RD - WIDEN FROM 2 TO 4 LANES (PHASE I)	2025	HUENEME ROAD	1.4	OXNARD CITY LIMIT	RICE ROAD		2	4				
VENTURA	VEN051211	VEN051211	CAMARILLO	Local			LAS POSAS ROAD FROM VENTURA BLVD TO PLEASANT VALLEY ROAD WIDEN FROM 2 TO 6 LANES	2026	Las Posas Road	0.7	Ventura Blvd	Pleasant Valley Rd	widening	2	6				
VENTURA	VEN210607	6A98P01	VENTURA COUNTY TRANS COMMISSION (VCTC)	Transit			Between Oxnard and Camarillo, double track UP main line and install a second platform at the Oxnard Station.	2027								Amtrak	Passenger Rail	3 hr	5 hr
VENTURA	VEN190117	2016A319	CAMARILLO	State			IN CAMARILLO WIDEN THE SOUTHBOUND 101 FREEWAY OFF RAMP TO PLEASANT VALLEY ROAD FROM SINGLE LANE TO TWO LANES.	2021											
VENTURA	VEN051213	VEN051213	MOORPARK	State			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.	2021	Route 23 - Moorpark Road	0.5	3rd st.	Casey Road		2	3				
VENTURA	VEN34089	VEN34089	MOORPARK	State			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	2022	ROUTE 118 (L.A. AVE)	0.6	ROUTE 23 (MOORPARK AVE)	EAST OF SPRING		4	6				

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VENTURA	VEN131206	7120003	CAMARILLO	State			ROUTE 101 FROM SANTA ROSA RD TO CENTRAL AVENUE--ADD 7 MILES OF AUXILLARY LANES BETWEEN INTERCHANGES AND RAMP METERING (OPERATIONAL IMPROVEMENTS ONLY)	2024											
VENTURA	VEN54187	VEN54187	VENTURA COUNTY TRANS COMMISSION (VCTC)	State			5% FOR PLANNING, PROGRAMMING, & MONITORING	2024											
VENTURA	VEN010202	VEN010202	SAN BUENAVENTURA	State			RECONFIGURE N/B CALIFORNIA ST OFFRAMP (RECONFIGURE RAMP TO TERMINATE AT OAKS ST INSTEAD OF THE CURRENT CALIFORNIA ST LOCATION)	2025	RTE 101 CALIFORNIA ST NB OFFRAMP	0.1	START CALIF ST NB ONRAMP	END CALIF ST NB ONRAMP		1	1				
VENTURA	VEN040401	VEN040401	OXNARD	State			IN OXNARD AT RICE AVE. RAILROAD GRADE SEPARATION - INCLUDES WIDENING OF RICE FROM STURGIS ROAD TO 1350' SOUTH OF FIFTH STREET	2025	RICE AVENUE	0.57	STURGIS ROAD	1350' SOUTH OF FIFTH STREET	WIDEN FROM 4 TO 6 LANES TOTAL OF BOTH DIRECTIONS	4	6				
VENTURA	VEN040401	VEN040401	OXNARD	State			IN OXNARD AT RICE AVE. RAILROAD GRADE SEPARATION - INCLUDES WIDENING OF RICE FROM STURGIS ROAD TO 1350' SOUTH OF FIFTH STREET	2025	NEW CONNECOR ROAD	700'	FIFTH STREET 500' W OF RICE AVENUE	RICE AVENUE 300' S OF FIFTH STREET	CONSTRUCT NEW ROAD W/ SIGNALIZED INTERSECTION ON FIFTH, RIGHT TURN ONLY ON RICE	0	2				
VENTURA	VEN040401	VEN040401	OXNARD	State			IN OXNARD AT RICE AVE. RAILROAD GRADE SEPARATION - INCLUDES WIDENING OF RICE FROM STURGIS ROAD TO 1350' SOUTH OF FIFTH STREET	2025	FIFTH STREET ROUTE 34	600'	300' W OF RICE AVENUE	300' E OF RICE AVENUE	WIDEN FROM 2 TO 4 LANES (TOTAL FO BOTH DIRECTIONS)	2	4				
VENTURA	VEN031226	VEN031226	CAMARILLO	State			IN CAMARILLO ROUTE 101 AT PLEASANT VALLEY ROAD IMPROVE INTERSECTION WITH SOUTHBOUND RAMPS - WIDEN ONRAMP ENTRANCE FROM 1 TO 2 LANES	2026	ROUTE 101 SB ON-RAMP	0.1	PLEASANT VALLEY ROAD	ROUTE 101		1	2				
VENTURA	VEN031226	VEN031226	CAMARILLO	State			IN CAMARILLO ROUTE 101 AT PLEASANT VALLEY ROAD IMPROVE INTERSECTION WITH SOUTHBOUND RAMPS - WIDEN ONRAMP ENTRANCE FROM 1 TO 2 LANES	2026	rte 101	0.1	pleasant valley road	pleasant valley road		6	6				
VENTURA	VEN051210	VEN051210	CAMARILLO	State			IN CAMARILLO RECONFIGURE CENTRAL AVENUE / ROUTE 101 INTERCHANGE (includes Central Ave bridge widening from 1 to 2 lanes each direction)	2026	Central Avenue	0.1	Route 101 south interchange ramps	Route 101 north interchange ramps		2	4				
VENTURA	VEN181001	5200T002	MOORPARK	Transit	0	0	IN MOORPARK, EXPAND NORTH RAIL STATION PARKING BY 30 SPACES	2021								VENTURA COUNTY	Commuter Rail	0	0
VENTURA	VEN121001	VEN010406	VENTURA COUNTY TRANS COMMISSION (VCTC)	Transit			FARE COLLECTION PASSENGER COUNTING, AUTOMATIC VEHICLE LOCATOR DATA MANAGEMENT	2022											
VENTURA	VEN030612	VEN030612	THOUSAND OAKS	Transit			Dial-a-Ride SERVICE - CAPITAL LEASE	2022											
VENTURA	VEN050401	VEN050401	CAMARILLO	Transit			OPERATING ASSISTANCE - CAMARILLO AREA TRANSIT	2022											
VENTURA	VEN051005	VEN051005	VARIOUS AGENCIES	Transit			GROUPED PROJECTS FOR OPER ASST, PLNG, PUR OF REPL VEH OR MIN EXP - ELDERLY & DISABLED NEW FREEDOMS INITIATIVE (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126, 127,128,EXEMPT TABLES 2&3- PURCHASE OF NEW BUSES TO REPLACE EXIST VEH OR MINOR EXP; OPER ASST TO TRANSIT AGENCIES; PLNG ACT PURS TITLS 23&49 USC). 5310 TDC = $70 IN 18/19, $35 EACH IN 19/20 - 21/22.	2022											
VENTURA	VEN061000	VEN061000	CAMARILLO	Transit			CAMARILLO RAIL STATION AND BUS MAINTENANCE	2022											
VENTURA	VEN34206	VEN34206	SIMI VALLEY	Transit			OPERATING ASSISTANCE - FIXED ROUTE	2022											
VENTURA	VEN34253	VEN34253	OJAI	Transit			OPERATING ASSISTANCE - FIXED ROUTE	2022											
VENTURA	VEN34348	VEN34348	VENTURA COUNTY TRANS COMMISSION (VCTC)	Transit			TRANSIT PROGRAMMING & PLANNING	2022											
VENTURA	VEN54036	VEN54036	VENTURA COUNTY TRANS COMMISSION (VCTC)	Transit			IN VENTURA COUNTY VCTC INTERCITY CAPITAL LEASE/MAINTENANCE CONTRACT - TDC OF $311 IN 18/19, $155 IN EACH OF19/20, 20/21 & 21/22	2022											
VENTURA	VEN54057	VEN54057	GOLD COAST TRANSIT DISTRICT	Transit			MARKETING & PASSENGER AWARENESS ACTIVITIES (PLANNING: PROGRAM SUPPORT & ADM)	2022											
VENTURA	VEN54069	VEN54069	VENTURA COUNTY TRANS COMMISSION (VCTC)	Transit			TRANSIT MOBILITY MANAGEMENT INFORMATION CENTER	2022											
VENTURA	VEN54095	VEN54095	GOLD COAST TRANSIT DISTRICT	Transit			OPERATING ASSISTANCE - ADA PARATRANSIT CAPITAL	2022											

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VENTURA	VEN54115	VEN54115	VENTURA COUNTY TRANS COMMISSION (VCTC)	Transit			VCTC BUS SYSTEM PLANNING	2022											
VENTURA	VEN64003	VEN64003	GOLD COAST TRANSIT DISTRICT	Transit			PREVENTIVE MAINTENANCE - FIXED ROUTE & ADA	2022											
VENTURA	VEN981107	VEN981107	SIMI VALLEY	Transit			ADA SERVICE - PARATRANSIT CAPITAL	2022											
VENTURA	VEN981118	VEN981118	SIMI VALLEY	Transit			PREVENTIVE MAINTENANCE	2022											
VENTURA	VEN990602	VEN990602	GOLD COAST TRANSIT DISTRICT	Transit			TRANSIT PLANNING & PROGRAMMING (PLANNING: PROGRAM SUPPORT & ADM)	2022											
VENTURA	VEN990609	VEN990609	SOUTHERN CALIF REGIONAL RAIL AUTHORITY	Transit			SYSTEMWIDE REHABILITATION AND RENOVATION INCLUDING THE PURCHASE OF REPLACEMENT LOCOMOTIVES WITH TIER-4 TECHNOLOGY, TRACK, SIGNALS, PLATFORMS, POWER SYSTEMS, FACILITIES, ROLLING STOCK, EQUIPMENT, SIGNAGE (TOLL CREDITS OF $1,974 IN 18/19, $700 IN EACH OF YEARS 9/20, 20/21 & 21/22)	2023											
VENTURA	VEN030608	VEN030608	MOORPARK	Transit			CAPITAL MAINTENANCE FOR MOORPARK TRANSIT - BUSES AND TRANSIT CENTER (MOORPARK RAIL STATION)	2024											

SECTION III

TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES (TCMs)

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TIMELY IMPLEMENTATION OF TCMS

INTRODUCTION

This section itemizes and reports 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 2022/23-2023/24) of the 2023 FTIP. The findings are required only for the applicable TCM projects contained in the approved SIPs for the relevant air basins.

TRANSPORTATION CONFORMITY REGULATIONS

The criteria for identifying TCM projects and the requirements for timely implementation of these projects are defined in the U.S. EPA's Transportation Conformity Rule, 40 CFR Parts 51 and 93:

> *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*[1].

Section 108(f)(1)(A) of the federal Clean Air Act (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;

[1] U.S. EPA, Transportation Conformity Regulations Updated April 2012, page 8.

- 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.[2]

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.

[2] Clean Air Act, pages 29-30.

CRITERIA AND PROCEDURES FOR THE TIMELY IMPLEMENTATION OF TCMS

The Transportation Conformity Rule (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[3].*

[3] U.S. EPA, Transportation Conformity Regulations Updated April 2012, page 22.

APPLICABLE SIPS IN THE SCAG REGION

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 AQMP/SIP (SCAB)

Effective October 31, 2019, the U.S. EPA approved the 2008 8-hour ozone NAAQS SIP in the 2016 South Coast Air Quality Management Plan. As a result, the 2016 South Coast AQMP/ Ozone SIP is the applicable Ozone SIP for the SCAB. It is important to note that the TCM categories in the 2016 Ozone AQMP/SIP are consistent with the TCM categories in the 1994/1997/2003/2007/2012 Ozone AQMPs/SIPs.

Ventura County AQMP/SIP (Ventura County Portion of SCCAB)

Effective March 20, 2020, the U.S. EPA approved the 2008 8-hour ozone NAAQS SIP revision to the 2016 Ventura County Air Quality Management Plan. As a result, the 2016 South Coast Ozone AQMP/SIP is the applicable Ozone SIP for Ventura County. Note that the 2016 Ozone AQMP/SIP revision makes no changes to previously approved TCMs contained in 2007 Ozone AQMP/SIP revision (which EPA has not taken an action on) and the 1994 SIP (as amended in 1995 and subsequently approved by EPA on January 8, 1997).

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 and the 1997 8-hour Ozone standard have been revoked and replaced with the 2008 and the 2015 8-hour Ozone standards, the TCMs in the 1-hour and 1997 8-hour Ozone SIPs remain applicable.

For more information on TCMs and timely implementation of the TCMs, see Section III of this document.

TCM 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., i.e., those projects identified after adoption of the 2021 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 2023 FTIP is approved by the Regional Council and by FHWA and FTA.

The projects reported on in this report 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 2022/23 and FY 2023/2024). 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 Rule states 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.

South Coast Air Basin

The 2016 South Coast AQMP/SIP includes the following three TCM project categories:

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

It should 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.

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

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

The information in the following tables demonstrates timely implementation of TCMs (by County).

LOS ANGELES COUNTY

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
AVALON	LAF9600	CITY OF AVALON FIVE-CORNER COMPREHENSIVE PEDESTRIAN PROJECT (>.25 MI)	6/30/2021	6/30/2021	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UTILITY RELOCATION. ACCELERATED PLANS FOR UTILITY RELOCATION. IN BID/ADVERTISE PHASE.
BALDWIN PARK	LATP17S029	CONSTRUCT 2.3 MILES OF CLASS I SHARED-USE PATH (TRAIL). DEVELOP CONCEPTUAL DESIGNS FOR 6.8 MILE CLASS I TRAIL ALONG WALNUT CREEK AND 15.3 MILES OF ON-STREET CLASS II AND CLASS III BIKEWAYS.	6/6/2022	6/6/2022	6/30/2023	OBSTACLES RE BEING OVERCOME. DELAY DUE TO THIRD PARTY REVIEWS. PROJECT UP FOR ALLOCATION AT CTC APRIL MEETING. IN BID/ADVERTISE PHASE.
CALTRANS	LA0B951	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) (USE TOLL CREDITS AS LOCAL MATCH).	11/21/2028	11/21/2028	11/21/2028	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
CALTRANS	LA0D73	ROUTE 5: LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO RTE 605 JUNCTIONS. WIDEN FOR HOV & MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW (EA 2159A0 = 21591, 21592+31320=2159U, 21593, 21594, 21595, 31320 PPNO 2808 = 4153, 2808, 4154, 4155, 4156, 4841). TCRP#42.2&42.1 (USE TOLL CREDITS AS LOCAL MATCH)	2014	10/31/2022	10/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. CONSTRUCTION/ PROJECT IMPLEMENTATION BEGINS.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 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.	12/31/2018	12/31/2020	12/31/2020	OBSTACLES ARE BEING OVERCOME. TO INITIATE INFORMAL TCM REPLACEMENT.
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 2021 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
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	CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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 INCOMPLETION DATE FROM 2021 FTIP. UNDER CONSTRUCTION.
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	8/1/2021	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ADDITIONAL DESIGN REQUIREMENT. DESIGN FINISHED. UNDER CONSTRUCTION.
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. UTILIZING TOLL CREDITS TO MATCH ATP.	12/31/2022	12/31/2022	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO FUNDING ISSUE. CITY IS WORKING WITH CALTRANS FOR TIME EXTENSION OF ATP FUNDS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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	12/1/2021	12/31/2022	OBSTOCALES ARE BEING OVERCOME. DELAY DUE TO CONSIDERATION OF CUDAHY CITYWIDE COMPLETE STREETS IMPROVEMENT PROJECT AND COORDINATION WITH COG ON COMPLETE STREET EVALUATION MASTER PLAN. PARTICIPATING IN WORKING GROUP AND STARTED COMMUNITY OUTREACH. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
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	12/31/2021	12/31/2022	OBSTOCALES ARE BEING OVERCOME. DELAY DUE TO DAMAGE TO CITY SIGNAL COMMUNICATION ON EAST WASHINGTON CORRIDOR.THE DAMAGE HAS BEEN REPAIRED.
DOWNEY	LAF5114	TELEGRAPH ROAD TRAFFIC THROUGHPUT AND SAFETY ENHANCEMENT BETWEEN THE RIO HONDO RIVER CHANNEL TO THE SAN GABRIEL RIVER CHANNEL, A DISTANCE OF 2.2 MILES. PROJECT INVOLVES THE CONSTRUCTION OF RAISED MEDIAN ISLANDS, MINOR WIDENING AT INTERSECTIONS, TRANSIT PRIORITY SYSTEM AND BIKE (2.2 MILES IN LENGTH) AND PEDESTRIAN CIRCULATION IMPROVEMENTS.	6/30/2021	6/30/2021	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UNEXPECTED PAVEMENT SUBGRADE CONDITIONS. DESIGN COMPLETED. UNDER CONSTRUCTION.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 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	8/1/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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	12/1/2021	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 POSTPONING DATA COLLECTION FOR TRAFFIC STUDY. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 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	12/31/2020	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 AND STAFF TURNOVER. HIRED CONSULTING FIRM TO MANAGE THE PROJECT. IN CONTRACT/PROJECT AWARD PHASE.
EL MONTE	LAF3125	RAMONA CORRIDOR TRANSIT CENTER ACCESS PROJECT. CONSTRUCT A NEW UNDERPASS STRUCTURE ON RAMONA BLVD UNDER SANTA ANITA AVE TO ACCESS THE LOWER LEVEL OF THE EL MONTE TRANSIT CENTER. THE PROPOSED BUS TUNNEL RAMPS WILL BEGIN EAST OF THE SANTA ANITA AVENUE AND RAMONA BOULEVARD INTERSECTION ON RAMONA BOULEVARD AND THE TUNNEL WILL CONTINUE UNDER SANTA ANITA AVENUE (ALONG ROMONA BOULEVARD) TO THE LOWER LEVEL OF THE EL MONTE TRANSIT CENTER AND INCLUDES 1 BUS ONLY LANE IN EACH DIRECTION.	12/30/2020	12/30/2020	12/30/2020	OBSTACLES ARE BEING OVERCOME. TO INITIATE TCM SUBSTITUTION.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 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 2021 FTIP. IN ENGINEERING/PLANS, SEPCIFICATIONS AND ESTIMATES (PS&E) PHASE.
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	12/31/2022	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2020 RTP. DELAY DUE TO ADDED PEDESTRIAN BRIDGE. COORDINATION WITH CONSTRUCTION MANAGEMNENT FIRM FOR EARLIEST COMPLETION OF PROJECT. IN BID/ADVERTISE PHASE.
FOOTHILL TRANSIT ZONE	LA0G1501	CONSTRUCT BUS LAYOVER FACILITIES JOINTLY BY AVTA, LADOT & FOOTHILL TRANSIT	12/31/2023	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
GLENDALE	LA0G1411	HONOLULU AVE AND MONTROSE AVE AT PENNSYLVANIA AVE TRAFFIC SIGNAL MODIFICATION	12/31/2023	12/31/2022	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
GLENDALE	LAF7709	GLENDALE REGIONAL BIKE PARKING NETWORK: PROVIDES 2 HIGH CAPACITY BIKE PARKING FACILITIES AND 20 WAYFINDING SIGNS FOR BICYCLES USERS WITHIN THE CITY OF GLENDALE, SPECIFICALLY GLENDALE LARRY ZARIAN TRANSPORTATION CENTER AND THE GLENDALE MARKETPLACE/PUBLIC LIBRARY	12/1/2020	12/1/2020	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION WITH METRO NOHO-PASADENA BRT. ADDITIONAL INFO ON BRT ALIGNMENT AND STATIONS RECEIVED. UNDER CONSTRUCTION.
HAWTHORNE	LA0G1546	IMPERIAL HWY SIGNAL IMPROVEMENTS AND INTERSECTION THE SCOPE INVOLVES ALL PHASES PA/ED, PS&E, ROW AND CONSTRUCTION. THE PROJECT WILL ENVIRONMENTALLY CLEAR AND TO MODIFY AND UPGRADE FIVE TRAFFIC SIGNAL SYSTEM, TRAFFIC STRIPING, ADJUSTMENT OF UTILITIES, EXCAVATION AND REMOVAL OF EXISTING PAVEMENT, CONCRETE, ASPHALT AND CONSTRUCTION OF CURB, GUTTER, SIDEWALKS AND DRIVEWAYS. TO COMPLETE THE IMPROVEMENTS	6/20/2022	6/20/2022	6/20/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
HAWTHORNE	LA0G1547	THE PROJECT WILL ENVIRONMENTALLY CLEAR AND TO WIDEN INTERSECTIONS, ADD VEHICULAR LANES, MODIFY AND UPGRADE SIX TRAFFIC SIGNAL SYSTEM (INCLUDING ADA RAMPS WHERE SIGNAL UPGRADE IMPACTS THE ADJACENT RAMP) , TRAFFIC STRIPING, ADJUSTMENT OF UTILITIES, EXCAVATION AND REMOVAL OF EXISTING PAVEMENT, CONCRETE, ASPHALT AND CONSTRUCTION OF CURB, GUTTER, SIDEWALKS, DRIVEWAYS, RETAINING WALLS, AND RAISED MEDIANS. TO COMPLETE THE IMPROVMENTS	6/30/2022	6/30/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAYS DUE TO COVID-19 AND SUPPLY CHAIN ISSUES. CEQA EXEMPTION COMPLETED AND BEGAN SURVEYING AND GEOTECH INVESTIGATIONS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
HAWTHORNE	LA0G1548	EL SEGUNDO BLVD IMPROVEMENTS PROJECT PHASE I. THE PROJECT WILL ENVIRONMENTALLY CLEAR AND TO 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. TO COMPLETE THE IMPROVEMENTS.	11/30/2022	11/30/2022	11/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN BID/ADVERTISE PHASE.
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	10/18/2021	10/18/2021	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 PANDEMIC AND SUPPLY CHAIN ISSUES. PS&E IS ABOUT 55% COMPLETE AND EXPECTED TO COMPLETE BY END OF 2022.
HUNTINGTON PARK	LA0G1669	THIS PROJECT WILL INCLUDE NEW SIGNAL POLES, CONDUIT, WIRING, CONTROLLER CABINETS AND VIDEO DETECTION. THE 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.	2/1/2023	2/1/2023	2/1/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
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 INTERSEECTIONS (3) IMPROVES 6.13 MILES OF FIBER OPTIC COMMUNICATIONS, 4) EXPANDS CCTV AT 10 INTERSECTIONS, 5) INSTALLS CHANGEABLE MESSAGE SIGNS AT 2 INTERSECTIONS, AND 6) INSTALLS NEW COMMUNICATION HUBS AT 3 INTERSECTIONS.	3/30/2019	8/31/2021	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 SUPPLY CHAIN ISSUES. HIRED CONSTRUCTION MANAGEMENT CONSULTANT. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 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 PRARIE AND CRENSHAW; INSTALL CHANGEABLE MESSAGE SIGN AT CENTURY/PRARIE; AND MODERNIZING CITY HALL TMC TO PROVIDE ADAPTIVE TRAFFIC CONTROL AND MEET CURRENT STANDARDS.	6/30/2022	6/30/2022	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 SUPPLY CHAIN ISSUES. HIRED CONSTRUCTION MANAGEMENT CONSULTANT. UNDER CONSTRUCTION.
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	5/31/2021	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO REBIDDING PROCESS. CONTRACT AWARDED AND PROCUREMENT OF LONG LEAD MATERIALS STARTED. IN BID/ADVERTISE PHASE.
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	12/31/2021	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO SCE DESIGNING UNDERGROUND FACILITIES. CITY IS WORKING WITH SCE ON PROJECT DESIGN. IN BID/ADVERTISE PHASE.
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	6/30/21	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO EXTERME STAFF CHANGES. CITY IMPLEMENTED PROJECT INTO CIP.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
LONG BEACH	LAF7316	ARTESIA CORRIDOR ATCS ENHANCEMENT PROJECT: (1) UPGRADES TRAFFIC SIGNALS ALONG ARTESIA BL BETWEEN LONG BEACH BL AND DOWNEY AV TO CONNECT WITH ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS). (2) INSTALLS CCTV AND CMS ON ARTESIA BL. (3) INSTALLS FIBER OPTIC CABLE AND DEVICES TO CONNECT SIGNALS TO EACH OTHER AND TRAFFIC MANAGEMENT CENTER (TMC). (4) TWO NEW TRAFFIC SIGNALS IN COMPTON (5) INSTALLS CLASS II BIKE LANE IN BOTH DIRECTIONS FROM ATLANTIC AV TO SUSANA RD. (6) PEDESTRIAN IMPROVEMENTS.	12/31/2021	12/31/2021	12/31/22	OBSTACLES ARE BEING OVERCOME. FINAL DESIGN PROCUREMENT BEGAN AND REQUESTED ACCELERATE FINAL DESIGN SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
LONG BEACH	LAF7522	DELTA AVENUE BICYCLE BOULEVARD. THIS NORTH-SOUTH BICYCLE BOULEVARD ON DELTA AVE (APPROXIMATELY 3 MILES) IN WEST LONG BEACH WILL CONSIST OF CLASS II LANE SEGMENTS AND SHARROW MARKINGS, TRAFFIC CIRCLES, A ROUNDABOUT, AND WAYFINDING SIGNAGE TO NEARBY METRO BLUE LINE STATIONS AND LA RIVER BIKE PATH	11/1/2019	12/31/2021	12/31/2021	OBSTACLES ARE BEING OVERCOME. TO INITIATE INFORMAL TCM REPLACEMENT.
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	5/1/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PSA&E) PHASE.
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	12/31/2022	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO BEING UNDERSTAFFED. HIRED ENGINEERING STAFF TO INCREASE NECESSARY EFFORTS TO COMPLTE PS&E. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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	10/1/2020	10/1/2020	OBSTACLES ARE BEING OVERCOME. TO INITIATE TCM SUBSTITUTION.
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	12/31/2022	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. UNDER CONSTRUCTION.
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	1/31/2021	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEW CITY CONTRACT REVIEW PROCESS AND CITY-WIDE STAFFING SHORTAGE. CITY WILL LEVERAGE STREAMLINING STEPS TO OVERCOME THE DELAY.
LOS ANGELES, CITY OF	LA0G1566	PURCHASE OF UP TO 120 ELECTRIC 30' TO 35' BUSES FOR THE DASH PROGRAM EXPANSION	9/26/2022	9/26/2022	9/26/2024	OBSTACLES ARE BEING OVERCOME DELAY DUE TO COVID-19 IMPACTS ON BUS MANUFACTURING. FINALIZING BUS PRODUCTION SCHEDULE. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES, CITY OF	LA0G901	HISTORIC LOS ANGELES STREETCAR	6/30/2017	12/30/2021	12/31/2023	OBSTACLES ARE BEING OVERCOME. TO INITIATE TCM SUBSTITUTION.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
LOS ANGELES, CITY OF	LAF3171	DE SOTO AVE WIDENING: RONALD REAGAN FWY TO DEVONSHIRE ST. WIDEN DE SOTO AVE FR SR-118 TO DEVONSHIRE ST TO PROVIDE 3 LANES IN EACH DIRECTION & UNIFORM ROADWAY WIDTH. EXISTING ASPHALT BERMS TO BE REPLACED WITH CURB, GUTTER, & 10' SIDEWALK. SIDEWALK IS 1.42 MILES, 90% OF THE SIDEWALKS ALONG THE PROJECT LIMITS WILL BE NEW. 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	6/30/21	6/30/2021	OBSTACLES ARE BEING OVERCOME. TO INITIATE INFORMAL TCM REPLACEMENT..
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. UTILIZING TOLL CREDITS TO MATCH ATP FUNDS.	11/2/2022	6/30/2023	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN (PAED) PHASE.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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	12/31/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CONFLICT WITH ONGOING CONSTRUCTION NEAR PROJECT. WAITING FOR COMPLETION DUE TO CHANGES IN EXISTING CONDITIONS. IN ENVIRONMENTAL DOCUMENT/PRE-DESGN (PAED) PHASE.
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	6/30/2021	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO FUND OBLIGATION ISSUE. IN ENGINEERING/PALNS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
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	12/31/2021	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 RELATED STAFF REASSIGNMENTS. ALLOCATED MORE STAFF TIME TO PROJECT. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES, CITY OF	LAF9422	LADOT WILL PROCURE 7 30-FT CLEAN FUEL VEHICLES TO REDUCE HEADWAYS ON SIX SELECTED DASH ROUTES	4/30/2022	4/30/2022	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID PRODUCTION PAUSE. BUSES ARE CURRENTLY IN PRODUCTION.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LAF9527	PROJECT WILL CONSTRUCT A 3.1 MILE CYCLETRACK ALONG CHANDLER BLVD, CONNECTING THE CHANDLER AND ORANGE LINE BIKE PATHS AND BRIDGING A GAP IN THE LOW-STRESS BICYCLE NETWORK	1/1/2023	1/1/2023	1/1/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PAED) PHASE.
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	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. UNDER CONSTRUCTION.
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	10/1/2022	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 AND OVERLAPPING CITY PROJECTS. OBTAINED APPROVALS AND CONTRACT REQUIREMENTS. FOCUS MEETINGS HELD TO COORDINATE OVERLAPPING PROJECTS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 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. UTILIZING TOLL CREDITS TO MATCH ATP FUNDS.	4/26/2022	4/26/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 AND OVERLAPPING CITY PROJECTS. RECEIVED CONSTRUCTION ALLOCATION APPROVAL AND HELD FOCUS MEETINGS TO COORDINATE OVERLAPPING PROJECTS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
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	5/15/2023	5/15/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. UNDER CONSTRUCTION.
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	6/30/2022	6/30/2022	NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN (PAED) PHASE.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 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 ALLENTON AV, A DISTANCE OF 1.2 MILES, AND BUS PADS WILL BE REPLACED. INCLUDES MEDIAN LANDSCAPING. TOLL CREDIT ADDED IN FY18/19 $28 IN CONSTRUCTION.	12/15/2020	6/30/2022	6/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
LOS ANGELES COUNTY	LA0G1291	HUNTINGTON DR - SAN GABRIEL BL TO 132' W/O MICHILLINDA AVE: PAVEMENT RESURFACING, RECONSTRUCTION OF CURBS/GUTTERS/SIDEWALKS, ADA AND PEDESTRIAN UPGRADES, TREE MAINTENANCE, CLASS II BIKE LANES (1.3 MILES), INSTALLATION OF A NEW TRAFFIC SIGNAL AT HUNTINGTON DRIVE AND MADRE STREET, AND NEW SIDEWALK (0.1 MILES)	9/30/2022	9/30/2022	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 IMPACTS TO COORDINATION ON ACF PACKAGE. AWARDED PROJECT AND DISSCUSSING ALTERNATVIES TO OVERCOME DELAY. IN BID/ADVERTISE PHASE.
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	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 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.	10/1/2015	6/30/2021	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO FUNDING AGREEMENT ISSUE. RESOLVED CITY ISSUES AND MOST PROJECTS WITHIN GRANT ARE COMPLETED. IN BID/ADVERTISE PHASE.
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	12/30/2021	6/30/2022	OBSTACLES ARE BEING OVERCOME. DELAYS DUE TO DISAGREEMENT ON IMPROVEMENT RECOMMENDATIONS. MORE FREQUENT COMMUNICATION AND PROCESS STREAMLINING IMPLEMENTED. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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	12/31/2021	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ON LEVEL OF PARTICIPATION IN PROJECT. REDUCED REVIEW TIME PERIODS AND STRICT RESPONSE TIMELINES. DELAY DUE TO COORDINATION WITH CITIES. NOW DESIGN IN PROGRES. COUNTY AND CONSULTATNS ARE GIVEN SHORTER TIME FRAME TO COMPLETE PLANS AND REVIEW AND PARTICIPATING CITIES ARE HELD TO STRICTER RESPONSE TIMELINES.
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	12/31/2021	6/30/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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	12/31/2021	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES. COMMUNICATING MORE REGULARLY AND STREAMLINING PROCESS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
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	12/31/2021	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO SCOPE REVISION. DESIGN STARTED AND STREAMLINING PROCESS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
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	12/31/2021	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UNEXPECTED RIGHT OF WAY ACQUISITION. WORKING ON NEW DESIGN AND ACQUISITION. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF5310	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)	6/30/2019	12/31/2021	6/30/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES WITH PARTNERING CITIES AND UTILITY COMPANIES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
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	12/31/2021	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES WITH CITIES ON LOCAL MATCH COMMITMENTS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
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	12/31/2021	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEGOTIATIONS WITH NEW CONSULTANTS. SHORTENED REVIEW TIMES FOR PLANS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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 (UP TO 14 CCTVS), AND CHANGEABLE MESSAGE SIGNS.	6/30/2021	6/30/2021	6/30/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES WITH PARTNERING CITIES AND UTILITY COMPANIES. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN (PAED) PHASE.
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 2 CCTV CAMERAS AND WIRELESS NETWORK COMMUNICATIONS INFRASTRUCTURE WHICH WILL PROVIDE FOR EXPANSION OF ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS) ALONG FOOTHILL BL	6/30/2021	6/30/2021	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO LOCAL MATCH REQUIREMENTS AND ADDT'L INTERNAL REQUIREMENTS TO PROCESS. SHORTER AND STRICTER REVIEW TIMELINES. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN (PAED) PHASE.
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 TRA	6/30/2021	6/30/2021	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO LOCAL MATCH REQUIREMENTS AND ADDT'L INTERNAL REQUIREMENTS TO PROCESS. SHORTER AND STRICTER REVIEW TIMELINES. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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	6/30/2022	6/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
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, CHANGEABLE MESSAGE SIGNS. 2) UPGRADE TRAFFIC SIGNAL OPERATIONS TO BE CAPABLE OF TIME-BASED COORDINATION	6/30/2021	6/30/2021	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO LOCAL MATCH REQUIREMENTS AND ADDT'L INTERNAL REQUIREMENTS TO PROCESS. SHORTER AND STRICTER REVIEW TIMELINES. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
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	6/1/2021	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 AFFECTING TRAFFIC PATTERNS FOR TRAFFIC COUNTS. CONTRACTING OUT FOR STUDY. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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 PEDESTRAIN FACILITIES WILL BE IMPLEMENTED.	6/1/2021	6/1/2021	6/1/2021	OBSTACLES ARE BEING OVERCOME. TO INITIATE INFORMAL TCM REPLACEMENT.
LOS ANGELES COUNTY	LAF7700	WILLOWBROOK INTERACTIVE INFORMATION KIOSKS: PROVIDES INFORMATION TO PUBLIC TRANSIT USERS BY INSTALLING 3 INTERACTIVE KIOSKS DISPLAYING TRANSIT, NEIGHBORHOOD, AND CULTURAL INFORMATION. THE PROJECT WILL SERVE THE WILLOWBROOK AREA AT MARTIN LUTHER KING JR. HOSPITAL, KENNETH HAHN PLAZA, AND THE METRO WILLOWBROOK/ROSA PARKS BLUE AND GREEN LINE STATION.	6/30/2022	6/30/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES WITH ART COMMISSION CENTER. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN (PAED) PHASE.
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	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. 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 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 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	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2020 RTP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF9511	SOUTH WHITTIER COMMUNITY BIKEWAY ACCESS IMPROVEMENTS: CONSTRUCTION OF CLASS II & CLASS III BIKE FACILITIES IN THE UNINCORPORATED COUNTY AREA OF SOUTH WHITTIER ALONG WITH VARIOUS PEDESTRIAN INTERSECTION IMPROVEMENTS	6/30/2022	6/30/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO THE LACK OF PERMIT AND REDESIGN DUE TO UNEXPECTED UNDERGROUND OBSTACLES. PW CURRENTLY REDESIGNING THE BRIDGE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
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.	12/30/2021	12/30/2021	12/31/2023	OBSTACLES ARE BEING OVERCOME. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LATP17M026	INSTALL NEW RAISED BIKE LANES AND SIDEWALKS ON AN EXISTING 4-LANE, 0.8-MILE ROADWAY SEGMENT OF TEMPLE AVENUE, BETWEEN THE CITIES OF WALNUT AND POMONA. THIS GAP CLOSURE PROJECT WILL CONNECT BIKE AND PEDESTRIAN FACILITIES, TWO LARGE COLLEGES AND EMPLOYERS IN TO ADJACENT CITIES. SIDEWALK AND BIKE LANE ARE BOTH 0.8 MILES.	3/16/2022	3/16/2022	3/16/2022	OBSTACLES ARE BEING OVERCOME. TO INITIATE INFORMAL TCM REPLACEMENT..
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 WHITTIER BLVD THAT SERVES METRO RAPID LINE 720 AND PROVIDES PARALLEL CAPACITY TO THE I-10 EXPRESSLANES	12/31/2020	12/31/2021	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PROCUREMENT ISSUES FOR BUS SIGNAL PRIORITY HARDWARE. CONTROLLER AND FIRMWARE UPGRADES DEPLOYED. USING IN-HOUSE STAFF TO SIMPLIFY PROCUREMENT PROCESS. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN (PAED) PHASE.
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	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. CONTRACT/PROJECT AWARD.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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	12/31/2018	7/23/2021	6/30/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO IMPACT OF COVID-19 AND SLOW PROGRESS FROM CONTRACTOR. WORKING WITH CONTRACTOR TO MITIGATE ISSUES. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS.
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	3/30/2018	3/30/2021	8/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PERFORMANCE ISSUES WITH LRVS. IMPLEMENTING NEW COMMUNICATION SYSTEMS. UNDER CONSTRUCTION.
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	12/31/2019	5/31/2021	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO SYSTEM INSTALLATION AND CONSTRUCTION MATERIALS. CONTRACTORS ARE DEVELOPING MITIGATION PLAN TO STEM SCHEDULE LOSSES. UNDER CONSTRUCTION.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
LOS ANGELES COUNTY MTA	LA0G440	ROUTE 005: 1 HOV LANE IN EACH DIRECTION, FROM THE SR-14 TO LAKE HUGHES RD WITH SOME TRUCK LANES. (EA 2332E PPNO 3189B), SAFTETEA-LU#465.	12/31/2024	12/31/2024	12/31/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO BUDGET ISSUES. LIFE OF PROJECT BUDGET APPROVED. IN CONTRACT/PROJECT AWARD.
LOS ANGELES COUNTY MTA	LA0G447	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 1 - WILSHIRE/WESTERN TO LA CIENEGA	12/31/2019	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2020 RTP. UNDER CONSTRUCTION.
LOS ANGELES COUNTY MTA	LA0G635	DESIGN AND CONSTRUCTION OF PEDESTRIAN AND TRANSIT ENHANCEMENTS ALONG THE PUBLIC RIGHT-OF-WAY OF THE METRO GOLD LINE EASTSIDE EXTENSION TO SURROUNDING NEIGHBORHOOD. TRANSIT ENHANCEMENTS ARE WITHIN 3 MILES OF EASTSIDE GOLDLINE EXTENSION STATION.	6/30/2020	6/30/2021	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEW REQUIREMENTS FOR FINAL DESIGN SET. IN BID/ADVERTISE PHASE.
LOS ANGELES COUNTY MTA	LA0G640	PACIFIC SURFLINER CORRIDOR - RAYMER/BERNSON DOUBLE TRACK IMPROVEMENTS - UPGRADE THE RAIL CORRIDOR FROM A SINGLE TRACK TO A DOUBLE TRACK, INSTALL CONCRETE TIES ON BOTH TRACKS, INSTALL FOUR NEW SPECIAL TRACKWORK TURNOUTS, NINE AT-GRADE CROSSINGS AND TWO BRIDGES, A NEW SECOND PLATFORM & NEW FENCING AT NORTHRIDGE AND A NEW PEDESTRIAN UNDERPASS. OTHER ENHANCEMENTS INCLUDE SIGNAL RELOCATION, UTILITY RELOCATION AND DRAINAGE IMPROVEMENTS.	12/31/2018	12/31/2021	12/31/2021	OBSTACLES ARE BEING OVERCOME. TO INITIATE TCM SUBSTITUTION.
LOS ANGELES COUNTY MTA	LA0G642	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 3	6/30/2027	6/30/2027	6/30/2027	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2020 RTP. UNDER CONSTRUCTION.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
LOS ANGELES COUNTY MTA	LA0G1052	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 2 - WILSHIRE/LA CIENEGA TO CENTURY CITY	6/30/2026	6/30/2026	6/30/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2020 RTP. UNDER CONSTRUCTION.
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	12/31/2021	9/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CITY REJECTIONS OF DESIGN PLAN. CITY HAS APPROVED DESIGN PLANS AND CONSTRUCTION HAS STARTED. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES COUNTY MTA	LA0G1169	BRIGHTON TO ROXFORD DOUBLE TRACK: THIS PROJECT INCLUDES 10.4 MILES OF NEW DOUBLE TRACK ON METROLINK'S ANTELOPE VALLEY LINE BETWEEN BURBANK AND SYLMAR. THE RESULT OF THIS PROJECT WILL ELIMINATE THE CURRENT BOTTLENECK AND IMPROVE TRAVEL TIMES FOR RIDERS. THE HIGH SPEED RAIL INITIAL OPERATING SEGMENT IS PLANNED TO BE ON THE WEST SIDE OF THIS RIGHT-OF-WAY RAIL CORRIDOR.	12/31/2021	12/31/2021	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO MISTAKE BY PROJECT MANAGER TO ENTER PAED COMPLETION DATE AS PROJECT COMPLETION DATE.
LOS ANGELES COUNTY MTA	LA0G1247	THE PROJECT CONSISTS OF BICYCLE AND PEDESTRIAN TRANSPORTATION LINKAGE IMPROVEMENTS (SEGMENT A-1 THROUGH A-3) ALONG AN APPROXIMATELY 6.4-MILE LONG CORRIDOR FROM THE FUTURE METRO CRENSHAW/LAX STATION AT FLORENCE AVE & WEST BLVD TO JUST EAST OF THE EXISTING METRO BLUE LINE SLAUSON STATION AT SLAUSON AVE & LONG BEACH AVE	12/31/2019	12/31/2021	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO SWITCH IN PROCUREMENT APPROACH TO REDUCE RISK, SOIL REMEDIATION, AND COVID-19. NEW APPROACH REDUCES RISK IN SCHEDULE. IN BID/ADVERTISE PHASE.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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	12/30/2023	12/30/2023	12/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. UNDER CONSTRUCTION.
LOS ANGELES COUNTY MTA	LATP19S011	DORAN STREET GRADE SEPARATIONS ACTIVE TRANSPORTATION ACCESS PROJECT: THIS PROJECT WILL CONSTRUCT TWO BRIDGES FOR SHARED USE BY PEDESTRIANS AND CYCLISTS ACROSS VERDUGO WASH, SAN FERNANDO ROAD, RAILROAD TRACKS, AND SR-134. LINKED TO LA0G1050 (DORAN STREET AND BROADWAY/BRAZIL SAFETY AND ACCESS PROJECT). THE CURRENT ESTIMATED APPROXIMATE BRIDGE SPAN LENGTHS ARE 300 FT FOR THE RIVER ACCESS BRIDGE AND APPROXIMATELY 400 FT FOR THE RIVER WALK BRIDGE.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
MALIBU	LA0G1748	THIS PROJECT AIMS TO IMPROVE SAFETY AND TRAFFIC FLOW BY PROVIDING STRIPING AND SIGNAGE FOR BICYCLES, A CONNECTING BIKE PATH ALONG THE BEACH, SEPARATION OF PEDESTRIANS AND BICYCLES FROM THE ACTIVE ROADWAY, CONNECTIVITY TO PACIFIC COAST HIGHWAY, A SAFE PATHWAY FOR PEDESTRIANS, A SAND WALL, AND DRIVEWAYS FOR LIFEGUARD TOWER ACCESS. THE PROPOSED BICYCLE FACILITY WILL INCLUDE 1,200 FT OF CLASS I, 1,800 FT OF CLASS II, AND 3,800 FT OF CLASS III BIKE LANES. THE PEDESTRIAN PATH IS 1,350 FT.	6/30/2021	6/30/2021	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COSTAL COMMISSION APPEAL. INTIATED REVIEW PROCESS FOR SCOPE CHANGES. IN ENGINEERNG/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
MALIBU	LA0G910	PACIFIC COAST HIGHWAY REGIONAL TRAFFIC MESSAGE SYSTEMS. THE PROJECT WILL ENABLE THE CITY OF MALIBU AND OTHER AGENCIES TO NOTIFY TRAVELERS OF CRITICAL REGIONAL TRAFFIC AND SAFETY INFORMATION AND FACILITATE TRAFFIC FLOW THROUGHOUT THE REGION. 6 PERMANENT AND 2 MOBILE CHANGEABLE MESSAGE SIGNS WILL BE INSTALLED AT STRATEGIC LOCATIONS ALONG PCH/SR-1 CORRIDOR IN THE CITY	1/31/2017	3/31/21	3/31/21	OBSTACLES ARE BEING OVERCOME. TO INITIATE INFORMAL TCM REPLACEMENT.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY	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 2021 FTIP. UNDER CONSTRUCTION.
MONTEBELLO	LATP17M028	THE PROJECT CONSISTS OF DEDICATED CLASS II BIKE LANES, SIDEWALK CONSTRUCTION, ADA-COMPLIANT CORNER RAMPS, AND PEDESTRIAN LIGHTING AND TRAFFIC SIGNAL IMPROVEMENTS ALONG MONTEBELLO BOULEVARD TO CONNECT RETAIL/EMPLOYMENT CENTERS WITH LOW/MODERATE INCOME HOUSING TO INCREASE ACTIVE TRANSPORTATION-RELATED ACTIVITIES. 1.4 MILES FROM LINCOLN AVE TO PARAMONT BLVD	3/16/2022	3/16/2022	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CADFW MORATORIUM ON CONSTRUCTION WORK. WORK SUBSTANTIALLY COMPLETED. PROJECT OPEN FOR USE BUT LANDSCAPE/OTHER STILL PENDING.
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	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. PROJECT OPEN FOR USE BUT LANDSCAPING/OTHER STILL PENDING.
NORWALK	LA0G1342	IMPERIAL HIGHWAY ITS PROJECT, FROM SAN GABRIEL RIVER TO SHOEMAKER ROAD: TRAFFIC SIGNAL SYNCHRONIZATION	7/1/2020	3/31/2021	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UNEXPECTED RIGHT OF WAY WORK. RE-ENGAGED DESIGN SERVICES TO COMPLETE DESIGN. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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	ON SCHEDULE. NO CHANGE IN COMPETION DATE FROM 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
PASADENA	LAF3522	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. HILL STREET TO ARROYO PARKWAY.	7/30/2023	7/30/2023	7/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. 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). UTILIZING TOLL CREDITS TO MATCH CMAQ & ATP FOR CON PHASE.	2/1/2022	12/31/2022	12/31/2024	OBSTACLES ARE BEING OVERCOME DELAY DUE TO COVID-19 IMPACTS ON MATERIAL COST THAT REQUIRED DESIGN REVISIONS. AWARDED CONSTRUCTION CONTRACT. 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	12/31/2021	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 IMPACT ON ACQUIRING UTILITY RIGHT-OF-WAY. WORKING WITH PERMITTING AND UTILITY AGENCIES TO RESOLVE ISSUE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 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	12/1/2023	12/1/2026	OBSTACLES ARE BIENG OVERCOME. 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	9/24/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN (PAED) PHASE.
REDONDO BEACH	LA0G1423	PURCHASE AND INSTALL A REAL TIME PASSENGER INFORMATION SYSTEM ON BEACH CITIES TRANSIT FIXED ROUTE BUSES	6/30/2021	6/30/2021	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 IMPACT ON PROCUREMENT PROCESS. PRIORITIZING REAL-TIME MONITORS WHILE TRANSIT CENTER CONSTRUCTION IS COMPLETED. IN BID/ADVERTISE PHASE.
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	6/30/2021	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 BACKLOG OF PROJECTS. RECEIVED EXTENSION OF CONSTRUCTION ALLOCATION FROM CTC. IN CONTRACT/PROJECT AWARD PHASE.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
REDONDO BEACH	LAF5301	GRANT AVE SIGNAL IMPROVEMENTS	6/30/2022	6/30/2022	6/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN BID/ADVERTISE PHASE.
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 (1.63 MI). 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 CONTRAOLLED INTERSECTIONS AND AT CROSSINGS APPROACHING THE ROUNDABOUT.	12/31/2023	12/31/2023	12/31/2023	OBSTACLES ARE BEING OVERCOME. TO INITIATE INFORMAL TCM REPLACEMENT.
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	3/31/2023	3/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN BID/ADVERTISE PHASE.
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	6/30/2021	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEED TO RELOCATION OF FIBER LINES AND RIGHT OF WAY ISSUES. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS.
SANTA CLARITA	LAF9118	LYONS AV/DOCKWEILER DR EXTENSION (2 OF 2): CONSTRUCT DOCKWEILER DRIVE GAP CLOSURE BETWEEN 12TH 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 2021 FTIP.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
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 CONSTRUCTION OF FILTERRA UNITS.	9/15/2026	9/15/2026	9/15/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
SOUTH EL MONTE	LAF5516	INSTALLATION OF CLASS II BIKE LANES ON SANTA ANITA AVE FROM KLINGERMAN ST TO END OF CITY LIMITS SOUTH OF MERCED AVE (1.5 MI) AND ON MERCED AVE FROM FERN AVE TO SANTA ANITA AVE (1.3 MI) WHILE CLASS III BIKE ROUTES WITH SHARED-LANE MARKINGS WILL BE INSTALLED ON LERMA AVE FROM MERCED AVE TO SW CITY LIMITS (0.3 MI) AND ON THIENES AVE FROM TYLER AVE TO SE CITY LIMITS (1 MI). THE SCOPE OF WORK ALSO INCLUDES INSTALLATION OF BIKE PARKING AT THE CIVIC CENTER AND WAYFINDING/SIGNAGE.	5/29/2019	6/30/2021	12/31/2022	OBSTACLES ARE BEING OVERCOME. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN (PAED) PHASE.
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	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 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	6/30/2021	2/28/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 CLOSURES. RELEASED BID REQUEST. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
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 2021 FTIP. IN BID/ADVERTISE PHASE.
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	12/31/2021	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PANDEMIC IMPACT ON SHIPMENT. ANTICIPATED TO RECEIVE SHIPMENT IN DECEMBER 2022.
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	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. CONSTRUCTION/PROJET IMPLEMENTATION BEGINS.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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	12/31/2022	12/31/2022	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. 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.	6/30/2020	6/30/2021	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PROJECT MANAGEMENT ISSUES. RECRUITING NEW PM. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
VERNON	LATP17M018	THE PROJECT WILL INSTALL ONE-WAY PROTECTED CYCLE TRACKS (CLASS II - 1.13 MILES) WITH A RAISED CURBED BUFFER ON PACIFIC BOULEVARD BETWEEN SANTA FE AVENUE AND FRUITLAND AVENUE AND INSTALL SAFETY IMPROVEMENT AT SIGNALIZED AND UNCONTROLLED CROSSWALK LOCATIONS ALONG PACIFIC BOULEVARD AND AT THE UNCONTROLLED CROSS LOCATION AT SANTA FE AVENUE AND 52ND STREET.	11/1/2022	11/1/2022	11/1/2022	OBSTACLES ARE BEING OVERCOME. TO INITIATE INFORMAL TCM REPLACEMENT.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
WHITTIER	LAF5314	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - IMPROVE TRAFFIC SIGNAL OPERATIONS BY UPGRADING EA CH 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. (APROXIMATLY 17 SIGNALS INCLUDED)	12/31/2020	6/30/2021	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO TRAFFIC CONTRODL REVIEW AND APPROVAL BY UNION PACIFIC RAILROAD. CITY IS CURRENTLY WORKING WITH UNION PACIFIC AND CONTRACTOR TO ADDRESS ALL COMMENTS ON SUBMITTED TRAFFIC CONTROL PLANS.
WHITTIER	LAF7519	WHITTIER GREENWAY TRAIL EAST EXTENSION: THIS 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. $247 IN TOLL CREDITS ADDED IN FY 20 TO MATCH CMAQ	12/31/2020	12/31/2020	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PANDEMIC AND MATERIAL SUPPLY SHORTAGE. CONTRACTOR IS NOW ON SCHEDULE.
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	6/30/2021	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO REVIEW AND APPROVAL OF TRAFFIC CONTROL PLANS WITH UNION PACIFIC. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS.

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
ANTELOPE VALLEY TRANSIT AUTHORITY	LA9918787	UPGRADE AND RENOVATE EXISTING PARKING LOT INTO A NEW TRANSIT CENTER - IN CONJUNCTION WITH ANTELOPE VALLEY COLLEGE	9/30/2025	9/30/2025	COMPLETE	
ANTELOPE VALLEY TRANSIT AUTHORITY	LA9918786	30 FT EXPANSION ON DEMAND VEHICLES			COMPLETE	
ARCADIA	LATP16S004	BICYCLE FACILITY IMPROVEMENTS: 1) 7.7 MILE CLASS 2 BIKE LANES ON HIGHLAND OAKS DR, FIRST AV, BALDWIN AV, SIERRA MADRE BLVD, SYCAMORE AV, COLORADO BLVD, SANTA CLARA ST, AND HUNTINGTON DR. 2) 8.64 MILE CLASS 3 BIKE LANES ON FIRST AV (SHARROWS), SECOND AV, SIERRA MADRE BL (SHARROWS), ORANGE GROVE AV (ENHANCED BLVD), CAMPUS DR, CAMINO REAL AV, AND LONGDEN AV. 3) BIKE SIGNAL DETECTION AND BIKE PARKING AT KEY LOCATIONS	3/30/2019	12/31/2020	COMPLETE	
ARTESIA	LATP17M023	PROMOTE MULTI-MODAL CONNECTIONS TO OTHER MAJOR THOROUGHFARES BY INCORPORATING BIKE LANES, UPGRADING ADA RAMPS, REPAIRING UPLIFTED OR UNEVEN SIDEWALKS, AND ENHANCING TRAFFIC CALMING BY INSTALLING SAFETY PEDESTRIAN REFUGE ALONG NORWALK BOULEVARD TO REDUCE SPEED LIMIT. IMPROVEMENTS ALONG NORWALK (1.24 MILES) AND ARTESIA (1.15 MILES) BOULEVARDS BETWEEN CITY LIMITS TO CITY LIMITS.	12/15/2020	1/31/2021	COMPLETE	

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
AZUSA	LAF5309	CITY OF AZUSA TRAFFIC MANAGEMENT SYSTEM. THIS PROJECT WILL UPGRADE TRAFFIC SIGNALS AT 43 INTERSECTIONS IN THE CITY OF AZUSA. THE PROJECT WILL FUND THE DESIGN AND CONSTRUCTION/IMPLEMENTATION OF CONTROLLERS, WIRING, DETECTION, CONDUIT, FIBER OPTIC, COUNTDOWN PEDESTRIAN HEADS, SIGNALS, VIDEO DETECTION, CCTV CAMERAS AND TRAFFIC CONTROL AND MONITORING UPGRADES AT THE 43 INTERSECTIONS.	12/1/2017	2/28/2021	COMPLETE	
BALDWIN PARK	LATP17M015	THE PROJECT ENTAILS THE DESIGN AND CONSTRUCTION OF ACTIVE TRANSPORTATION IMPROVEMENTS ALONG THE SUBJECT CORRIDOR. COMPONENTS INCLUDE A ROAD RECONFIGURATION (ROAD-DIET - 1.3 MILES) VIA THE REDUCTION OF VEHICLE TRAVEL LANES FROM FOUR TO TWO, PROTECTED CLASS IV BIKEWAY, SHARED CENTUR LEFT TURN LANE AND KEY INTERSECTION BULB-OUTS	12/1/2022	12/1/2022	COMPLETE	
BEVERLY HILLS	LAF9537	BEVERLY HILLS BIKE SHARE PROGRAM: REGIONALLY COMPATIBLE, PUBLIC BICYCLES FOR LOCAL/REGIONAL NON VEHICLE MOBILITY, FIRST/LAST MILES CONNECTION TO BUS AND PURPLE LINE RAIL TRANSIT, REDUCE AIR POLLUTANTS, PROMOTE HEALTHY LIFESTYLES	12/31/2022	12/31/2022	NOT BIKE FACILITY EXPANSION PROJECT.	
BURBANK	LAF1502	SAN FERNANDO BIKEWAY. IMPLEMENT A CLASS I BIKEWAY ALONG SAN FERNANDO BLVD, VICTORY PLACE AND BURBANK WESTERN CHANNEL TO COMPLETE THE BURBANK LEG OF A 12 MILE BIKEWAY.	2014	12/31/2021		INFORMALLY REPLACED WITH LAF1502.

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
BURBANK	LAF5306	BURBANK TRAFFIC RESPONSIVE SIGNAL SYSTEM; UPGRADE 20 SIGNALS ON HOLLYWOOD WAY AND 18 ON BUENA VISTA ST., CONNECT 38 SIGNALS TO THE FIBER-OPTIC CABLE-TRUNK LINE, AND PURCHASE FIBER-OPTIC MODEMS. INCLUDES A DEMAND-RESPONSIVE TRAFFIC SIGNAL SYSTEM ALONG HOLLYWOOD WAY AND BUENA VISTA ST., LICENSE, SYSTEM INTEGRATION AND TESTING OF THE QUICK TRACK ADAPTIVE CONTROL SOFTWARE.	1/1/2019	2/28/2021	COMPLETE	
BURBANK	LAF5701	BURBANK TRAVELER INFORMATION AND WAYFINDING SYSTEM - INSTALLATION OF REAL-TIME BUS ARRIVAL SYSTEM ON BURBANKBUS BUSES. THE PROJECT WILL ALSO COMPLETING WAYFINDING SIGNAGE ON MAJOR BIKE CORRIDORS TO HELP IDENTIFY DESTINATION AND TRAVEL DISTANCE FOR BICYCLISTS.	4/30/2022	4/30/2022	COMPLETE	
BURBANK	LAF9315	TRAFFIC RESPONSIVE SYSTEM INVOLVING ADVANCED TRAFFIC CONTROLLERS, COMMUNICATIONS, VIDEO SURVEILANCE, AND BICYCLE AND SYSTEM DETECTION FOR 33 INTERSECTIONS IN THE CITY OF BURBANK	12/21/2021	12/21/2021	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	.

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
CALTRANS	LA000548	Route 10: FROM PUENTE TO CITRUS HOV LANES FROM 8 TO 10 LANES & SOUNDWALLS(C-ISTEA 77720, 95 STIP-IIP) (EA# 117080,11172, 1170U, PPNO# 0309N, 0309S)			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	.
CALTRANS	LA0G1116	Route 001: PACIFIC COAST HIGHWAY AND PARALLEL ARTERIALS FROM I-105 TO I-110			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	
CARSON, CITY OF	LATP17M024	DESIGN AND CONSTRUCT A 1.8 MILE BIKE AND PEDESTRIAN PATH (CLASS 1 FACILITY) ALONG THE TOP OF THE DOMINGUEZ CHANNEL LEVEE BETWEEN AVALON BOULEVARD AND 223RD STREET / WILMINGTON AVENUE IN CARSON.	9/1/2022	9/1/2022		RECREATIONAL, NOT TCM.
DOWNEY	LA0G1254	OLD RIVER SCHOOL RD PAVEMENT REHAB INCLUDES SAWCUT, REMOVAL AND FULL DEPTH RECONSTRUCTION OF PAVEMENT, COLD MILLING OF EXISTING PAVEMENT, ASPHALT RUBBER HOT MIX (ARHM) PAVEMENT OVERLAY, RECONSTRUCTION OF DAMAGED OR MISSING CURB AND GUTTER, SIDEWALK, CROSS GUTTERS, AND RAMPS, UTILITY ADJUSTMENTS, TRAFFIC SIGNAL DETECTOR LOOP REPLACEMENTS, TRAFFIC STRIPING, TRAFFIC CONTROL, AND INSTALL CLASS II BIKE LANE (2 MILES). UTILIZING TOLL CREDITS.	9/1/2017	6/30/2021	COMPLETE	

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
GARDENA	LA0G1175	COMPUTER AUTOMATED DISPATCHING/AUTOMATED VEHICLE LOCATION (CAD/AVL) SOLUTION WITH REAL TIME PASSENGER INFORMATION NETWORK.	12/30/2016	12/31/2021	COMPLETE	
GARDENA	LATR02020	IMPLEMENT TRANSIT SIGNAL PRIORITY FOR 8.4 MILES FROM THE HARBOR GATEWAY TRANSIT STATION TO 120TH STREET…	12/31/2021	12/31/2021	COMPLETE	.
GLENDALE	LAF5307	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.	12/1/2019	2/28/2021	COMPLETE	
HAWTHORNE	LAF7101	PRARIE AVENUE MOBILITY PROJECT: 1) WIDENS PRARIE AV INTERSECTIONS AT EL SEGUNDO BL AND AT ROSECRANS AV TO CONSTRUCT DOUBLE LEFT-TURN POCKETS FOR TRAFFIC FLOW IMPROVEMENT AND TO INSTALL CLASS III BIKE ROUTES ON BOTH SIDES 2) TRAFFIC SIGNAL UPGRADE AND SYNCHRONIZATION OF 8 INTERSECTIONS BETWEEN 118TH AND MARINE. 3) INSTALLS CLASS III BIKE EQUIPMENTS, IMPROVES PEDESTRIAN FACILITES, AND UPGRADES ADA ACCESS RAMPS, NEW MEDIAN CURBS AND LANDSCAPING AT INTERSECTIONS.	6/15/2019	12/31/2021	COMPLETE	

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
INGLEWOOD	LA0G1554	THE PROJECT WILL UPGRADE TRAFFIC SIGNALS AND SYNCHRONIZATION ACROSS 10 INTERSECTIONS ALONG ARBOR VITAE STREET. THE EXISTING TRAFFIC SIGNALS ARE USING 170 CONTROLLERS WITH MCCAIN 233 AND 200 PROGRAM. THE CITY IS IN THE PROCESS OF UPGRADING THE EXISTING 170 CONTROLLERS TO 2070ATC CONTROLLERS AS PART OF THE CALL FOR PROJECT ITS PHASE V.	6/30/2021	6/30/2021	COMPLETE	
INGLEWOOD	LA0G1556	UPGRADE TRAFFIC SIGNALS/SYNCHRONIZATION FOR 14 INTERSECTIONS ON FLORENCE AVENUE. CONTROLLER UPGRADES TO A MODERN AND ROBUST 2070 CONTROLLERS CAPABLE OF PROVIDING ADAPTIVE SIGNAL CONTROL AND OTHER ADVANCE FEATURES TO INCREASE THE CAPACITY OF VEHICLES AND IMPROVE PROGRESSION THROUGHOUT THE CORRIDOR, INSTALLATION OF CLOSED CIRCUIT TVS CONNECTING THEM TO THE CITY'S TRAFFIC MANAGEMENT CENTER TO ALLOW CITY TO MONITOR THE REAL-TIME TRAFFIC CONDITIONS REMOTELY.	6/30/2021	6/30/2021	COMPLETE	
LONG BEACH	LA0G830	I-710 IMPROVEMENTS/SHOEMAKER BRIDGE - DOWNTOWN EXITS. THE PROJECT MAKES BICYCLE, PEDESTRIAN, AND STREETSCAPE IMPROVEMENTS ON MAJOR THOROUGHFARES. THIS REPLACES THE EXISTING BRIDGE.	12/31/2020	12/31/2020		NON-REPORTABLE TCM – BIKE LANE LESS THAN 1 MILE.

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
LONG BEACH	LATP16M011	SOUTH WATER FRONT/PIER J BIKE AND PEDESTRIAN PATH. THE PIER J BIKE PATH WILL CONNECT THE PORT TO DOWNTOWN LONG BEACH VIA THE QUEENSWAY BRIDGE BIKEWAY (APPROXIMATELY 1.5 MILES - PROJECT SEGMENTS 2-6). PEDESTRIANS AND BIKE IMPROVEMENTS IN THE PORT WILL PROVIDE ADDITIONAL SAFETY AND MOBILITY FOR NON- MOTORIZED USERS AND CONNECT TO PIER J.	3/30/2020	4/30/2021	COMPLETE	.
LOS ANGELES, CITY OF	LAF1524	SAN FERNANDO RD. BIKE PATH PH. IIIA - CONSTRUCTION. RECOMMEND PHASE IIIA-CONSTRUCTION OF A CLASS I BIKE PATH WITHIN METRO OWNED RAIL RIGHT-OF-WAY ALONG SAN FERNANDO RD. BETWEEN BRANFORD ST. AND TUXFORD ST INCL BRIDGE. 2 MILE BIKEPATH.	10/1/2015	6/30/2021	COMPLETE	
LOS ANGELES, CITY OF	LAF3515	SAN FERNANDO RD. BIKE PATH PH. IIIB CONSTRUCTION. CONSTRUCT 2.75 MILE CLASS I BIKE PATH WITHIN METRO RIGHT-OF-WAY ALONG SAN FERNANDO RD. BETWEEN TUXFORD ST. AND COHASSET ST. TO COMPLETE 12-MILE BIKEWAY. THE PROJECT IS LOCATED WITHIN THE CITY OF LOS ANGELES, IN THE COMMUNITY OF SUN VALLEY. THE PROJECT CONSISTS OF A CLASS I FACILITY 12 FEET IN WIDTH AND 2.75 MILES IN LENGTH BETWEEN TUXFORD ST. AND COHASSET ST. (BURBANK CITY LIMIT).	1/1/2016	6/30/2021	COMPLETE	.
LOS ANGELES, CITY OF	LAF3631	WESTLAKE MACARTHUR PARK PEDESTRIAN IMPROVEMENT PROJECT. INSTALL PEDESTRIAN IMPROVEMENTS INCL PEDESTRIAN LIGHTING, STREET FURNITURE & TREES, ENHANCED CROSSWALKS, & BUS STOP AMENITIES.			COMPLETE	

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LAF5518	THIS PROJECT IS LOCATED IN THE CITY OF LOS ANGELES IN THE WEST SAN FERNANDO VALLEY. CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH FROM OWENSMOUTH AV TO MASON AV (1.25 MILES) ALONG THE SOUTH BANK OF THE LA RIVER. INCLUDES UNDERPASSES AT DE SOTO AV AND CANOGA AV/BUSWAY BRIDGES. THE PROJECT WILL INCLUDE LIGHTING, RAILING, STRIPING AND SIGNAGE AND A CONNECTION STRUCTURE TO THE METRO ORANGE LINE BIKEWAY.	6/30/2021	6/30/2021	COMPLETE	.
LOS ANGELES COUNTY MTA	LA0G1550	THE PATSAOURAS PLAZA BUSWAY STATION PROJECT - A NEW TRANSIT BUSWAY STATION FOR THE METRO SILVER LINE AND OTHER TRANSIT BUSES OPERATING ON THE EL MONTE BUSWAY.	6/30/2023	6/30/2023	COMPLETE	.
LOS ANGELES COUNTY MTA	LATP17S022	THE USC BIKE SHARE PROJECT WILL INCREASE BIKE MODAL SHARE BY INSTALLING A BIKE-SHARE KIOSK NETWORK AND BIKE FLEET THROUGHOUT MANY KEY LOCATIONS WITHIN PROJECT AREA. PROJECT IS WITHIN 3 NEIGHBORHOODS NEAR DOWNTOWN LOS ANGELES WHERE 5 METRO RAIL STATIONS ARE LOCATED-INCLUDES KEY DESTINATIONS SUCH AS USC, THE LA COLISEUM AND SPORTS ARENA, LA TRADE TECHNICAL COLLEGE, AND MUSEUMS WITHIN EXPOSITION PARK. AN ENCOURAGEMENT AND EDUCATION EFFORT IS INCLUDED. UTILIZING TOLL CREDITS TO MATCH ATP FUNDS.	3/1/2021	3/1/2021	COMPLETE	

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
LOS ANGELES COUNTY MTA	LATP17S023	THE SAN GABRIEL VALLEY BIKE SHARE WILL INCREASE BICYCLE MODAL SHARE BY INSTALLING A NETWORK OF BIKE-SHARE KIOSKS WITH A FLEET OF BICYCLES THROUGHOUT 15 OF THE 30 SAN GABRIEL VALLEY CITIES. THE PROJECT WILL EXPAND LA METRO'S EXISTING BIKE SHARE NETWORK IN DOWNTOWN LOS ANGELES AND WILL INCLUDE 840 BICYCLES AT 84 BIKE SHARE STATIONS NEAR TRANSIT HUBS, EMPLOYMENT CENTERS, AND COLLEGES. A PUBLIC EDUCATION AND AWARENESS CAMPAIGN IS INCLUDED.	2/25/2021	2/25/2021	COMPLETE	.
PASADENA	LAF3701	PASADENA ARTS ENHANCED PASSENGER INFORMATION	12/31/2021	12/31/2021	COMPLETE	
REDONDO BEACH	LA0D29	HEART OF THE CITY BUS TRANSFER STATION AMENITIES. RELOCATE THE EXISTING INTERMODAL TRANSIT TERMINAL AND CONSTRUCT A NEW TRANSIT CENTER WITH 12 BUS BAYS, PASSENGER WAITING AREA AND INFORMATION CENTER, AND A DRIVER OPERATOR LOUNGE. THE PROPERTY WILL ALSO PROVIDE 339 PUBLIC PARKING SPACES (PLUS 2 FOR STAFF: MAINTENANCE & SECURITY) AND BICYCLE FACILITIES. LOCATION - 1521 KINGSDALE AVENUE, REDONDO BEACH, CA 90278	12/31/2016	12/31/2020	COMPLETE	

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
SAN DIMAS	LAF3307	INTERSECTION IMPROVEMENTS ON BONITA AVE. AT CATARACT AVE. INSTALLATION OF NEW TRAFFIC SIGNAL, LIGHTING ON BONITA AVE AT CATARACT AVE AND THE SYNCHRONIZATION OF EXISTING SIGNALS ALONG BONITA AVE BETWEEN EUCLA AVE AND EASTERLY CITY LIMIT. NEW TRAFFIC SIGNAL ON BONITA AVENUE AT CATARACT AVENUE, AND SYNCHRONIZATION OF THE EXISTING SIGNALS ON BONITA AVENUE AT EUCLA AVENUE, SAN DIMAS AVENUE, IGLESIA STREET, WALNUT AVENUE, SAN DIMAS CANYON ROAD WITH THE NEW SIGNAL (5 CONSECUTIVE SIGNALS).	6/1/2020	12/31/2022	COMPLETE	.
SANTA MONICA	LAF7320	THIS PROJECT WILL ENHANCE THE EXISTING TRAFFIC MANAGEMENT SYSTEM WITH THE INSTALLATION OF VIDEO DETECTION SYSTEMS.	12/31/2021	12/31/2021	COMPLETE	.
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	LA0G1298	PROCUREMENT OF 2 NEW LOCOMOTIVES TO INCREASE METROLINK SERVICE FREQUENCY AND REDUCE HEADWAYS	12/31/2018	6/30/2021	COMPLETE	
TORRANCE	LA0G358	SOUTH BAY REGIONAL INTERMODAL TRANSIT CENTER PROJECT AT 465 N. CRENSHAW BLVD., TORRANCE, CA 90503.	12/31/2015	4/30/2021	COMPLETE	

TABLE III-1.3 LOS ANGELES COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2023 FTIP COMPLETION DATE
ALHAMBRA	LAMIPMR114	ATLANTIC BOULEVARD TRAFFIC SIGNAL SYNCHRONIZATION PROJECT - ADAPTIVE UPGRADE (HUNTINGTON DRIVE TO I-10 FREEWAY)	7/31/2025
ALHAMBRA	LAMIPMR116	VALLEY BOULEVARD TRAFFIC SIGNAL SYNCHRONIZATION PROJECT - ADAPTIVE UPGRADE (WEST CITY LIMIT TO EAST CITY LIMIT)	2/29/2024
ALHAMBRA	LAMIPMR117	GARFIELD AVENUE TRAFFIC SIGNAL SYNCHRONIZATION PROJECT (HUNTINGTON DRIVE TO I-10 FREEWAY)	7/31/2025
ANTELOPE VALLEY TRANSIT AUTHORITY	LA9918864	FIVE (5) EXPANSION 60 FT. ARTICULATED ELECTRIC BUSES	6/30/2023
ANTELOPE VALLEY TRANSIT AUTHORITY	LA9918898	FIVE (5) 60 FT. ARTICULATED ELECTRIC BUSES	6/30/2023
BALDWIN PARK	LAF3507	SOUTH BALDWIN PARK COMMUTER BIKEWAY PROJECT.	12/31/2022
BELL	LA9919091	ATLANTIC AVENUE IMPROVEMENT PROJECT	12/31/2035
BURBANK	LA9918844	I-5 CORRIDOR ARTERIAL SIGNAL IMPROVEMENTS-PHASE 3 PROJECT	10/31/2026
BURBANK	LA9918853	VICTORY BLVD AND BUENA VISTA ST BURBANK SIGNAL SYNCHRONIZATION PROJECT	9/30/2025
BURBANK	LA9918855	OLIVE AVE AND GLENOAKS BLVD SIGNAL SYNC PROJECT	9/30/2025
COMMERCE	LA9919026	BUS STOP IMPROVEMENTS CONSTRUCTION OF EASTERN AVENUE TRANSIT HUB	12/31/2026
COVINA	LA0G1729	CITRUS AVENUE COMPLETE STREETS ENHANCEMENT	4/30/2026
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	10/31/2024
DIAMOND BAR	LA0G1708	DIAMOND BAR BLVD. COMPLETE STREETS PROJECT	12/31/2024
EL MONTE	LA9918839	ELLIOT AVE BIKE IMPROVEMENT PROJECT	12/31/2026
EL MONTE	LATP21MPO101	TRAFFIC CALMING FOR PARKWAY DR/DENHOLM DR	12/31/2030
FOOTHILL TRANSIT ZONE	LA9918847	INSTALL AND UPGRADE SIGNAL PRIORITY (LINE 187)	12/31/2026
GLENDALE	LA9918846	NORTH VERDUGO ROAD TRAFFIC SIGNAL MODIFICATIONS.	12/31/2026
GLENDALE	LA9918934	BROADWAY TRAFFIC SIGNAL MODIFICATIONS	12/31/2025
HAWAIIAN GARDENS	LA9919050	VARIOUS TRAFFIC SIGNALS SYNCHRONIZATION ON CARSON STREET	12/31/2030
LANCASTER	LA0G928	SR138 (SR-14) AVENUE J INTERCHANGE IMPROVEMENT.	12/31/2023
LANCASTER	LA0G931	SR138 (SR-14) AVENUE M INTERCHANGE IMPROVEMENT	12/31/2026
LONG BEACH	LAF7204	PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION	5/1/2028
LONG BEACH	LATP21F103	PACIFIC AVENUE CYCLE TRACK	12/31/2035
LONG BEACH PUBLIC TRANSPORTATION COMPANY	LA0G1762	FLEET EXPANSION PROJECT	12/31/2025
LOS ANGELES COUNTY	LA9918952	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	3/31/2024
LOS ANGELES COUNTY	LAF1321	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	6/30/2022
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

TABLE III-1.3 LOS ANGELES COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2023 FTIP COMPLETION DATE
LOS ANGELES, CITY OF	LA0G1588	LA11G2 - WESTCHESTER STREETSCAPE, PHASE 2	12/31/2035
LOS ANGELES, CITY OF	LAF7123	MAGNOLIA BOULEVARD WIDENING (NORTH SIDE) - CAHUENGA BOULEVARD TO VINELAND.	10/1/2023
LOS ANGELES, CITY OF	LAMIP107	DASH HIGHLAND PARK / EAGLE ROCK BUS STOP ENHANCEMENTS	12/31/2026
LOS ANGELES, CITY OF	LATP19M013	LA RIVER GREENWAY, WEST SAN FERNANDO VALLEY GAP CLOSURE	9/30/2026
LOS ANGELES, CITY OF	LATP19M014	BROADWAY-MANCHESTER ACTIVE TRANSPORTATION EQUITY PROJECT	12/31/2030
PASADENA	LAMIPMR120	WALNUT STREET CORRIDOR SIGNAL IMPROVEMENT PROJECT	12/31/2025
ROSEMEAD	LAMIPMR111	ADAPTIVE TRAFFIC/TRAFFIC RESPONSIVE CONTROL PROJECT (GARVEY, VALLEY, SAN GABRIEL, WALNUT GROVE AND ROSEMEAD)	6/30/2027
SAN GABRIEL	LAMIPMR102	SAN GABRIEL TRAFFIC SIGNAL IMPROVEMENTS PROJECT	5/31/2024
SANTA CLARITA	LAF7105	13TH STREET/DOCKWEILER DR EXTENSION (1 OF 2): PREVIOUSLY KNOWN AS LYONS AVENUE/DOCKWEILER DRIVE EXTENSION. EXTENDS THE TWO LANES IN EACH DIRECTION ON DOCKWEILER DR TO EXISTING 13TH ST CROSSING AND UPGRADE SUBSTANDARD RAIL CROSSING AT 13TH ST.	12/31/2024
SANTA MONICA	LA9918887	OLYMPIC BOULEVARD IMPROVEMENTS PROJECT	12/31/2022
SANTA MONICA	LATP21F109	STEWART & PENNSYLVANIA SAFETY ENHANCEMENT PROJECT	7/31/2027
SOUTH PASADENA	LA9918928	NORTH SOUTH CORRIDOR INTELLIGENT TRANSPORTATION SYSTEM DEPLOYMENT	12/31/2026
VARIOUS AGENCIES	LA0G1324	ROUTE 105: IN LOS ANGELES COUNTY, IN VARIOUS CITIES, BETWEEN IMPERIAL HWY AND I-605, PREPARATION OF	12/31/2029

ORANGE COUNTY

TABLE III-2.1 ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
ANAHEIM	ORA151509	WEST STREET AND CITRON STREET SIDEWALK GAP CLOSURE - CONSTRUCTION OF SIDEWALK GAP CLOSURES TO CREATE NEW 5-FT-WIDE SIDEWALK, CURB AND GUTTER, AND DRAINAGE FACILITIES ALONG WEST AND CITRON STREETS, AS WELL AS NON-INFRASTRUCTURE ACTIVITIES. TOLL CREDIT FOR ATP-MPO.	2/1/2023	2/1/2023	2/1/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS.
ANAHEIM	ORA152211	NOHL RANCH OPEN SPACE TRAIL - PROJECT WILL CONSIST OF A 10-FOOT WIDE CLASS I BIKEWAY AND A 3 TO 10-FOOT WIDE PEDESTRIAN TRAIL (PENDING CLEARANCE), IN COMPLIANCE WITH CALTRANS STANDARDS. THE PROJECT ALIGNMENT WOULD BE APPROXIMATELY 5,100 LF AND CONNECT ANAHEIM HILLS ROAD TO THE SIGNALIZED CROSSING ON THE EAST SIDE OF AVENIDO BERNARDO NORTH. ANCILLARY FEATURES OF THE PROJECT INCLUDE LIGHTING, LANE MARKINGS, SIGNS, BICYCLE PARKING AND PEDESTRIAN AMENITIES.	6/30/2023	6/30/2023	6/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ADDITIONAL TECHNICAL STUDIES REQUIRED BY ENVIRONMENTAL REVIEW. COMPLETED ENVIRONMENTAL REVIEW. ROW REQUISITION.
LA HABRA	ORA113011	LA HABRA UNION PACIFIC RAILROAD BIKEWAY. ENG FOR UNION PACIFIC RAILROAD RIGHT-OF-WAY BETWEEN LA HABRA WEST CITY LIMITS AND LA HABRA EAST CITY LIMITS. ROW FOR LA HABRA WEST CITY LIMITS TO BEACH BOULEVARD. TOLL CREDIT MATCH FOR ATP-MPO.	7/1/2025	7/1/2025	7/1/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. ROW ACQUISITION.
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. REDUCE LANES ON HAZARD FROM 4 TO 3 BY ELIMINATING ONE WB AND ONE EB LANE AND ADDING A TWO-WAY LEFT TURN LANE.	12/1/2023	12/1/2023	12/1/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA030612	PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDEING PPNO 9514	4/30/2016	12/31/2021	12/31/2022	OBSTACLES ARE BEING OVERCOME. UNDERGOING TCM SUBSTITUTION.

TABLE III-2.1 ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 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	12/31/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. UNDER CONSTRUCTION.
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. (TRANSIT DEVELOPMENT CREDIT MATCH FHWA TRANSFER FY 15/16 FOR $2,171 & FY 16/17 $306 AND CMAQ FOR FY 16/17 FOR $690)	6/30/2021	6/30/2021	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DISCOVERY OF NATIVE AMERICAN REMAINS. UNDER CONSTRUCTION.
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. (PROJECT UTILIZES $1,812 IN TOLL CREDIT IN FY16/17 FOR CON, &400 IN STATEWIDE TOLL CREDIT FOR FTA 5337 FY16/17 FOR CON)	6/1/2014	7/23/2022	7/23/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP..
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA112702	RIDESHARE VANPOOL PROGRAM - CAPITAL LEASE COST FY12/13 - FY16/17. (USE TRANSIT DEVELOPMENT CREDITS MATCH FOR $1.338 IN FY12/13)	1/31/2017	9/30/2024	9/30/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. UNDER CONSTRUCTION.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA130099	PURCHASE (15) EXPANSION PARATRANSIT VANS (OCTA)	12/30/2020	12/31/2021	12/31/2022	OBSTACLES ARE BEING OVERCOME. UNDERGOING TCM SUBSTITUTON.
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	12/1/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. UNDER CONSTRUCTION.

TABLE III-2.1 ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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 2021 FTIP. UNDER CONSTRUCTION.
SANTA ANA	ORA152212	BRISTOL STREET PROTECTED BICYCLE LANES - INSTALL 1.25 MILE PROTECTED BIKE LANE ON BRISTOL STREET FROM EDINGER AVENUE TO 1ST STREET.	6/30/2023	6/30/2023	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS.
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. ATP STATE-ONLY FUNDING.	12/14/2026	12/14/2026	12/14/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
SANTA ANA	ORA190901	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.	12/15/2024	12/15/2024	12/6/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.

TABLE III-2.1 ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
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	12/15/2024	7/15/2026	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 CITY OFFICE CLOSURES. BEGINING WORK ON UTILITY CLEARANCE PROCESS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
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	12/15/2024	7/15/2026	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 CITY OFFICE CLOSURES. BEGINING WORK ON UTILITY CLEARANCE PROCESS.
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 (PS&E AND PAED). TOLL CREDIT FOR RSTP AND CMAQ.	12/31/2023	12/31/2025	4/30/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COMPLEX RIGHT OF WAY NEGOTIATIONS. ROW ACQUISITION.
VARIOUS AGENCIES	ORA111209	LAGUNA NIGUEL TO SAN JUAN CAPISTRANO PASSING SIDING - ADD 1.8 MILES OF NEW RAILROAD TRACK ADJACENT TO THE EXISTING MAIN TRACK. (INCLUDES SLOPE STABILIZATION/RETAINING WALL) MP 193.9 - MP 195.7 (PROJECT WILL UTILIZE TDC MATCH - 5307 FHWA TRANSFER: $438 IN FY13/14; $2,125 IN FY16/17. CMAQ: $264 IN FY21/22. 5307 FHWA TRANSFER: $47 IN FY19/20 FROM ORANGE PARKING SAVINGS ALREADY IN GRANT CA-2017-072) (PPNO 2107)	2/28/2023	2/28/2023	2/28/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS.

TABLE III-2.1 ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 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	9/30/2023	9/30/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO RIGHT OF WAY ISSUES. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS.
WESTMINSTER	ORA151507	GARDEN GROVE BOULEVARD COMPLETE STREET PROJECT - FROM EAST OF VALLEY VIEW/SR-22/I-405 TO SR-22. INSTALL BIKE LANES, FLASHING BEACONS, VEHICLE SPEED FEEDBACK SIGNS, ROADWAY SIGNING AND STRIPING, SIDEWALK, ADA RAMPS, CURB AND GUTTER, AND A TRAVEL LANE; 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 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.

TABLE III-2.2 ORANGE COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
COSTA MESA	ORA190903	MERRIMAC WAY MULTIPURPOSE STREET SIDEWALK AND BICYCLE FACILITY PROJECT - THE MERRIMAC WAY STREET, SIDEWALK AND BICYCLE FACILITY MULTIPURPOSE TRAIL PROJECT WILL CONSTRUCT 6,400 LINEAR FEET OF BICYCLE LANES, 8,000 LINEAR FEET OF NEW SIDEWALKS AND 1,600 LINEAR FEET OF MULTI-PURPOSE TRAIL IMPROVEMENTS ON MERRIMAC WAY. STATE ONLY FUNDS.	12/31/2021	12/31/2021	COMPLETE	
ORANGE COUNTY	ORA172202	OC LOOP EL CAJON BIKEWAY GAP CLOSURE (SEGMENT H) - INSTALL CLASS II, III & IV BIKEWAY FACILITIES WITHIN THE CITY OF YORBA LINDA, ANAHEIM & UNICORPORATED ORANGE COUNTY SPANNING 1.2 MILES FROM FAIRLYNN BLVD TO THE TERMINUS OF THE EXISTING SANTA ANA RIVER REGIONAL RIDING & HIKING TRAIL AND BIKEWAY.	10/31/2026	10/31/2026	COMPLETE	
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA190701	THREE TRAFFIC SIGNAL SYNCHRONIZATION PROJECTS ALONG THREE SIGNIFICANT CORRIDORS IN ORANGE COUNTY: BROOKHURST STREET, EL TORO ROAD, AND MAGNOLIA STREET.	1/31/2022	1/31/2022	COMPLETE	
SANTA ANA	ORA152210	BRISTOL STREET - EDINGER AVENUE CLASS II BIKE LANES - INSTALL A 1.25 MILE CLASS II BIKE LANE ON BRISTOL STREET FROM SUNFLOWER AVENUE TO CENTRAL AVENUE AND INSTALL A .5 MILE CLASS II BIKE LANE ON EDINGER AVENUE FROM BRISTOL STREET TO FLOWER STREET.	6/30/2023	6/30/2023	COMPLETE	
TCA	10254	SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR (SJHTC – SR 73). 15 MI TOLL RD BETWEEN 1-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, CONSISTENT WITH SCAG/TCA MOU 4/5/01. EXISTING 3 M/F EA DIR. 1 ADDITIONAL M/F EA DIR, PLUS CLIMBING & AUX LANES BY 2020.	2015/2018	12/31/2022	TCM SUBSTITUTION PENDING ARB AND EPA CONCURRENCE.	
TCA	ORA050	EASTERN TRANSPORTATION CORRIDOR (ETC-SR 241/261/133) 26.4 MI TOLL ROAD CONNECTS SR 91 to I-5 via SR 261 and SR 133, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F EA DIR. 2 ADDITIONAL M/F IN EA DIR, PLUS CLIMBING AND AUX LANES BY 2020.	2015/2010	12/31/2022	TCM SUBSTITUTION PENDING ARB AND EPA CONCURRENCE.	

TABLE III-2.2 ORANGE COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
TCA	ORA051	FOOTHILL TRANSPORTATION CORRIDOR-NORTH (FTC-N - SR 241). 12.7 MI TOLL ROAD BETWEEN OSO PKWY AND ETC, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F IN EA DIR. 2 ADDITIONAL M/F, PLS CLIMBING & AUX LANES BY 2020.	2015/2010	12/31/2022	TCM SUBSTITUTION PENDING ARB AND EPA CONCURRENCE.	
VARIOUS AGENCIES	ORA111210	I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION (PPNO 2883A)	12/1/2018	12/31/2021	COMPLETE	

TABLE III-2.3 ORANGE COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2023 FTIP COMPLETION DATE
BREA	ORA190906	OC Loop Brea Gap Closure	6/30/2028
GARDEN GROVE	ORA170202	City of Garden Grove, Bicycle Corridor Improvements	10/1/2025
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA210301	Route 53/553 Bus Stop Improvements - Signage and Real Time Displays	12/31/2025
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA211701	Countywide Signal Synchronization Baseline	6/30/2029
SANTA ANA	ORA190915	Bristol Street Protected Bike Lanes - Phase II Warner Avenue to St. Andrew Place	2/26/2024
SANTA ANA	ORA210901	Raitt Street Protected and Buffered Bike Lane Project	12/30/2030

RIVERSIDE COUNTY

TABLE III-3.1 RIVERSIDE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 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	9/1/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS.
RIVERSIDE, CITY OF	RIV181012	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE - LA SIERRA NEIGHBORHOOD SIDEWALK IMP: INSTALLATION OF 1.28 MILE OF ADACOMPLIANT SIDEWALK ON CARMINE ST, RICHMOND ST, NORWOOD AVE. FROM COLLEGE AVENUE TO SIERRA VISTA AVE., ON DOVERWOOD DR. FROM BUTLER DR. TO LA SIERRA AVE., ON A PORTION OF BUTLER DR. AND ON COLLEGE AVE FROM DOVERWOOD DR. TO NORWOOD AVE. (ATP-3 AUG STATEWIDE, SOF)	3/30/2023	3/30/2023	3/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS.
RIVERSIDE COUNTY	RIV181007	IN WEST RIV CO IN UNINCORPORATED CABAZON – CABAZON SRTS SIDEWALK SAFETY IMPROVEMENTS: INSTALL 3,000 LF OF NEW S/W, CURB&GUTTER, PAVEMENT WIDENING, ADA CURB RAMPS, DRIVEWAY APPROACHES, SIGNS, MARKINGS ALONG THE EAST SIDE OF BROADWAY ST. (B/W CARMEN AVE & 400 FT. S/O MAIN ST) & ALONG THE S/S OF CARMEN AVE (B/W ALMOND ST & CABAZON ELEMENTARY) (ATP-3 AUGSTATEWIDE) (STATE-ONLY FUNDS)	11/26/2021	11/26/2021	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV111207	IN WESTERN RIVERSIDE COUNTY - CONTINUE THE IMPLEMENTATION OF PARK-N-RIDE FACILITIES THROUGH PROPERTY LEASES (VARIOUS LOCATIONS THROUGHOUT THE WESTERN COUNTY).	12/30/2018	12/30/2028	12/30/2028	ON-GOING PROGRAM. NO DELAY.

TABLE III-3.1 RIVERSIDE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV151104	FREEWAY SERVICE PATROL - CONTINUING IMPLEMENTATION OF FREEWAY SERVICE PATROL ON SR91 (ORANGE CO LINE TO 60/91/215), SR60 (MILLIKEN TO MAIN), SR60/I-215 IC TO THEODORE, I-215 (RIVERSIDE COUNTY LINE TO SR-74/4TH ST), I-15 (HIDDEN VALLEY PKWY TO SR60), AND ON I-15 (MAGNOLIA AVE TO INDIAN TRUCK TR).	12/31/2022	12/31/2028	12/31/2028	ON-GOING PROGRAM. NO DELAY.
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 AND AUXILARY LANE ALONG SR91. CONSTRUCT ADDITIONAL SIGNAGE ALONG SR91 AT PM R18.0 IN OR COUNTY.	6/30/2023	6/30/2023	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ADJUSTMENTS TO SCOPE. ALL ELEMENTS INCORPORATED INTO A DESIGN-BUILD PROJECT. 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.	12/30/2030	12/30/2030	12/30/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS.
RIVERSIDE TRANSIT AGENCY	RIV180131	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 $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 2021 FTIP. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS.

TABLE III-3.2 RIVERSIDE COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
BANNING	RIV160503	IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF BANNING - CONSTRUCTION OF NEW BICYCLE AND SRTS IMPROVEMENTS TO PROVIDE NEW CLASS II AND CLASS III BIKE LANES AND PED FACILITIES ALONG HIGHLAND SPRINGS, 8TH ST, AND RAMSEY ST. TC UTILIZATION FOR FY16/17 AND FY17/18.	12/31/2024	12/31/2024	COMPLETE	
EASTVALE	RIV171202	IN THE CITY OF EASTVALE: BICYCLE SAFETY ENHANCEMENT ON 65TH STREET FROM HAMNER AVE AND ARCHIBALD AVE - INSTALLATION OF ROAD DIET FROM 4 to 2 LANES WITH PROTECTED CLASS IV BIKE LANES (10,500 LF). NOTE: TCM SUBSTITUTION FOR RIV151210	12/31/2019	12/31/2020		INFORMALLY REPLACED.
JURUPA VALLEY	RIV181006	IN WEST. RIV CO IN JURUPA VALLEY - PACIFIC AV SRTS & ROAD DIET: ON PACIFIC AV (B/W MISSION BLVD & 45TH)-COMPLETE SIDEWALKS (900 LF) ON WEST SIDE, NEW S/W (4,100 LF) ON EAST SIDE, CLASS II (4,100 LF EA DIR) BIKE LANES, ADD CURB EXTENSIONS AT INTERSECTIONS, ENHANCED CROSSWALKS, PED FLASHER AT PACIFIC AV & RUSTIC LN (NO REDUCTION OF LNS). (ATP-3 MPO)	2/24/2022	2/24/2022		INFORMALLY REPLACED.
RIVERSIDE, CITY OF	RIV140841	IN WESTERN RIVERSIDE COUNTY FOR CITY OF RIVERSIDE-IOWA AVE & MLK BLVD BIKE IMPROVEMENTS: CONSTRUCT 0.8 MI 10 FT WIDE TWO DIR MULTI-USE PATH ON N.SIDE OF MLK BLVD B/W CANYON CREST DR & CHICAGO AVE & WIDENING IOWA AVE B/W MLK BLVD & EVERTON PL INCLUDES GRADING, ASPHALT PAVING, SIGNS, & RESTRIPING & INSTALL 6 FT CLASS II BIKE LNS FOR 0.8 MI WITH 2 FT BUFFERS	12/31/2020	12/31/2020		INFORMALLY REPLACED.

TABLE III-3.2 RIVERSIDE COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
RIVERSIDE, CITY OF	RIV160404	IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF RIVERSIDE - CITYWIDE BIKE AND PEDESTRIAN IMPROVEMENTS INCLUDING: INSTALL OF 5.5 MI OF CLASS II BIKE LANES ON CENTRAL AVE; 2.4 MI OF CYCLE TRACKS ON WATKINS DR AND CANYON CREST; SHARROW PAVEMENT MARKINGS AROUND FAIRMOUNT PARK; 20 BIKE RACKS THROUGHOUT DOWNTOWN AREA; & HAWK SIGNALS AT 3 UNCONTROLLED CROSSWALKS.	12/31/2024	12/31/2024	COMPLETE	
CITY OF JURUPA VALLEY	RIV160504	IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF JURUPA VALLEY - SRTS PROJECT TO PROVIDE CURB, GUTTER, SIDEWALK, AND DIRT TRAILS ALONG MARTIN ST, 48TH ST, AND TROTH ST, INCLUDING LED CROSSWALK FLASHERS AT THE MARTIN/BELLEGRAVE INTERSECTION AND CURB BUMP OUTS AT THE MARTIN ST INTERSECTIONS.	12/31/2024	12/31/2024	COMPLETE	

TABLE III-3.3 RIVERSIDE COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2021 FTIP COMPLETION DATE
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 F	12/31/2030
CITY OF EASTVALE	RIV210627	SRTS EQUITABLE ACCESS PROJECT - ATP CYCLE 5	10/28/2028
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 I	12/30/2027
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 BETWE	12/31/2028
RIVERSIDE COUNTY	RIV200707	EL TORO RD/DEXTER AVE SRTS SIDEWALK PROJECT	12/30/2028
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV170901	I-15 ELPSE	12/31/2027
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV200801	SMART FREEWAYS DEMONSTRATION PROJECT	12/31/2025
WILDOMAR	RIV180127	IN WESTERN RIV CO IN THE CITY OF WILDOMAR - PHASE 1: WIDENENING 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.	6/30/2030
WILDOMAR	RIV210630	BUNDY CANYON ROAD - CYCLE 5 ATP	12/31/2029

SAN BERNARDINO COUNTY

TABLE III-4.1 SAN BERNARDINO COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 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	6/30/2021	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO RIGHT OF WAY ISSUE. OBTAINED MAINTENANCE AGREEMENTS AND WORKING THROUGH RIGHT OF WAY ISSUE. IN BID/ADVERTISE PHASE.
OMNITRANS	20150307	COUNTY-WIDE VANPOOL PROJECT (ONGOING)(TDC: FY15/16 CMAQ CON $460k)	6/30/2016	2030	6/30/2023	ON-GOING PROGRAM. NO DELAY.
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	6/1/2021	12/31/2022	OBSTACLES ARE BEING OVERCOME. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS.
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	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.	12/31/2024	12/31/2024	12/31/24	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN (PAED) PHASE.
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	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.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP.

TABLE III-4.1 SAN BERNARDINO COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 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	5/21/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
VARIOUS AGENCIES	20159902	I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 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.	3/1/2022	10/1/2022	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 SUPPLY CHAIN ISSUES AND CONTRACT AWARD WAS OVER ESTIMATE. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS.

TABLE III-4.2 SAN BERNARDINO COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
OMNITRANS	20151301	REDLANDS PASSENGER RAIL PROGRAM (RPRP): EXTEND METROLINK RAIL SERVICE TO REDLANDS.	12/31/2020	12/31/2021	COMPLETE	

TABLE III-4.3 SAN BERNARDINO COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2023 FTIP COMPLETION DATE
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.	12/30/2024
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	2011150	SOUTH COAST AIR BASIN RIDESHARE PROGRAM (Ongoing)(Toll Credits $224 are being used as match for CMAQ)	12/31/2023
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	20190010	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 br	12/31/2025

VENTURA COUNTY

TABLE III-5.1 VENTURA COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
CAMARILLO	VEN160103	PLEASANT VALLEY ROAD CLASS 2 BIKE LANES PROJECT FROM 5TH STREET TO LAS POSAS ROAD (APPROXIMATELY 8,700 FEET)	12/31/2020	12/30/2022	12/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
CAMARILLO	VEN190114	IN CAMARILLO, SPRINGVILLE DRIVE BIKE TRAIL - EXTENS CLASS I BIKE TRAIL FROM LAS POSAS ROAD TO CENTRAL AVENUE APPROXIMATELY 2.2 MILES	12/29/2023	12/29/2023	12/29/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP.
MOORPARK	VEN181001	IN MOORPARK, EXPAND NORTH RAIL STATION PARKING BY 30 SPACES	4/15/2020	12/15/2021	9/30/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UNEXPECTED RIGHT OF WAY ISSUES. PROJECT EXPANDED TO INCLUDE ADDITIONAL ROW IMPROVEMENTS. CONTRACT AWARDED. CONTRACT/PROJECT AWARD.
OXNARD	VEN130101	IN THE NORTHEAST COMMUNITY OF THE CITY OF OXNARD, NORTHEAST OF OXNARD TRANSPORTATION CENTER. INSTALL 1.9 MI CLASS II BIKE LANES, 6.3 MI CLASS III BIKE LANES AND IMPROVEMENTS TO 3.69 MI OF EXISTING BIKE LANES. BICYCLE BOULEVARDS AND PEDESTRIAN IMPROVEMENTS AT RAMONA, CHAVEZ, AND LEMONWOOD ELEMENTARY SCHOOLS, AND BICYCLE AND PEDESTRIAN IMPROVEMENTS ON CLOYNE STREET.	5/31/2015	12/30/2020	12/31/2022	OBSTACLES ARE BEING OVERCOME. CONSTRUCTION AUTHORIZATION BEING REQUESTED. BID EXPECTED JUNE 2022. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.

TABLE III-5.1 VENTURA COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
OXNARD	VEN150907	OXNARD BLVD. BICYCLE & PEDESTRIAN FACILITIES FROM 101 FREEWAY TO GONZALES ROAD APPROXIMATELY 14,800 FEET.	12/29/2017	12/31/2021	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO REQUIRED PERMITTING-RELATED DESIGN CHANGE. CITY COUNCIL APPROVED DESIGN CHANGE AND PERMIT RECEIVED. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN93017	REGIONAL RIDESHARE PROGRAM FOR 18/19, 19/20, 20/21 AND 21/22. TOLL CREDITS IN THE AMOUNT OF $51 PER YEAR FOR 18/19, 19/20, 20/21, AND 21/22.	2010	3/18/2025	3/18/2027	ON-GOING PROGRAM. NO DELAY.

TABLE III-5.2 VENTURA COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2021 FTIP COMPLETION DATE	2023 FTIP COMPLETION DATE	2023 FTIP PROJECT STATUS
OXNARD	VEN130102	ON C STREET FROM VINEYARD AVE TO CHANNEL ISLANDS BLVD, CONSTRUCT 4.9 MI OF CLASS II BIKE LANES. CONSTRUCT CLASS III BIKE LANES ON GUAVA ST/HEMLOCK AVE AND ALONG HILL ST.	3/1/2015	12/30/2020	COMPLETE	
SIMI VALLEY	VEN120417	WEST LOS ANGELES AVE. IN SIMI VALLEY, WIDEN 10 FT TO ADD BIKE LANES AND SIDEWALK FROM THE PUBLIC SERVICES CENTER TO WEST CITY LIMIT (1.0 MILES). (CMAQ INCLUDES TOLL CREDITS OF $15 IN PRIOR FOR PE AND $406 IN PRIOR FOR CON. ADD $1 IN FY 16-17 FOR CON AN			COMPLETE	
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN040405	AUTOMATIC VEHICLE LOCATOR SYSTEM UPGRADE FOR REAL-TIME BUS STOP SIGNAGE (ASSOCIATED TRANSIT IMPROVEMENT)	7/1/2018	9/30/2020	COMPLETE.	
VENTURA COUNTY	VEN171007	IN VENTURA COUNTY AND THE CITY OF THOUSAND OAKS ON POTRERO ROAD CONSTRUCT 2.8 MILES OF CLASS II BIKE LANES IN THE COUNTY AND 500 FEET IN THE CITY OF THOUSAND OAKS FROM BRIDGE #231 TO .11 MILES EAST OF TRENTWOOD DRIVE.	8/31/2021	8/31/2021	COMPLETE	
VENTURA COUNTY	VEN190703	IN VENTURA COUNTY, ON POTRERO ROAD CONSTRUCT APPROXIMATELY 3.2 MILES OF CLASS II BIKE LANES FROM HIDDEN VALLEY ROAD TO BRIDGE 231, IN UNINCORPORATED VENTURA COUNTY.	12/15/2020	12/31/2020	COMPLETE	

TABLE III-5.3 VENTURA COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2023 FTIP COMPLETION YEAR
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
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 20/21.	6/1/2023
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
THOUSAND OAKS	VEN171005	IN THOUSAND OAKS CONEJO SCHOOL ROAD AND WILLOW LANE SRTS BIKE AND PED IMPROVEMENTS	6/30/2023
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
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
VENTURA COUNTY	VEN210606	EL RIO PEDESTRIAN IMPROVEMENT AND SAFE ROUTE TO SCHOOL PROJECT	6/30/2025
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

SECTION IV

FINANCIAL PLAN

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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 2023 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 2023 FTIP. SCAG has received final resolutions from each of the county transportation commissions certifying financial constraint (see Attachment B). Additionally, the 2023 FTIP is consistent with the adopted Connect SoCal 2020-2045 RTP/SCS (May 7, 2020) as required by the California Government Code, Section 65080.

SCAG's 2023 FTIP incorporates the 2022 State Transportation Improvement Program (STIP), adopted by the California Transportation Commission on March 16, 2022. Additionally, programming levels for the Surface Transportation Block Grant (STBG) and the Congestion Mitigation Air Quality (CMAQ) program are based on estimated distribution of funds provided by the California Department of Transportation (Caltrans) to MPOs. In addition to state and federal funded projects, the 2023 FTIP includes local projects that are regionally significant and may require federal approval, regardless of funding source. Local funding sources associated with these projects are identified as well. Consistent with federal guidelines, the 2021 FTIP revenues and programming estimates are expressed in year-of-expenditure (or nominal) dollars.

Financial Capacity

2023 FTIP SOURCES AND USES OF FUNDS

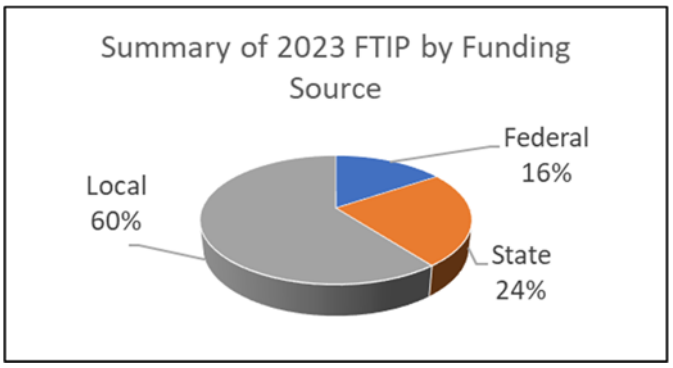
The following financial capacity assessment for the 2023 FTIP shows that programming totals do not exceed projected revenues for the SCAG region. The 2023 FTIP demonstrates financial constraint by year, limiting programming of projects in the first two years to those for which funds are available or committed. Additionally, revenues are reasonably available in the third year of the 2023 FTIP, consistent with programmed levels for that year.

Local, state, and federal funding shares are presented in Figures 1 and 2. Total funds programmed for the SCAG region's 2023 FTIP is $35.9 billion. Local funds comprise 60 percent of total dollars

programmed in the 2023 FTIP, state funds 24 percent and federal funds 16 percent. Uses of funds in the 2023 FTIP by modal category show that state highway projects total 41 percent of funds programmed, transit projects 35 percent, and local highway projects 24 percent.

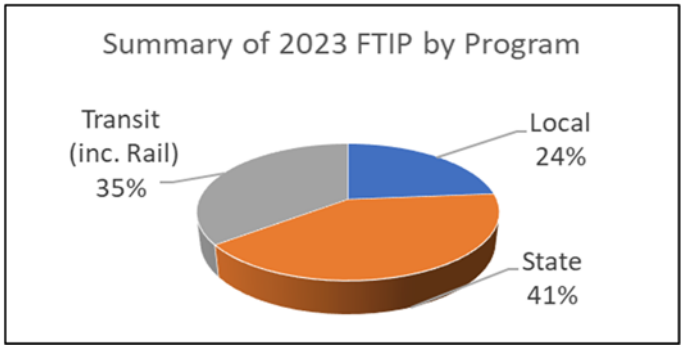
Summary of 2023 FTIP by Funding Source (in $000's)

Year	Federal	State	Local
FY 22-23	$ 2,319,185	$ 4,790,486	$ 5,596,362
FY 23-24	$ 1,226,960	$ 1,879,456	$ 5,046,807
FY 24-25	$ 840,467	$ 680,873	$ 3,162,920
FY 25-26	$ 715,135	$ 303,671	$ 5,027,965
FY 26-27	$ 454,864	$ 789,462	$ 2,479,545
FY 27-28	$ 9,643	$ 67,663	$ 509,785
Totals	**$ 5,566,254**	**$ 8,511,611**	**$ 21,823,384**
% of Total	**16%**	**24%**	**60%**



Summary of 2023 FTIP by Program (in $000's)

Year	Local	State	Transit (inc. Rail)
FY 22-23	$ 2,428,826	$ 5,520,389	$ 4,756,818
FY 23-24	$ 1,239,582	$ 2,920,812	$ 3,992,829
FY 24-25	$ 1,058,242	$ 1,744,923	$ 1,881,095
FY 25-26	$ 774,307	$ 3,756,339	$ 1,516,125
FY 26-27	$ 2,874,978	$ 268,767	$ 580,126
FY 27-28	$ 111,182	$ 464,263	$ 11,646
Totals	**$ 8,487,117**	**$ 14,675,493**	**$ 12,738,639**
% of Total	**24%**	**41%**	**35%**



Additional details on revenue sources and uses are presented in the tables located in Attachment D. There are a total of three tables in Attachment D, including a table showing revenue estimates for the first four years of the FTIP (FY2022/23 – FY2025/26); a corresponding table showing programmed totals; and a final table comparing revenue estimates to the programmed totals.

Financial Condition

The 2023 FTIP is consistent with the financial forecasting model developed by SCAG for the region's Connect SoCal (2020-2045 RTP/SCS)—the long-range transportation plan for the six-county SCAG region. The policies and investment strategies of Connect SoCal set the framework for the 2023 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.

The SCAG region relies heavily on local sales tax measures for the timely delivery of transportation projects. While most counties impose a 0.5 percent sales tax to fund transportation projects, Los Angeles County levies a 2.0 percent tax—a combination of four permanent half-cent sales taxes. Riverside County's Measure A expires in 2039. Measure I in San Bernardino County expires in 2040, followed by Orange County's Measure M in 2041. Measure D in Imperial County expires in 2050. Ventura County is currently the only county in the region without a dedicated sales tax for transportation.

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. The figures below are from the Connect SoCal financial plan. SCAG is currently in the process of reassessing the key growth trends for the Connect SoCal 2024 RTP/SCS.

Population and Employment Growth

The SCAG region is the second most populated metropolitan area in the United States. By January 1, 2019, the region's population had reached 19.1 million residents. Los Angeles County and Orange County account for 57.5 percent of the region's population growth over the last nine years, adding 0.52 million residents, while Riverside and San Bernardino Counties together added 0.35 million residents. In terms of relative growth, Riverside and Imperial Counties were the fastest growing areas in the region. Riverside County grew by 10.3 percent and Imperial County grew by 7.8 percent. Los Angeles and Ventura Counties were the slowest growing counties, in terms of percentage—only 3.5 and 2.6 percent increases, respectively, during the same period (between 2010 and 2019).

	Population		Change 2010–2019	
	2010	2019	Number	Percent
Imperial County	175,200	188,821	13,621	7.77%
Los Angeles County	9,838,771	10,184,378	345,607	3.51%
Orange County	3,014,677	3,192,987	178,310	5.91%
Riverside County	2,196,083	2,422,146	226,063	10.29%
San Bernardino County	2,043,484	2,168,964	125,480	6.14%
Ventura County	824,441	846,050	21,609	2.62%
SCAG Region	**18,092,656**	**19,003,346**	**910,690**	**5.03%**

Source: State of California, Department of Finance

The region's total employment was estimated to be 8.9 million in 2019, increasing by 1.1 million employed workers (15.3 percent) since 2010. The largest gains in employment between 2010 and 2019 were experienced in Los Angeles County, which grew by 592,000 employed workers (13.7 percent). Riverside and San Bernardino counties grew by over 20 percent (25.8 percent and 20.9 percent, respectively), adding 216,600 and 160,800 employed workers, respectively.

	Civilian Employment		Change 2010–2019	
	2010	2019	Number	Percent
Imperial County	56,000	58,300	2,300	4.11%
Los Angeles County	4,302,300	4,894,300	592,000	13.76%
Orange County	1,387,400	1,578,300	190,900	13.76%
Riverside County	841,300	1,057,900	216,600	25.75%
San Bernardino County	769,900	930,700	160,800	20.89%
Ventura County	383,400	408,200	24,800	6.47%
SCAG Region	**7,740,300**	**8,927,700**	**1,187,400**	**15.34%**

Source: State of California, Employment Development Department

Income

Income is one of the most important indicators of economic well-being in the region. In 2010, per capita income of the region was approximately $48,793 (in 2018 dollars). By 2018, per capita income grew to $57,840, an increase of 18.5 percent, adjusted for inflation. If the SCAG region was a state, it would rank as the 13th highest per capita income in 2018.

	Per Capita Income (2018$)		Change 2010–2018	
	2010	2018	Number	Percent
Imperial County	$34,680	$36,974	$2,294	6.62%
Los Angeles County	$51,330	$62,224	$10,894	21.22%
Orange County	$58,601	$69,268	$10,667	18.20%
Riverside County	$36,143	$40,637	$4,494	12.43%
San Bernardino County	$34,810	$40,316	$5,506	15.82%
Ventura County	$54,053	$61,712	$7,659	14.17%
SCAG Region	**$48,793**	**$57,840**	**$9,047**	**18.54%**

Source: U.S. Department of Commerce, Bureau of Economic Analysis

ECONOMIC O UTLOOK

Overall economic conditions play a large role in determining the level of revenues available for transportation. 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. The figures below are from the Connect SoCal financial plan. SCAG is currently in the process of reassessing the key economic figures for Connect SoCal 2024. While we are mindful of interpreting current economic indicators in the context of current market conditions, recent changes in market behavior due to COVID are likely not indicative of long-term forecasts.

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 2 and 4 percent. On the basis of this information, a 2.2 percent inflation rate was used in the Connect SoCal 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 the increase and decline in California highway construction costs since the early 1970s. The United States Army Corps of Engineers Index for Roads, Railroads, and Bridges shows similar trends. While the recent correction in construction costs has slowed the longer-term increase in costs, the growth still remains above general inflation. The Connect SoCal financial plan uses a 4.5 percent annual inflation factor to estimate future, 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 HIGHWAY PROJECT COSTS

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 FY1985 to FY2015, statewide retail sales averaged an annual growth rate of 1.5 percent in real terms (when the effects of inflation are eliminated). The Connect SoCal financial plan assumes retail sales growth ranging from -0.1 percent to 3.2 percent annually in real terms.

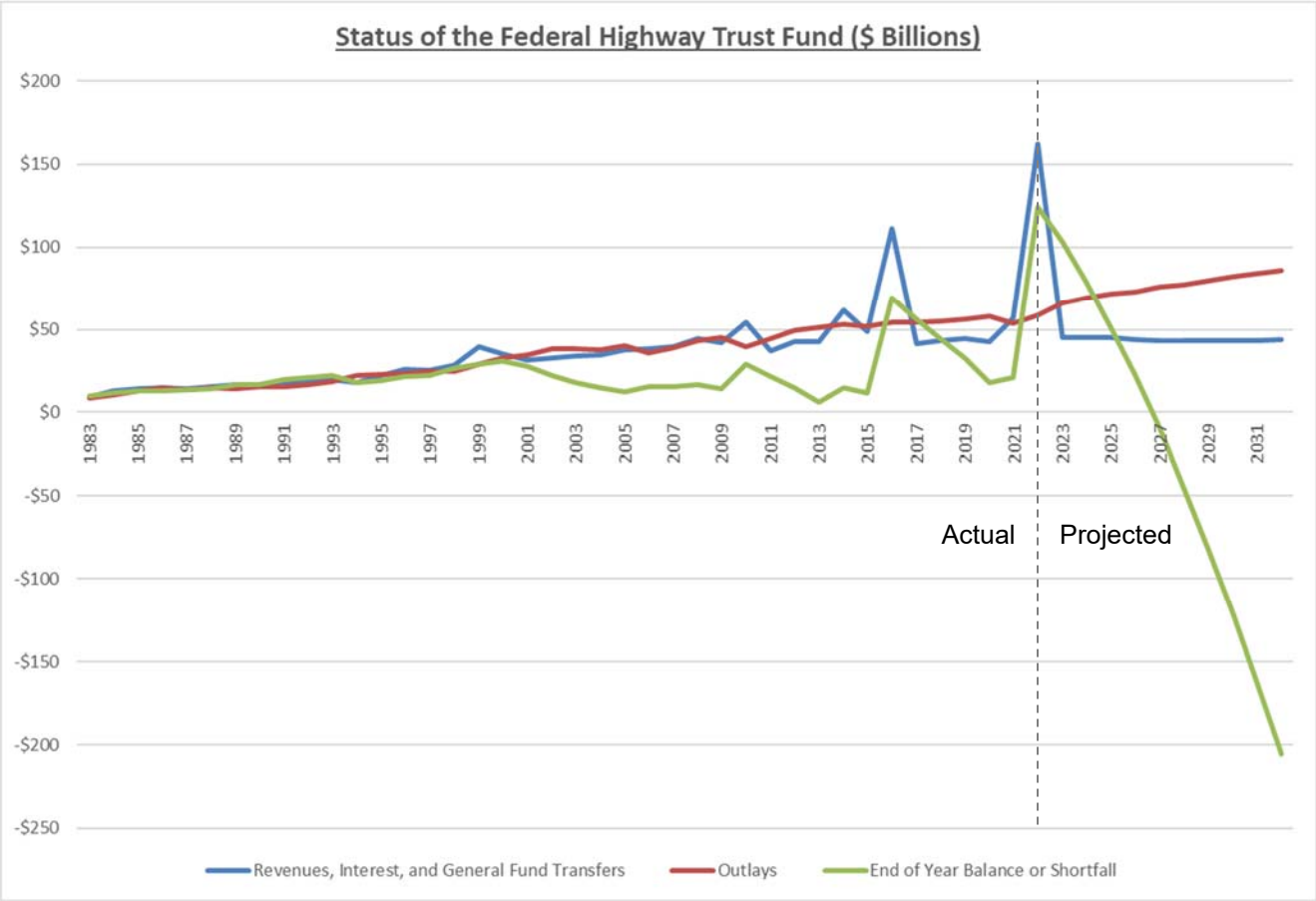
TRANSPORTATION FUNDING

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. Between 2008 and 2019, the Trust Fund has failed to meet its obligations and has required the United States Congress to authorize $141.1 billion in 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.

The Infrastructure Investment and Jobs Act (IIJA) relies on $118 billion of one-time, non-user fee transfer to keep the Trust Fund solvent through 2026. It does not address the present, long- term structural deficiency that exists in funding the Trust Fund. Although Connect SoCal 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

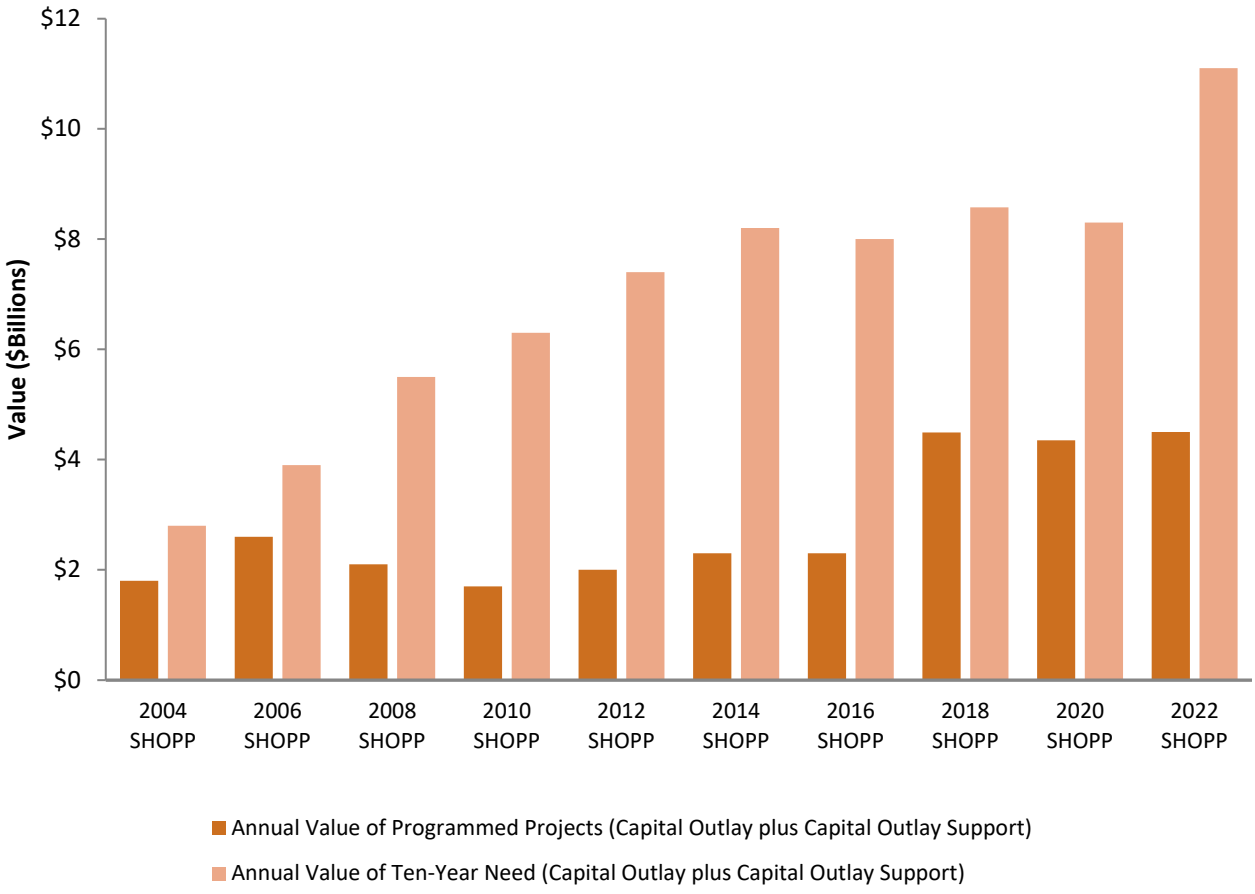


Source: Congressional Budget Office and Federal Highway Administration

Status of the State Highway Account

SB 1 increased the state gas excise tax from 18 cents per gallon to 47.3 cents per gallon (as of July 1, 2019), and further indexed the gas tax to inflation going forward. 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 2022 Ten-Year SHOPP Plan identifies $110.5.8 billion in statewide needs. This includes $86.6 billion of historically reported SHOPP objectives, and the addition of $23.9 billion of SHOPP new objectives, including needs assessment for sea level rise adaptation and complete streets investments. while available funding is only $4.4. billion annually. 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.

FIGURE 6 STATUS OF THE STATE HIGHWAY OPERATION AND PROTECTION PROGRAM



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 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 the RTP/SCS and the FTIP. We are currently in the process of reassessing operation and maintenance costs for the region's transit providers as part of the Connect SoCal 2024 financial plan update.

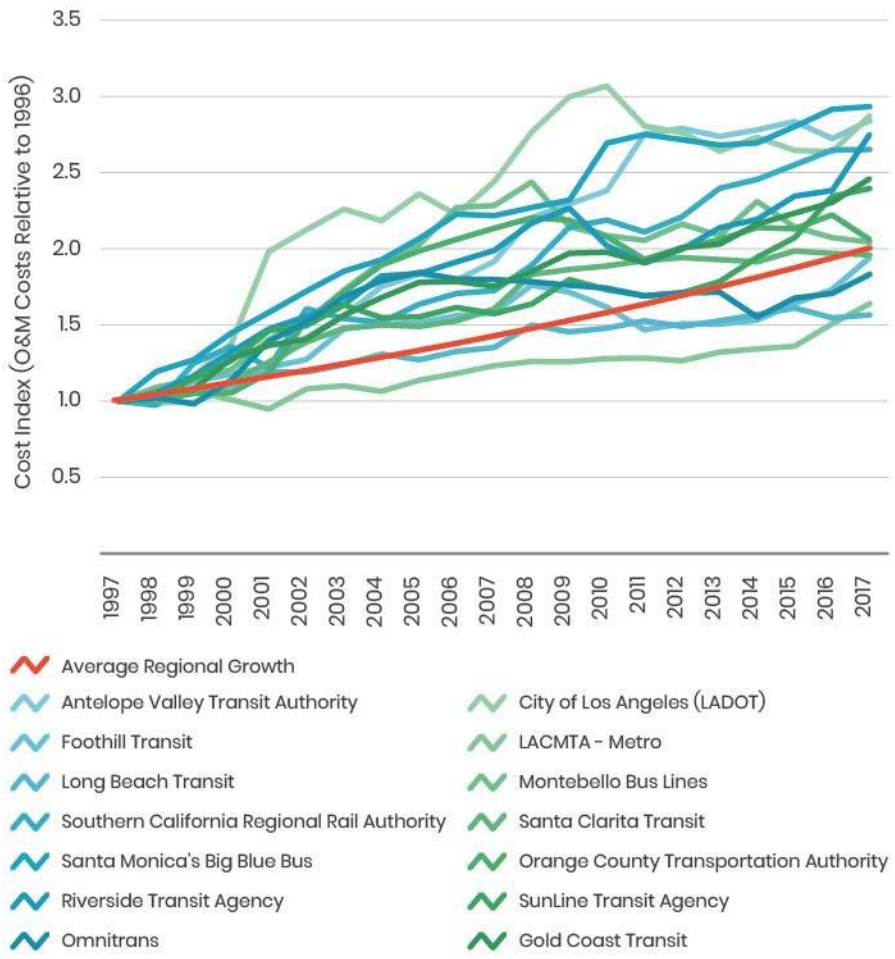
HIGHWAY AND REGIONAL ARTERIAL SYSTEM OPERATIONAND MAINTENANCE (O&M) COSTS

As a part of the region's commitment to preserving existing transportation assets, costs associated with operating and maintaining both the state highway and arterial systems are reflected in SCAG's financial forecasting model. SCAG's Connect SoCal identifies a total of $68.0 billion in costs (through FY2045) to operate and maintain the region's state highway and arterial systems. 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 (post-2030) transitioning to a mileage-based user fee to maintain historical purchasing power.

TRANSIT O&M COSTS

Future transit O&M costs depend on a variety of factors, such as future revenue-miles of service, labor contracts, and age of rolling stock. Over the last decade, these O&M costs grew by up to 5 percent annually, depending on the transit operator (see Figure 7).

FIGURE 7 GROWTH IN TRANSIT OPERATING AND MAINTENANCE COSTS



Source: SCAG Analysis of National Transit Database Statistics

In SCAG's Connect SoCal financial forecasting model, transit O&M costs are estimated based upon historical increases:

- The regional average increase (3.3 percent) is used for most operators.
- For Los Angeles County, the financial plan relies on detailed forecasts from the county transportation commission. These forecasts are consistent with historical data.

The Connect SoCal-2020 RTP/SCS financial forecast identifies $200.5 billion in transit and passenger rail O&M costs through FY2045.

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. Debt service obligations over the Connect SoCal planning horizon total $35.6 billion for the region.

Conclusion

The financial conditions presented provide the overall context for the 2023 FTIP. Incorporating the analytical framework presented in this section to better gauge the region's financial capacity, the Regional Funding and Expenditure Tables in Attachment D reflect a comprehensive investment package consistent with the region's long-term transportation vision as delineated in the adopted Connect SoCal-2020 RTP/SCS. Further, the 2023 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 2023 FTIP. County resolutions are included in Attachment B to demonstrate financial commitment to these projects. Additional documentation is provided in the following supplementary attachment section.

Attachments

Attachment A

Funding Sources

FUND TYPE	FUND NAME	FUND CAT
INVEST	Invest in America	FEDERAL HIGHWAY
XXX3	Toll Credit	FEDERAL HIGHWAY
STP	SURFACE TRANS PROG	FEDERAL HIGHWAY
STP4818	SURFACE TRANS PROG - HR4818	FEDERAL HIGHWAY
STPG-L	STP SAFETY LOCAL	FEDERAL HIGHWAY
TCSPPP	TRANS AND COMM AND SYS PRESRV PILOT PROG	FEDERAL HIGHWAY
2009EAR	FFY 2009 Appropriations Earmarks	FEDERAL HIGHWAY
FLTP	Federal Lands Transportation Program	FEDERAL HIGHWAY
PIDP	Port Infrastructure Development Program	FEDERAL HIGHWAY
5207	INTELLIGENT TRANS SYS	FEDERAL HIGHWAY
BIA	BU OF INDIAN AFFAIRS	FEDERAL HIGHWAY
GRV-NH	NATIONAL HIGHWAY SYSTEM (GARVEE)	FEDERAL HIGHWAY
STPL	STP LOCAL	FEDERAL HIGHWAY
VPP	VALUE PRICING PILOT PROGRAM	FEDERAL HIGHWAY
CDBG	Community Development Block Grant	FEDERAL HIGHWAY
COVID21	COVID Relief Funds - STIP	FEDERAL HIGHWAY
BUILD	BUILD BUILD TRANSPORTATION DISCRETIONARY GRANTS	FEDERAL HIGHWAY
EARREPU	2021 EARMARK REPURPOSING	FEDERAL HIGHWAY
STPL-R	STP LOCAL - REGIONAL	FEDERAL HIGHWAY
IMD	INTERSTATE MAINTENANCE DISCRETIONARY	FEDERAL HIGHWAY
STBG-L	SURFACE TRANS BLK GRNT LOCAL	FEDERAL HIGHWAY
CRRSAA	Coronavirus Response-Relief Supp Appropriations Act	FEDERAL HIGHWAY
CARSI	Commuter Authority Rail Safety Improvement	FEDERAL HIGHWAY
DEMOSTL	DEMO-SAFETEA-LU	FEDERAL HIGHWAY
GRV-STP	SURFACE TRANS PROG - GARVEE	FEDERAL HIGHWAY
NH	NATIONAL HWY SYSTEM	FEDERAL HIGHWAY
SEC115	SECTION 115	FEDERAL HIGHWAY
SEC330	SECTION 330	FEDERAL HIGHWAY
FEMA	FEMA	FEDERAL HIGHWAY
AR-STP	ARRA - SURFACE TRANSPORTATION PROGRAM	FEDERAL HIGHWAY
NPSF	NATIONAL PARK SERVICE FUNDS	FEDERAL HIGHWAY
2010EAR	FFY 2010 APPROPRIATIONS EARMARKS	FEDERAL HIGHWAY
STP-RL	RAILWAY-HIGHWAY CROSSINGS	FEDERAL HIGHWAY
HIP	HIGHWAY INFRASTRUCTURE PROGRAM (HIP)	FEDERAL HIGHWAY
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM	FEDERAL HIGHWAY
EDA	EDA GRANT	FEDERAL HIGHWAY
DEMISTE	DEMO - ISTEA	FEDERAL HIGHWAY
HPP-ACC	ADVANCED CONSTRUCTION CONVERSION	FEDERAL HIGHWAY
SEC117	SECTION 117	FEDERAL HIGHWAY
IM-2764	INTERSTATE MAINT. DISCRETIONARY - H.R. 2764	FEDERAL HIGHWAY
TIGER	TIGER DISCRETIONARY GRANT	FEDERAL HIGHWAY
2011FDG	2011 FED DISC GRANTS	FEDERAL HIGHWAY
2006EAR	FFY 2006 APPROPRIATIONS EARMARKS	FEDERAL HIGHWAY
CMAQ	CMAQ	FEDERAL HIGHWAY

FUND TYPE	FUND NAME	FUND CAT
CBIP	Coordinated Border Infrastructure	FEDERAL HIGHWAY
DEMO	DEMO-PRE ISTEA	FEDERAL HIGHWAY
DOD	DEFENSE FUNDS	FEDERAL HIGHWAY
IM	INTERSTATE MAINTENANC	FEDERAL HIGHWAY
NSBP	SCENIC BYWAYS DISCRET	FEDERAL HIGHWAY
SEC112	SECTION 112	FEDERAL HIGHWAY
ARRA-TE	ARRA - TRANSPORTATION ENHANCEMENT	FEDERAL HIGHWAY
AR-TE-S	ARRA - STATE TRANSPORTATION ENHANCEMENT	FEDERAL HIGHWAY
EARREPU	2017 EARMARK REPURPOSING	FEDERAL HIGHWAY
HFL	HIGHWAYS FOR LIFE	FEDERAL HIGHWAY
1112	RECREATIONAL TRAILS	FEDERAL HIGHWAY
BR-LOCS	BRIDGE LOCAL SEISMIC	FEDERAL HIGHWAY
HRRRP	HIGH RISK RURAL ROAD PROGRAM	FEDERAL HIGHWAY
IM-4818	INTERSTATE MAINT. HR4818	FEDERAL HIGHWAY
PLH	PUBLIC LAND HWYS	FEDERAL HIGHWAY
STPE-L	STP ENHANCE-LOCAL TEA	FEDERAL HIGHWAY
SCE129	SECTION 129 - SURFACE TRANSPORTATION PRIORITIES	FEDERAL HIGHWAY
AR-RSTP	ARRA - REGIONAL SURFACE TRANSPORTATION PROGRAM	FEDERAL HIGHWAY
SEC125	Section 125 - Surface Transportation Priorities	FEDERAL HIGHWAY
HSIP-CT	HSIP - CT MINOR PROGRAM	FEDERAL HIGHWAY
EARREPU	2016 EARMARK REPURPOSING	FEDERAL HIGHWAY
EARREPU	2019 EARMARK REPURPOSING	FEDERAL HIGHWAY
ER-LOC	EMERGENCY RELIEF - LOCAL	FEDERAL HIGHWAY
FLH	FEDERAL LANDS HIGHWAYS PROGRAM	FEDERAL HIGHWAY
PNRS	PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE	FEDERAL HIGHWAY
INFRA	INFRASTRUCTURE FOR REBUILDING AMERICA (INFRA) GRANT	FEDERAL HIGHWAY
STPR-L	STP RAILROAD LOCAL	FEDERAL HIGHWAY
DBR	BRIDGE DISCRETIONARY - REPLACEMENT/REHABILITATION	FEDERAL HIGHWAY
EARREPU	2020 EARMARK REPURPOSING	FEDERAL HIGHWAY
SRTS	SAFE ROUTE TO SCHOOLS	FEDERAL HIGHWAY
DEMOT21	DEMO - TEA 21	FEDERAL HIGHWAY
HUD	HOUSING AND URBAN DEV	FEDERAL HIGHWAY
HRCSA	HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT	FEDERAL HIGHWAY
5394	ROGAN HR5394	FEDERAL HIGHWAY
FERRY	Construction of Ferry Boats and Ferry Terminal Facilities	FEDERAL HIGHWAY
FLAP	Federal Lands Access Program	FEDERAL HIGHWAY
2008EAR	FFY 2008 Appropriations Earmarks	FEDERAL HIGHWAY
TIGER13	2013 TIGER GRANTS	FEDERAL HIGHWAY
THPP	Tribal High Priority Projects (THPP)	FEDERAL HIGHWAY
TTP	Tribal Transportation Program	FEDERAL HIGHWAY
IM-EAR	INTERSTATE MAINTENANC - EARMARK	FEDERAL HIGHWAY
STPR	SURFACE TRANS. PRIORITIES	FEDERAL HIGHWAY

FUND TYPE	FUND NAME	FUND CAT
IBRC	INNOVATIVE BRIDGE RESEARCH AND CONSTRUCTION PROGRAM	FEDERAL HIGHWAY
NCIIP	NAT'L CORRIDOR INFRASTRUCTURE IMP PROGRAM	FEDERAL HIGHWAY
STPR-S	STP RAILROAD	FEDERAL HIGHWAY
STP2764	SURFACE TRANSPORTATION PROGRAM - H.R. 2764	FEDERAL HIGHWAY
AR-FLH	ARRA - FEDERAL LANDS HIGHWAYS PROGRAM	FEDERAL HIGHWAY
CRD	CRD-77J0	FEDERAL HIGHWAY
STBG-R	SURFACE TRANS BLK GRNT REGIONAL	FEDERAL HIGHWAY
ARRARIP	ARRA - STIP RIP	FEDERAL HIGHWAY
STIM2-S	ECONOMIC STIMULUS II ? STATE	FEDERAL HIGHWAY
ATCMT	ADVANCE TRANS AND CONGESTION MGMT	FEDERAL HIGHWAY
STP3090	Surface Transportation Program AB 3090	FEDERAL HIGHWAY
DS-NH-G	GARVEE DEBT SERVICE PAYMENT	FEDERAL HIGHWAY
AMTRAK	AMTRAK	FEDERAL HIGHWAY
DOC	DEPT COMMERCE	FEDERAL HIGHWAY
ARRAIIP	ARRA - STIP IIP	FEDERAL HIGHWAY
SHRP2	STRATEGIC HIGHWAY RESEARCH PROGRAM	FEDERAL HIGHWAY
CIIP	Corridor Infrastructure Improvement Program	FEDERAL HIGHWAY
ARRA-HM	ARRA - HIGHWAY MAINTENANCE (HM)	FEDERAL HIGHWAY
HPP	High Priority Projects (HPP) and Demo	FEDERAL HIGHWAY
I	INTERSTATE	FEDERAL HIGHWAY
IS	INTERSTATE SUBSTITUT	FEDERAL HIGHWAY
1103-F	1103-FHSR-RAIL-HIGHWAY CROSSING HAZARD	FEDERAL HIGHWAY
TAP	TRANSPORTATION ALTERNATIVES PROGRAM	FEDERAL HIGHWAY
DEMOACE	DEMO - SAFETEA LU ACE	FEDERAL HIGHWAY
FBP	FERRY BOAT FORMULA PROGRAM	FEDERAL HIGHWAY
FRA	FEDERAL RAILROAD ADMINISTRATION EARMARK	FEDERAL TRANSIT
ARRAFRA	ARRA - FEDERAL RAILROAD ADMINISTRATION	FEDERAL TRANSIT
5313	STATE PLNG AND RESEARCH	FEDERAL TRANSIT
5310RS	5310RS-Riverside/San Bernardino Urbanized Area - EM	FEDERAL TRANSIT
5339VH	5339VH-Victorville-Hesperia Urbanized Area	FEDERAL TRANSIT
5339SV	5339SV-Simi Valley Urbanized Area - BFG	FEDERAL TRANSIT
5337RS	5337RS-Riverside/San Bernardino Urbanized Area	FEDERAL TRANSIT
5339RS	5339RS-Riverside/San Bernardino Urbanized Area - BFG	FEDERAL TRANSIT
5310VH	5310VH-Victorville-Hesperia Urbanized Area - EM	FEDERAL TRANSIT
5310TO	5310TO-THOUSAND OAKS URBANIZED AREA - EM	FEDERAL TRANSIT
5307H	5307H-Hemet Urbanized Area	FEDERAL TRANSIT
FTATRAN	FTA Transfer from Prior FTIP	FEDERAL TRANSIT
5310	FTA 5310 ELD AND DISABI	FEDERAL TRANSIT
5337OX	5337OX-Oxnard Urbanized Area - SGR	FEDERAL TRANSIT
AR-5307	ARRA - FTA 5307	FEDERAL TRANSIT
5307-TR	FTA 5307 (FHWA TRANSFER FUNDS)	FEDERAL TRANSIT
5307LA	5307LA-LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA	FEDERAL TRANSIT

FUND TYPE	FUND NAME	FUND CAT
5339MT	5339MT-Murrieta-Temecula Urbanized Area - BFG	FEDERAL TRANSIT
5307CAM	5307CAM-CAMARILLO URBANIZED AREA	FEDERAL TRANSIT
5307SV	5307SV-Simi Valley Urbanized Area	FEDERAL TRANSIT
5339TO	5339TO-THOUSAND OAKS URBANIZED AREA - BFG	FEDERAL TRANSIT
5339CAM	5339CAM-CAMARILLO URBANIZED AREA - BFG	FEDERAL TRANSIT
5310SV	5310SV-Simi Valley Urbanized Area - EM	FEDERAL TRANSIT
5312	NATIONAL RESEARCH AND TECHNOLOGY	FEDERAL TRANSIT
5310MT	5310MT-Murrieta-Temecula Urbanized Area - EM	FEDERAL TRANSIT
5309b	FTA 5309(b) NEW RAIL	FEDERAL TRANSIT
5316	FTA 5316 JOB ACCESS PROGRAM	FEDERAL TRANSIT
AR-5309	ARRA - FTA 5309	FEDERAL TRANSIT
5307RS	5307RS-Riverside/San Bernardino Urbanized Area	FEDERAL TRANSIT
5337LA	5337LA-LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - SGR	FEDERAL TRANSIT
5310LA	5310LA-LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - EM	FEDERAL TRANSIT
5307ECC	5307 EL CENTRO-CALEXICO URBANIZED AREA	FEDERAL TRANSIT
5307VH	5307VH-Victorville-Hesperia Urbanized Area - FP	FEDERAL TRANSIT
5307-OP	FTA 5307-OPERATING	FEDERAL TRANSIT
5308	CLEAN FUEL FORMULA	FEDERAL TRANSIT
5311	5311 - NONURBANIZED AREA FORMULA PROGRAM	FEDERAL TRANSIT
5317	FTA 5317 NEW FREEDOM PROGRAM	FEDERAL TRANSIT
5307IC	5307IC-Indio-Cathedral City Urbanized Area	FEDERAL TRANSIT
5339IC	5339IC-Indio-Cathedral City Urbanized Area - BFG	FEDERAL TRANSIT
5337TO	5337TO-THOUSAND OAKS URBANIZED AREA - SGR	FEDERAL TRANSIT
5307OX	5307OX-Oxnard Urbanized Area	FEDERAL TRANSIT
5307TO	5307TO-THOUSAND OAKS URBANIZED AREA	FEDERAL TRANSIT
5339	FTA 5339b - Bus and Bus Facilities Discretionary Program	FEDERAL TRANSIT
5309c	FTA 5309(c) BUS	FEDERAL TRANSIT
AR-5311	ARRA - FTA 5311	FEDERAL TRANSIT
5339LA	5339LA-LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - BFG	FEDERAL TRANSIT
5307MT	5307MT-Murrieta-Temecula Urbanized Area	FEDERAL TRANSIT
5337	5337 STATE OF GOOD REPAIR	FEDERAL TRANSIT
5310IC	5310IC-Indio-Cathedral City Urbanized Area - EM	FEDERAL TRANSIT
5310OX	5310OX-Oxnard Urbanized Area - EM	FEDERAL TRANSIT
5339OX	5339OX-Oxnard Urbanized Area - BFG	FEDERAL TRANSIT
TOD	TRANS ORIENTED DEV PLANNING PILOT PROGRAM	FEDERAL TRANSIT
5339C	5339C-LOW OR NO EMISSION VEHICLE PROGRAM - 5339(C)	FEDERAL TRANSIT
5339H	5339H-Hemet Urbanized Area - BFG	FEDERAL TRANSIT
5311F	5311F - INTERCITY BUS	FEDERAL TRANSIT
5309a	FTA 5309(a) GUIDEWY	FEDERAL TRANSIT
5340	GROWING STATES AND HIGH DENSITY STATES FORMULA	FEDERAL TRANSIT
5310CAM	5310CAM-CAMARILLO URBANIZED AREA - EM	FEDERAL TRANSIT

FUND TYPE	FUND NAME	FUND CAT
5307MV	5307MV-Mission Viejo Urbanized Area	FEDERAL TRANSIT
5337SV	5337SV-Simi Valley Urbanized Area - SGR	FEDERAL TRANSIT
5337CAM	5337CAM-CAMARILLO URBANIZED AREA - SGR	FEDERAL TRANSIT
5305	Metropolitan Planning Program - 5305	FEDERAL TRANSIT
STIM2-L	ECONOMIC STIMULUS II ? LOCAL	FEDERAL TRANSIT
5339MV	5339MV-Mission Viejo Urbanized Area - BFG	FEDERAL TRANSIT
5310MV	5310MV-Mission Viejo Urbanized Area - EM	FEDERAL TRANSIT
5310H	5310H-Hemet Urbanized Area - EM	FEDERAL TRANSIT
5320	5320 - Transit in the Parks	FEDERAL TRANSIT
5310LP	5310LP-Lancaster/Palmdale Urbanized Area - EM	FEDERAL TRANSIT
NRTP	National Research and Technology Program	FEDERAL TRANSIT
5339SC	5339SC-Santa Clarita Urbanized Area - BFG	FEDERAL TRANSIT
5337MV	5337MV-Mission Viejo Urbanized Area - SGR	FEDERAL TRANSIT
BUS-PRO	Bus and Bus-Related Projects	FEDERAL TRANSIT
TIGGER	TRANSIT INVESTMENT FOR GREENHOUSE GAS AND ENERGY REDUCTION	FEDERAL TRANSIT
5303	Metropolitan Planning Program - 5303	FEDERAL TRANSIT
5324	5324 - Emergency Relief Program	FEDERAL TRANSIT
5310SC	5310SC-Santa Clarita Urbanized Area - EM	FEDERAL TRANSIT
5311 PR	FTA 5311 NON UZA - PRIOR OBL	FEDERAL TRANSIT
5310-TR	FTA 5310 (FHWA TRANSFER FUNDS)	FEDERAL TRANSIT
5329	5329 - Public Transportation Safety Program	FEDERAL TRANSIT
5337	5337 - State of Good Repair Grants	FEDERAL TRANSIT
5339LP	5339LP-Lancaster/Palmdale Urbanized Area - BFG	FEDERAL TRANSIT
5307LP	5307LP-Lancaster/Palmdale Urbanized Area	FEDERAL TRANSIT
5307SC	5307SC-Santa Clarita Urbanized Area	FEDERAL TRANSIT
5304	Metropolitan Planning Program - 5304	FEDERAL TRANSIT
5337LP	5337LP-Lancaster/Palmdale Urbanized Area - SGR	FEDERAL TRANSIT
XXX2	Transit Development Credit	Federal Transit
TIFIA	TRANSPORTATION INFRASTRUCTURE FINANCE & INNOVATION ACT	INNOVATIVE FINANCE
P-TAX	PROPERTY TAX	LOCAL
DEV FEE	DEVELOPER FEES	LOCAL
AGENCY	AGENCY	LOCAL
BENEFIT	BENEFIT ASSESS DIST	LOCAL
LOC-AC	LOCAL ADVANCE CONSTRUCTION	LOCAL
TDA3	TDA ARTICLE #3	LOCAL
BONDL	BONDS - LOCAL	LOCAL
CO	COUNTY	LOCAL
LTF	LOCAL TRANS FUNDS	LOCAL
RED	REDEVELOPMENT FUNDS	LOCAL
TDA4	TDA ARTICLE #4	LOCAL
GASCITY	Gas Tax (Subvention to cities)	LOCAL
GENCITY	City General Funds	LOCAL

FUND TYPE	FUND NAME	FUND CAT
WRVTUMF	TUMF Zone	LOCAL
XRIV	Measure A Regional Arterial	LOCAL
ADCONST	LOCAL - ADVANCED CONSTRUCTION	LOCAL
GEN	GENERAL FUNDS	LOCAL
PNRSAC	ADV CONSTR. PROJECTS OF NAT'L AND REG'L SIGNIFICANCE	LOCAL
WRVTUMF	WESTERN RIV TUMF	LOCAL
PORT	PORT FUNDS	LOCAL
FEE	FEE	LOCAL
AIR	AIR BOARD	LOCAL
CITY	CITY FUNDS	LOCAL
ERVTUMF	EASTERN RIV TUMF	LOCAL
TDA	TDA	LOCAL
FARE	FARE REVENUE	LOCAL
TRA FEE	TRAFFIC IMPACT FEES	LOCAL
PVT	PRIVATE FUNDS	LOCAL
XRIV	RIV CO SALES TAX	LOCAL
XSBD	SBD CO MEASURE I	LOCAL
TOLLS	Tolls	LOCAL
ORA-PAH	ORANGE M - MPAH	LOCAL
MEA_R	MEASURE R	LOCAL
STPL-EX	RSTP exchange funds	LOCAL
PC40	PROP C"40" FUNDS	LOCAL
MMMYSP	MEASURE M - MULTI YEAR SUBREGIONAL PROGRAM	LOCAL
WRVTUMF	TUMF CETAP	LOCAL
XRIV	Measure A Coachella Valley	LOCAL
AGCY-AC	Agency - Adv Construction	LOCAL
PC25	PROP "C25" FUNDS	LOCAL
ORA-FWY	ORANGE M - FREEWAY	LOCAL
PROPA	PROP "A" FUNDS	LOCAL
ECREC	ECONOMIC RECOVERY	LOCAL
ORA-IIP	ORANGE M - IIP	LOCAL
ORA-RIP	ORANGE M - REG I/C	LOCAL
PC20	PROP "C20" FUNDS	LOCAL
RSTP-AC	RSTP - ADVANCE CONSTRUCTION	LOCAL
TDA8	TDA ARTICLE #8	LOCAL
MR02	MEASURE R 02 - METRO RAIL TRANSIT CAPITAL	LOCAL
MR20H	MEASURE R 20H - HIGHWAY CAPITAL	LOCAL
MM35	MEASURE M 35% TRANS CON	LOCAL
MELLO	MELLO ROOS	LOCAL
PC10	PROP "C10" FUNDS	LOCAL
MR03	MEASURE R 03 - METROLINK CAPITAL	LOCAL
DEMO	Demo SAFETEA-LU Advance Construction	LOCAL
GAS-CO	Gas Tax (Subventions to Counties)	LOCAL

FUND TYPE	FUND NAME	FUND CAT
ORA-SSP	ORANGE M - SMARTST	LOCAL
ORA-TDM	ORANGE M - TDM	LOCAL
PC5	PROP "C5" FUNDS	LOCAL
ORAM2TR	ORANGE CO. MEASURE M2 - TRANSIT	LOCAL
HPP-RE	HIGH PRIORITY PROJECTS PROGRAM - ADAVANCE CONSTRUCTION CONVERSIO	LOCAL
ECREC-T	ECONOMIC RECOVERY - TRANSIT	LOCAL
ORA-SIP	ORANGE M - SIGNALS	LOCAL
PROPALR	PROP "A" LOCAL RETURN	LOCAL
XORA	MEASURE M	LOCAL
MR05	MEASURE R 05 - RAIL OPERATIONS	LOCAL
MR15	MEASURE R 15 - LOCAL RETURN	LOCAL
WRVTUMF	TUMF Regional Arterial	LOCAL
XRIV	Measure A Western County Highways	LOCAL
ORAFWY2	ORANGE M2 - FREEWAY	LOCAL
ORA-GMA	ORANGE M - GMA	LOCAL
ORA-TRN	ORANGE M - TRANSIT	LOCAL
TDA4.5	TDA ARTICLE #4.5	LOCAL
ORAM2SS	ORANGE CO. MEASURE M2 - SIGNAL SYNCHRONIZATION	LOCAL
INV	Investment Income	LOCAL
GEN-CO	County General Funds	LOCAL
XRIV	Measure A CETAP	LOCAL
CMAQ-AC	CMAQ-ADVANCE CONSTRUCTION	LOCAL
ORA-BCK	ORANGE M - TURNBACK	LOCAL
ORAM2RC	ORANGE CO. MEASURE M2 - REGIONAL CAPACITY	LOCAL
MR20B	MEASURE R 20B - BUS OPERATIONS	LOCAL
MEA_R	MEASURE R 35 - RAIL BUS RAPID TRANSIT CAPITAL	LOCAL
HVIP	Hybrid-Zero-Emission Truck and Bus IP	STATE
ER-S	EMERGENCY RELIEF - STATE	STATE
NH-SHOP	NATIONAL HWY SYSTEM-SHOPP	STATE
SC3090	STATE CASH (AB 3090)	STATE
STCASHS	STATE CASH- SHOPP	STATE
ST-CASH	STATE CASH - RIP PRIOR	STATE
STIP-AC	STIP Advance Cons	STATE
STPACRP	STIP ADVANCE CON-PRIP	STATE
SB 132	SENATE BILL 132	STATE
SB1-CC	SB1 SOLUTIONS FOR CONGESTED CORRIDORS	STATE
STCIPPP	STATE CASH - IPP PRIOR	STATE
STPE-S	STP ENHANCE-SHOPP TEA	STATE
SR2S	SAFE ROUTES TO SCHOOL (SR2S)	STATE
STCASCT	STATE CASH - CT MINOR PROGRAM	STATE
STIP-AC	STIP ADVANCE CON-RIP	STATE
STPACIP	STIP ADVANCE CON-PIIP	STATE
HBRR-S	HBRR - STATE	STATE

FUND TYPE	FUND NAME	FUND CAT
STA-BLA	STATE BIKE LANE ACT.	STATE
STCASHI	STATE CASH - IIP	STATE
STPE-R	STP ENHANCE-RIP TEA	STATE
STP-IIP	SURFACE TRANS PROG - IIP	STATE
TCRF	TRAFFIC CONGESTION RELIEF	STATE
TCIF	TRADE CORRIDOR PROGRAM	STATE
NH-HM	NATIONAL HWY SYSTEM - HM	STATE
TIRCP	TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM	STATE
PTA-RIP	PUBLIC TRANSIT ACCOUNT - RIP	STATE
TSSSDR	TRANSIT SYSTEM SAFETY,SECURITY AND DISASTER RESPONSE ACCOUNT	STATE
RMRA	RMRA - Road Maintenance and Rehabilitation Account	STATE
STP-RIP	SURFACE TRANS PROG - RIP	STATE
UNIV	STATE UNIVERSITY	STATE
CTSGP	CALIFORNIA TRANSIT SECURITY GRANT PROGRAM	STATE
SHOPACP	SHOPP AC-PRIOR	STATE
SEC190	SECTION 190 GRADE SEPARATION PROGRAM	STATE
STA-PUC	STATE PUC	STATE
STPE-PR	STP ENHANCE-PRIOR RIP TEA	STATE
HBRR-L	BRIDGE - LOCAL	STATE
CMOYER	CARL MOYER FUNDS	STATE
P116	PROP 116	STATE
PTA-IIP	PUBLIC TRANSIT ACCT - IIP	STATE
STAL-S	STATE LEGIS - STATE	STATE
ST-CASH	STATE CASH	STATE
STCASHR	STATE CASH - RIP	STATE
STPIIP3	SURFACE TRANS PROG-IIP AB 3090	STATE
STPRIP3	SURFACE TRANS PROG-RIP AB3090	STATE
ST-SPR	PARTNERSHIP PLANNING GRANT	STATE
BOND-SH	SHOPP AUGMENTATION	STATE
LSRCRTS	LOCAL STREET AND ROAD, CONGESTION	STATE
STCASHM	STATE CASH ? HM	STATE
SB1	SB1 LOCAL PARTNERSHIP COMPETITIVE FUNDS	STATE
OES	OFFICE OF EMERGENCY SERVICES	STATE
PROP68	Parks and Water Bond Act 2018	STATE
STPE-I	STP ENHANCE-IIP TEA	STATE
CMIA	CORRIDOR MOBILITY PROGRAM	STATE
NH-RIP	NATIONAL HWY SYSTEM - RIP	STATE
SHOPPAC	SHOPP - ADVANCE CONSTRUCTION	STATE
SLP	STATE LOCAL PARTNER	STATE
S-PARK	STATE PARK FUNDS	STATE
STCASGI	STATE CASH - GRANDFATHERED IIP	STATE
STP-GR	STP-GRANDFATHER RIP	STATE
STPSHOP	SURFACE TRANS PROG-SHOPP	STATE

FUND TYPE	FUND NAME	FUND CAT
PTMISEA	PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.	STATE
SHOPPAC	SHOPP ADVANCE CONSTRUCTION (AC) - CT MINOR	STATE
ALTFUEL	CEC-ALTERNATIVE FUEL	STATE
SB1-SGR	SB1 STATE OF GOOD REPAIR	STATE
STCASHP	STATE CASH - PRIOR STIP	STATE
SB1	SB1TRADE CORRIDOR ENHANCEMENT	STATE
TLSP	TRAFFIC LIGHT SYNCHRONIZATION PROGRAM	STATE
AB2766	STATE AB2766	STATE
STA	STATE TRANSIT ASSIST	STATE
ST-CASH	STIP ADVANCE CON-IIP	STATE
SB1	SB1 LOCAL PARTNERSHIP FORMULA FUNDS	STATE
ATP-MPO	ACTIVE TRANSPORTATION PROGRAM - MPO	STATE
LBSRA	LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT	STATE
LOWNOCT	LOW OR NO EMISSION VEHICLE PROGRAM (CAP AND TRADE)	STATE
NH-IIP	NATIONAL HWY SYSTEM - IIP	STATE
STP-HM	SURFACE TRANSPORTATION PROGRAM - HM	STATE
IM-RIP	INTERSTATE MAINTENANCE - RIP	STATE
IM-IIP	INTERSTATE MAINTENANCE - IIP	STATE
CAPTRAD	CAP AND TRADE PROGRAM	STATE
ATP	ACTIVE TRANSPORTATION PROGRAM	STATE
PTA-PRI	PUBLIC TRANSIT ACCT - PRIOR STIP	STATE
STCRSP	STATE CASH - PRIOR RETROFIT SOUNDWALL PROGRAM	STATE
HM	Highway Maintenance	STATE
STCASHg	STATE CASH - GRNDFTHR RIP	STATE
HSPTB	HIGH-SPEED PASSENGER TRAIN BOND PROGRAM	STATE
FERRY-D	1064 FERRY DISCRETIONARY	STATE
MATCH	State match	STATE
TPD	TRANS PLNG AND DEV	STATE
IRI-1B	INTERCITY RAIL IMPROVEMENTS	STATE
NH-GIIP	NAT'L HWY - GRANDFATHER IIP	STATE
STIPPRI	STIP PRIOR	STATE
STPE-P	STP-ENTRANCEMENT PRIOR STIP	STATE
SB1-LR	SB 1 LOCAL STREETS AND ROADS	STATE
STPE	STP ENHANCEMENT IPP PRIOR	STATE
STA-1B	STATE TRANSIT ASSISTANCE - PROPOSITION 1B FUNDS	STATE
IM-SHOP	INTERSTATE MAINTENANC-SHOPP	STATE
NH-GRIP	NAT'L HWY-GRANDFATHER RIP	STATE
PTA	PUBLIC TRANSIT ACCT	STATE
ARRA-SH	ARRA - SHOPP	STATE
STP-GI	STP-GRANDFATHER IIP	STATE
LCTOP	Low Carbon Transit Operations Program	STATE
ST-CASH	STATE CASH-SHOPP PRIOR	STATE

FUND TYPE	FUND NAME	FUND CAT
GRV-SH	GARVEE BOND FINANCING	STATE
ERSTATE	State Emergency repair	STATE
STAMIN	State minor program	STATE
SH-TCIF	SHOPP ADVANCE CONSTRUCTION - TCIF	STATE

Attachment B

County Resolutions

ICTC APPROVED
022322-6C

RESOLUTION NO. 022322-6C

A RESOLUTION OF THE IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) WHICH CERTIFIES THAT ICTC HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2022/23 – 2027/28 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS AND PHASES AS APPLICABLE IN THE PROGRAM

WHEREAS, Imperial County is located within the metropolitan planning boundaries of the Southern California Association of Governments; 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 ICTC 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 ICTC 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 ICTC must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the ICTC has adopted the FFY 2022/23-2027/28 Imperial County Transportation Improvement Program with funding for FFY 2022/23 and 2023/24 available and committed, and reasonably expected to be available for FFY 2024/25 through 2025/26

NOW, THEREFORE, BE IT RESOLVED by the ICTC that it affirms its continuing commitment to the projects in the FFY 2022/23-2027/28 Imperial County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2022/23-2027/28 Imperial 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 2022/23-2027/28 ICTC TIP are consistent with the proposed 2022 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2022; and

2. All the projects in the Imperial County TIP have complete funding identified in the Program.

3. ICTC 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 2022/23-2027/28 Imperial County TIP; and

4. The local match for projects funded with federal STBG 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.

PASSED, APPROVED AND ADOPTED by ICTC, in Imperial County, California, this 23 day of February, 2022.

By: Rosie Arnold Fernandez
Chairperson

ATTEST:

By: Cristi Lerma
CRISTI LERMA
Secretary to the Commission

ATTACHMENT A

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 2022/23 – 2027/28 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; 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) 2022/23 – 2027/28 Los Angeles County TIP with funding for FFY 2022/23 and FFY 2023/24 available and committed, and reasonably expected to be available for FFY 2024/25 through FFY 2025/26.

NOW, THEREFORE, BE IT RESOLVED by LACMTA that it affirms its continuing commitment to the projects in the FFY 2022/23 – 2027/28 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2022/23 – 2027/28 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 FY2022/23 – 2027/28 Los Angeles County TIP are consistent with the 2022 State Transportation Improvement Program as approved by the California Transportation Commission in March 2022; 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 2022/23 – 2027/28 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 April, 2022

CERTIFICATION

COLLETTE LANGSTON
LACMTA Board Clerk

DATED: May 3, 2022
(SEAL)

RESOLUTION NO. 2022-001 OF THE BOARD OF DIRECTORS OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY

FISCAL YEAR 2022-23 TO FISCAL YEAR 2027-28

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 2022-23 – 2027-28 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL 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

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 federal fiscal year (FFY) 2022-23 through FFY 2027-28 Orange County TIP with funding for FFY 2022-23 and FFY 2023-24 available and committed, and reasonably committed for FFY 2024-25 through FFY 2025-26.

NOW, THEREFORE, BE IT RESOLVED by OCTA that it affirms its continuing commitment to the projects in the FFY 2022-23 through FFY 2027-28 Orange County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2022-23 through FFY 2027-28 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 2022-23 through FFY 2027-28 Orange County TIP are consistent with the proposed 2022 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission (CTC) in March 2022.

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 2022 STIP cycle. The STIP is the County's number one priority for funding. The Orange County 2022 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 2022-23 through FFY 2027-28 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 (FTA) funded projects are programmed within the IIJA guaranteed funding levels.

PASSED, APPROVED, AND ADOPTED this 14th day of February.

AYES: Chairman Murphy, Vice Chairman Hernandez, and Directors Chaffee, Delgleize, Foley, Goodell, Harper, Hennessey, Jones, Muller, Nguyen, Sarmiento, and Sidhu

NOES: Director Wagner

ABSENT: Directors Bartlett and Do

ATTEST:

Andrea West
Interim Clerk of the Board

Mark A. Murphy, Chairman
Orange County Transportation Authority

RESOLUTION NO. 22-001

RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION CERTIFYING RIVERSIDE COUNTY HAS RESOURCES TO FUND PROJECTS IN THE FEDERAL FISCAL YEARS 2022/23 THROUGH 2027/28 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING COMMITMENT TO IMPLEMENT ALL PROJECTS AND PHASES AS APPLICABLE 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 2022/23 through FFY 2027/28 Riverside County TIP with funding for FFY 2022/23 and FFY 2023/24 available and committed, and reasonably committed for FFY 2024/25 through FFY 2025/2026.

NOW, THEREFORE, BE IT RESOLVED by the RCTC that it affirms its continuing commitment to the projects in the FFY 2022/22 through FFY 2027/28 Riverside County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2022/23 through FFY 2027/28 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 2022/23 through FFY 2027/28 Riverside County TIP are consistent with the proposed 2022 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission in March 2022; 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 2022/23 through FFY 2027/28 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 12th day of January, 2022.

V. Manuel Perez, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

RESOLUTION NO. 22-039

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 2022/2023 – 2027/2028 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; 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 2022/2023 – 2027/2028 San Bernardino County TIP with funding for Federal Fiscal Years 2022/2023 and 2023/2024 available and committed, and reasonably expected to be available for Federal Fiscal Years 2024/2025 through 2025/2026.

NOW, THEREFORE, BE IT RESOLVED, that SBCTA affirms its continuing commitment to the projects in the Federal Fiscal Years 2022/2023 – 2027/2028 San Bernardino County TIP; and

BE IT FURTHER RESOLVED, that the Federal Fiscal Year 2022/2023 – 2027/2028 San Bernardino 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 TIP in the last four years and certifies that:

1. Projects in the Federal Fiscal Year 2022/2023 – 2027/2028 San Bernardino County TIP are consistent with the proposed 2022 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2022; 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 2022 STIP cycle.
    - SBD990211 – US-395 Phase II
    - 20191301 - I-10 Corridor Contract 2

- SBD59303 – Set aside/reservations for future SB45 Planning, Programming & Monitoring
- SBD990212 – ZEMU Conversion

These projects are the County's priorities for 2022 STIP funds. The San Bernardino County 2022 STIP Regional Transportation Improvement Program, as identified in the Financial Plan, will include sufficient transportation funds to complete the projects. Therefore, as required by the 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 (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Program allocations to fund all of the projects programmed with these funds in the Federal Fiscal Year 2022/2023 – 2027/2028 San Bernardino County TIP.
4. The local match for projects funded with federal STBG 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 February 2, 2022.

Curt Hagman, President
San Bernardino County Transportation Authority

ATTEST:

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

ATTACHMENT A

RESOLUTION NO. 2022-02

A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION WHICH CERTIFIES THAT VENTURA COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2022/2023 - 2027/2028 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 2022/2023-2027/2028 Ventura County Transportation Improvement Program with funding for FFY 2022/2023 and 2023/2024 available and committed, and reasonably expected to be available for FFY 2024/2025 through 2025/2026

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission that it affirms its continuing commitment to the projects in the FFY 2022/2023-2027/2028 Ventura County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2022/2023-2027/2028 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 2022/2023-2027/2028 Ventura County TIP are consistent with the proposed 2022 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2022; 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 of the projects in the FFY 2022/2023-2027/2028 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 4th day of February 2022.

Tony Trembley, Chair

ATTEST:

Roxanna Ibarra, Clerk of the Commission

APPROVED AS TO FORM:

Steven T. Mattas, General Counsel

2/9/2022
Date

Attachment C

Transit Operator Financial Data

ACCESS SERVICES INCORPORATED

Financial Data for FY 2022-23 to FY 2025-26[1]

[1] Los Angeles County Metropolitan Transportation Agency

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

Financial Data for FY 2022-23 to FY 2025-26[2]

[2] Los Angeles County Metropolitan Transportation Agency

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

Financial Data for FY 2022-23 to FY 2025-26[3]

[3] Los Angeles County Metropolitan Transportation Agency

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 MUNICIPAL BUS LINES

Financial Data for FY 2022-23 to FY 2025-26[4]

[4] Los Angeles County Metropolitan Transportation Agency

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 -	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**	

LONG BEACH TRANSIT

Financial Data for FY 2022-23 to FY 2025-26[5]

[5] Los Angeles County Metropolitan Transportation Agency

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**	

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION (LADOT)

Financial Data for FY 2022-23 to FY 2025-26[6]

[6] Los Angeles County Metropolitan Transportation Agency

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**	

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Financial Data for FY 2022-23 to FY 2025-26[7]

[7] Los Angeles County Metropolitan Transportation Agency

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**

MONTEBELLO BUS LINES

Financial Data for FY 2022-23 to FY 2025-26[8]

[8] Los Angeles County Metropolitan Transportation Agency

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**	

NORWALK TRANSIT

Financial Data for FY 2022-23 to FY 2025-26[9]

[9] Los Angeles County Metropolitan Transportation Agency

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)**	

SANTA CLARITA TRANSIT

Financial Data for FY 2022-23 to FY 2025-26[10]

[10] Los Angeles County Metropolitan Transportation Agency

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 BUS LINES

Financial Data for FY 2022-23 to FY 2025-26[11]

[11] Los Angeles County Metropolitan Transportation Agency

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*

TORRANCE TRANSIT

Financial Data for FY 2022-23 to FY 2025-26[12]

[12] Los Angeles County Metropolitan Transportation Agency

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**	

ORANGE COUNTY TRANSPORTATION AUTHORITY

Financial Data for FY 2022-23 to FY 2025-26

October 2022

OCTA

FY 2022/2023 - 20205/2026

Cash Flow Statement - Bus Program

(millions)		2022-23	2023-24	2024-25	2029-30	2034-35	2039-40
Beginning balance - operating	**$**	**300.3**	**364.4**	**400.5**	**396.1**	**225.1**	**84.7**
Cash flows from operating activities:							
Sources of funds (Revenues):							
Sales tax revenue		159.3	164.2	168.2	191.3	216.4	242.8
Federal formula grant 5307		53.8	54.0	55.7	64.5	71.5	83.0
Passenger fares		33.9	37.8	40.5	47.5	48.9	54.7
State transit assistance fund		16.9	18.7	19.4	19.4	19.4	19.4
Property tax revenue		20.5	21.4	22.4	28.2	35.5	44.6
California Senate Bill 1 oper.		13.7	15.3	15.9	15.9	15.9	15.9
Federal Supplemental Funding		71.3	51.7	0.0	0.0	0.0	0.0
Miscellaneous revenues		11.9	11.3	11.6	12.8	13.6	14.8
Advertising revenue		4.1	4.2	4.3	4.8	5.3	5.9
Interest on operating investments		3.5	4.6	6.1	7.2	4.1	1.5
Total sources of funds	**$**	**388.8**	**383.2**	**344.1**	**391.5**	**430.5**	**482.6**
Cash flows from operating activities:							
Uses of funds (Expenditures):							
Salaries and benefits		119.8	123.7	127.7	151.2	162.8	195.7
Purchased transportation services		94.1	92.6	95.3	107.3	122.8	137.8
Administrative service expense		47.4	49.9	52.6	67.4	80.2	101.3
Professional services		25.4	26.0	26.6	29.7	33.2	37.0
Maintenance, parts and fuel		19.5	20.3	21.1	25.3	35.5	42.6
General and administrative		4.3	4.4	4.5	5.0	5.5	6.2
Other operating expense		4.5	4.6	4.8	5.3	6.0	6.7
Designation to capital		9.7	25.4	(72.0)	28.3	39.1	(46.7)
Total uses of funds	**$**	**324.7**	**347.1**	**260.5**	**419.4**	**485.1**	**480.6**
Net cash provided by operations	**$**	**64.1**	**36.2**	**83.5**	**(27.9)**	**(54.5)**	**2.0**
Available cash - operating	**$**	**364.4**	**400.5**	**484.1**	**368.2**	**170.6**	**86.7**
Beginning balance - capital	**$**	**313.1**	**291.7**	**319.5**	**336.7**	**245.9**	**271.4**
Contribution to capital		9.7	25.4	(72.0)	28.3	39.1	(46.7)
Federal Formula Grants 5337/5339		10.7	11.0	11.2	12.5	13.9	15.4
Senate Bill 1 SGR		5.3	5.4	5.5	6.2	6.8	7.6
Federal Supplemental Funding		0.0	0.0	0.0	0.0	0.0	0.0
Capital grants/other capital revenues		18.4	2.5	101.9	0.0	0.0	0.0
Capital expenditures		(69.0)	(20.2)	(158.1)	(31.4)	(34.1)	(46.5)
Interest on capital investments		3.5	3.7	4.8	6.1	4.4	4.7
Net cash used by capital and related financing activities (Expenditures)	**$**	**(21.4)**	**27.7**	**(106.7)**	**21.6**	**30.1**	**(65.4)**
Available cash - capital	**$**	**291.7**	**319.5**	**212.8**	**358.4**	**276.0**	**206.0**

RIVERSIDE TRANSIT AGENCY

Financial Data for FY 2022-23 to FY 2025-26[13]

[13] Riverside County Transportation Commission

Riverside Transit Agency
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		
FTA 5307	14,042,478	21,540,000	18,180,000	19,460,348	73,222,826	
FTA Stimulus	15,569,198	-	-	-	15,569,198	
FTA 5310	300,000	300,000	250,000	265,000	1,115,000	
FTA 5311	682,130	695,773	600,000	636,000	2,613,903	
FTA 5339 Competitive	8,787,846	-	-	2,929,282	11,717,128	
FARES	4,063,900	8,000,000	10,000,000	10,840,000	32,903,900	
Interest	25,000	150,000	150,000	159,000	484,000	
Measure A	4,000,000	4,000,000	4,000,000	4,000,000	16,000,000	
Other	1,226,492	950,000	300,000	318,000	2,794,492	
LCTOP	4,023,993	1,700,000	-	-	5,723,993	
LTF	49,759,075	64,000,000	71,000,000	75,760,000	260,519,075	
SGR	1,500,000	910,000	1,500,000	1,303,333	5,213,333	
STA	5,182,474	-	27,220,000	10,800,825	43,203,299	
					-	
Revenue Total	**109,162,586**	**102,245,773**	**133,200,000**	**126,471,788**	**471,080,147**	

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		
FTA 5307	447,044	2,040,000	880,000	1,122,348	4,489,392	
FTA 5339 Competitive	8,787,846	-	-	2,929,282	11,717,128	
LTF	-	1,500,000	-	500,000	2,000,000	
SGR	1,500,000	910,000	1,500,000	1,303,333	5,213,333	
STA	5,182,474	-	27,220,000	10,800,825	43,203,299	
Capital	**15,917,364**	**4,450,000**	**29,600,000**	**16,655,788**	**66,623,152**	
FTA 5307	13,595,434	19,500,000	17,300,000	18,338,000	68,733,434	
FTA Stimulus	15,569,198	-	-	-	15,569,198	
FTA 5310	300,000	300,000	250,000	265,000	1,115,000	
FTA 5311	682,130	695,773	600,000	636,000	2,613,903	
FARES	4,063,900	8,000,000	10,000,000	10,840,000	32,903,900	
Interest	25,000	150,000	150,000	159,000	484,000	
Measure A	4,000,000	4,000,000	4,000,000	4,000,000	16,000,000	
Other	1,226,492	950,000	300,000	318,000	2,794,492	
LCTOP	4,023,993	1,700,000	-	-	5,723,993	
LTF	49,759,075	62,500,000	71,000,000	75,260,000	258,519,075	
Operating	**93,245,222**	**97,795,773**	**103,600,000**	**109,816,000**	**404,456,995**	
Expenditures Total	**109,162,586**	**102,245,773**	**133,200,000**	**126,471,788**	**471,080,147**	

SUNLINE TRANSIT AGENCY

Financial Data for FY 2022-23 to FY 2025-26[14]

[14] Riverside County Transportation Commission

SunLine Transit Agency
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		
FTA 5307	8,261,028	7,128,468	6,927,730	7,363,628	29,680,854	
FTA Stimulus	1,032,331	230,000	200,000	206,000	1,668,331	
FTA 5311	658,264	601,399	616,526	635,022	2,511,211	
CMAQ	893,097	552,607	575,600	592,868	2,614,172	
FTA 5339 Competitive	8,409,070	-	-	2,803,023	11,212,093	
FTA 5339	1,984,741	669,802	240,000	964,848	3,859,391	
FARES	1,529,001	1,581,753	1,639,529	1,688,715	6,438,998	
Measure A	10,900,000	7,603,000	7,755,000	7,987,650	34,245,650	
Other	5,203,500	2,930,067	2,966,938	4,655,946	15,756,451	
CARB	200,000	-	-	-	200,000	
CEC Funds	250,000	-	-	-	250,000	
LCTOP	1,692,172	847,716	203,731	926,436	3,670,055	
LTF	24,157,513	28,888,565	30,497,482	31,412,406	114,955,966	
SGR	907,935	8,549,865	-	3,152,600	12,610,400	
STA	5,484,000	992,014	2,770,000	3,082,005	12,328,019	
Revenue Total	**71,562,652**	**60,575,256**	**54,392,536**	**65,471,147**	**252,001,591**	

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		
FTA 5307	2,391,259	2,138,540	1,840,000	2,123,266	8,493,065	
FTA 5339 Competitive	8,409,070	-	-	2,803,023	11,212,093	
FTA 5339	1,984,741	669,802	240,000	964,848	3,859,391	
LCTOP	1,500,000	649,779	-	716,593	2,866,372	
Other	4,800,000	-	-	1,600,000	6,400,000	
SGR	907,935	8,549,865	-	3,152,600	12,610,400	
STA	5,484,000	992,014	2,770,000	3,082,005	12,328,019	
Capital	**25,477,005**	**13,000,000**	**4,850,000**	**14,442,335**	**57,769,340**	
FTA 5307	5,869,769	4,989,928	5,087,730	5,240,362	21,187,789	
FTA Stimulus	1,032,331	230,000	200,000	206,000	1,668,331	
FTA 5311	658,264	601,399	616,526	635,022	2,511,211	
CMAQ	893,097	552,607	575,600	592,868	2,614,172	
FARES	1,529,001	1,581,753	1,639,529	1,688,715	6,438,998	
Measure A	10,900,000	7,603,000	7,755,000	7,987,650	34,245,650	
Other	403,500	2,930,067	2,966,938	3,055,946	9,356,451	
CARB	200,000	-	-	-	200,000	
CEC Funds	250,000	-	-	-	250,000	
LCTOP	192,172	197,937	203,731	209,843	803,683	
LTF	24,157,513	28,888,565	30,497,482	31,412,406	114,955,966	
Operating	**46,085,647**	**47,575,256**	**49,542,536**	**51,028,812**	**194,232,251**	
Expenditures Total	**71,562,652**	**60,575,256**	**54,392,536**	**65,471,147**	**252,001,591**	

OMNITRANS

Financial Data for FY 2022-23 to FY 2025-26[16]

[16] San Bernardino County Transit Authority

Omnitrans

FY 2022/2023 - 2025/206

Revenues

Revenue by Fund (in millions)	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
etc)	48.7	45.0	47.0	49.0	189.7	
MSI S&D - Increased to 100% of Valley S&D in FY19	9.3	9.7	10.0	10.5	39.5	
MSI CTSA (to match Expenditures)	1.5	1.5	1.5	1.5	6.0	
FTA 5307 - Including Access	12.7	12.7	13.0	13.5	51.9	
STA-Pop	3.1	3.1	3.1	3.1	12.4	
STA-Op	1.6	1.6	1.6	1.6	6.4	
SGR-Op	0.2	0.2	0.2	0.2	0.8	
LCTOP-Op	0.2	0.2	0.2	0.2	0.8	
FARES	13.0	14.0	14.5	15.0	56.5	
CMAQ	-	16.1	25.0	16.0	57.1	
					-	
					-	
					-	
					-	
					-	
					-	
Revenue Total	**90**	**104.1**	**116**	**111**	**421**	

Expenditures

Expenditures by Fund (in millions)	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
Capital	7.9	25	25	16		Increase in capital is due to state mandate. This could be higher based on Omnitrans SRTP
Operating	82.1	89.9	91	95		**the increaseis hoping they get back to full service. Currently they are not at precovid service.**
Expenditures Total	**90.0**	**104.1**	**116**	**111**	**-**	

VICTOR VALLEY TRANSIT AUTHORITY

Financial Data for FY 2022-23 to FY 2025-26[17]

[17] San Bernardino County Transit Authority

Victor Valley Transit Authority

FY 2022/2023 - 2025/206

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		
LTF	19,425,559	20,130,541	32,564,153	29,357,513	101,477,766	
STA-Op	137,385	137,385	264,083	272,534	811,387	
MSI S&D	1,699,663	1,768,435	1,821,488	1,876,133	7,165,719	
FTA 5307	3,500,245	3,500,245	8,734,228	8,734,228	24,468,946	
FTA 5339	367,411	367,411	758,317	760,000	2,253,139	
FTA 5311	958,494	977,663	977,663	977,663	3,891,483	
AB2766	113,320	113,320	250,000	250,000	726,640	
Other (Misc/Interest/SGR/LCTOP)	223,000	223,000	1,500,000	1,500,000	3,446,000	
FARES	3,888,863	4,234,628	4,361,667	4,492,517	16,977,675	
CMAQ	3,290,895	4,039,000	2,500,000	3,750,000	13,579,895	
Low Carbon Standard Credits	250,000	250,000	250,000	250,000	1,000,000	
LTF Article 3	358,586	370,419	-	-	729,005	
COP Interest	40,000	40,000	40,000	40,000	160,000	
					-	
					-	
					-	
					-	
Revenue Total	**34,253,421**	**36,152,047**	**54,021,599**	**52,260,588**	**176,687,655**	

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	7,944,522	8,942,657	20,919,677	18,165,609	55,972,465	This increase is due to state mandate. A new SRTP will be done in 22/23 to evaluate
Operating	26,308,899	27,209,390	33,101,922	34,094,979	120,715,190	**They are hoping to get back to pre covid service. Currently they are down due to lack of drivers**
Expenditures Total	**34,253,421**	**36,152,047**	**54,021,599**	**52,260,588**	**176,687,655**	

GOLD COAST TRANSIT

Financial Data for FY 2022-23 to FY 2025-26[18]

[18] Ventura County Transportation Commission

Gold Coast Transit
FY 2022/2023 - 2025/206

Revenues ($1,000s)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 22/23	FY 23/24	FY 24/25	FY 25/26		
Calif. Local Transportation Funds (LTF)	20,201	21,211	22,272	22,940	86,624	
Federal Formula Funds	8,225	8,350	5,590	5,758	27,923	
Federal CARES	-	-	-	-	-	
Federal Funds, Other (CMAQ, JARC, ARRA)	8,222	6,485	7,995	8,649	31,351	
California State Transit Assistance (STA)	255	260	265	273	1,053	
Low Carbon Transit Operations Program	78	79	81	83	321	
Calif. LCFS & Federal RIN Credit Revenue	561	578	595	619	2,353	
Other Revenue	45	46	45	45	181	
					-	
					-	
					-	
Less: Funds Appropriated to District Members for Public Transit Uses	(2,270)	(2,338)	(2,408)	(2,456)	(9,472)	
Revenue Total	**35,317**	**34,671**	**34,435**	**35,911**	**140,334**	

Expenditures ($1,000s)

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						
Replacement Buses	5,181	3,454	2,205	2,683	13,523	
Operating						
Fixed-Route	**14,811**	**15,366**	**15,904**	**16,381**	**62,462**	
Paratransit	**3,265**	**3,387**	**3,498**	**3,620**	**13,770**	
Maintenance	**4,814**	**4,995**	**5,157**	**5,337**	**20,303**	
Administration	**4,381**	**4,545**	**4,693**	**4,857**	**18,476**	
Planning & Marketing	**1,484**	**1,539**	**1,593**	**1,648**	**6,264**	
					-	
COP Payments	**1,381**	**1,385**	**1,385**	**1,385**	**5,536**	
Expenditures Total	**35,317**	**34,671**	**34,435**	**35,911**	**140,334**	

SIMI VALLEY TRANSIT

Financial Data for FY 2022-23 to FY 2025-26[19]

[19] Ventura County Transportation Commission

City of Simi Valley Transit

FY 2022/2023 - 2025/206

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 Fares	317,301	323,647	330,120	336,722	1,307,790	
Advertising Revenue	60,489	61,699	62,316	62,939	247,443	
Other Revenue	15,918	16,236	16,398	16,562	65,115	
Local Support	-	-	-	-	-	
Federal Formula Funds	2,833,783	2,890,459	2,948,268	3,007,234	11,679,744	
CA Local Transportation Funds (LTF)	4,642,634	4,735,487	4,830,197	4,926,801	19,135,118	
Federal Funds, Other (CMAQ)	911,494	-	-	-	911,494	
CA State Transit Assistance (STA) and Other	43,753	44,628	45,521	46,431	180,333	
Other State Funds (Prop 1B)	-	-	-	-	-	
					-	
					-	
					-	
					-	
					-	
					-	
					-	
					-	
Revenue Total	**8,825,372**	**8,072,156**	**8,232,820**	**8,396,689**	**33,527,037**	

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	1,257,623	353,052	360,113	364,954	2,335,742	
Operating	7,567,750	7,719,104	7,873,486	8,030,956	31,191,296	
Expenditures Total	**8,825,373**	**8,072,156**	**8,233,599**	**8,395,910**	**33,527,037**	

VCTC INTERCITY TRANSIT

Financial Data for FY 2022-23 to FY 2025-26[20]

[20] Ventura County Transportation Commission

VCTC Intercity 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		
FTA non CMAQ	3,985,689	4,145,117	4,248,744	4,354,963	16,734,513	
CMAQ	45,000	46,125	47,278	48,460	186,863	
STA	5,281,764	5,493,035	5,630,360	5,771,119	22,176,278	
Local Contribution	1,462,517	1,499,080	1,536,557	1,574,971	6,073,125	
Farebox	395,000	466,100	503,388	543,659	1,908,147	
VCTC Fund balance	1,813,000	1,780,500	1,742,000	1,694,800	7,030,300	
					-	
					-	
					-	
					-	
					-	
					-	
					-	
					-	
					-	
					-	
Revenue Total	**12,982,970**	**13,429,956**	**13,708,328**	**13,987,972**	**54,109,226**	

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 (Prev Maintenance)	1,257,000	1,319,850	1,366,045	1,413,856	5,356,751	
Capital (Leases)	289,840	299,405	309,285	319,491	1,218,021	
Depreciation	1,813,000	1,780,500	1,742,000	1,694,800	7,030,300	
Operating and Planning	9,623,130	10,030,201	10,290,998	10,559,825	40,504,154	
Expenditures Total	**12,982,970**	**13,429,956**	**13,708,328**	**13,987,973**	**54,109,226**	

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK)

Financial Data for FY 2022-23 to FY 2025-26

October 2022

Southern California Regional Rail 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		
Local Funds - Operating	198,173,219	199,697,941	224,335,240	235,906,755	858,113,154	
Farebox Revenues	48,595,435	62,370,456	66,418,403	69,444,308	246,828,602	
Federal Funds - Operating	34,376,524	33,667,015	20,000,000	20,000,000	108,043,538	PM, ARPA, CRRSAA
Maintenance of Way Revenues	11,878,741	12,027,051	12,485,306	13,422,017	49,813,115	
Dispatching Revenues	2,776,805	2,866,906	2,960,363	3,774,539	12,378,613	
Other Operating Revenues	772,500	772,500	772,500	772,500	3,090,000	
Local Funds - Capital	50,725,283	176,545,647	146,427,409	160,104,171	533,802,510	
Federal & State Funds - Capital	158,341,668	188,754,353	155,272,591	170,195,829	672,564,441	
					-	
					-	
Source:					-	
FY23 Proposed Budget					-	
					-	
					-	
Revenue Total	**505,640,175**	**676,701,869**	**628,671,812**	**673,620,118**	**2,484,633,974**	

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	209,066,951	365,300,000	301,700,000	330,300,000	1,206,366,951	
Operating	296,573,224	311,401,869	326,971,812	343,320,118	1,278,267,023	
Expenditures Total	**505,640,175**	**676,701,869**	**628,671,812**	**673,620,118**	**2,484,633,974**	

Attachment D

Regional Funding and Expenditure Tables

TABLE 1: REVENUE

Southern California Association of Governments
2023 FTIP Adoption
($'s in 1,000)

		NOTES	4 YEAR (FTIP Period)				
			FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
LOCAL	Sales Tax		$2,869,558	$1,517,256	$1,699,105	$2,778,163	$8,864,082
	City		*$0*	*$0*	*$0*	*$0*	*$0*
	County		*$2,869,558*	*$1,517,256*	*$1,699,105*	*$2,778,163*	*$8,864,082*
	Gas Tax		$0	$0	$6,000	$500	$6,500
	Gas Tax (Subventions to Cities)		*$0*	*$0*	*$6,000*	*$500*	*$6,500*
	Gas Tax (Subventions to Counties)		*$0*	*$0*	*$0*	*$0*	*$0*
	Other Local Funds		$1,131,930	$804,334	$257,000	$645,155	$2,838,419
	County General Funds		*$23,297*	*$100,275*	*$567*	*$3,288*	*$127,427*
	City General Funds		*$978,893*	*$618,244*	*$146,687*	*$508,582*	*$2,252,406*
	Street Taxes and Developer Fees		*$129,740*	*$85,815*	*$109,746*	*$133,285*	*$458,586*
	RSTP Exchange funds		*$0*	*$0*	*$0*	*$0*	*$0*
	Transit		$2,520	$2,319	$1,603	$1,603	$8,045
	Transit Fares		*$2,520*	*$2,319*	*$1,603*	*$1,603*	*$8,045*
	Other (See Appendix 1)		$1,592,631	$2,722,898	$1,199,212	$1,602,544	*$7,117,285*
	Local Total		$5,596,639	$5,046,807	$3,162,920	$5,027,965	$18,834,331
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]		$2,897,640	$1,143,724	$0	$0	$4,041,364
	SHOPP		*$1,052,801*	*$1,143,724*	*$0*	*$0*	*$2,196,525*
	SHOPP Prior		*$1,844,839*	*$0*	*$0*	*$0*	*$1,844,839*
	State Minor Program		*$0*	*$0*	*$0*	*$0*	*$0*
	State Transportation Improvement Program (STIP) [1]		$441,779	$92,084	$217,412	$38,926	$790,201
	STIP		*$441,779*	*$92,084*	*$217,412*	*$38,926*	*$790,201*
	STIP Prior		*$0*	*$0*	*$0*	*$0*	*$0*
	State Bond		$149,531	$2,850	$3,399	$0	$155,780
	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)		*$149,531*	*$2,850*	*$3,399*	*$0*	*$155,780*
	Active Transportation Program (ATP) [1]		$229,579	$48,233	$118,807	$0	$396,619
	Highway Maintenance (HM) Program [1]		$0	$0	$0	$0	$0
	Highway Bridge Program (HBP) [1]		$117,413	$122,747	$173,113	$262,888	$676,161
	Road Repair and Accountability Act of 2017 (SB1)		$767,735	$77,500	$26,000	$0	$871,235
	Traffic Congestion Relief Program (TCRP)		$0	$0	$0	$0	$0
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)		$15,969	$3,058	$1,802	$1,857	$22,686
	Other (See Appendix 3)		$169,965	$389,260	$140,340	$0	$699,565
	State Total		$4,789,611	$1,879,456	$680,873	$303,671	$7,653,611
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		$695,323	$260,007	$241,414	$178,961	$1,375,705
	5309 - Fixed Guideway Capital Investment Grants		$0	$0	$0	$0	$0
	5309b - New and Small Starts (Capital Investment Grants)		$300,000	$487,289	$200,000	$289,289	$1,276,578
	5309c - Bus and Bus Related Grants		$113,563	$0	$0	$0	$113,563
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		$6,052	$4,251	$3,453	$875	$14,631
	5311 - Formula Grants for Rural Areas		$1,658	$1,356	$552	$552	$4,118
	5311f - Intercity Bus		$983	$391	$0	$0	$1,374
	5337 - State of Good Repair Grants		$273,556	$145,808	$145,570	$128,212	$693,146
	5339 - Bus and Bus Facilities Formula Grants		$65,242	$33,308	$29,194	$28,326	$156,070
	FTA Transfer from Prior FTIP		$0	$0	$0	$0	$0
	Other (See Appendix 4)		$37	$0	$0	$0	$37
	Federal Transit Total		$1,456,414	$932,410	$620,183	$626,215	$3,635,222
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		$284,739	$284,651	$284,564	$284,472	$1,138,426
	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		$36,711	$2,666	$0	$1,301	$40,678
	Highway Safety Improvement Program (HSIP)		$38,469	$33,590	$0	$0	$72,059
	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		$48,141	$0	$0	$0	$48,141
	Recreational Trails Program		$5,275	$0	$0	$0	$5,275
	SAFETEA-LU Safe Routes to School (SRTS)		$0	$0	$0	$0	$0
	Surface Transportation Block Grant Program (STBGP/RSTP)		$273,272	$261,981	$261,907	$261,835	$1,058,995
	Tribal Transportation Program		$0	$0	$0	$0	$0
	Other (see Appendix 5)		$277,594	$21,924	$15,282	$0	$314,800
	Federal Highway Total		$964,201	$604,812	$561,753	$547,608	$2,678,374
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)		$0	$0	$0	$0	$0
	Federal Railroad Administration Total		$0	$0	$0	$0	$0
	Federal Total		$2,420,615	$1,537,222	$1,181,936	$1,173,823	$6,313,596
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			$12,806,865	$8,463,485	$5,025,729	$6,505,459	$32,801,538

Financial Summary Notes:

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

OCTA repays VCTC $15,110 in STBG funds in FY 22-23

SBCTA repays VCTC $14,300 in STBG funds in FY 22-23

SACOG repays VCTC $11,415 in STBG funds in FY 22-23

TABLE 2: PROGRAMMED

Southern California Association of Governments
2023 FTIP Adoption
($'s in 1,000)

		NOTES	4 YEAR (FTIP Period)				
			FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
LOCAL	Local Total		$5,596,639	$5,046,807	$3,162,920	$5,027,965	$18,834,331
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]		$2,897,640	$1,143,724	$0	$0	$4,041,364
	SHOPP		*$1,052,801*	*$1,143,724*	*$0*	*$0*	*$2,196,525*
	SHOPP Prior		*$1,844,839*	*$0*	*$0*	*$0*	*$1,844,839*
	State Minor Program		*$0*	*$0*	*$0*	*$0*	*$0*
	State Transportation Improvement Program (STIP) [1]		$441,779	$92,084	$217,412	$38,926	$790,201
	STIP		*$441,779*	*$92,084*	*$217,412*	*$38,926*	*$790,201*
	STIP Prior		*$0*	*$0*	*$0*	*$0*	*$0*
	State Bond		$149,531	$2,850	$3,399	$0	$155,780
	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)		*$149,531*	*$2,850*	*$3,399*	*$0*	*$155,780*
	Active Transportation Program [1]		$229,579	$48,233	$118,807	$0	$396,619
	Highway Maintenance (HM) Program [1]		$0	$0	$0	$0	$0
	Highway Bridge Program (HBP) [1]		$117,413	$122,747	$173,113	$262,888	$676,161
	Road Repair and Accountability Act of 2017 (SB1)		$767,735	$77,500	$26,000	$0	$871,235
	Traffic Congestion Relief Program (TCRP)		$0	$0	$0	$0	$0
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)		$15,969	$3,058	$1,802	$1,857	$22,686
	Other (See Appendix B)		$169,965	$389,260	$140,340	$0	$699,565
	State Total		$4,789,611	$1,879,456	$680,873	$303,671	$7,653,611
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		$695,323	$260,007	$241,414	$178,961	$1,375,705
	5309 - Fixed Guideway Capital Investment Grants		$0	$0	$0	$0	$0
	5309b - New and Small Starts (Capital Investment Grants)		$300,000	$487,289	$200,000	$289,289	$1,276,578
	5309c - Bus and Bus Related Grants		$113,563	$0	$0	$0	$113,563
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		$6,052	$4,251	$3,453	$875	$14,631
	5311 - Formula Grants for Rural Areas		$1,658	$1,356	$552	$552	$4,118
	5311f - Intercity Bus		$983	$391	$0	$0	$1,374
	5337 - State of Good Repair Grants		$273,556	$145,808	$145,570	$128,212	$693,146
	5339 - Bus and Bus Facilities Formula Grants		$65,242	$33,308	$29,194	$28,326	$156,070
	FTA Transfer from Prior FTIP		$0	$0	$0	$0	$0
	Other (See Appendix C)		$37	$0	$0	$0	$37
	Federal Transit Total		$1,456,414	$932,410	$620,183	$626,215	$3,635,222
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		$223,049	$84,297	$16,808	$1,779	$325,933
	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		$36,711	$2,666	$0	$1,301	$40,678
	Highway Safety Improvement Program (HSIP)		$38,469	$33,590	$0	$0	$72,059
	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		$48,141	$0	$0	$0	$48,141
	Recreational Trails Program		$5,275	$0	$0	$0	$5,275
	SAFETEA-LU Safe Routes to School (SRTS)		$0	$0	$0	$0	$0
	Surface Transportation Block Grant Program (STBGP/RSTP)		$234,130	$152,073	$188,194	$85,840	$660,237
	Tribal Transportation Program		$0	$0	$0	$0	$0
	Other (see Appendix D)		$277,594	$21,924	$15,282	$0	$314,800
	Federal Highway Total		$863,369	$294,550	$220,284	$88,920	$1,467,123
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)		$0	$0	$0	$0	$0
	Federal Railroad Administration Total		$0	$0	$0	$0	$0
	Federal Total		$2,319,783	$1,226,960	$840,467	$715,135	$5,102,345
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			$12,706,033	$8,153,223	$4,684,260	$6,046,771	$31,590,287

TABLE 3: REVENUE-PROGRAMMED

Southern California Association of Governments
2023 FTIP Adoption
($'s in 1,000)

		4 YEAR (FTIP Period)				
		FY 2023	FY 2024	FY 2025	FY 2026	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
	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	$61,690	$200,354	$267,756	$282,693	$812,493
	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)	$39,142	$109,908	$73,713	$175,995	$398,758
	Tribal Transportation Program	$0	$0	$0	$0	$0
	Other	$0	$0	$0	$0	$0
	Federal Highway Total	$100,832	$310,262	$341,469	$458,688	$1,211,251
FEDERAL RAIL	Other Federal Railroad Administration	$0	$0	$0	$0	$0
	Federal Railroad Administration Total	$0	$0	$0	$0	$0
	Federal Total	$100,832	$310,262	$341,469	$458,688	$1,211,251
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		$100,832	$310,262	$341,469	$458,688	$1,211,251

2023 Federal Transportation Improvement Program
Expenditure Summary by Program Category
(All figures In $000's)

Category	Regional Summary							
	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	Total	%
Transit Improvement								
Bus Equipment or Capital Lease	95,845	271,131	2,379	1,876	-	-	371,231	1%
Bus Vehicles Expansion	53,225	1,145	-	-	-	-	54,370	0%
Intercity/Heavy Rail Vehicles Expansion	75,739	-	393,000	-	-	-	468,739	1%
Intercity/Heavy Rail Extension	919,665	1,203,217	514,672	667,761	417,075	-	3,722,390	10%
Light Rail Extension	455,036	1,723,443	368,550	360,800	142,799	-	3,050,628	8%
Light Rail Vehicles Expansion	44,495	-	-	-	-	-	44,495	0%
Transit Equipment, Structures, Facilities	642,908	156,544	153,479	75,988	50,292	8,465	1,087,676	3%
Transit Improvement Subtotal	**2,286,913**	**3,355,480**	**1,432,080**	**1,106,425**	**610,166**	**8,465**	**8,799,529**	**25%**
Transit Operations & Maintenance								
Bus Operations	381,683	57,213	43,855	23,817	6,140	6,140	518,848	1%
Bus Vehicles Rehab/Replace	1,128,654	425,711	440,144	367,500	-	-	2,362,009	7%
Light Rail Operations	9,500	10,000	-	-	-	-	19,500	
Light Rail Equipment	-	-	-	-	-	-	-	0%
Commuter Rail Operations	4,481	31	31	31	-	-	4,574	0%
Intercity/Heavy Rail Operations	71,178	90,024	19,780	-	-	-	180,982	1%
Intercity/Heavy Rail Equipment	266,404	18,037	17,308	6,298	7,500	-	315,547	1%
Paratransit	302,711	98,395	50,141	5,274	2,606	2,606	461,733	1%
Transit O&M Subtotal	**2,164,611**	**699,411**	**571,259**	**402,920**	**16,246**	**8,746**	**3,863,193**	**11%**
Highway Improvement								
Auxiliary, Passing, Truck Climbing Lane	3,700	-	-	-	-	-	3,700	0%
Bridge Improvement	49,266	78,529	53,807	192,566	59,546	14,600	448,314	1%
Capacity Enhancing Improvements (Highway)	1,354,278	1,897,054	1,752,287	3,435,576	2,156,670	25,737	10,621,602	30%
Grade Separations	354,733	152,719	3,022	99,250	-	-	609,724	2%
HOV Lanes	352,907	45,086	50,200	11,000	-	-	459,193	1%
Interchange, ramps, over/undercrossing	433,938	367,209	339,612	553,521	204,800	361,413	2,260,493	6%
Non-Capacity Improvements	432,237	108,989	37,097	24,055	2,800	2,800	607,978	2%
Highway Improvement Subtotal	**2,981,059**	**2,649,586**	**2,236,025**	**4,315,968**	**2,423,816**	**404,550**	**15,011,004**	**42%**
Highway Operations & Maintenance								
SHOPP Operations	616,652	66,782	-	-	-	-	683,434	2%
SHOPP Rehabilitation	1,324,721	751,603	-	-	-	-	2,076,324	6%
SHOPP Safety	914,169	277,276	-	-	-	-	1,191,445	3%
Road Rehabilitation/Replacement	347,994	90,257	139,678	78,519	643,117	76,430	1,375,995	4%
Safety Improvements	134,230	19,394	4,000	5,301	-	-	162,925	0%
Soundwalls	75,348	2,242	1,242	-	-	-	78,832	0%
Highway O&M Subtotal	**3,413,114**	**1,207,554**	**144,920**	**83,820**	**643,117**	**76,430**	**5,568,955**	**16%**
ITS, TDM, and Non-Motorized								
ITS	229,896	89,266	40,491	4,457	-	-	364,110	1%
Bicycle and Pedestrian Facilities	597,569	78,374	198,319	29,434	21,512	88,250	1,013,458	3%
Rideshare	3,049	1,799	1,240	1,945	922	650	9,605	0%
TDM, Park and Ride (excl. ridematching)	100,176	6,856	5,531	5,595	5,658	-	123,816	0%
ITS, TDM, and Non-Motorized Subtotal	**930,690**	**176,295**	**245,581**	**41,431**	**28,092**	**88,900**	**1,510,989**	**4%**
Other								
Administration, Facilities, Vehicles, Misc.	841,249	5,639	22,820	89,773	-	-	959,481	3%
Ferry Service	348	-	-	-	-	-	348	0%
Land Acquisition	5,736	-	-	-	-	-	5,736	0%
Landscaping	10,909	2,805	15,545	4,000	-	-	33,259	0%
Planning	6,159	4,826	5,886	2,434	2,434	-	21,739	0%
Study	18,780	9,160	-	-	-	-	27,940	0%
Transportation Enhancement Activities	2,970	4,688	10,144	-	-	-	17,802	0%
Other Subtotal	**886,151**	**27,118**	**54,395**	**96,207**	**2,434**	**-**	**1,066,305**	**3%**
Various Agencies Lump Amounts	**$ 43,495**	**$ 37,779**	**$ -**	**$ -**	**$ -**	**$ -**	**81,274**	**0%**
Total	**12,706,033**	**8,153,223**	**4,684,260**	**6,046,771**	**3,723,871**	**587,091**	**35,901,249**	**100%**

Attachment E

Expedited Project Selection Procedures

Project Selection Procedures

Under California law (AB 1246), the County Transportation Commissions (CTCs- Imperial County Transportation Commission, Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, San Bernardino County Transportation Authority, Riverside County Transportation Commission, and Ventura County Transportation Commission) are responsible for developing the county transportation improvement programs for submittal to SCAG. SCAG in turn prepares the FTIP using the county TIPs.

SCAG publishes the FTIP guidelines at the beginning of each FTIP cycle and outlines all federal, state, and MPO requirements to facilitate the development of the county TIPs.

SCAG analyzes all of the county TIP projects for consistency with the RTP and for financial constraint. SCAG incorporates the eligible projects into the Federal Transportation Improvement Program (FTIP) for conformity analysis. Projects that are not consistent with the federal and MPO requirements are not incorporated into the FTIP.

Should conflicts arise, they are worked out with the CTCs, SCAG's Regional Council and the AB 1246 CEOs Committee. If a project should fall out, then SCAG coordinates with the CTCs to replace it. The Transportation Conformity Working Group also serves as a mechanism for interagency consultation for TIP issues between staff representatives from SCAG, the CTCs, Caltrans, and federal and state agencies.

Project Programming

Once the CTCs assign funds to projects, and 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 2023 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) pursuant to Resolution No. 22-647-1, the Regional Council has and hereby grants authority to SCAG's Executive Director to approve FTIP amendments and associated conformity determination 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 that do not affect the regional emissions analysis.

ii. Changes that do not affect the timely implementation of the Transportation Control Measures.

iii. Changes that do not adversely impact financial constraint.

iv. Changes 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 has and hereby accepts delegation from Caltrans and delegates 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 must 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 the MPO's delegation.

SECTION V

ENVIRONMENTAL JUSTICE & PUBLIC NOTIFICATIONS

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Environmental Justice

The Connect SoCal – 2020 RTP/SCS, approved by the SCAG Regional Council on May 7, 2020, and certified by FHWA/FTA for meeting transportation conformity on June 5, 2020, includes a comprehensive Environmental Justice analysis. The Connect SoCal 2020 RTP/SCS was approved on September 3, 2020, in its entirety and for all other purposes. The 2021 FTIP is consistent with the policies, programs and projects included in Connect SoCal - 2020 RTP/SCS, including RTP amendments and as such, the Environmental Justice analysis included as part of Connect SoCal appropriately serves as the analysis for the transportation investments in the 2023 FTIP.

A key component of Connect SoCal's development process was to further implement SCAG's Public Participation Plan (PPP), which involved outreach to achieve meaningful public engagement with minority and low-income populations and included the solicitation of input from our regional environmental justice stakeholders through the Environmental Justice Working Group, now the Equity Working Group, which started in May 2018. As part of the environmental justice analysis for Connect SoCal, SCAG identified multiple performance measures to analyze existing social and environmental equity in the region and to assess the impacts of Connect SoCal on various environmental justice population groups. These performance measures included impacts related to relative tax burden, share of transportation system usage, jobs–housing imbalance, neighborhood change and displacement, access to essential services like jobs, shopping and parks and open space, air quality, public health, noise, and rail related impacts. For additional information regarding these and other environmental justice performance measures and the detailed environmental justice analysis, please see: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_environmental-justice.pdf?1606001617

On April 7, 2022, SCAG's Regional Council adopted an updated Public Participation Plan (https://scag.ca.gov/sites/main/files/file-attachments/f-2022-public-participation-plan.pdf?1649371860) designed to be accessible to a general audience and adaptable in anticipation of evolving technologies and practices. The updated plan 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).

Public Hearing Notices

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Transportation
Ray Marquez, Chino Hills

NOTICE OF AVAILABILITY
AND
NOTICE OF PUBLIC HEARINGS

The Draft 2023 Federal Transportation Improvement Program (FTIP) and Draft Amendment 2 to the 2020 Connect SoCal (Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS or "2020 Connect SoCal"]) are available for public review and comment. Information on how to provide public comment is contained in this notice.

The Southern California Association of Governments (SCAG) has prepared the Draft 2023 FTIP in compliance with the adopted 2020 Connect SoCal and all federal and state requirements. SCAG has also prepared the Draft Amendment 2 to the 2020 Connect SoCal to reflect additions and/or changes to several critical transportation projects that are ready to move forward to the implementation phase.

A major component of 2020 Connect SoCal is a Project List that contains thousands of individual transportation projects throughout the SCAG region. Since the 2020 Connect SoCal's adoption, some of these transportation projects have experienced technical changes that are time-sensitive. In addition, the county transportation commissions in the SCAG region have identified new priority transportation projects, as well as projects that are no longer identified as priorities. The 2023 FTIP and Amendment 2 to the 2020 Connect SoCal are needed to allow these projects to proceed in a timely manner. **The 30-day public review and comment period for the Draft 2023 FTIP and Draft Amendment 2 to the 2020 Connect SoCal begins on July 8, 2022 and ends on August 8, 2022, at 5 p.m.**

The Draft 2023 FTIP is available at www.scag.ca.gov/2023-ftip
The Draft Amendment 2 to the 2020 Connect SoCal is available at www.scag.ca.gov/post/amendment-2-0

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可供查閱通知

及

公共聽證會通知

2023 年聯邦交通改進計畫草案 (FTIP) 和 2020 年 Connect SoCal（南加州交通計畫/可持續社區戰略，簡稱 RTP/SCS 或 2020 Connect SoCal）2 號修正草案現對公眾開放審查和評議。本通知包括如何提供公眾意見的資訊。

南加州政府協會 (SCAG) 根據已採納的 2020 Connect SoCal 以及所有聯邦和加州的要求編制了2023 FTIP 草案。SCAG 還編寫了2020 Connect SoCal 的 2 號修正案，旨在反映處於擬實施階段的若干重要交通項目的增補和（或）更改。

2020 Connect SoCal 的一個主要組成部分是涵蓋 SCAG 全區數千個獨立交通項目的計畫列表。 2020 Connect SoCal 出臺後，其中一些交通計畫經歷了與時俱進的技術變化。此外，SCAG 地區的縣交通委員會已認定新的優先交通計畫，以及不再被認定為優先計畫。有必要推行 2023 FTIP 和 2020 Connect SoCal 2號修正案來及時跟進這些計畫。針對 2023 FTIP 和 2020 Connect SoCal 2號修正草案的 30 天公眾審查及評議期將從 2022 年 7 月 8 日開始，至 2022 年 8 月 8 日下午 5 點結束。

關於 2023 FTIP 草案，詳見 www.scag.ca.gov/2023-ftip

關於 2020 Connect SoCal 2 號修正草案，詳見
www.scag.ca.gov/post/amendment-2-0

第 1 頁，共 2 頁

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이용 가능성 통지서
및
공청회 통지서

2023 FTIP(Federal Transportation Improvement Program) 초안 및 2020 Connect SoCal(RTP/SCS(Regional Transportation Plan/Sustainable Communities Strategy) 또는 "2020 Connect SoCal"])의 초안 개정안 2 를 공개적으로 검토하고 의견을 작성하실 수 있게 되었습니다. 공개 의견 작성 방법에 대한 정보는 아래와 같이 안내되어 있습니다.

SCAG(Southern California Association of Governments)는 채택된 2020 Connect SoCal과 모든 연방정부 및 주정부 지침을 준수하여 2023 FTIP 초안을 작성하였습니다. 또한 SCAG는 시행 단계에 임박한 몇몇 중요 교통 프로젝트에 대한 추가 사항 및/또는 변경 사항들을 반영하기 위해 2020 Connect SoCal의 초안 개정안 2를 마련하였습니다.

2020 Connect SoCal의 주요 구성 요소는 SCAG 지역 전체에 걸친 수천 여개의 개별 교통 프로젝트를 포함하고 있는 Project List (프로젝트 목록)입니다. 2020 Connect SoCal의 채택 이후, 포함된 교통 프로젝트 중 일부는 시급하게 다뤄져야 하는 기술적인 변경 사항이 생겼으며 SCAG 지역의 카운티 교통 위원회 입장에서 더 이상 우선순위 사항으로 여겨지지 않는 프로젝트들뿐만 아니라 새롭게 우선순위 사항으로 여겨지게된 교통 프로젝트들도 있습니다. 2023 FTIP 및 2020 Connect SoCal 개정안 2는 이러한 프로젝트가 시기적절한 방식으로 진행될 수 있도록 갱신이 필요합니다. **2023 FTIP 초안 및 2020 Connect SoCal 초안 개정안 2의 30일 공개 검토 및 의견 작성 기간은 2022년 6월 8일부터 2022년 8월 8일 오후 5시까지입니다.**

2023 FTIP 초안은 www.scag.ca.gov/2023-ftip 에서 조회할 수 있습니다.
2020 Connect SoCal 초안 개정안 2 는
www.scag.ca.gov/post/amendment-2-0 에서 조회할 수 있습니다.

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AVISO DE DISPONIBILIDAD
Y
AVISO DE AUDIENCIAS PÚBLICAS

El Borrador del Programa de Mejoramiento del Transporte Federal de 2023 (FTIP, según sus siglas en ingles) y la Enmienda No. 2 al 2020 Connect SoCal (Plan de Transporte Regional/Estrategia para Comunidades Sostenibles [RTP/SCS o "Connect SoCal de 2020"]) están disponibles para revisión y comentarios públicos. La información sobre cómo proporcionar comentarios públicos se encuentra en este aviso.

La Asociación de Gobiernos del Sur de California (SCAG, según sus siglas en inglés) ha preparado el Borrador del FTIP de 2023 en conformidad con el Connect SoCal de 2020 y conforme con todos los requisitos federales y estatales. SCAG también ha preparado el Borrador de la Enmienda No. 2 a Connect SoCal de 2020 para reflejar adiciones y/o cambios a varios proyectos de transporte críticos que están listos para avanzar a la fase de implementación.

Un componente importante de Connect SoCal de 2020 es el Programa Federal de Proyectos, cual es una lista de proyectos que contiene miles de proyectos de transporte individuales en toda la región SCAG. Desde la aprobación de 2020 Connect SoCal, algunos de estos proyectos de transporte han experimentado cambios técnicos que son urgentes. Además, las comisiones de transporte de los condados en la región SCAG han identificado nuevos proyectos de transporte prioritarios, así como proyectos que ya no se identifican como prioritarios. El FTIP de 2023 y la Enmienda No. 2 de Connect SoCal de 2020 son necesarios para permitir que estos proyectos avancen de manera oportuna. **El período de revisión pública y comentarios de 30 días para el Borrador del FTIP de 2023 y el Borrador de la Enmienda 2 de Connect SoCal de 2020 comienza el 8 de julio de 2022 y finaliza el 8 de agosto de 2022 a las 5 p. m.**

El Borrador del FTIP de 2023 está disponible en www.scag.ca.gov/2023-ftip

El Borrador de la Enmienda No. 2 a Connect SoCal de 2020 está disponible en www.scag.ca.gov/post/amendment-2-0

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THÔNG BÁO VỀ CHƯƠNG TRÌNH SẴN CÓ VÀ CÁC PHIÊN ĐIỀU TRẦN CÔNG CỘNG

Dự Thảo Chương Trình Cải Thiện Giao Thông Liên Bang (FTIP) 2023 và Bản Sửa Đổi Số 2 cho Kế Hoạch Connect SoCal 2020 (hay còn gọi là Kế Hoạch Giao Thông Vận Tải Vùng/Chiến Lược Các Cộng Đồng Bền Vững [RTP/SCS hay còn gọi là "Kế Hoạch Connect SoCal 2020"]) được công khai cho công chúng xem xét và đóng góp ý kiến. Thông tin về cách thức đóng góp ý kiến cho công chúng có trong thông báo này.

Hiệp Hội Các Cơ Quan Chính Quyền Nam California (SCAG) đã hoàn tất Dự Thảo FTIP 2023 tuân theo Kế Hoạch Connect SoCal 2020 đã được thông qua và tất cả các yêu cầu của liên bang và tiểu bang. SCAG cũng đã hoàn tất Bản Sửa Đổi Số 2 cho Kế Hoạch Connect SoCal 2020 để phản ánh những bổ sung và/hoặc thay đổi đối với một số dự án giao thông trọng điểm đã sẵn sàng tiến tới giai đoạn triển khai.

Một nội dung trọng tâm của Kế Hoạch Connect SoCal 2020 là Danh Sách Dự Án bao gồm hàng ngàn dự án giao thông vận tải riêng lẻ trong toàn vùng SCAG. Kể từ khi Kế Hoạch Connect SoCal 2020 được thông qua, một số dự án giao thông vận tải này đã có những thay đổi kỹ thuật mang tính cấp bách. Ngoài ra, các ủy ban giao thông vận tải quận trong vùng SCAG cũng đã xác định các dự án giao thông vận tải ưu tiên mới và các dự án không còn được xác định là ưu tiên. Dự Thảo FTIP 2023 và Bản Sửa Đổi Số 2 cho Kế Hoạch Connect SoCal 2020 là cần thiết để cho phép các dự án này được tiến hành kịp thời. **Giai đoạn 30 ngày để công chúng xem xét và đóng góp ý kiến cho Dự Thảo FTIP 2023 và Bản Sửa Đổi Số 2 cho Kế Hoạch Connect SoCal 2020 bắt đầu từ ngày 8 tháng 7 năm 2022 và kết thúc vào lúc 5 giờ chiều ngày 8 tháng 8 năm 2022.**

Dự Thảo FTIP 2023 có tại www.scag.ca.gov/2023-ftip
Bản Sửa Đổi Số 2 cho Kế Hoạch Connect SoCal 2020 có tại
www.scag.ca.gov/post/amendment-2-0

Public Hearing Minutes

No public comments were received during the two public hearings.

Newspaper Public Notifications

AFFIDAVIT OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles } ss

The space above for file stamp only

NOTICE OF AVAILABILITY AND PUBLIC HEARING

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the **Antelope Valley Press**, a newspaper of general circulation, printed and published **daily** in the city of **Palmdale**, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under date of October 24, 1931, Case Number 328601; Modified Case Number 657750 April 11, 1956; also operating as the Ledger Gazette, adjudicated a legal newspaper June 15, 1927, by Superior Court decree No. 224545; also operating as the Desert Mailer News, formerly known as the South Antelope Valley Foothill News, adjudicated a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California on May 29, 1967, Case Number NOC564 and adjudicated a newspaper of general circulation for the **City of Lancaster**, State of California on January 26, 1990, Case Number NOC10714, Modified October 22, 1990; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

July 10, 2022

I certify (or declare) under penalty of perjury that the fore-going is true and correct.

Signature

Dated **July 11, 2022**
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Valley Press

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I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

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07/10/2022

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The notice, of which the annexed is a printed copy appeared in the:

THE KOREA TIMES

On the following dates:

07/11/2022

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

11th day of July 2022

Debbie Yorkes
Signature

3598612
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La Opinión

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I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the City of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to wit:

July 10

all in the year 2022

I certified (or declared) under penalty of perjury that the foregoing is true and correct.
Dated at Los Angeles, California, this

11 day of July, 2022

Signature

This space is for the County Clerk's filing Stamp

Proof of publication:

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SCAG

CONNECT SoCal

0598005

Proof of Publication

Los Angeles Times

STATE OF CALIFORNIA
County of Los Angeles

I am a resident of Los Angeles County, over the age of eighteen year and not a party to or interested in the notice published. The notice, of which the annexed is a printed copy appeared in the L.A. TIMES, a newspaper published in the English language in the city of Los Angeles, County of Los Angeles, and adjudged a newspaper of general circulation as defined by the Superior Court of the County of Los Angeles State of California under the date of May 21, 1952 Case No. 598,599.

July 10,

all in the year 2022

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Debbie Yerkes

3597994

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NOTICE OF AVAILABILITY & PUBLIC HEARINGS

The Draft 2023 Federal Transportation Improvement Program (FTIP) and Draft Amendment 2 to the 2020 Connect SoCal (Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS] or 2020 Connect SoCal) are available for public review and comment. Information on how to provide public comment is contained in this notice.

The Southern California Association of Governments (SCAG) has prepared the Draft 2023 FTIP, a comprehensive listing of federally supported transportation projects in the SCAG region. The 2020 Connect SoCal and all federal and state requirements. SCAG has also prepared the Draft Amendment 2 to the 2020 Connect SoCal to reflect additions and changes to several critical transportation projects that are ready to move forward to the implementation phase.

A major component of 2020 Connect SoCal is a Project List that contains thousands of individual transportation projects throughout the SCAG region. Since the 2020 Connect SoCal is adopted, some of these projects have experienced technical changes that are time sensitive. In addition, the county transportation commissions in the SCAG region have identified new priority transportation projects, as well as projects with no longer identified funding. The 2023 FTIP and Amendment 2 to the 2020 Connect SoCal are needed to allow these projects to proceed in a timely manner. **The 30-day public review and comment period for the Draft 2023 FTIP and Draft Amendment 2 to the 2020 Connect SoCal begins on July 8, 2022 and ends on August 8, 2022, at 5 p.m.**

The Draft 2023 FTIP is available at www.scag.ca.gov/2023-ftip

The Draft Amendment 2 to the 2020 Connect SoCal is available at www.scag.ca.gov/connect-amendment-2-0

Written comments for the documents may be submitted to Nancy Lo at lo@scag.ca.gov or by U.S. Mail at:

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

SCAG will hold two consolidated public hearings on the Draft 2023 FTIP and Draft Amendment 2 to the 2020 Connect SoCal on July 19, 2022 from 2:00 pm to 7:00 pm and on July 28, 2022 from 10:00 am to 1:00 pm. Given current public health directives and continuing recommendations of public health officials to limit public gatherings, the Governor's Office of Emergency Services and in recognition of the month-long stay-at-home order of the Governor's March 4, 2020 declaration of a state of emergency pertaining to COVID-19, these public hearings will be held telephonically and via videoconference. There will not be an opportunity to participate in a physical in-person venue. SCAG offices are presently closed to the public.

The purpose of the two hearings on July 19, 2022 and July 28, 2022 is to receive public comments that SCAG will use to finalize the documents for consideration and approval. Upon completion of the public review period, SCAG staff will review comments received and, through this process, provide responses to all comments and finalize the documents for potential adoption. SCAG encourages interested parties to submit written comments and/or attend and participate in the public hearings. Persons interested in attending the public hearings or offering their comments at the hearings may join by the following telephone or videoconference methods:

https://scag.zoom.us/j/93982481916
OR
Telephone Location
+1 669 900 6833 US Toll
+1 253 215 8782 US Toll
Meeting ID: 939 7824 8190

Questions about the Draft 2023 FTIP may be directed to Pablo Gutierrez at gutierrez@scag.ca.gov. Questions about the Draft Connect SoCal Amendment may be directed to Nancy Lo at lo@scag.ca.gov. Media inquiries may be directed to Margaret de Leon at deleon@scag.ca.gov

SCAG CONNECT SoCal

The Orange County Register
1771 S. Lewis Street
Anaheim, CA 92805
714-796-2209

5211379

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STATE OF CALIFORNIA, } **ss.**
County of Orange

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of The Orange County Register, a newspaper of general circulation, published in the city of Santa Ana, County of Orange, and which newspaper has been adjudged to be a newspaper of general circulation by the Superior Court of the County of Orange, State of California, under the date of November 19, 1905, Case No. A-21046, that the notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

07/10/2022

I certify (or declare) under the penalty of perjury under the laws of the State of California that the foregoing is true and correct:

Executed at Anaheim, Orange County, California, on Date: July 10, 2022.

Signature

r.LP1-12/15/16 1

PROOF OF PUBLICATION

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PROOF OF PUBLICATION

(2015.5 C.C.P.)

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County of SAN BERNARDINO) ss

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I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the SAN BERNARDINO COUNTY SUN, a newspaper published in the English language in the city of SAN BERNARDINO, county of SAN BERNARDINO, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of SAN BERNARDINO, State of California, under date 06/27/1952, Case No. 73081. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

07/10/2022

Executed on: 07/11/2022
At Riverside, California

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Email *A0000060667 64*

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Riverside, CA 92507
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Publication(s): The Press-Enterprise

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Ad Desc.: / 3598000

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At: Riverside, California

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LOS ANGELES, CA 90012
ATTN

State of California)

County of Ventura)

I hereby certify that the Ventura County Star Newspaper has been adjudged a newspaper of general circulation by the Superior Court of California, County of Ventura within the provisions of the Government Code of the state of California, printed in the City of Camarillo, for circulation in the County of Ventura, State of California; that I am a clerk of the publisher of said paper; that the annexed clipping is a true printed copy and publishing in said newspaper on the following dates to wit:

7/10/2022

I certify under penalty of perjury, that the foregoing is true and correct.

Dated this 10th day of July, 2022 in Green Bay, Wisconsin, County of Brown.

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3598002

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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

NGUOI VIET

On the following dates:

07/10/2022

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

14th day of July 2022

Debbie Yorkes
Signature

3578016
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* A 0 0 0 0 0 6 0 6 E Z 2 9 *

THÔNG BÁO VỀ CHƯƠNG TRÌNH SẴN CÓ VÀ CÁC PHIÊN ĐIỀU TRẦN CÔNG CỘNG

Cover Letter Included with Distributed Draft 2023 FTIP

Stephanie Chin

From: Update
Sent: Friday, July 8, 2022 9:00 AM
To: Nancy Lo
Subject: SCAG Invites Public To Review and Comment on Updated Transportation Plans

SCAG™
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SCAG Invites Public To Review and Comment on Updated Transportation Plans

SCAG's Regional Council yesterday approved the release of the draft 2023 Federal Transportation Improvement Program (FTIP) and draft Connect SoCal 2020 Amendment #2 for public review and comment. **The 30-day public review and comment period begins on July 8 and ends on Aug. 8 at 5 p.m.**

The draft 2023 FTIP and draft Connect SoCal 2020 Amendment #2 are now available online.

Developed in partnership with state and local agencies through a bottom-up process, the draft 2023 FTIP reflects the region's overall strategy for providing mobility and improving both the efficiency and safety of the transportation system through the implementation of the policies and goals of Connect SoCal. The draft includes approximately 1,800 projects for the region, totaling $35.9 billion over six years.

The Connect SoCal 2020 Amendment #2 incorporates changes to the Connect SoCal 2020 Project List along with changes to state and local highway, transit and passenger rail projects that will be carried forward as part of the 2023

1

FTIP. Since the plan's adoption, some of these projects have experienced technical changes that are time-sensitive. In addition, the county transportation commissions in the SCAG region have identified new priority projects, as well as projects that are no longer identified as priorities. The 2023 FTIP and Connect SoCal 2020 Amendment #2 are needed to allow these projects to proceed in a timely manner.

Please make this draft 2023 FTIP/draft Connect SoCal 2020 Amendment #2 memo available to the public at your library's reference desk.

How to Submit a Comment

SCAG hopes to solicit input from you and other stakeholders. You can provide comments on the draft documents in one of three ways:

By Email

- Draft 2023 FTIP comments may be emailed to Pablo Gutierrez at gutierre@scag.ca.gov.
- Draft Connect SoCal 2020 Amendment #2 comments may be emailed to Nancy Lo at lo@scag.ca.gov.

In-Person

Two virtual public hearings will be held during the public review and comment period:

Tuesday, July 19	**Thursday, July 28**
6–7 p.m.	10–11 a.m.

The purpose of the hearings is to receive public input and comments that SCAG will use to facilitate changes to the draft documents where appropriate. More information on how to join the public hearing can be found here.

2

By Mail

Written comments for the draft documents may be mailed to Nancy Lo at:

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

Written comments will be accepted until **5 p.m. on Aug. 8.** Upon completion of the public review period, SCAG staff will document the comments received through this process, provide responses to all comments and finalize the documents for potential adoption.

Questions about the draft 2023 FTIP may be directed to Pablo Gutierrez at gutierre@scag.ca.gov. Questions about the draft Connect SoCal 2020 Amendment 2 may be directed to Nancy Lo at lo@scag.ca.gov. Media inquiries may be directed to Margaret de Larios at delarios@scag.ca.gov.

SCAG, in accordance with the Americans with Disabilities Act and Title VI of the Civil Rights Act, is committed to providing special accommodations and translation services to those who are interested in participating in the public hearing. We ask that you provide your request for special accommodations or translation services at least 72 hours prior to the hearing so that SCAG has sufficient time to make arrangements. Please contact Nancy Lo at lo@scag.ca.gov.

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3

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4

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Los Angeles Central Library
Los Angeles County Public Library
Malibu Library
Norman F. Feldheym Public Library
Norwalk Regional Library
Oak Park Library

Oak View Library
Occidental College - Mary Norton Clapp Library
Ojai Library
Ontario City Library
Orange County Public Libraries
Oxnard Public Library
Palm Springs Public Library
Pasadena Public Library
Pepperdine University
Pomona Public Library
Rialto Branch
Riverside Public Library
San Bernardino City Library
Salton City Branch
San Fernando Library
Santa Ana Public Library
Santa Monica Public Library
Santa Rosa Band of Mission Indians
Saticoy Library
Silverado Branch Library
Thousand Oaks Library
Torrance Public Library
UC Riverside - Rivera Library
UC Irvine - Langson Library
UCLA - Charles E. Young Research Library
California State Polytechnic University, Pomona
USC - Doheny Memorial Library
University of Redlands - Armacost Library
University Park Branch Library Irvine
Valencia Public Library
Ventura County Library E.P. Foster Library
Victorville City Library
West Covina Library
Whittier College - The Wardman Library
Yucca Valley Branch

SECTION VI

CONGESTION MANAGEMENT PROCESS

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CONGESTION MANAGEMENT PROCESS

2023 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 SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Federal Transportation Improvement Program (FTIP).

SCAG's Congestion Management Process

The FHWA *CMP Guidebook* outlines eight actions that are the core of the CMP. SCAG 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. 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. Adopted RTP/SCS goals address mobility, accessibility, reliability, and productivity.

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, including transit, bicycle, pedestrian, and freight facilities. As part of each RTP/SCS development process, SCAG defines 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 a MPO selects for use in the CMP should address the congestion management objectives identified above, addressing a wide variety of congestion-related issues. As part of each RTP/SCS development process, SCAG develops 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. As part of each RTP/SCS development process, SCAG updates and calibrates the regional travel demand model and activity-based model process using existing conditions, allowing it to provide an accurate representation of the performance of the existing highway and arterial system. Data sources include: Caltrans Highway Performance Monitoring System (PeMS), Caltrans Highway Performance Metering Program (HICOMP),

Mobility Performance Report (MPR) and private sector data sources such as Inrix. 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. As part of each RTP/SCS development process, SCAG performs an assessment of congestion levels in the base year (2016 for the 2020 RTP/SCS) as existing conditions and the baseline future "no build" conditions scenarios. SCAG then performs an alternatives analysis process utilizing model runs to tests various modal strategies and their ability to address the identified congestion issues. This process ultimately results in the selection of the preferred plan scenario.

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. As part of each RTP/SCS development process, SCAG considers 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. As part of each FTIP update and amendment development process, SCAG implements 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 evaluates 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 the RTP/SCS, the SCAG CMP identifies strategies to reduce and mitigate congestion and incorporates them 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). These are incorporated into the AQMP to reduce air pollution emissions. These measures contribute toward attaining the National Ambient Air Quality Standards (NAAQS).

CMP and New Performance Measures

As discussed in detail in Section VII Performance Measures, there are new federal requirements for performance-based transportation planning. In particular, the performance measures for safety, reliability, and delay (categorized as Performance Management Rule, or PM, 1 and 3 by Caltrans) are relevant to the CMP. SCAG's efforts to implement these performance-based requirements have been

incorporated into the overall CMP activities as part of the 2020 RTP/SCS, Connect SoCal, and are documented in the 2020 Connect SoCal Congestion Management Technical Report.

Roles and Responsibilities of Partner Agencies

Currently, 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 consistency, as well as for consistency with the adopted RTP/SCS. The CTCs also work with SCAG to program projects from their long-range plans into the FTIP and RTP/SCS. Many of these projects are TCMs that are incorporated in to 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 CMP requirements are met.

For more information on SCAG's CMP, please see the *2020 RTP/SCS Congestion Management Technical Report*.
https://www.connectsocal.org/Documents/Adopted/fConnectSoCal_Congestion-Management.pdf

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 uses a criterion of identifying roadway facilities that are at least one mile in length. Below is the following process SCAG uses for the 2023 FTIP to comply 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 a link to its submitted documentation.

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 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.

2023 FTIP CMP-Eligible Projects

SCAG has identified two projects that meet the SOV capacity-increasing criteria subject to the CMP. These projects are located in Orange and Riverside counties. Please see project listing report on following page.

Congestion Management Process (CMP) Project Listing Report for 2023 FTIP

County	System	Project ID	Agency	Air Basin	Project Length	Project Description	Completion Date	Travel Demand Management Strategies	Other Measures Description	Environmental Document Source
Riverside	Local Highway	RIV031218B	Riverside	SCAB	16	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.	12/31/2030	Bike Lanes, Pedestrian Improvements	The Project provides facilities for bicycles and pedestrians in locations where local streets cross the MCP. In addition, existing and planned bike routes and trails are being considered, Median ROW width and on- and off-ramps include sufficient space for future HOV lanes on facility but will not initially be constructed. Additionally, RCTC is improving a regional trail where it crosses the MCP, Active Transportation facilities and improvements have been completed or are planned by other jurisdictions in proximity to the MCP, and MCP corridor is served by two Metrolink stations, Perris and South Perris, and there are plans to extend this service to Hemet and San Jacinto.	https://www.rctc.org/projects/mid-county-parkway-project/#1538079254077-3-6

Congestion Management Process (CMP) Project Listing Report for 2023 FTIP

County	System	Project ID	Agency	Air Basin	Project Length	Project Description	Completion Date	Travel Demand Management Strategies	Other Measures Description	Environmental Document Source
Orange	State	ORA130302	ORANGE COUNTY TRANS AUTHORITY (OCTA)	SCAB	2.6	I-5 Improvement, I-405 to Yale Avenue (Segment 1) - Add one mixed flow lane northbound from truck bypass on-ramp to SR 55; add one mixed flow lane southbound from SR 55 to truck bypass.	6/30/2023	Auxiliary lanes and HOV Lanes	Facility already has HOV lanes and implements continuous access HOV lanes, adds new auxiliary lane segments and modifies some ramp configurations for safety and operational improvements. Note OCTA's website lists I-405 to Yale Segment 2. Other corridor related TDM projects include an I-5 BRT project and a countywide Express Lanes study.	http://www.dot.ca.gov/dist12/DEA/5widening/Chapter_1_Project_Description.pdf

SECTION VII

FEDERAL PERFORMANCE MEASURES

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Regional Performance Monitoring

SCAG develops performance measures to assess performance of the Regional Transportation Plan (RTP) relative to the regional goals and objectives established in the Plan. In addition, to the use of these regional indicators, SCAG also monitors 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. 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 1) that the FTIP "makes progress towards achieving [the region's] performance targets" and 2) that 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 2023 FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of these targets. The targets will be achieved through the implementation of investment priorities through the programming of transportation projects in the 2023 FTIP, and subsequent FTIP Amendments and Administrative Modifications.

The Federal Performance Management Program

Over the past ten years, 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 were 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 performance monitoring 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 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. At the time of this publication, Caltrans was in the process of developing updated statewide PM 2 and PM 3 targets in support of the second federal performance period which begins in 2022 and continues through 2025. The updated two-year and four-year statewide PM 2 and PM 3 targets were released by Caltrans in Summer 2022. SCAG will review the statewide targets for their applicability in the SCAG region and will make a decision as to whether to adopt the statewide targets for the region or to establish a separate set of regionally specific targets for any or all of the PM 2 and PM 3 performance measures.

Safety Performance Measures (PM 1)

FHWA issued Performance Management Rule 1 (PM 1) 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, PM 1 (transportation safety) targets are required to be updated annually. In February 2022, SCAG's Regional Council adopted the Transportation Safety (PM 1) targets for Calendar Year 2022, which were consistent with, and supportive of, the statewide targets established by Caltrans. SCAG established its regional targets using the same methodology employed by Caltrans for developing the statewide targets. This methodological consistency allows SCAG to accurately monitor regional transportation safety performance relative to the statewide targets.

The Calendar Year 2022 transportation safety targets for the SCAG region are as follows:

- Total Number of Fatalities: **1,511**
- Rate of Fatalities per 100 million VMT: **0.95**
- Total Number of Serious Injuries: **7,165**
- Rate of Serious Injuries per 100 million VMT: **4.50**
- Total Number of Non-Motorized Fatalities & Non-Motorized Serious Injuries: **2,140**

Because the Transportation Safety (PM 1) targets are updated annually, both Caltrans and SCAG are provided the opportunity to revisit and update the targets each calendar year.

Pavement and Bridge Condition Measures (PM 2)

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.

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 had worked closely with Caltrans and the other major MPOs in the state to provide guidance in the development process of the statewide targets for the PM 2 and PM 3 measures, SCAG opted to adopt the statewide targets for the initial four-year federal performance assessment period.

The performance measures for National Highway System (NHS) pavement and bridge condition (PM 2) include:

- Percentage of Interstate System pavement in 'Good' condition
- Percentage of Interstate System pavement in 'Poor' condition
- Percentage of non-interstate NHS pavement in 'Good' condition
- Percentage of non-interstate NHS pavement in 'Poor' condition
- Percentage of NHS bridge deck area in 'Good' condition
- Percentage of NHS bridge deck area in 'Poor' condition

Performance of NHS, Freight, and CMAQ Measures (PM 3)

- Percentage of reliable person-miles traveled on the Interstate System
- Percentage of reliable person-miles traveled on the non-interstate NHS
- Annual hours of peak hour excessive delay per capita
- Percentage of Interstate System mileage reporting reliable truck travel times
- Percentage of non-single occupancy vehicle (non-SOV) travel mode
- Total regional emissions reduction by applicable pollutants under the CMAQ program

MAP-21 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 was effective July 29, 2019.

Transit Asset Management (TAM)

The 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 1.

Table 1. 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 required transit safety performance measures are:

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

SCAG worked with the CTCs and RTTAC to determine the methodology to develop the initial targets and concurred on a reasonable approach. In developing the targets, SCAG reviewed and considered the transit operators' PTASPs (including identified goals, objectives, measures, and targets), thereby incorporating them into the metropolitan planning process. The initial transit safety targets were based on safety targets submitted by each operator and developed as part of the PTASPs. Bus mode includes fixed route and commuter bus services. Demand Response mode includes all demand response modes: American with Disabilities Act (ADA) services, demand response taxi, and general purpose demand response services. The initial targets (TABLES 2-8) were approved by SCAG's Regional Council on June 3, 2021.

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

Tables 2-8

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

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

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

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

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

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

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

Federal Performance Reporting

The federal performance monitoring cycle is based on four-year reporting periods. The initial four-year performance reporting period began on January 1 2018, and ended on December 31, 2021. Two years into each of the four-year performance reporting period, 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 were allowed to 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 performance management cycle 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. This baseline conditions report provided the basis for evaluating progress made within these focal areas over the ensuing four-year federal performance reporting period. 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.

Transportation Safety (PM 1)

The Calendar Year 2022 transportation safety targets were set in February 2022. 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 serious injuries and fatalities. Examples of such 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 2023 FTIP, there are a total of 685 projects that are anticipated to result in transportation safety benefit. Further, the investments programmed in the 2023 FTIP specifically for safety-related projects total more than 2.7 billion, as shown in Table 3.

Table 3. 2023 FTIP Highway Safety Investments by County ($1,000s)

County	Safety Projects Programming	All Projects Programming	% Total Programming
Imperial	$13,190	$201,208	6.6%
Los Angeles	$2,192,748	$19,360,274	11.3%
Orange	$121,439	$1,520,695	8.0%
Riverside	$435,760	$7,961,815	5.5%
San Bernardino	$232,345	$5,653,478	4.1%
Ventura	$338,856	$1,123,468	30.2%
SCAG Region	**$3,334,338**	**$35,902,512**	**9.3%**

SCAG anticipates that, with its on-going work with the Transportation Safety Group on development of a Regional Safety Strategy and High Injury Network, the region will continue to make progress toward achieving its annual safety targets.

Transit System Performance Targets

SCAG worked with the transit providers and RTTAC to refine the methodology for setting the regional TAM targets included in the 2020 Plan (Connect SoCal). The TAM targets (Table 9) included in Connect SoCal reflect SCAG's commitment to ensuring the SGR of the region's transit assets. As part of the target setting process, SCAG reviewed and considered the transit providers' TAM plans, which include identified goals, objectives, measures and targets, and incorporated them into the Metropolitan planning process.

The TAM performance targets specified in Connect SoCal assist the transit agencies to creatively maintain assets at acceptable performance conditions that will not degrade existing levels. It is important to note that the Connect SoCal TAM targets should be considered aspirational, as substantial investments are needed to meet the targets over the 25-year planning period.

Table 9. Regional Transit Asset Management (TAM) Targets

County/Agency	2019 Targets			
	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	16.0%	27.7%	6.4%	1.5%
Orange	11.7%	18.6%	0.0%	N/A
Riverside	3.8%	17.9%	22.1%	N/A
San Bernardino	22.2%	27.7%	26.3%	N/A
Ventura	6.3%	25.0%	0.0%	N/A
Metrolink	10.0%	22.7%	33.3%	15.0%
SCAG Region	**14.8%**	**26.1%**	**10.3%**	**11.5%**

As part of the scenario analysis conducted in determining the targets shown in Table 4, SCAG estimated about $23 billion would be needed to maintain current transit assets in a 'State of Good Repair' (SGR) over the 25-year RTP planning period (2020 to 2045). 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 2023-2026 FTIP totals more than $ 2.6 billion, funding which is directly related to improving transit assets in the region. Table 10 summarizes the various projects included in the 2023 FTIP that are designed to improve the SGR of transit assets in the SCAG region.

Table 10. 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)	2,071	630
Non-Revenue Vehicles (total number of replacements)	4	190
Facilities (total number of facilities to be upgraded from poor/marginal to adequate/better condition)	92	21
Infrastructure (current route track miles with performance restrictions eliminated)	5.7	-

The TAM targets for the SCAG region were included in the adopted 2020 RTP/SCS (Connect SoCal). 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 2023 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 11 identifies the total amounts programmed in the 2023-2026 and 2023-2028 FTIP by TAM program category.

Table 11. 2023 FTIP Programmed TAM-Related Investments ($1,000s)

TAM Project Category	Sum of Total Programmed (2023-2026)	Sum of Total Programmed (2023-2028)
Administrative Office/Facility Rehab/Improvement	**$1,801**	**$1,801**
Bus Rehabilitation/Improvement	**$1,528,832**	**$1,532,832**
Bus Replacement	**$833,177**	**$833,177**
Paratransit Vehicle Replacement	**$62,869**	**$62,869**
Administrative Equipment Upgrade/Rehab	**$400**	**$600**
Maintenance Equipment Upgrade	**$600**	**$600**
Track Structures Rehabilitation/Reconstruction	**$54,442**	**$54,442**
Track Replacement/Rehabilitation	**$152,460**	**$152,460**
Passenger Stations/Facilities Rehab/Improvement	**$11,384**	**$11,384**
TAM Projects Total	**$2,645,365**	**$2,645,565**

Transit Safety

More than $4.2 billion of transit investments towards 198 projects are anticipated to improve one or more transit safety measure (ie. fatalities and injuries). These projects improve state of good repair and transit assets, including new vehicle procurements, vehicle replacements, vehicle and track rehabilitation and replacements, curb and active transportation enhancements, other transit station enhancements and rail extensions.

Pavement & Bridge Condition (PM 2)

The PM 2 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 12 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 12: 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 13 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 13: 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 14 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 14: 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 15 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 15: 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 2023 FTIP, as shown in Table 16.

Table 16: 2023 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 includes six specific measures used to evaluate NHS System Performance, Freight, and the CMAQ program. As shown in Table 17, 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.

Table 17: 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 18 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 18: 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 19 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. MAP-21 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 19: SCAG Region 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 20.

Table 20: 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	28.3	-38.1%
Riverside/San Bernardino	14.2	13.6	14.3	8.3	14.1	-0.1%

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 only 28.3 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) and to a lesser extent, 2021 (28.2), are reflective of reduced travel demand resulting from the on-going 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 38 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 14.2 hours in 2017 to 14.1 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 14.2 hours to 14.1 hours in the Riverside/San Bernardino Urban Area amounts to a change of -0.1 percent, which does not meet 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 21 provides the observed non-SOV mode share values for each 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 21: 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%	21.8%	-0.9%

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 0.9 percent, which does not achieve the PM 3 target of a 1.0 non-SOV mode share increase 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 2023 FTIP, as shown in Table 22.

Table 22: 2023 FTIP PM 3 Related Projects Funding Summary ($1,000s)

Project Category	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Auxiliary, Passing, Truck Climbing Lanes	$3,700	$0	$0	$0	$0	$0	$3,700
Bridge Improvements	$49,266	$78,529	$53,807	$192,566	$59,546	$14,600	$448,314
Capacity Enhancing Improvements	$1,354,278	$2,013,690	$1,635,651	$3,435,576	$2,156,670	$25,737	$10,621,602
Grade Separations	$354,733	$152,7191	$3.022	$99,250	$0	$0	$609,724
HOV Lanes	$355,670	$45,086	$50,200	$11,000	$0	$0	$461,956
Interchange Ramps, Over/Undercrossings	$433,938	$367,209	$339,612	$553,521	$204,800	$361,413	$2,260,493
Non-Capacity Improvements	$432,637	$108,589	$37,097	$24,055	$2,800	$2,800	$607,978
Highway Improvements Subtotal	**$2,984,222**	**$2,765,822**	**$2,119,389**	**$4,315,968**	**$2,423,816**	**$404,550**	**$15,013,767**
ITS	$230,796	$89,266	$40,491	$4,457	$0	$0	$365,010
Bicycle & Pedestrian Facilities	$595,908	$78,374	$198,319	$29,434	$21,512	$88,250	$1,011,797
Rideshare	$3,049	$1,799	$1,240	$1,945	$922	$650	$9,605
TDM, Park & Ride	$100,176	$6,856	$5,531	$5,595	$5,658	$0	$123,816
ITS, TDM, & Non-Motorized Subtotal	**$929.929**	**$176,295**	**$245,581**	**$41,431**	**$28,092**	**$88,900**	**$1,510,228**
Total: All PM 3 Related Projects	**$3,914,151**	**$2,942,117**	**$2,364,970**	**$4,357,399**	**$2,451,908**	**$493,450**	**$16,523,995**

SECTION VIII

PROJECT SELECTION PROCEDURES

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Project Selection Procedures

The process for receiving federal and state dollars is an arduous journey that begins before funds are awarded to a project and expended. SCAG provides general principles to direct the project selection processes for STBG and CMAQ funding by the CTCs. The principles, outlined in the FTIP Guidelines (currently the 2023 FTIP Guidelines) - https://scag.ca.gov/sites/main/files/file-attachments/proposed-f2023-ftip-guidelines.pdf are reviewed by Caltrans and FHWA as well as through the AB 1246 process and adopted by SCAG's Regional Council. The California Streets and Highway Code provides the primary foundation for our region's current process and practice, which has worked for almost three decades since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991.

The process begins at the county transportation commission (CTC) level, as called out under AB1246 (PUC § 130059 and § 132800) which created the CTCs and their relationship with SCAG. PUC § 130304 provides additional direction in which the CTCs are responsible for developing the County TIPs and submitting them to SCAG. Projects are nominated by local jurisdictions and selected by the CTCs. The CTCs develop criteria consistent with the adopted RTP/SCS to determine which projects best enhance the transportation network and address the region's goals of improving mobility and promoting sustainability. The end result of the CTCs' project selection is the individual county transportation improvement program (TIP) which is the building blocks of SCAG's Federal Transportation Improvement Program (FTIP)

Although SCAG's Guidelines state that each CTC is responsible for selecting STBG and CMAQ projects, there is oversight in reviewing CMAQ and STBG funded projects for inclusion into the FTIP, in accordance with AB1246 (Cal. Pub. Util. Code § 130059). Further, SCAG staff reviews CMAQ funded projects to ensure compliance with federal eligibility criteria before permitting the project to be programmed. While SCAG does not directly select CMAQ or STBG projects, SCAG must fulfill other supplemental reporting and monitoring tasks associated with the CMAQ program. These tasks are outlined below, and they contribute to the oversight and monitoring of CMAQ funds, ensuring the investments are meeting the core program objectives of reducing congestion and emissions in the SCAG region.

As stated above, Assembly Bill (AB) 1246 (Public Utilities Commission (PUC) § 130059) created the CTCs and its relationship with SCAG. PUC § 130304 provides additional direction indicating that the CTCs are responsible for developing the county TIPs and submitting them to SCAG,

> "The county transportation commission shall submit the short-range transportation improvement program prepared pursuant to subdivision (b) of Section 130303 to the multicounty designated transportation planning agency. The program shall be the county transportation commission's recommendation to the agency regarding that portion of the regional transportation improvement program with respect to short-range objectives applicable to the county under the jurisdiction of the county transportation commission."
>
> The recommended program shall be submitted to the agency in a timely fashion, and the agency shall review and adopt this portion of the regional transportation improvement program in a timely fashion, giving full explanation for any necessary revision of the county transportation commission's recommended program. (PUC § 130304).

The State of California PUC establishes the procedures that SCAG and the County Transportation Commissions must follow in order to submit the County TIPs for inclusion into the FTIP. Ultimately, federal mandate provides direction on project selection. Under 23 U.S.C. 134, project selection procedures for federally funded projects are stated as follows:

> "...Except as otherwise provided in subsection (k)(4) and in addition to the TIP development required under paragraph (1), the selection of Federally funded projects in metropolitan areas shall be carried out, from the approved TIP—(i) by (I) in the case of projects under this title, the State; and (II) in the case of projects under chapter 53 of title 49, the designated recipients of

public transportation funding; and (ii) in cooperation with the metropolitan planning organization." 23 U.S.C 134(j)(5)(A)

Expedited Project Selection Procedures

The 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.

Projects from the first four years of the 2023 FTIP have been selected using the project selection procedures.

SCAG's Programming Principles for Federal STBG and CMAQ Funded Projects

Per the 2020 Connect SoCal (2020 RTP/SCS), Highways and Arterials Appendix, SCAG has a current set of principles to guide the development of programming priority for Surface Transportation Block Grant (STBG), formerly Surface Transportation Program (STP), and Congestion Mitigation and Air Quality (CMAQ) funds. The principles were reviewed through the AB 1246 process and adopted by SCAG's Regional Council. These principles should be used in the development of each county's STBG and CMAQ programs.

1. Programming of STBG and CMAQ funds shall be the primary responsibility of the respective CTCs, consistent with federal and state law, the RTP/SCS, and in conformance with applicable SIPs.
2. Implementation of Transportation Control Measures (TCMs) in the applicable SIPs shall be a high priority for allocation of STBG and CMAQ funds.

Cities and Counties are eligible to utilize the STBG and CMAQ funds for transportation demand management / transportation control measures and will be so advised by the appropriate county transportation commission.

IMPERIAL COUNTY

IMPERIAL COUNTY TRANSPORTATION COMMISSION
CMAQ and STBG PROJECT SELECTION CRITERIA

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 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. Funding of CMAQ and STBG require that CTCs have a project selection criterion that meets federal requirements associated with the funds:

The **CMAQ Program** is a federally funded program that provides funding for transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) (42 U.S.C. 7401 et seq.). **Each CMAQ funded project must meet three basic criteria: be a transportation project, generate an emissions reduction, and located in or benefit a nonattainment or maintenance area.**

The **STBG Program** is also a federal funded program authorized under the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94) signed by the President on December 4, 2015. The program provides funds for transportation projects located **on federal-aid roads system**.
Before the ICTC governing board adopts its TIP, it takes into consideration input it receives from policy committees, general public and stakeholders. The Technical Advisory Committee (TAC) approves CMAQ and STBG Guidelines based on federal requirements. After TAC approves, the Management Committee approves the Guidelines and the Guidelines are presented to the ICTC governing board for approval.

The Guidelines consider FHWA's requirement that all interested parties have full, open, and timely access to the CMAQ project selection process. That the projects include precise description of project, size of project, scope, location, and timetable, along with quantified emissions benefits.

With Guidelines in place project selection process begins based on schedule outlined in Guidelines. Projects selected are vetted through the TAC and Management Committee prior to ICTC's governing board approval.

LOS ANGELES COUNTY

LOS ANGELES COUNTY METRO
CMAQ PROJECT SELECTION PROCEDURES

I. 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 from allocations that Metro receives from apportionments to the State of California from federal formula programs, such as the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

II. Compliance with State of California and Federal Laws and Regulations

As the recipient of funding from many State of California and federal programs (including CMAQ), 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.

In compliance with State of California and federal requirements, Metro allocates some of the funding it receives by either formula or following a competitive process to project sponsors from: local governments (i.e., those from the 88 cities in Los Angeles County and the County of Los Angeles), municipal and other transit operators in Los Angeles County, and other public agencies (such as Caltrans, the Port of Los Angeles, Port of Long Beach, Metrolink) and joint powers authorities). Furthermore, in compliance with ordinances approved by voters in Los Angeles County, Metro administers the revenue from four transportation sales tax increases dedicated for transportation, each one providing substantial transportation funding for local jurisdictions. The ordinances for Measure R (approved in 2008) and Measure M (approved in 2016) each includes an Expenditure Plan that identifies the projects and programs to be funded, the estimated revenue from the sales tax increase to be allocated for each project and program, the estimated total cost for each project and program, and the estimated funding gap to be covered with state and federal funds to start implementing the projects and programs within the specified timeframe. Metro also allocates CMAQ funds to cover some of the funding gap for these projects and programs that were identified through an extensive stakeholder and public engagement process (including performance assessment) that resulted in their inclusion in the ordinances for Measure R and Measure M and approval by over two-thirds of the voters in Los Angeles County. Metro follows State of California and federal laws and regulations when determining eligibility and selecting highway and transit projects for CMAQ funding allocations and programming in Los Angeles County.

III. 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 5 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 2 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 sock 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.

IV. Metro's CMAQ Funded Project Selection Procedures

Metro is required by federal (Section 134 of Title 23 of the U.S.C.) and State of California (Section 130303 of the Public Utilities Code) statutes to prepare a TIP for Los Angeles County. Per State of California law (Section 182 of the Streets and Highways Code), Metro is allocated Los Angeles County's share of CMAQ funds apportioned to the state through a formula that is currently based on the population living in nonattainment and maintenance areas designated in the state by the EPA for ozone and carbon monoxide weighted by the severity of pollution (i.e., classification for ozone and whether the area is maintenance or nonattainment for both ozone and carbon monoxide). Los Angeles County's share of CMAQ funds is from the weighted population of the South Coast Area and Mojave Desert Area attributed to residents of the county who live in these two areas. Metro is required to program the CMAQ funds, among other revenues it receives, in the TIP across all transportation modes based on the planning requirements included in enabling legislation that authorize programs and funding for transportation, such as the Fixing America's Surface Transportation (FAST) Act. Metro accomplishes this mandate as applicable to CMAQ funds through: i) planning and programming actions on a multimodal and multi-year basis; and ii) competitive Call for Projects.

Planning and Programming Actions

Planning and programming actions for CMAQ funded projects and programs are guided by Metro Board-adopted LRTP, SRTP, TIP and Short Range Financial Forecast (SRFF). The LRTP details how Metro plans, builds, operates, maintains and partners for improved mobility in the next 30 years. Following the passage of Measure R and Measure M, and in alignment with SCAG's process for updating the RTP/SCS, Metro's LRTP demonstrates how transportation projects and programs in Los Angeles County conform to State of California and federal air quality mandates for funding eligibility. It identifies strategies to reduce regional greenhouse gas (GHG) and criteria air pollutant emissions (including ozone, CO, and PM2.5). The LRTP identifies and reserves CMAQ funds for this purpose. The LRTP also identifies CMAQ funds for operations for new bus and rail service, as well as for accelerated opening dates for several rail projects identified in the Measure M Expenditure Plan. It also identifies CMAQ funds for projects and programs selected for funding through Metro's Call for Projects in prior years, as well as proposes to reserve additional CMAQ funds for new Call for Projects.

The SRTP is a 10-year action plan for the investments, policies, and system improvements needed to advance the LRTP vision. The SRTP addresses regional economic growth, while improving regional mobility, air quality, economic resilience and access to opportunity. It also investigates the potential for a strategic project list that supports achieving these outcomes through the transparent development of a fiscally responsible action plan that recognizes the near-term system improvements necessary to ensure maximum return on

transportation investments in Los Angeles County.

The TIP lists the projects, programs and activities that will be funded during the next 4 years after receiving federal approval. It includes those selected for CMAQ funding through the Metro Call for Projects, as well as those approved by the Metro Board of Directors for specific projects, programs and activities. Metro must adopt a financially constrained TIP and LRTP in order to remain eligible to receive federal and state funding.
The SRFF identifies the estimated revenue and use of CMAQ and other funds over the next 15 years from the adoption of the LRTP by the Metro Board of Directors. It includes funding for projects, programs and activities selected through Metro's Call for Projects in prior years, as well as proposes to reserve additional CMAQ and other funds for new Call for Projects.

Call for Projects
Metro also accomplishes State of California and federal mandates applicable to the selection of projects, programs and activities funded by the CMAQ Program through the Call for Projects (CFP). The CFP presents an opportunity for Metro to coordinate with public agencies and other stakeholders to improve air quality and health conditions, increase mobility options, and strengthen the economy by funding and implementing transportation improvements in Los Angeles County. It is a process that evolves to address new agency initiatives, recently-passed legislation, and Metro Board directives. The focus of the CFP is on attracting, evaluating, and prioritizing the most competitive projects without regard to funding sources. After projects are approved for funding by the Metro Board of Directors, Metro staff assigns specific funds (including CMAQ) to each project based on fund source eligibility requirements to leverage the maximum amount of federal, state and local funds that Metro staff estimates would become available. Funds are allocated for five years and are subject to Metro's Lapsing Policy (including annual deobligation and recertification process).

The CFP is a competitive process through which Metro awards various federal, state, and local transportation funds for regionally significant projects that best address the evaluation criteria and other requirements, as detailed in the Application Package that is approved by the Metro Board of Directors. Applicants can submit proposals for capital projects that fall into one or more of the modal categories identified in the Application Package. Proposed projects must contain a construction component. Funding for design or right-of-way purchase is eligible if proposed in conjunction with construction for an eligible project. This requirement does not apply to bus vehicle purchases or to projects submitted to the Transportation Demand Management modal category. Eligible applicants are limited to public agencies that provide transportation services and/or construct, operate and/or maintain transportation facilities in Los Angeles County. These include: cities, the County of Los Angeles, Caltrans, and transit agencies that are eligible to receive federal funds. Transportation-related public joint powers authorities (JPAs) can also apply for funding, but must be sponsored by at least one of the public agencies that are identified as eligible applicants.

Metro strongly encourages applicants to review the federal CMAQ guidelines to determine if the proposed project satisfies these requirements prior to submitting a proposal for consideration. Applicants are also made aware of the specific CMAQ eligibility rules (http://www.fhwa.dot.gov/environment/air_quality/cmaq/). Proposed projects that do not meet the CMAQ guidelines and applicants not able to meet federal CMAQ funding requirements are considered ineligible to receive CMAQ grant awards. Also, ineligible are applicants that do not meet the minimum

20 percent local match requirement. In addition to the detailed information on eligibility and the evaluation criteria included in the Application Package, Metro also conducts a regional Project Applicant Training Workshop (and subregional workshops upon request). The Application Package and workshop(s) clearly explain how projects are rated and recommended for funding.

Metro staff drafts and reviews the CFP application requirements and evaluation criteria for each modal category with Metro's 35-member countywide multimodal TAC and its subcommittees: Bus Operation Subcommittee, Local Transit Systems Subcommittee, Streets & Freeways Subcommittee, and Transportation Demand Management/Air Quality Subcommittee. The application and evaluation criteria for each modal category are tailored to enhance the evaluation process. Each project competes within a modal category and is evaluated against other projects in that modal category. Each modal category has specific questions with points assigned to the applicable evaluation criteria to assess the degree to which the proposed project: i) addresses mobility, reduces traffic congestion and improves air quality ii) is cost-effective in relationship to the total project cost; and iii) supports the recommendations and goals for each transportation modal category and those stated in Metro's last adopted LRTP. Project readiness is considered as a pass/fail requirement for continuing the evaluation process. The Metro Board of Directors approves the Application Package.

Metro staff evaluates, scores, and ranks eligible projects and presents the results to Metro's TAC and its subcommittees for review and comments. The Metro Board of Directors then reviews the Preliminary Staff Recommendations. Special TAC (including subcommittees) meetings are also scheduled to review the Preliminary Staff Recommendations. These recommendations are for funding a program of projects for each modal category. The preliminary funding recommendations, which are posted on Metro's website, undergo a 13-week review period before they are considered for adoption by the Metro Board of Directors. During this period, Metro's TAC also hears presentations from applicants who wish to appeal their project ranking and the listing of projects recommended for funding is transmitted to SCAG. Upon approval by the Metro Board of Directors, the TIP is developed and formally transmitted to the regional and state transportation planning agencies (i.e., SCAG and Caltrans) for the programming of funds and for air quality modeling purposes. The TIP then becomes part of the five-year program of projects developed through the CFP that is scheduled for implementation in Los Angeles County. Projects selected for funding are also incorporated in the region's Air Quality Management Plan.

ORANGE COUNTY

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 home, and providing safe, convenient transportation to those with special needs.

Call for Projects

OCTA uses its apportionments to fund eligible projects that have been included in its LRTP, which is developed by OCTA to become part of SCAG's RTP/SCS. The LRTP is developed two years prior to each RTP/SCS cycle. STBG and CMAQ projects must be consistent with the following:

- LRTP and RTP/SCS
- OCTA's 20-year Comprehensive Business Plan
- Next10 delivery plan
- Project specific funding needs identified in OCTA's obligation authority (OA) plan
- FTIP programming requirements as included in the FTIP Guidelines
- Board-approved STBG and CMAQ funding policies
- Specific grant requirements including benefit/cost and air quality analysis

Through various calls for projects, 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 project selection procedures can be found in the following links:
https://www.octa.net/Projects-and-Programs/Funding-Programs/Federal-Funding/Overview/ .

https://www.octa.net/Projects-and-Programs/Plans-and-Studies/Funding-Programs/Call-for-Projects/BCIP-Call-For-Projects/

RIVERSIDE COUNTY

The **Riverside County Transportation Commission (RCTC)** is your get-things-done, go-to place for transportation solutions that connect your life. We are the fiscally-responsible steward of your **Measure A** sales tax dollars, which fund transportation improvements that Riverside County voters have approved by more than a two-thirds vote.

RCTC is governed by your **elected representatives**: one from each city council and all five County Supervisors within Riverside County, plus a representative of Caltrans. RCTC is operated by a small team of public servants, who are charged with delivering on Measure A's promises to the taxpayers of Riverside County.

RCTC prioritizes Transportation Control Measures and grade separation projects for their STBG and CMAQ programs. The RCTC Commissioners approved a plan to dedicate 25% of STBG and CMAQ funding to grade separations. The balance of the funding is distributed through a call-for-projects using the following criteria: regional significance, project readiness, safety, air quality, cost-benefit, and RTP/SCS consistency. In the Salton Sea Air Basin, CMAQ funds are allocated based on similar prioritization criteria established in the Coachella Valley Association of Governments' (CVAG) Transportation Project Prioritization Study.

RCTC's project selection process can be found in the following link:

https://www.rctc.org/funding-and-planning/

SAN BERNARDINO COUNTY

The purpose of the San Bernardino Council of Governments is to speak with a collective voice on important issues that affect its member agencies. Representatives from 24 cities and towns, and the San Bernardino County Board of Supervisors have a seat on the SBCOG Board of Directors. This governing board sets policy for the organization.

Recognizing that many issues and concerns are not constrained by political boundaries, SBCOG focuses on regional matters. SBCOG provides a forum to reduce duplication of effort and to share information. Working together we are better advocates for our communities and strengthen San Bernardino County's standing in the region and State.

Projects selected for STBG and CMAQ funding are included in SBCTA's 10-Year Delivery Plan, which is updated every two years. The 10-Year Delivery Plan is comprised of priority projects selected for delivery based on alignment with their 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 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 availability and project delivery requirements, while staying within the funding priority requirements.

SBCTA's projects selection process is outlined below which discusses project selection, specifically CMAQ, in sections G and H. Essentially, the funds if eligible, and applied to projects based on the Boards determined regional priorities.

This is also discussed (though briefly) on our website…

Federal Funds page:
https://www.gosbcta.com/funding/federal/#:~:text=CMAQ%20funds%20are%20authorized%20to,Caltrans%2C%20and%20air%20quality%20districts.

10 Year Delivery Plan:
https://www.gosbcta.com/wp-content/uploads/2019/09/2019-10-year-All-final-1.pdf

I. PURPOSE

The purpose of this policy is to establish the requirements for overall administration of the programs included in the San Bernardino Valley Expenditure Plan as part of Measure I 2010-2040. The Valley Subarea policies establish the process for identification of need, fund apportionment, fund allocation, and expenditure requirements for all programs in the Valley, including Freeway, Freeway Interchange, Major Street, Local Street, Metrolink/Rail, Express Bus/Bus Rapid Transit, Senior and Disabled Transit, and Traffic Management Systems. This policy also provides direction on the use of State and federal funds in the San Bernardino Valley Subarea, as well as the provisions governing cost-buy down for projects with a development share contribution.

II. REFERENCES

Ordinance No. 04-01 of the San Bernardino County Transportation Authority, Exhibit A – Transportation Expenditure Plan

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III. DEFINITIONS

Apportionment: An action by the Board to assign specific amounts of Measure I 2010-2040 fund to Measure I programs for a given fiscal year. The apportionment decision is made annually by the Board of Directors by February of each year.

Allocation: An action by the Board to assign a specific amount of Measure I funds from a Measure I program to a project. The allocation decision is made annually by the Board by March of each year.

Capital Project Needs Analysis (CPNA): A five-year plan of capital project needs for each program included in the San Bernardino Valley Expenditure Plan. The CPNA includes estimates of project costs to be incurred by funding type, fiscal year, and phase for the five-year period following the beginning of the subsequent State fiscal year.

Jurisdiction Master Agreement: An agreement between SBCTA and a local jurisdiction documenting the allocation of Measure I 2010-2040 funds to the jurisdiction under the Arterial Sub-program of the Major Street Program in the Valley Subarea for the specified fiscal year.

Project Funding Agreement: An agreement between SBCTA and a local jurisdiction documenting the allocation of Measure I 2010-2040 funds to the jurisdiction for a project under the Valley Freeway Interchange Program or the Rail-Highway Grade Separation Sub-program of the Major Street Program and specifies the conditions of performance by SBCTA and the local jurisdiction associated with that project.

IV. POLICIES FOR THE SAN BERNARDINO VALLEY SUBAREA

A. Program Equity

Policy VS-1: SBCTA shall ensure that all San Bernardino Valley Programs receive their percentage allocation of Measure I revenue in accordance with the Measure I 2010-2040 Expenditure Plan. The calculation of percentage allocation shall include adjustments for the time-value of money based on time of apportionment of Measure I funds in all programs, as specified in Policy VS-3.

Policy VS-2: The Board shall have full discretion over the apportionment of Measure I 2010-2040 revenue between Valley Programs on an annual basis, subject to Policy VS-1.

Policy VS-3: Adjustments for the time-value of money referenced in Policy VS-1 shall be based on comparisons of the net present value of apportionments by Valley program calculated using a discount rate based on the annual change in the Consumer Price Index for Southern California, as maintained by the California Department of Finance.

B. Identification of Needs

Policy VS-4: SBCTA staff and local jurisdictions shall submit a five-year Capital Project Needs Analysis (CPNA) for all programs included in the Valley Expenditure Plan by September 30 of each year. Responsibility for preparation of the CPNAs for specific programs are established in Policies VS-5 and VS-6.

Policy VS-5: SBCTA staff shall be responsible for preparation of the CPNAs for the Valley Freeway, Metrolink/Rail, Express Bus/Bus Rapid Transit, Senior Disabled Transit and Traffic Management Systems Programs.

Policy VS-6: Local jurisdictions shall be responsible for preparation of the CPNAs for the Valley Freeway Interchange and Major Streets Programs, except that staff may prepare CPNAs for interchange projects required to enable construction of a freeway mainline project. All CPNAs submitted by local jurisdictions shall be approved by the City Council/Board of Supervisors and shall be coordinated with the Five Year Capital Improvement Plan required as part of the Valley Local Streets Program policies (see Policy 40003)

Policy VS-7: All CPNAs shall identify the requested amount of Measure I and any additional federal, State, or private funding by phase and year for the five-year period following the beginning of the subsequent State fiscal year.

C. Cash-Flow Analysis

Policy VS-8: SBCTA staff shall prepare an estimate of projected Measure I, State, federal and private funding for the subsequent fiscal year by September 30 of each year.

Policy VS-9: SBCTA staff shall prepare a cash flow analysis of all Measure I 2010-2040 Valley Programs based on information submitted by local jurisdictions, the funding needs of the SBCTA administered programs, and the assessment of Measure I, State, federal and private funding.

Policy VS-10: At a minimum, the Cash Flow Analysis shall include the following considerations:

- All Measure I 2010-2040 San Bernardino Valley program needs identified in CPNAs
- Needs pursuant to Project Advancement and Advance Expenditure Agreements
- Needs related to Bond or other debt repayment
- Revenue committed to projects or programs in previous cycles
- Ability to leverage additional State, federal and private funding sources.

Policy VS-11: The Cash Flow Analysis shall be completed for presentation to policy committees by January each year.

Policy VS-12: The Cash Flow Analysis shall provide input to any SBCTA agency bonding decisions.

D. Fund Apportionment

Policy VS-13: The Board shall use the Cash Flow Analysis as a basis for apportioning funds among the Measure I Valley Programs.

Policy VS-14: The Board shall apportion funds by its February meeting, so that budget documents can be prepared for the subsequent fiscal year.

E. Fund Allocation

Policy VS-15: The Board shall approve an allocation of funding to specific San Bernardino Valley Measure I projects by March of each year. The fund allocation shall include a list of projects and funding amounts.

Policy VS-16: The fund allocation approved by the Board, as stated in Policy VS-15, shall constitute the agency's annual project delivery plan.

F. Fund Expenditure

Policy VS-17: SBCTA administered projects may begin expenditure of funds following the standard approvals by the Board.

Policy VS-18: A local jurisdiction may begin expenditure of funds following the execution of a Project Funding Agreement or a Jurisdiction Master Agreement by both SBCTA and the jurisdiction, as appropriate to the project type and pursuant to Policies 40005 and 40006.

Policy VS-19: The Project Funding Agreement shall be based on the Board-approved fund allocation and shall document the scope of the project, its cost, and the terms by which reimbursement shall occur.

Policy VS-20: The Jurisdiction Master Agreement shall be based on the Board-approved allocation of funds to projects in the Arterial Sub-program (see Policy VS-15) of the Major Streets Program, and shall document the scopes of the projects, their costs, and the terms by which reimbursement shall occur. One Jurisdiction Master Agreement may include multiple projects in the Arterial Sub-program.

G. Use of State and Federal Funds for Measure I 2010-2040 Projects - General

Policy VS-21: The Board shall assure reasonable equity in the shares of projected State and federal transportation funds allocated and expended within geographic areas of the county, subject to the eligibility of funds for the specified programs within those geographic areas.

Policy VS-22: The Board has discretion to program State and federal funds to projects based on needs and priorities that exist at the time the decisions are made, subject to the eligibility of projects for each funding source and approvals by appropriate State and federal authorities.

Policy VS-23: SBCTA shall implement strategies that maximize the use of State and federal funds when projects are planned and delivered. This may include borrowing against future revenues streams, such as with Grant Anticipation Revenue Vehicles (GARVEE bonds) for federal funds.

Policy VS-24: SBCTA will aggressively advocate for its share of State and federal dollars to deliver Measure I projects.

H. Use of State and Federal Funds for Measure I 2010-2040 Projects – Specific Sources

Policy VS-25: CMAQ funds (or funds in any successor program to CMAQ) necessary to continue previously approved regional programs, including Freeway Service Patrol (FSP), rideshare activities, and Valley-wide Signal Synchronization shall be set aside for those purposes.

Policy VS-26: CMAQ funds (or funds in any successor program to CMAQ) shall be considered as a significant source to fund transit capital projects and start-up operating expenses in accordance with CMAQ criteria. Allocation of CMAQ funding to transit capital projects is to be made by SBCTA in a manner consistent with plans developed by the transit operators and approved by the Board.

Policy VS-27: Remaining CMAQ funds may be allocated to High Occupancy Vehicle facility components of the Valley Freeway projects listed in the Measure I Expenditure Plan, subject to eligibility criteria.

Policy VS-28: All of the STP funds apportioned to the urbanized areas of the San Bernardino Valley shall be allocated to the Valley Freeway Program projects listed in the Measure I Expenditure Plan.

Policy VS-29: SBCTA shall work closely with Caltrans to identify projects that are eligible to receive State Inter-regional Improvement Program (IIP) funds to assist in timely delivery of those projects. This may include projects within as well as outside urbanized areas.

I. Cost Buy-down for Projects with a Development Share Contribution

Policy VS-30: State, federal, or private funds may be used to buy down either the total cost of a project, the public share of the project cost, or the development share of the project cost based on the following criteria:

1. Funds that buy down the total cost of the project (after which the development fair share percentage is applied) include railroad contributions, State grants and Federal Congressional earmarks (through appropriations process, competition, etc.) from transportation sources that are not allocated or approved by SBCTA (e.g., IM, Demo, Caltrans ATP); TCRP, PNRS, or TIGER with local agency listed as lead recipient; PUC; and HBP).
2. Funds considered part of the public share of the project cost include apportionments or allocations of State or federal transportation funds to SBCTA for funding of projects, whether managed by SBCTA or local agency (e.g., TCRP and PNRS with SBCTA listed as lead recipient, CMIA, TCIF, SLPP(non-competitive)), and State allocation and Federal apportionment by SBCTA (e.g., STIP, CMAQ, STP, TEA (SBCTA Allocation), TDA).
3. Funds that buy down the development share of the project cost include other state or federal appropriations of funding to a project from a non-transportation source (e.g., HUD, BIA, DOD) or SLPP competitive program (due to its DIF match requirement).

Fund definitions:

- ATP = Caltrans Active Transportation Program
- BIA = Bureau of Indian Affairs or individual tribal contributions
- CMAQ = federal Congestion Mitigation and Air Quality
- CMIA = Corridor Mobility Improvement Account (Proposition 1B)
- Demo = Demonstration project or similar project earmarked for a local jurisdiction in federal appropriations
- DOD = Department of Defense
- HBP = federal Highway Bridge Program
- HUD = federal Housing and Urban Development
- IM = federal Interstate Maintenance
- PNRS = federal Projects of National and Regional Significance
- PUC = California Public Utilities Commission
- SLPP = State/Local Partnership Program (Proposition 1B)
- STIP = State Transportation Improvement Program
- STP = federal Surface Transportation Program
- TCIF = Trade Corridor Improvement Funds (Proposition 1B)
- TCRP = Caltrans Traffic Congestion Relief Program
- TDA = state Transportation Development Act
- TEA = Transportation Enhancement Activities (supplanted by ATP)
- TIGER = federal Transportation Investment Generating Economic Recovery

J. Measure I Reserve

Policy VS-31: SBCTA shall budget for a reserve for the Valley subarea equivalent to 20% of the annual Measure I revenue from the following programs: Freeway, Freeway Interchange, Major Street, Traffic Management Systems, Metrolink/Rail, and Express Bus/BRT programs.

Policy VS-32: The 20% reserve shall be established with the first year of Measure I 2010-2040 apportionment and escalated annually to remain proportional to the growth in annual Measure I revenue.

Policy VS-33: The reserve may be used to:

- Advance federal or state funds that require reimbursement.
- Manage cash flow for non-pass-through programs.

- Cover cost overruns for SBCTA projects or to cover unforeseen expenses associated with projects that received an allocation of Measure I 2010-2040 funds.
- Leverage other state or federal funds to which SBCTA might otherwise lose access.

Policy VS-34: Should Measure I reserves be used, revenue accrual within the year or revenue from the subsequent year's apportionment will be used to replenish the reserve.

V. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	04/01/2009
1	Amended to include policies VS-31 through VS-34 establishing and maintaining a Measure I reserve.	07/0/7/2010
2	Amended to clarify funds that buy down total project cost versus funds that are applied to the public share and development share of costs in VS-30	03/04/15
3	Revised to be consistent with SB1305. Change approved by the Board on January 4, 2107, Agenda Item 6.	01/04/17

VENTURA COUNTY

Ventura County Transportation Commission (VCTC) is committed to continually improving Ventura County's transportation system so that our residents have easy access to jobs, schools, shopping, and essential services. To that end, the Commission – working with each of the cities and the county – plans for, funds, and manages a wide array of activities designed to keep Ventura moving. While enhanced mobility is the Commission's goal, preserving the quality of life enjoyed by Ventura County residents underscores all that we do.

Throughout the pages of the Commission's website you'll find information on how to get around Ventura County, programs and projects currently being funded, and the Commission's activities. Below is a brief description on the project selection process VCTC currently has in place for selecting federal funded projects.

STBG and CMAQ funding allocation processes are guided by VCTC's Comprehensive Transportation Plan (CTP). For STBG funds, the plan directs the use of these funds to support US-101 and SR-118 Improvements. For the last several years, VCTC has allocated all of Ventura County's apportionment of STBG toward US-101 improvements.

VCTC's CTP establishes that half of CMAQ be set aside for transit projects and the other half for non-transit projects meeting CMAQ eligibility criteria. After this first screening, projects are selected based on specific scoring criteria for transit projects and non-transit projects. Project selection is conducted through a two-tiered process:

1. Screening criteria, which include project eligibility, planning consistency and financial feasibility before they can be considered for scoring under the project selection criteria.
2. Selection criteria requires projects to be evaluated and scored based on safety improvements, project readiness, air quality improvements, potential to reduce vehicle trips, and local and regional significance. The scoring criterion on air quality improvements has the highest scoring potential appropriately to enable the allocation of CMAQ funds to projects with the most benefit to air quality.

The CMAQ Call-for-Projects process is formal and 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, Transportation Technical Advisory Committee and the Citizens Advisory Committee. Notice of the upcoming Call-for-Projects is posted in the newspaper, posted on the Commission Website, and notice is provided to the interested parties list. Finally, the Commission holds a Public Hearing for the Selection of Projects. We only post the Guidelines and Selection Schedule during an active Call-for-Projects, but each dollar of CMAQ funding is reviewed and approved by the Commission and a record of their approval can be found as part of our meeting archives. For example, the last Call which was in 2017, the VCTC Agenda Item for October 2017 Item #10 can be found on the VCTC website at: http://162.243.137.184/wp-content/uploads/2018/06/October-2017-VCTC-Agenda.pdf. There are of course updates to the list and dollar amounts that occur in between formal calls-for-projects, and they follow a similar approval process. Items are brought to TRANSCOM or TTAC for review and approval and then to the Commission for final approval. Records of those Commission Actions can also be found in the meeting archives on the VCTC website.

SECTION IX

EQUITY

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 plan.[1]

The Racial Equity Early Action Plan 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. The EAP included overarching goals and strategies to advance racial equity through SCAG's policies, practices, and activities. The plan'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.

SCAG understands that there are a variety of approaches to considering equity in projects,[2] including:

- Location burdens-based criteria and location benefits-based criteria. These criteria assess equity simply based on the location of a proposed project. Location burdens-based criteria aim to capture potential negative effects of projects located within or near Communities of Concern, such as those created by highways routed through low-income neighborhoods.
- Impacts-based criteria. These criteria require a more detailed evaluation of a project's potential impacts to determine how beneficial or detrimental they will be for Communities of Concern.

[1] To review an FY22 Progress Report, please review Item 6 in the Energy and Environment Committee agenda found here: https://scag.ca.gov/sites/main/files/file-attachments/eec040722fullpacket.pdf?1648769315

[2] Agustina Krapp, Jesus M. Barajas, and Audrey Wennink. Equity-Oriented Criteria for Project Prioritization in Regional Transportation Planning.

- Access to destinations. These criteria consider how projects improve the ability to reach key locations—such as groceries, medical, and employment—for areas with high concentrations of disadvantaged population groups. The category includes measures that focus on how projects provide new, better, or faster access.
- User-based criteria. These criteria consider the characteristics of the population directly served by a facility. Because these criteria measure individual users rather than aggregated communities, user-based criteria require the use of travel demand models to predict travel behavior.
- Community engagement. These criteria examine the process by which projects are developed rather than the impacts of the projects themselves. Multiple equity-oriented criteria may be used to prioritize projects, focusing not only on mitigating harm but also on proactively improving transportation conditions and participation in planning processes for historically marginalized groups.

Equity criteria should simultaneously consider benefits, burdens, and engagement for a holistic assessment of projects. SCAG will encourage the County Transportation Commissions (CTCs) to use these resources in selecting and prioritizing projects for inclusion in the County TIPs.

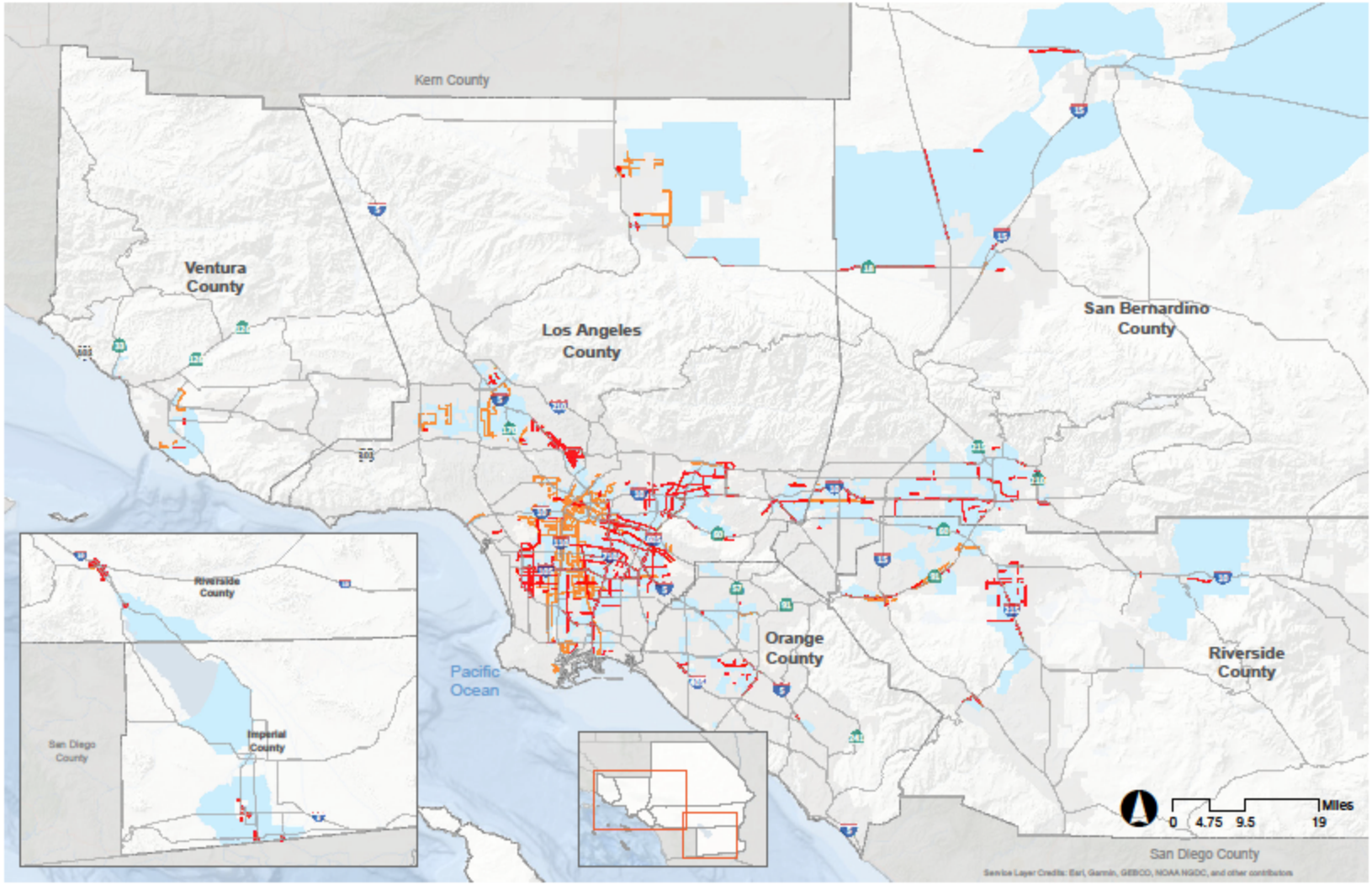
When developing the FTIP, the process adheres to the 2022 Public Participation Plan, which outlines outreach efforts to reach various cross-sections of our communities. The plan emphasizes providing continuous and equitable opportunities for public involvement. SCAG's 2022 Public Participation Plan considers outreach to underserved communities and non-English speakers. SCAG promotes the draft document via different language newspapers around the region and holds two public hearings set at different times to encourage the public participation.

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 analysis can allow stakeholders to review and be aware of where transportation dollars are going.

As a precursor to addressing equity in FTIP programming, some fund sources, such as SB1 funded programs, have included equity-related requirements and continue to integrate more substantive equity criteria in order to be awarded funding. ATP funded projects are expected to yield benefits by encouraging healthy and active lifestyles where the funds are invested. In ATP Cycle 5, 80 percent of funds were awarded to projects benefiting disadvantaged communities throughout the state.

To better understand how the 2023 FTIP could impact disadvantaged communities, a brief analysis was conducted to examine the overlap between modeled highway and transit routes and disadvantaged communities. To conduct this analysis, FTIP 2023 Highway Links and Transit Routes were overlayed with SB 535 Disadvantaged Communities, with a 100-foot buffer to determine proximity, to capture potential impacts. As numerous existing and past studies have shown, communities living near highways and transit routes can incur a disproportionately adverse environmental and health impact 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 conclusion to determine the performance of the region as more analysis is needed to determine that but provides an overview of areas that can be further looked into to assess equity within different communities.

Map 1: Modeled Highway/Transit Projects and DAC



County Boundaries
City Boundaries
Freeway
Disadvantaged Communities (DAC)
FTIP Highway Projects in DAC
FTIP Transit Projects in DAC

Source: SCAG, 2019

P:\=GIS_Request\workspace\086_Equity_FTIP2023\geodatabase\Map 1 Modeled Highway-Transit Projects and DAC.mxd | Date: 8/15/2022

A total of 5,903 highway miles and 2,038 transit route miles were mapped. As indicated in the table below, about a third of highway miles and half of transit route miles are located within or near a disadvantaged community. Map 1 shows the overlay of highway and transit routes within or in close proximity to disadvantaged communities.

	Total Mileage	Mileage within DAC	Percentage within DAC	Mileage outside DAC	Percentage outside DAC
FTIP 2023 Highway Links	5,903	1,872	32%	4,032	68%
FTIP 2023 Transit Routes	2,038	1,086	53%	952	47%

For reference, highway mileage was based on lane mileage, which is the length of the highway multiplied by the number of lanes, and transit mileage was based on route mileage, which is the length of the transit line. Projects of regional significance or conformity type projects were mapped in this analysis; exempt type projects were not included. SB 535 Disadvantaged Communities are defined as census tracts with the highest 25% of overall scores in CalEnviroScreen 4.0 which examines impacts on exposure, environmental effects, sensitive populations, and socioeconomic factors.

This brief analysis is a first step in further incorporating equity into the FTIP. In future FTIP adoptions, more advanced database analytics combined with spatial analysis will be utilized to evaluate investments across the region and ensure transportation benefits are equitably distributed, especially in under resourced or underserved areas. In addition to including equity-related questions in the FTIP database to encourage project leads to consider equity during the development and for the outcome of the project, SCAG will collaborate with the CTCs to develop a mapping application that helps evaluate investments geographically. When fully utilized, the mapping application will provide an opportunity for the public to view project locations and assess the relationship to the different demographic groups and communities. This interactive map will plot projects and highlight major features, such as project scope, funding, and lead agency information. Potentially, SCAG can assess how and where FTIP investments are going and, if needed, work with the CTCs and stakeholders to promote consideration of transportation improvements in under resourced or underserved areas. SCAG is committed to conducting a more robust equity analysis for future FTIP cycles. 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.

SECTION X

SCAG'S RESPONSE TO COMMENTS

Table of Contents

- Response to Comments Introduction
- 2023 FTIP Comments and Responses Matrix

On July 7, 2022, SCAG's Regional Council released the Draft 2023 FTIP for a 30-day public review and comment period from July 8, 2022 through August 8, 2022. Public notices were posted in major newspapers throughout the region and on SCAG's website. The link to the Draft 2023 FTIP was also sent to libraries throughout the region. The Draft 2023 FTIP received 24 comments, including comments from the public, CTC staff and Caltrans Headquarters staff; three (3) general, 16 project specific, and five (5) related to funding/financial plan. The comments were generally technical in nature and no comments affects transportation conformity. All minor and technical changes to projects will be addressed in Amendment 1 of the 2023 FTIP.

Comment ID	Date	Category	Name	Affiliation	Format	Comment	Response to Comment	Acknowledgment of Receipt
1	7/8/2022	General	Richard Sandbrook	Public	Email	Overall, I applaud the efforts of SCAG and the efforts to improve the lives of the public it serves. I also agree with the plan and the amendments for the most part. I do not envy you for the number of emails you most likely receive and must muddle through. My one comment is in regards to the lack of attention to our rail systems. Studies show rail as a much more efficient method of transportation for goods, both fiscally and environmentally. And our roadways would do well with a reduction in truck traffic, as Semi-trucks are a major cause of road deterioration and congestion. I realize implementing this change would likely start a big dust-up with the Teamsters, but I hope SCAG is willing to take on Unions for the betterment of our region. Hopefully the Unions are not too entrenched in SCAG leadership.	Comment Noted: SCAG recognizes the opportunities and challenges that come with goods movement, and has done a significant amount of planning to optimize the goods movement network through increases in economic efficiency, congestion mitigation, safety and air quality improvements, mitigation of community impacts, and enhancements to system security. SCAG's Connect SoCal Goods Movement Technical Report offers a broad overview of goods movement strategies in Southern California. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_goods-movement.pdf?1606001690	7/9/2022
2	7/21/2022	Project Listings	Nohemi Moran	San Bernardino County Transportation Agency	Email	I need to update the backup on FTIP projects SBDLS03 and SBDLS14. There are no funding updates, simply the backup/support has updated since I submitted the information for the 2023 adoption. Please let me know if you have any questions.	Comment Noted: SBCTA has submitted updated back-up and will be reflected in group back-up listings under Technical Appendix Volume IIIA for SBDLS03. SBDLS14 is 100% Prior.	7/21/2022
3	8/8/2022	General	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Technical Appendix: Financial Plan: Operations and Maintenance Costs: Include in the FTIP's financial plan an analysis of revenues dedicated for maintaining and operating the federal-aid system. Address any anticipated shortfall in available revenues and describe plans to deal with the gap.	Comment Noted: The 2023 FTIP is fiscally constrained and complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e). SCAG's 2023 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. The 2023 FTIP financial plan uses revenue and expenditure data from the 2020 RTP/SCS. The RTP/SCS provides the broadest picture of transportation planning in the SCAG region, and is inclusive of all project costs and related operations and maintenance (O&M) expenditures in the 2023 FTIP years. The RTP financial plan also includes expenditures not programmed in the FTIP, including a significant portion of system O&M for the State Highway System, local streets and roads, transit, and passenger rail. The RTP financial plan is fiscally constrained and demonstrates that revenues are reasonably available to cover the expenditures in the plan, including O&M of the federal-aid system. As the RTP is fiscally constrained, we do not anticipate a funding shortfall over the life of the plan. In addition, the 2020 RTP/SCS incorporates the "Fix it First" principle as consistent with the State Highway Operation and Protection Program (SHOPP), Transportation Asset Management Plan (TAMP), and the State Highway System Management Plan (SHSMP) with the goal to maintain the State Highway System in the SCAG region. The financial plan includes revenues and planned expenditures from the SHOPP with the goal of maintaining the State Highway System within the SCAG region and supporting the SHSMP.	8/8/2022
4	8/8/2022	General	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Technical Appendix: Expedited Project Selection Procedures, Page 380 of 452: Please make changes noted below. a.Change to "2023" in the statement "Projects from the first four years of the 2021 FTIP have been selected using the project selection procedures". b."Highway-Railroad Grade Separation Program" has been included twice. Also change the nomenclature to "Highway-Railway Crossings Program". c.Technical Appendix, Amendment and Administrative Modification Approval Procedures: Include language stating "Amendments and Administrative Modifications are submitted through CTIPS". Delete reference to transmittal of copies to Caltrans.	Comment Noted: Per comments, edits have been made in the Final 2023 FTIP Document.	8/8/2022

Comment ID	Date	Category	Name	Affiliation	Format	Comment	Response to Comment	Acknowledgment of Receipt
5	8/8/2022	Financial Summary	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Financial Summary: SHOPP: Update the revenue and programming per attached latest report.	Comment Noted: SHOPP Projects will be updated via 2023 FTIP Amendment #1 per latest SHOPP listings provided by Caltrans	8/8/2022
6	8/8/2022	Financial Summary	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Financial Summary: FTA 5310 Program: Clarify Programming for the 4-years of the 2023 FTIP as CTC adopts the project list for this program each year.	Comment Noted: Programming of FTA 5310 funds for CTCs within UZA's with population less than 200,000 (given that Caltrans is responsible for distributing) will remove future year apportionments in 2023 FTIP subsequent amendments. CTCs within UZA's with population over 200,000 programs these funds in future years based on estimated apportionments and agreements with FTA.	8/8/2022
7	8/8/2022	Financial Summary	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Financial Summary: Highway Safety Improvement Program (HSIP): Update programming per attached project listing transmitted to SCAG on 03/07/2022.	Comment Noted: Programming Changes carried over from #21-23 Amending per 5/23/22 HSIP listing provided by Caltrans 5/4/22 will be reflected in 2023 FTIP Amendment #1.	8/8/2022
8	8/8/2022	Financial Summary	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Financial Summary: Highway Bridge Program (HBP): Update programming per attached project listing transmitted to SCAG on 03/23/2022.	Comment Noted HBP programming updates will be reflected under 2023 FTIP Amendment #1 per latest HBP listings transmitted by Caltrans to SCAG and County Transportation Commissions on 03/23/2022	8/8/2022
9	8/8/2022	Financial Summary	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Financial Summary: Include funding for the 2020 STIP projects that received CTC Allocation or Time Extension during the 2020 STIP cycle under "STIP prior" row.	Comment Noted 2020 STIP fund Time Extensions programming updates will be reflected under 2023 FTIP Amendment #1 as "STIP Prior"	8/8/2022
10	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: Update programming for SHOPP, HSIP and HBP per comments under "Financial Summary" above.	Comment Noted: Updates to programming for latest SHOPP, HSIP and HBP funding will be reflected in 2023 FTIP Amendment #1.	8/8/2022
11	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: LA0B951: Update the STIP funding per 2022 STIP.	Comment Noted: 2022 STIP funding will be programmed accordingly in 2023 FTIP Amendment #1	8/8/2022
12	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings:. LA0G1444: Include the total project cost including the capital phase(s).	Comment Noted: Project is for PA&ED Only. Total Project cost will updated once ROW and CON phase funding is identified and programmed in a future 2023 FTIP amendment(s).	8/8/2022
13	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: ORA100511: Clarify if this project is programmed for "AC Conversion".	Per OCTA Local AC Conversion is programmed in ROW for CMAQ and STBG funds.	8/8/2022
14	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: ORA130302: SB1 funding is not consistent with the 2022 STIP as shown below. Please clarify.	Per OCTA OCTA plans to utilize SB1 Local Partnership Program Formula Cycle 4 funding for the Construction Phase of the project.	8/8/2022
15	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: SBD20179901: Since this project received CTC time extension as shown below, program the 2020 STIP funding with the "STIP RIP – PRIOR" fund type below.	Comment Noted: Update to 2020 STIP funding time extension will be addressed in 2023 FTIP Amendment #1	8/8/2022
16	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: LA0G610: Include funding for the construction phase in the total project cost.	Comment Noted: Total project cost will be updated in 2023 FTIP Amendment #1	8/8/2022

Comment ID	Date	Category	Name	Affiliation	Format	Comment	Response to Comment	Acknowledgment of Receipt
17	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: RIV090903: What is the purpose of programming $1000 for the PE Phase in FY 2022/23.	Comment Noted: RCTC added $1,000 in the quad under modeling Amendment #21-05 (Consistency Amendment to the 2020 RTP/SCS Amendment #1) in order to capture the project in the amendment. All 100% prior federal funding has been obligated. PE Phase is fully funded and project will move forward once ENV Document is completed. RCTC will remove the $1,000 in a future 2023 FTIP Amendment.	8/8/2022
18	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: LA11G7: Highway-Railway Crossings Program for Los Angeles County: Update programming per project listing transmitted on 07/26/2022.	Comment Noted: Programming will be updated in 2023 FTIP Amendment #1	8/8/2022
19	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings:LA0F075: Since CTC allocated STIP-RIP funding as part of 2020 STIP cycle as shown below, please program the STIP funding using “STIP RIP – Prior” fund type.	Comment Noted: Fund source will be updated in 2023 FTIP Amendment #1	8/8/2022
20	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings:. LA0G1094: Provide details for the project scope.	Comment Noted: Details will be added in 2023 FTIP Amendment #1	8/8/2022
21	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: LA0G1301: Please confirm if the STIP RIP funding in the amount of $34,630,000 for the RW phase shown below is required to be programmed in the 4-years of the 2023 FSTIP.	Comment Noted: Agency will amend the project in 2023 Amendment #1 consistent with the Final 2022 STIP Orange Book	8/8/2022
22	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: LA0G1493, LA0G1765, LA0G1326: Include passenger capacity for the buses.	Comment Noted: Details will be added in 2023 FTIP Amendment #1	8/8/2022
23	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings: SBD 20191501: Include the total project cost including capital acquisition.	Comment Noted: Project is for PA&ED Only. Total Project cost will updated once ROW and CON phase funding is identified and programmed in a future 2023 FTIP amendment(s).	8/8/2022
24	8/8/2022	Project Listings	Abhijit J. Bagde	Caltrans, Office of Federal Programming and Data Management	Email	Project Listings:. LA0G1439: Confirm if the project has a capital phase (CON).	Comment Noted: Project is for PA&ED Only. Total Project cost will updated once ROW and CON phase funding is identified and programmed in a future 2023 FTIP amendment(s).	8/8/2022

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