



2016 2040 RTP SCS

THE 2016–2040 REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life

DRAFT AMENDMENT #1

INCLUDING THE 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM CONSISTENCY AMENDMENT # 17-03

JANUARY 5, 2017

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INTRODUCTION

On April 7, 2016, the Southern California Association of Governments (SCAG) adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS or “Plan” herein) for the six-county region including Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. The 2016 RTP/SCS reflects the region’s commitment to improve the region’s mobility, sustainability and economy. To achieve these goals, the Plan demonstrates how the region will reduce emissions from transportation sources to comply with Senate Bill 375 (SB 375) and meet the National Ambient Air Quality Standards set forth by the federal Clean Air Act.

A major component of the 2016 RTP/SCS is a Project List containing thousands of individual transportation projects that aim to improve the region’s mobility and air quality and revitalize our economy. Since its adoption, some of these projects have experienced technical changes that are time-sensitive. In addition, the county transportation commissions (CTCs) in the SCAG region have also identified new project priorities in addition to projects that are no longer priorities. An amendment to the 2016 RTP/SCS and the Federal Transportation Investment Program (FTIP) is needed in order to allow these projects to move forward in a timely manner.

The purpose of this document is to identify the project changes being made via Amendment #1 to the 2016 RTP/SCS and the associated Amendment #17-03 to the 2017 FTIP and provide documentation demonstrating that the 2016 RTP/SCS as amended will continue to be consistent with federal and state requirements, including the Fixing America’s Surface Transportation Act (FAST Act) and Moving Ahead for Progress for the 21st Century Act (MAP-21) planning requirements, the Transportation Conformity Rule and SB 375. Environmental assessment is currently underway to evaluate the potential environmental impacts associated with the changes to the 2016 RTP/SCS Project List as detailed herein.

PROJECT MODIFICATIONS

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

- Project is new and is not currently included in the 2016 RTP/SCS Project List.
- Project currently exists in the 2016 RTP/SCS Project List, but needs:
 - a revised description,
 - a revised schedule,
 - a change in total cost, or
 - a combination of the above changes.
- Project is being removed from the 2016 RTP/SCS Project List.

The tables on the following pages provide details of the project changes from the current Plan and are intended to illustrate a before-and-after scenario for each of the projects. For a complete listing of projects, please refer to the Project List Appendix.

TABLE 1 Modifications to FTIP Projects

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
1	IMPERIAL	EL CENTRO	1161L001	IMP160901	LOCAL HIGHWAY	IMPERIAL AVE	IMPERIAL AVENUE EXTENSION SOUTH - NEW ROADWAY FROM I-8 TO MCCABE ROAD. PHASE 1 INCLUDES 6 NEW LANES ON IMPERIAL AVENUE FROM I-8 TO WAKE AVENUE; AND 2 NEW LANES ON WAKE AVENUE FROM IMPERIAL AVENUE TO CYPRESS DRIVE.	2025	\$5,556	NEW RTP PROJECT COST.	NEW PROJECT
2	LOS ANGELES	EL MONTE	1AL04	LAF3125	LOCAL HIGHWAY	RAMONA BLVD	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.	EXISTING: 2016 REVISED: 2020	EXISTING: \$15,302 REVISED: \$15,830	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
3	LOS ANGELES	INDUSTRY	LAF5100	LAF5100	LOCAL HIGHWAY	GRAND AVE	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.	EXISTING: 2017 REVISED: 2019	\$16,819	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
4	LOS ANGELES	LANCASTER	1AL04	LA0G929	LOCAL HIGHWAY	AVENUE K	<p>EXISTING: SR138 (SR-14) AVENUE K OFF-RAMP IMPROVEMENTS:1.NB OFF RAMP INTERSECTION AT AVENUE K & 15TH ST W A R-TURN POCKET (UNDER STUDY) 2.INTERSECTION MODIFICATIONS AT AVE K & 10TH STREET W (TO SUPPORT R-TURN POCKET UNDER STUDY) 3.AVE K GAP CLOSURE FROM 10TH ST W TO 12TH ST W WIDEN TO 3 LANES IN THE WB DIRECTION (CURRENTLY 2 WB LANES WEST OF 10TH ST. W AND 3 WB LANES WEST OF 12TH ST. W), 4.CLASS I BIKEPATH ALONG AMARGOSA CREEK BTW AVENUE K AND AVENUE J-8 (APOX 0.001 MI), 5. FREEWAY LANDSCAPE IMPROVEMENTS.</p> <hr/> <p>REVISED: SR-138 (SR-14)/ AVENUE K INTERCHANGE IMPROVEMENTS. PROJECT WILL IMPROVE THE NB OFF RAMP AND INTERSECTION AT AVENUE K & 15TH ST WEST, INTERSECTION MODIFICATIONS AT AVENUE K BETWEEN 10TH STREET WEST AND 20TH STREET WEST, AVENUE K GAP CLOSURE FROM 10TH ST W TO 12 ST WEST TO WIDEN TO 3 LANES IN THE WB DIRECTION., AND OTHER ENHANCEMENTS TO ALLEVIATE CONGESTION AT THE INTERCHANGE.</p>	<p>EXISTING: 2017</p> <hr/> <p>REVISED: 2020</p>	\$15,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
5	LOS ANGELES	LOS ANGELES COUNTY	LA9711031	LA9711031	LOCAL HIGHWAY	CASTAIC CUT OFF	CASTAIC CUTOFF FROM LAKE HUGHES RD TO SAN FRANCISQUITO CANYON RD CONSTRUCT NEW ROAD 4 12-FOOT LANES AND 10-FOOT SHOULDERS	2018	\$7,600	RTP PROJECT COST REMOVED.	LOCALLY FUNDED PROJECT CANCELED
6	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF5310	LOCAL HIGHWAY	RAMONA BOULEVARD/ BADILLO STREET/ COVINA BOULEVARD	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 (APPROX. 48 SIGNAL LOCATIONS)	EXISTING: 2019 <hr/> REVISED: 2020	\$4,242	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
7	LOS ANGELES	LOS ANGELES COUNTY	1AL04	LAF5314	LOCAL HIGHWAY	VARIOUS STREETS IN GATEWAY COG	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - IMPROVE TRAFFIC SIGNAL OPERATIONS BY UPGRADING EACH TRAFFIC SIGNAL TO FEDERAL AND STATE STANDARDS, PROVIDING ADDITIONAL VEHICLE DETECTION TO ENABLE OPERATION AS A FULLY TRAFFIC-ACTUATED SIGNAL, INSTALLING THE APPROPRIATE COMPONENTS TO ENABLE EACH SIGNAL TO BE CAPABLE OF TIME-BASED COORDINATION AND RETIMING SIGNALS TO IMPROVE THE OVERALL PROGRESSION OF TRAFFIC. (APPROXIMATELY 17 SIGNALS INCLUDED)	EXISTING: 2019 <hr/> REVISED: 2020	\$2,481	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
8	LOS ANGELES	LOS ANGELES COUNTY	1AL04	LAF5315	LOCAL HIGHWAY	SAN GABRIEL VALLEY COG	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. (APPROX. 20+ SIGNALS)	EXISTING: 2019 <hr/> REVISED: 2020	\$1,551	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
9	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF5316	LOCAL HIGHWAY	SOUTH BAY TSSP VARIOUS STREETS	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - SYSTEMWIDE COORDINATION, TIMING AND OPERATIONAL IMPROVEMENTS AND TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS IN SOUTH BAY REGION. 25 SIGNALS SYSTEM WIDE. ADDITIONALLY, THIS PROJECT WILL INSTALL ANY WARRANTED AND FEASIBLE ROADWAY IMPROVEMENTS ALONG THE ROUTES TO IMPROVE OVERALL PROGRESSION.	EXISTING: 2019 REVISSED: 2020	\$2,351	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
10	LOS ANGELES	LOS ANGELES, CITY OF	LAE2515	LAE2515	LOCAL HIGHWAY	BUNDY DR	WIDEN BUNDY DR. BETWEEN WILSHIRE AND SANTA MONICA BLVD - WIDEN FROM 2 LANES TO 4 LANES.	2018	\$4,250	RTP PROJECT COST REMOVED.	PROJECT CANCELED
11	LOS ANGELES	LOS ANGELES, CITY OF	1ALO4	LAF7131	LOCAL HIGHWAY	CENTURY BLVD	CENTURY BOULEVARD EXTENSION BETWEEN GRAPE STREET AND ALAMEDA STREET : EXTENDS CENTURY BL BY APPROX 2,600 FT FROM GRAPTE ST TO ALAMEDA ST WITH A 2 LANE ROADWAY, SIDEWALKS ON BOTH SIDES, CLASS II BIKE LANE, PED/BIKE FACILITIES, AND LANDSCAPING.	EXISTING: 2018 REVISSED: 2020	\$11,129	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
12	LOS ANGELES	PASADENA	1AL04	LAF3522	LOCAL HIGHWAY	CORDOVA ST	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	\$2,712	NEW RTP PROJECT COST.	NEW PROJECT
13	LOS ANGELES	PASADENA	1NL04	LAF9516	LOCAL HIGHWAY	UNION ST	INSTALL A TWO-WAY PROTECTED CYCLE TRACK ON UNION STREET FROM WILSON AVENUE TO ARROYO PARKWAY. A ROAD DIET AND NEW TRAFFIC SIGNALS HEADS AT 14 INTERSECTIONS FOR CYCLISTS	2022	\$3,399	NEW RTP PROJECT COST.	NEW PROJECT
14	LOS ANGELES	PICO RIVERA	1AL04	LAOG1105	LOCAL HIGHWAY	TELEGRAPH RD	BRIDGE NO. 53C0057 - TELEGRAPH ROAD OVER SAN GABRIEL RIVER BRIDGE; 1. DEMOLISH EXISTING BRIDGE WITH FOUR LANES. 2. CONSTRUCT, TWO PARALLEL, 3-LANE STRUCTURES W/ CIP/ PS BOX GIRDERS.	EXISTING: 2020 <hr/> REVISED: 2023	\$24,356	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
15	LOS ANGELES	PICO RIVERA	1AL04	LA0G1106	LOCAL HIGHWAY	WASHINGTON BLVD	<p>EXISTING: BRIDGE NO. 53C0471 - WASHINGTON BOULEVARD OVER RIO HONDO RIVER BRIDGE - REPLACING EXISTING 6-LANE BRIDGE WITH AN 8-LANE BRIDGE INCREASING CAPACITY. UP TO ENVIRONMENTAL PHASE</p> <hr/> <p>REVISED: BRIDGE NO. 53C0471 - WASHINGTON BOULEVARD OVER RIO HONDO RIVER BRIDGE - REPLACING EXISTING 6-LANE BRIDGE WITH AN 8-LANE BRIDGE INCREASING CAPACITY.</p>	<p>EXISTING: 2020</p> <hr/> <p>REVISED: 2023</p>	\$33,143	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE
16	LOS ANGELES	REDONDO BEACH	101008	LAF7521	LOCAL HIGHWAY	PROSPECT AVE	<p>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.</p>	2023	\$1,953	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
17	LOS ANGELES	ROSEMEAD	LAF5129	LAF5129	LOCAL HIGHWAY	VALLEY BLVD	VALLEY BLVD CAPACITY ENHANCEMENT PROJECT. PROJECT WILL IMPROVE A 1.7-MILE SECTION OF VALLEY BL FROM TEMPLE CITY BL TO CHARLOTTE AV BY WIDENING AND RECONFIGURING TO ACCOMMODATE AN ADD'L PEAK-PERIOD TRAVEL LANE IN EACH DIR, RELOCATE TRAFFIC SIGNALS AND PED LIGHTS, ADD RAISED CENTER-MEDIAN WITH PED LIGHTING, LANDSCAPING, SIDEWALK IMPROVEMENTS, A CLASS III BIKELANE (1.7 MILES) AND WAYFINDING SIGNAGE.	2018	\$1,420	RTP PROJECT COST REMOVED.	PROJECT CANCELED
18	LOS ANGELES	SANTA CLARITA	LA0G754	LA0G754	LOCAL HIGHWAY	VISTA CANYON RD	VISTA CANYON ROAD BRIDGE OVER THE SANTA CLARA RIVER AND ROADWAY FROM VISTA CANYON COMMUNITY (JAKES WAY/LOST CANYON) TO SOLEDAD CANYON ROAD. INCLUDES 750-FOOT LONG BRIDGE, 1 LANE IN EACH DIRECTION, CLASS I BIKE LANE. (BIKE LANE LESS THAN 1 MILE)	EXISTING: 2017 REVISSED: 2018	\$10,850	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
19	LOS ANGELES	SANTA CLARITA	LA0G755	LA0G755	LOCAL HIGHWAY	NEWHALL RANCH RD	NEWHALL RANCH ROAD BRIDGE WIDENING OVER THE SAN FRANCISQUITO CREEK 6 TO 8 LANES. FROM MCBEAN PKWY TO AVENUE TIBBITTS. BRIDGE NO. 53C2164	EXISTING: 2019 REVISSED: 2023	EXISTING: \$13,186 REVISSED: \$15,691	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
20	LOS ANGELES	MANHATTAN BEACH	LA0C8080	LA0C8080	STATE HIGHWAY	SR-1	ROUTE 1: MANHATTAN BEACH: ON ROUTE 1 BETWEEN 33RD STREET & ROSECRANS AV; ADD ONE THROUGH LN TO NORTH BOUND SEPULVEDA BLVD. TO WIDEN EXISTING STRUCTURE FROM 6 TO 7 THROUGH LANES PPNO 2947. PROJECT USING \$1,440 OF FEDERAL FUNDS (80%) AND \$360 AGENCY MATCH (20%, PROP. C) IN ENG PHASE.	EXISTING: 2017 <hr/> REVISED: 2018	\$21,129	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
21	LOS ANGELES	INDUSTRY	1M0104	LA0D450	STATE HIGHWAY	GRAND AVE	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.	EXISTING: 2017 <hr/> REVISED: 2024	\$257,900	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
22	LOS ANGELES	AGOURA HILLS	REG0703	LA0G1024	STATE HIGHWAY	US-101	<p>EXISTING: (US 101 @ KANAN) KANAN CORRIDOR, BETWEEN AGOURA ROAD AND HILLRISE DRIVE. PROJECT TO INCLUDE DESIGN AND CONSTRUCTION OF ADDITIONAL LOOP RAMP LANES, WIDENING OF ROADWAY, AND ADJUSTMENT OF DRY AND WET UTILITIES.</p> <hr/> <p>REVISED: (US 101 @ KANAN) KANAN CORRIDOR, BETWEEN AGOURA ROAD AND HILLRISE DRIVE. PROJECT TO INCLUDE DESIGN AND CONSTRUCTION OF ADDITIONAL LOOP RAMP LANES, WIDENING OF ROADWAY, AND ADJUSTMENT OF DRY AND WET UTILITIES. (PE&AD)</p>	<p>EXISTING: 2017</p> <hr/> <p>REVISED: 2024</p>	\$750	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE
23	LOS ANGELES	CALTRANS	LAOD451	LAOD451	STATE HIGHWAY	SR-138	<p>EXISTING: 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, 3326,3327,33289(=4560),3329,3331(= 4351 + 4352 + 5353 + 4356 + 4354 + 4357) (USE TOLL CREDITS AS LOCAL MATCH)</p> <hr/> <p>REVISED: 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)</p>	<p>EXISTING: 2019</p> <hr/> <p>REVISED: 2023</p>	\$113,762	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
24	LOS ANGELES	EXISTING: INDUSTRY	LA0D442	LA0D442	STATE HIGHWAY	I-605	EXISTING: RETROFITTING THE EXISTING TWO-LANE WIDE PECK ROAD BRIDGE OVER THE SAN GABRIEL RIVER FWY (ROUTE 605) & WIDEN IT TO ACCOMMODATE 4 LANES (2 EACH DIRECTION) TO ELIMINATE BOTTLENECK	EXISTING: 2017	EXISTING: \$13,600	RTP PROJECT COST INCREASE.	REVISED LEAD AGENCY, DESCRIPTION, SCHEDULE, AND COST
		REVISED: LOS ANGELES COUNTY MTA					REVISED: THE PROJECT INVOLVES CONSTRUCTION OF THE SB I-605 AUXILIARY LANE FROM ROSE HILL ROAD TO SR 60 AND THE REPLACEMENT OF THE I-605 OC AT PECK ROAD. ADDITIONALLY, THE PROJECT ALSO FEATURES CONSTRUCTION OF A ROUNDABOUT BETWEEN ROOKS RD. AND SPORTS ARENA DR. TO CONNECT PECK ROAD AND PROPOSED HOOK RAMPS.	REVISED: 2022	REVISED: \$53,000		

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
25	LOS ANGELES	EXISTING: INDUSTRY	LA0D441	LA0D441	STATE HIGHWAY	ON-OFF RAMP 605	EXISTING: RECONFIGURATION OF VALLEY BLVD ON-AND-OFF-RAMPS TO THE 605 FREEWAY TO IMPROVE MOBILITY, CIRCULATION, AND RELIEVE THE CURRENT CONGESTION AT VALLEY BLVD. INCLUDES; RIGHT TURN FROM VALLEY ONTO EXISTING SB ON-RAMP, CONSTRUCT DUAL WB TO SB LANES TO SB ON-RAMP AND RECONSTRUCT ENTIRE SB ON-RAMP, IMPROVEMENTS AT VALLEY/TEMPLE/NB 605 OFF-RAMP INTERSECTION, WIDEN EB VALLEY TO 3 LANES IN ADVANCE OF SB RAMPS.	EXISTING: 2017	EXISTING: \$25,000	RTP PROJECT COST DECREASE.	REVISED LEAD AGENCY, DESCRIPTION, SCHEDULE, AND COST
		REVISED: LOS ANGELES COUNTY MTA					REVISED: 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.	REVISED: 2020	REVISED: \$15,300		
26	LOS ANGELES	LONG BEACH	LA000512	LA000512	STATE HIGHWAY	OCEAN BLVD	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.	EXISTING: 2017 REVISED: 2019	\$1,288,101	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
30	ORANGE	PLACENTIA	2A0704	ORA131701	LOCAL HIGHWAY	GOLDEN AVE	GOLDEN AVENUE OVER CARBON CANYON CHANNEL - REPLACE 2 TO 4 LANE BRIDGE (BRIDGE # 55C0192)	EXISTING: 2019 REVISSED: 2024	\$3,087	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
31	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2M0733	ORA100511	STATE HIGHWAY	SR-55	EXISTING: SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF 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). CONSISTENT WITH THE 2012 RTP. TOLL CREDIT FOR RSTP. REVISED: 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). CONSISTENT WITH THE 2012 RTP. TOLL CREDIT FOR RSTP.	2030	EXISTING: \$274,900 REVISED: \$369,400	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION AND COST

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
32	ORANGE	ANAHEIM	2TR0701	ORA080908	TRANSIT	-	A TRANSIT CORRIDOR FOR THE CITY OF ANAHEIM - ANAHEIM RAPID CONNECTION (ARC) FIXED GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER (ARTIC) THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT. ALTERNATIVES ANALYSIS, EIR/ EIS, LPA AND CONCEPTUAL AND ADVANCED ENGINEERING, PROJECT DEVELOPMENT ACTIVITIES AND PRELIMINARY ENGINEERING.	EXISTING: 2019 <hr/> REVISED: 2021	\$319,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
33	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA030612	ORA030612	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	EXISTING: 2018 <hr/> REVISED: 2020	\$23,420	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
34	RIVERSIDE	CORONA	3161L005	RIV160405	LOCAL HIGHWAY	MAGNOLIA AVE	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.	2022	\$500	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
35	RIVERSIDE	LAKE ELSINORE	3A04WT198	RIV111203	LOCAL HIGHWAY	-	EXISTING: IN LAKE ELSINORE - TEMESCAL CANYON RD BRIDGE REPLACEMENT/REALIGNMENT: REPLACE TEMESCAL CANYON RD. 2 LANE BRIDGE WITH A 4 LANE OVER TEMESCAL WASH, 0.42 MI. W/O LAKE STREET AND PROVIDE TRANSITION TO A 2 LANE ROADWAY (BOTH SIDES). OTHER IMPROVEMENTS INCLUDE CONS SIDEWALK AND STRIPPING FOR 8 FT CLASS II BIKE LNS ON EACH SIDE OF THE BRIDGE. (BRIDGE NO. 56C0050).	EXISTING: 2020	EXISTING: \$19,452	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST
							REVISED: IN LAKE ELSINORE - TEMESCAL CANYON RD BRIDGE REPLACEMENT/REALIGNMENT: REPLACE TEMESCAL CANYON RD. 2 LANE BRIDGE WITH A 4 LANE OVER TEMESCAL WASH, 0.42 MI. W/O LAKE STREET AND PROVIDE TRANSITION TO A 2 LANE ROADWAY (BOTH SIDES). OTHER IMPROVEMENTS INCLUDE CONS OF 706 FT OF SIDEWALK AND 8 FT CLASS II BIKE LNS ON EACH SIDE OF THE BRIDGE. (BRIDGE NO. 56C0050).	REVISED: 2022	REVISED: \$17,130		
36	RIVERSIDE	LAKE ELSINORE	3161L009	RIV160902	LOCAL HIGHWAY	REALIGNED TEMESCAL CANYON RD.	IN LAKE ELSINORE - CONS OF A NEW 4-LANE DIVIDED ROADWAY, REALIGNING EXISTING TEMESCAL CANYON ROAD AND REPLACE EXISTING 2-LANE UNIMPROVED TEMESCAL CANYON ROAD FROM LAKE STREET TO 650 FT EASTERLY OF CITY'S WESTERLY BOUNDARY. SEGMENT OF THIS REALIGNED ROAD INCLUDES A 706' BRIDGE FUNDED BY HBP LISTED SEPARATELY UNDER RIV111203.	2022	\$5,750	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
37	RIVERSIDE	LA QUINTA	3161L001	RIV160901	LOCAL HIGHWAY	AVENUE 50	IN EASTERN RIVERSIDE COUNTY IN THE CITY OF LA QUINTA - WIDEN AVENUE 50 FROM WASHINGTON ST TO PARK AVE- WB INCREASE FROM 1 TO 2 LANES; EB EXISTING 2 LANES. PROJECT TO INSTALL 1,700 FT (.3 MI) SIDEWALK AND CLASS II BIKE LANES. TO INCLUDE REPLACEMENT OF AN EXISTING LOW WATER CROSSING WITH A BRIDGE AND NECESSARY SLOPE AND CHANNEL SCOUR PROTECTION MEASURES.	2024	\$15,224	NEW RTP PROJECT COST.	NEW PROJECT
38	RIVERSIDE	RIVERSIDE COUNTY	3G0705	RIV071288	LOCAL HIGHWAY	-	<p>EXISTING: 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 1,900 FT S/O AVE 66 BEGINNING 1,100 FT E/O SR-86 & CONNECTING BACK TO AVE 66 AT HOME AVE. NEW BYPASS WILL BE APPROX. 1.7 MILES WITH ELEVATED STRUCTURE OVER THE UPRR, HAMMOND RD., AND SH-111.</p> <hr/> <p>REVISED: 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.</p>	<p>EXISTING: 2019</p> <hr/> <p>REVISED: 2021</p>	\$39,080	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
39	RIVERSIDE	LAKE ELSINORE	RIV010206	RIV010206	STATE HIGHWAY	I-15	<p>EXISTING: AT I-15/RR CYN RD IC: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/ FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F</p> <hr/> <p>REVISED: AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LANES (SUMMERHILL DR - MISSION TR), RCNSTCT NB EXIT/ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRANCE RAMP FROM 1-2 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 (PH I); CONS NEW I-15/ FRANKLIN ST IC, CONST AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN & RECONSTRUCT MAIN ST SB ON RAMP FROM 1-2 LNS, ON WS OF I-15 CONST AUTO CENTER DR EXTNSN FROM EX FRANKLIN ST TO ADOBE ST & ON ES OF I-15 AND CONS CNY ESTATE DR EXT FROM EX FRANKLIN ST TO CAMINO DEL NORTE (PH 2)</p>	2027	\$78,294	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
40	RIVERSIDE	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV071267	RIV071267	STATE HIGHWAY	I-15	<p>EXISTING: I-15 IN RIVERSIDE COUNTY: CONSTRUCT 4 TOLL EXPR LNS (TEL) (2 TE EA DIR) FROM SR60 (PM 51.4) TO HIDDEN VALLEY PKWY (PM 42.9) AND CONS 2 TE LNS (1 TE EA DIR) FROM HIDDEN VALLEY PKWY (PM 42.9) TO CAJALCO RD (PM 36.8). ADVANCE SIGNAGE WILL BE INSTALLED A THE SOUTH END BETWEEN PM 34.7 TO PM 36.8 (CAJALCO RD) AND AT THE NORTH END BETWEEN PM 51.4 (SR60) TO PM 1.3 IN SAN BERNARDINO COUNTY.</p> <hr/> <p>REVISED: I-15 IN RIVERSIDE COUNTY: CONSTRUCT 4 TOLL EXPRESS LANES (TEL) (2 TEL EA DIR) FROM CANTU-GALLEANO RANCH RD. TO HIDDEN VALLEY PKWY AND FROM THE END OF SR91 TEL TO EL CERRITO RD., AND CONSTRUCT 2 TEL (1 TEL EA DIR) FROM SR60 TO CANTU-GALLEANO RANCH RD., FROM HIDDEN VALLEY PKWY TO THE END OF SR91 TEL, AND FROM EL CERRITO RD TO CAJALCO RD. ADVANCE SIGNAGE WILL BE INSTALLED AT THE SOUTH END BTWN PM 34.7 TO PM 36.6 (CAJALCO RD) & AT THE NORTH END BTWN PM 51.4 (SR60) TO PM 1.3 IN SB CO.</p>	2020	<p>EXISTING: \$450,000</p> <hr/> <p>REVISED: \$489,000</p>	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION AND COST

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
41	RIVERSIDE	RIVERSIDE COUNTY	EXISTING: RIV011232	EXISTING: RIV011232	STATE HIGHWAY	I-215	EXISTING: AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	EXISTING: 2019	EXISTING: \$66,031	RTP PROJECT COST DECREASE.	PROJECT SPLIT, REVISED DESCRIPTION, SCHEDULE, COST, AND MODELING DETAILS
			REVISED (1 OF 1): RIV011232	REVISED (1 OF 1): RIV011232			REVISED: AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMPS; NB ENTRY 1 TO 3 LNS; SB EXIT 2 TO 4 LNS; ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY LOOP RAMP (3 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	REVISED: 2019	REVISED: \$57,823		
			REVISED (1 OF 2): RIV011232B	REVISED (1 OF 2): RIV011232A			REVISED: 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 ACCEL/DECEL LNS, ADD EXTENDED RIGHT-TURN LNS. (PH II OF RIV011232 - NEW SPLIT PROJECT).	REVISED: 2038	REVISED: \$1,300		

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
42	SAN BERNARDINO	CHINO	200207	200207	LOCAL HIGHWAY	PINE AVE	IN CHINO - ON PINE AVE EXTENSION FROM SR 71 TO EUCLID IN THE CITY OF CHINO - WIDEN BRIDGE FROM 2-4 LANES	EXISTING: 2021 REVISSED: 2022	\$25,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
43	SAN BERNARDINO	CHINO HILLS	200401	200401	LOCAL HIGHWAY	FAIRFIELD RANCH RD	FAIRFIELD RANCH RD: CONSTRUCT BOX CULVERT (APPROX. 0.40 MILES SOUTH OF STANFIELD CT.) TO RE-OPEN 0.76 MILES OF FAIRFIELD RANCH RD AT CURRENT CLOSURE SOUTH TO PINE AVE. CONSTRUCT RD IMPROVEMENTS AND ADD MARKED BIKE LANES IN BOTH DIRECTIONS.	EXISTING: 2017 REVISSED: 2022	\$4,581	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
44	SAN BERNARDINO	HIGHLAND	200213	200213	LOCAL HIGHWAY	3RD ST	ON 3RD ST. FROM PALM AVE. TO 5TH ST. WIDEN 3RD ST. E/O PALM AVE. FROM 2 TO 3 LANES AND EXTEND 3RD ST. EASTERLY TO CONNECT 5TH ST.	EXISTING: 2017 REVISSED: 2019	\$2,217	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
45	SAN BERNARDINO	HIGHLAND	SBD55031	SBD55031	LOCAL HIGHWAY	ALABAMA ST	ALABAMA STREET FROM 3RD STREET TO SOUTH CITY LIMITS - WIDEN FROM 2 TO 3 S/B LANES (0.25 MILES)	EXISTING: 2017 REVISSED: 2021	\$1,078	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
46	SAN BERNARDINO	ONTARIO	2002160	20150201	LOCAL HIGHWAY	GROVE AVE	EXISTING: GROVE AVE CORRIDOR: WIDEN GROVE AVE FROM I-10 TO AIRPORT DRIVE (4-6 LNS) CONCURRENT W I-10/ GROVE AVE IC PRJ (2002160) REVISED: GROVE AVE CORRIDOR: WIDEN GROVE BETWEEN FOURTH ST AND STATE ST / AIRPORT DR (4-6 LNS); AND IMPROVEMENTS TO GROVE AVE / HOLT BLVD INTERSECTION	EXISTING: 2025 REVISED: 2027	EXISTING: \$42,830 REVISED: \$4,440	RTP PROJECT COST DECREASE.	REVISED SCHEDULE, DESCRIPTION, AND COST
47	SAN BERNARDINO	RANCHO CUCAMONGA	20010133	20150004	LOCAL HIGHWAY	FOOTHILL BLVD	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.	EXISTING: 2017 REVISED: 2021	\$6,006	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
48	SAN BERNARDINO	SAN BERNARDINO COUNTY	200414	20150002	LOCAL HIGHWAY	DUNCAN RD	ON DUNCAN ROAD FROM WILSON RANCH ROAD TO BALDY MESA PAVE DIRT ROAD IN 4 ONE MILE SEGMENTS 1 LANE IN EACH DIRECTION	EXISTING: 2019 REVISED: 2021	\$6,600	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
49	SAN BERNARDINO	SANBAG	4122004	20159902	STATE HIGHWAY	I-10	<p>EXISTING: 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.</p> <hr/> <p>REVISED: 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.</p>	2022	<p>EXISTING: \$720,049</p> <hr/> <p>REVISED: \$625,532</p>	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
50	SAN BERNARDINO	SANBAG	4122005	20159903	STATE HIGHWAY	I-10	<p>EXISTING: I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE 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.</p> <hr/> <p>REVISED: I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE 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.</p>	2024	<p>EXISTING: \$1,206,897</p> <hr/> <p>REVISED: \$1,142,243</p>	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
51	SAN BERNARDINO	SANBAG	4122006	20159901	STATE HIGHWAY	I-15	<p>EXISTING: I-15 EXPRESS LANES: CONST 2 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210, CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED.</p> <hr/> <p>REVISED: I-15 EXPRESS LANES: CONST 2 NEW EX LNS IN EACH DIRECTION B/W SR-60 & SR-210, CONST 1 EX LN IN EACH DIRECTION B/W CANTU-GALLEANO RANCH RD & SR-60 AND 1 EXP LN IN EACH DIRECTION B/W SR-210 AND DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO AUX LN WIDENING, UNDERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED.</p>	2024	\$476,590	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
52	SAN BERNARDINO	CALTRANS	4M07008	20170102	STATE HIGHWAY	SR-60	EXISTING: SR-60: WIDEN AUX LANES IN EACH DIRECTION; WIDEN CONNECTOR FROM SB-15 TO WB-60 AND EB-60 TO NB/SB-15; WIDEN RAMPS FROM ONE TO TWO LANES IN ONTARIO: FROM WEST OF CUCAMONGA CREEK TO WEST OF MILLIKEN AVENUE EASTBOUND OFF RAMP; CONSTRUCT WESTBOUND AUXILIARY AND EASTBOUND DECELERATION LANES. (G13 CONTINGENCY PROJECT)	EXISTING: 2021 REVISED: 2022	\$27,245	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE
53	SAN BERNARDINO	CALTRANS	4M07008	20179701	STATE HIGHWAY	SR-60	IN ONTARIO, ON SR-60: FROM HAVEN AVE TO MILLIKEN AVENUE; CONSTRUCT AUXILIARY LANE AND WIDEN CONNECTOR RAMPS.	2022	\$8,417	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 2 Modifications to RTP Projects

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
1	IMPERIAL	EL CENTRO	1161L001	LOCAL HIGHWAY	IMPERIAL AVENUE	IMPERIAL AVENUE EXTENSION SOUTH - NEW ROADWAY FROM I-8 TO MCCABE ROAD.	2025	\$13,216	NEW RTP PROJECT COST.	NEW PROJECT
2	IMPERIAL	IMPERIAL COUNTY	1161L002	LOCAL HIGHWAY	MENVIELLE ROAD	MENVIELLE ROAD WIDENING, FROM 2 TO 4 LANES BETWEEN CARR ROAD TO SR-98	2025	\$4,432	NEW RTP PROJECT COST.	NEW PROJECT
3	IMPERIAL	VARIOUS AGENCIES	6160002	OTHER	SR-7	<p>EXISTING: EXPANSION OF THE CALEXICO EAST PORT OF ENTRY - THE PROPOSED PROJECT IS TO INCREASE THE NUMBER OF COMMERCIAL VEHICLE INSPECTION LANES AND BOOTHS FROM EXISTING 3 TO 6 LANES AND BOOTHS; AND WIDEN BRIDGE OVER THE ALL-AMERICAN CANAL (CANAL SERVES AS U.S./MEXICO BORDER). SUBMITTED TO STATE BY REGION FOR PNRS NOMINATION AND WILL BE AMENDED INTO UPCOMING RTP.</p> <hr/> <p>REVISED: EXPANSION OF THE CALEXICO EAST PORT OF ENTRY - WIDEN BRIDGE OVER THE ALL-AMERICAN CANAL (CANAL SERVES AS U.S./MEXICO BORDER) AND INCREASE THE NUMBER OF COMMERCIAL VEHICLE LANES FROM EXISTING 3 TO 6 LANES; ADD 6 NEW NORTHBOUND PRIVATELY OWNED VEHICLE (POV) LANES; PEDESTRIAN PATHWAY IMPROVEMENTS INCLUDING SHADDED SIDEWALKS AND TRANSIT LOT (PICK-UP AND DROP-OFF AREA). SUBMITTED TO STATE BY REGION FOR PNRS NOMINATION AND WILL BE AMENDED INTO UPCOMING RTP.</p>	2025	\$90,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
4	LOS ANGELES	PORT OF LOS ANGELES	1160006	LOCAL HIGHWAY	HARBOR BLVD	<p>EXISTING: HARBOR BLVD IMPROVEMENTS - AS PART OF THE SAN PEDRO WATERFRONT DEVELOPMENT PROJECT, HARBOR BLVD WILL BE RESTRIPEDED, AND THE MEDIAN IS REMOVED/RECONSTRUCTED AS NEEDED TO PROVIDE THREE NBT AND SBT LANES BETWEEN THE RECONSTRUCTED SAMPSON WAY/HARBOR BLVD. INTERSECTION AND THE WB ON RAMP/FRONT STREET INTERSECTION. THIS WILL RESULT IN THE REMOVAL OF PARKING AND THE BIKE LANE ON THE NORTHBOUND SIDE. THE PARKING AND 5' BIKE LANE ON THE SOUTHBOUND SIDE, SOUTH OF O'FARRELL STREET WILL BE PRESERVED. NORTH OF O'FARRELL STREET, THE PARKING AND THE PARKING LANE ON THE SOUTHBOUND SIDE WOULD NEED TO BE REMOVED TO ACCOMMODATE THE NORTHBOUND DUAL LEFT-TURN LANE. THE INNERMOST NORTHBOUND THROUGH LANE AT THE EB OFF-RAMP INTERSECTION WOULD BECOME A FORCED LEFT-TURN LANE AT THE SR 47 WB ON-RAMP. THIS IMPROVEMENT IS PROJECTED TO BE NEEDED BY THE YEAR 2024.</p> <hr/> <p>REVISED: SAN PEDRO WATERFRONT REGIONAL ACCESS IMPROVEMENT: WIDENING/ RESTRIPEDED OF HARBOR BLVD. BETWEEN SR 47 RAMPS & 7TH STREET TO ONE LANE IN EACH DIRECTION: REALIGNMENT/ WIDENING OF SAMPSON WAY BETWEEN NAGOYA WAY & 22ND STREET TO ADD ONE LANE IN EACH DIRECTION.</p>	<p>EXISTING: 2027</p> <hr/> <p>REVISED: 2024</p>	<p>EXISTING: \$1,134</p> <hr/> <p>REVISED: \$41,000</p>	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
5	LOS ANGELES	PORT OF LOS ANGELES	1120007	LOCAL HIGHWAY	-	<p>EXISTING: SR 47-V. THOMAS BRIDGE/FRONT ST INTERCHANGE: NEW WESTBOUND SR 47 ON- AND OFF-RAMPS AT FRONT STREET JUST WEST OF THE VINCENT THOMAS BRIDGE AND ELIMINATE THE EXISTING NON-STANDARD RAMP CONNECTION TO THE HARBOR BOULEVARD OFFRAMP; FRONT STREET IS AN NHS CONNECTOR ROUTE; V.THOMAS BRIDGE IS A STATE-OWNED BRIDGE; ON THE USDOT PFN</p> <hr/> <p>REVISED: SR 47/V. THOMAS BRIDGE/HARBOR BLVD. INTERCHANGE: NEW WESTBOUND SR 47 OFF-RAMP; REALIGNED EB SR 47 ON-RAMP, WEAVE AND SR ON-RAMP MERGE; FRONT STREET IS NHS CONNECTOR ROUTE; V. THOMAS BRIDGE IS A STATE-OWNED BRIDGE; ON THE USDOT "PRIMARY FREIGHT NETWORK" (PFN)</p>	<p>EXISTING: 2035</p> <hr/> <p>REVISED: 2023</p>	<p>EXISTING: \$37,285</p> <hr/> <p>REVISED: \$17,400</p>	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST
6	LOS ANGELES	PORT OF LOS ANGELES	1161L007	LOCAL HIGHWAY	-	ALAMEDA CORRIDOR TERMINUS/ CALIFORNIA COASTAL TRAIL EXTENSION GRADE SEPARATION (PEDESTRIAN/CLASS I BICYCLE PATH BRIDGE)	2021	\$15,000	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
7	LOS ANGELES	PORT OF LOS ANGELES	1161L008	LOCAL HIGHWAY	-	CALIFORNIA COASTAL TRAIL - PORTS O' CALL PROMENADE (30-FOOT WIDE PUBLIC PROMENADE/CLASS I BIKE PATH)	2019	\$29,000	NEW RTP PROJECT COST.	NEW PROJECT
8	LOS ANGELES	SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS (SGVCOG)	1120015	LOCAL HIGHWAY	EXISTING: GREENWOOD AVE (MONTEBELLO) REVISED: MONTEBELLO BOULEVARD	ALAMEDA CORRIDOR-EAST GRADE SEPARATION	2020	\$69,574	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED ROUTE NAME
9	LOS ANGELES	PORT OF LOS ANGELES	1M0430	STATE HIGHWAY	SR-47	SR 47/NAVY WAY INTERCHANGE: CONSTRUCTION OF INTERCHANGE AT SR-47 / NAVY WAY TO ELIMINATE TRAFFIC SIGNAL AND MOVEMENT CONFLICTS; THIS PROJECT WAS A S.CA TRADE CORRIDOR TIER II TCIF PROJECT AS SUBMITTED TO THE CTC IN 2008; PROJECT REMOVES LAST SIGNAL ON SR 47 BETWEEN DESMOND AND V. THOMAS BRIDGES; NHS INTERMODAL CONNECTOR ROUTE	EXISTING: 2028 REVISED: 2025	EXISTING: \$57,593 REVISED: \$50,000	RTP PROJECT COST DECREASE.	REVISED SCHEDULE AND COST
10	LOS ANGELES	--	1122004	STATE HIGHWAY	SR-138	EXISTING: NW 138 CORRIDOR IMPROVEMENT PROJECT - APPROXIMATELY 36 MILES, PROVIDING AN IMPROVED 4 TO 6 LANE FACILITY BETWEEN I-5 AND SR 14 REVISED: NORTHWEST 138 CORRIDOR IMPROVEMENT PROJECT - APPROXIMATELY 36 MILES, PROVIDING AN IMPROVED 4 TO 6-LANE FACILITY FROM I-5 TO SR-14.	2020	EXISTING: \$600,000 REVISED: \$850,000	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION AND COST

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
11	LOS ANGELES	--	1M1004	STATE HIGHWAY	I-605	I-605 CORRIDOR "HOT SPOT" INTERCHANGES IN GATEWAY CITIES	2025	\$3,200,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	ADOPTED 2016 RTP/SCS FISCAL ANALYSIS INCLUDED 1M1004 PROJECT COST. 1M1004 EXCLUDED FROM PROJECT LIST IN ERROR.
12	LOS ANGELES	PORT OF LOS ANGELES	100706LA01	OTHER	-	POLA RAIL EFFICIENCY PROGRAM: WEST BASIN - ALAMEDA CORRIDOR GAP CLOSURE	2018	\$9,000	NEW RTP PROJECT COST.	NEW PROJECT
13	LOS ANGELES	PORT OF LOS ANGELES	100706LA02	OTHER	-	ZERO EMISSION (ZE)/TRUCK TRIP REDUCTION/FREIGHT EFFICIENCY PROGRAM: TERMINAL ISLAND ON-DOCK RAILYARD EXPANSION (ADDITIONAL LOADING TRACK FOR EVERPORT)	2022	\$4,000	NEW RTP PROJECT COST.	NEW PROJECT
14	LOS ANGELES	PORT OF LOS ANGELES	100710	OTHER	-	OTHER IN-PORT MAINLINE	2033	EXISTING: \$1,026,750 REVISSED: \$792,839	RTP PROJECT COST DECREASE.	REVISED COST

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
15	ORANGE	ORANGE COUNTY	2A0804	LOCAL HIGHWAY	COW CAMP ROAD	COW CAMP ROAD (4 LANES) FROM ANTONIO TO "I" STREET (SEGMENT 1 OF ANTONIO TO FOOTHILL TRANSPORTATION CORRIDOR)	2015	\$32,320	NONE; DUPLICATE PROJECT STILL IN RTP/SCS.	REMOVED DUPLICATE PROJECT
16	ORANGE	VARIOUS AGENCIES	2A0704	LOCAL HIGHWAY	REGIONAL CAPACITY PROGRAM	COMPLETE MPAH, IMPROVE ARTERIAL CAPACITY	2035	\$2,731,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED MODELING DETAILS INCLUDING THE REMOVAL OF THE MILLER STREET ADDITIONS FROM LA PALMA TO MIRALOMA AND FROM MIRALOMA TO CROWTHER.
17	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2M0733	STATE HIGHWAY	SR-55	EXISTING: ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMPS AND OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS REVISED: ADD 1 MF LANE 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 RAMPS AND OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS	2030	EXISTING: \$311,657 REVISED: \$369,400	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION AND COST

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
18	ORANGE	ANAHEIM	2TR0701	TRANSIT	ANAHEIM RAPID CONNECTION	ANAHEIM RAPID CONNECTION: FIXED-GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER, THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT	EXISTING: 2019 <hr/> REVISED: 2021	\$319,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
19	RIVERSIDE	RIVERSIDE COUNTY	3161L007	LOCAL HIGHWAY	AVE 66 GS/ BYPASS	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.	2021	\$39,080	NEW RTP PROJECT COST.	NEW PROJECT
20	VARIOUS	CHSRA	7120010	PASSENGER RAIL	-	CALIFORNIA HIGH-SPEED RAIL - PHASE 1 (INCLUDES METROLINK AND LOSSAN CORRIDOR SPEED UPGRADES)	2040	\$34,648,921	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED MODELING DETAILS INCLUDING COMPLETION YEAR UPDATES FOR VARIOUS STATIONS.

TABLE 3 Modifications to Strategic Projects

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	REASON FOR AMENDMENT
1	IMPERIAL	EL CENTRO	S6120019	LOCAL HIGHWAY	IMPERIAL AVENUE	CONSTRUCT SIX LANE PRIME ARTERIAL	PROJECT REMOVED. THE PROJECT IS INCLUDED AS PART OF THE CONSTRAINED PORTION OF THE RTP/SCS UNDER RTP 1161L001.
2	LOS ANGELES	BURBANK, LOS ANGELES	S1160078	LOCAL HIGHWAY	CLYBOURN AVE	CLYBOURN AVE: GRADE SEPARATION AT RAILROAD TRACKS / VANOWEN ST / EMPIRE AVE	PROJECT REMOVED. DUPLICATIVE OF RTP S1160087.
3	LOS ANGELES	LOS ANGELES	S1160207	STATE HIGHWAY	I-10, I-110	I-10 AND I-110 HOT EXPRESS LANES TOLL SYSTEM OPERATIONS, MAINTENANCE, MARKETING AND DATA COLLECTION	PROJECT REMOVED. THE PROJECT IS INCLUDED AS PART OF THE CONSTRAINED PORTION OF THE RTP/SCS UNDER RTP 10M0702-LA0G819.
4	LOS ANGELES	THE PORT OF LOS ANGELES, CALTRANS	S1160270	STATE HIGHWAY	SR-47	SR 47/NAVY WAY: CONSTRUCTION OF INTERCHANGE AT SR-47/NAVY WAY TO ELIMINATE TRAFFIC SIGNAL AND MOVEMENT CONFLICTS; THIS PROJECT WAS A S.CA TRADE CORRIDOR TIER II TCIF PROJECT AS SUBMITTED TO THE CTC IN 2008; PROJECT REMOVES LAST SIGNAL ON SR 47 BETWEEN DESMOND AND V. THOMAS BRIDGES; NHS INTERMODAL CONNECTOR ROUTE	PROJECT REMOVED. THE PROJECT IS INCLUDED AS PART OF THE CONSTRAINED PORTION OF THE RTP/SCS UNDER RTP 1M0430.
5	LOS ANGELES	CALTRANS, PORT OF LOS ANGELES	S1160271	STATE HIGHWAY	SR-47	SR 47/V. THOMAS BRIDGE/FRONT ST INTERCHANGE: NEW WESTBOUND SR 47 ON- AND OFF-RAMPS AT FRONT ST JUST WEST OF VINCENT THOMAS BRIDGE AND ELIMINATE THE EXISTING NON-STANDARD RAMP CONNECTION TO THE HARBOR BLVD OFF-RAMP	PROJECT REMOVED. THE PROJECT IS INCLUDED AS PART OF THE CONSTRAINED PORTION OF THE RTP/SCS UNDER RTP 1120007.
6	LOS ANGELES	CALTRANS, LOS ANGELES, LA COUNTY, HAWTHORNE, LYWOOD, PARAMOUNT, SOUTH GATE, DOWNEY, NORWALK	S1160255	STATE HIGHWAY	I-105	I-105: ADD HOT LANE ON 105 FROM 405 TO 605. PM 1.63/17.82. EA 31450	PROJECT REMOVED. THE PROJECT IS INCLUDED AS PART OF THE CONSTRAINED PORTION OF THE RTP/SCS UNDER RTP 7120013.
7	LOS ANGELES	LOS ANGELES COUNTY MTA	S1120072	STATE HIGHWAY	SR-138	ADD 2 MIXED-FLOW LANES IN EACH DIRECTION	PROJECT REMOVED. THE PROJECT IS INCLUDED AS PART OF THE CONSTRAINED PORTION OF THE RTP/SCS UNDER RTP 1122004.
8	LOS ANGELES	CALTRANS, SBCCOG, LOS ANGELES, HAWTHORNE, LAWDALE, REDONDO BEACH, TORRANCE	S1160256	STATE HIGHWAY	I-405	I-405: ADD EXPRESS LANES ON I-405 BETWEEN I-110 AND I-105	PROJECT REMOVED. THE PROJECT IS INCLUDED AS PART OF THE CONSTRAINED PORTION OF THE RTP/SCS UNDER RTP 1160029.

TABLE 3 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	REASON FOR AMENDMENT
9	LOS ANGELES	LOS ANGELES COUNTY MTA	S1120054	STATE HIGHWAY	I-405	I-405 DIRECT HOV CONNECTOR TO LAX	PROJECT REMOVED. THE PROJECT IS INCLUDED AS PART OF THE CONSTRAINED PORTION OF THE RTP/SCS UNDER RTP 7120013.
10	LOS ANGELES	LOS ANGELES	S1160297	TRANSIT		VERMONT CORRIDOR SUBWAY: VERMONT SHORT CORRIDOR FROM WILSHIRE/VERMONT TO EXPOSITION/VERMONT	PROJECT REMOVED. THE PROJECT IS INCLUDED AS PART OF THE CONSTRAINED PORTION OF THE RTP/SCS UNDER RTP 1120002.
11	LOS ANGELES	LOS ANGELES	S1160300	TRANSIT		METRO GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2 - EXTENSION FROM ITS EXISTING TERMINUS AT ATLANTIC STATION IN EAST LOS ANGELES FARTHER EAST	PROJECT REMOVED. THE PROJECT IS INCLUDED AS PART OF THE CONSTRAINED PORTION OF THE RTP/SCS UNDER RTP 1TR0704-LA0G626.
12	LOS ANGELES	LOS ANGELES	S1160304	TRANSIT		DOWNTOWN STREETCAR: RESTORE THE HISTORIC STREETCAR IN DOWNTOWN LA SERVICING SEVERAL KEY DESTINATIONS; PROVIDE 7 TO 15 MINUTE HEADWAYS; INCLUDES LATE EVENING SERVICE; ESTIMATED DAILY RIDERSHIP IS 10,000	PROJECT REMOVED. THE PROJECT IS INCLUDED AS PART OF THE CONSTRAINED PORTION OF THE RTP/SCS UNDER RTP LA0G901.
13	LOS ANGELES	BURBANK, LOS ANGELES	S1160309	TRANSIT		METRO RED LINE EXTENSION: NORTH HOLLYWOOD TO BURBANK AIRPORT	PROJECT REMOVED. THE PROJECT IS INCLUDED AS PART OF THE CONSTRAINED PORTION OF THE RTP/SCS UNDER RTP 1120004.
14	LOS ANGELES	LOS ANGELES	S1160325	TRANSIT		SEPULVEDA PASS TRANSIT CORRIDOR - CONSIDER MULTIMODAL TUNNEL(S) CARRYING PREMIUM TRANSIT AND TOLLED HIGHWAY LANES. P3 BEING CONSIDERED.	PROJECT REMOVED. THE PROJECT IS INCLUDED AS PART OF THE CONSTRAINED PORTION OF THE RTP/SCS UNDER RTP 116001.
15	LOS ANGELES	LOS ANGELES, BEVERLY HILLS	S1160352	TRANSIT		METRO PURPLE LINE EXTENSION TO WESTWOOD/VA	PROJECT REMOVED. THE PROJECT IS INCLUDED AS PART OF THE CONSTRAINED PORTION OF THE RTP/SCS UNDER RTP S1160325.
16	SAN BERNARDINO	SAN BERNARDINO ASSOCIATED GOVERNMENTS	S4120001	EXISTING: TRANSIT REVISSED: PASSENGER RAIL		REDLANDS RAIL PHASE III	REVISED SYSTEM TYPE.

FISCAL IMPACT

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

In terms of overall impact on the 2016 RTP/SCS Financial Plan, cost increases from changes to existing projects and the addition of new projects total \$581 million, which are offset by \$491 million in cost decreases as a result of changes to existing projects, project completions, and deletions. The modifications result in an overall net cost increase of \$90 million to the 2016 RTP/SCS Financial Plan.

New projects added as part of this Amendment are being funded in part by the addition of \$90 million in Other Local Funds to the 2016 RTP/SCS Financial Plan, which are in addition to 2016 RTP/SCS forecasted revenues.

Based on a review of the funding considerations for each project documented herein, SCAG finds that this Amendment does not adversely impact the financial constraint of the 2016 RTP/SCS. The 2016 RTP/SCS remains financially constrained.

SENATE BILL 375 AND THE SUSTAINABLE COMMUNITIES STRATEGY

Upon the adoption of the 2016 RTP/SCS in April 2016, SCAG determined that the Plan met and/or exceeded all of the requirements for a Sustainable Communities Strategy (SCS) as set forth in SB 375. A description of the SCS and how the requirements are addressed is included in the adopted Plan as Chapters 5 and 8, as well as in the SCS Background Documentation Appendix. At the time of adoption SCAG concluded that State established per-capita greenhouse gas emission reduction targets of 8 percent by 2020 and 13 percent by 2035 had been met and/or exceeded. The California Air Resources Board (ARB) reviewed and approved this conclusion in June 2016 by their Executive Order G-16-066, specifying that SCAG's adopted SCS would, if implemented, achieve 2020 and 2035 greenhouse gas emission reduction targets established by the State. This Amendment to the 2016 RTP/SCS makes certain changes to transportation projects and other Plan assumptions as described in this document. Staff has reviewed the Amendment relative to the adopted Plan and to the requirements of SB 375 and has determined that the 2016 RTP/SCS remains valid under SB 375 and continues to meet and/or exceed the greenhouse gas emission reduction targets.

TABLE 4 Fiscal Impact Summary

(Amounts in \$1,000's)	Total
Cost Increases: Changes to Existing and New Projects	\$580,725
Cost Decreases: Changes to Existing Projects and Deleted Projects	\$491,150
Net Cost Increase (Decrease)	\$89,575
Additional Funding Sources:	
Other Local Funds	\$89,575
Total Sources	\$89,575

At the time this Amendment to the 2016 RTP/SCS is being prepared, ARB is in the process of updating per-capita greenhouse gas reduction targets for all metropolitan planning organizations in the State. SCAG has collaborated and communicated with ARB during this update process and will make recommendations to the State regarding updated 2020 and 2035 targets for the SCAG region in early 2017. SCAG anticipates that per-capita greenhouse gas reduction targets will be approved by ARB for the SCAG region in 2017.

The recent adoption of Senate Bill 32 requires ARB to ensure that statewide greenhouse gas emissions are reduced to 40 percent below 1990 levels by 2030. Accordingly, SCAG anticipates that the State may establish higher per-capita greenhouse gas reduction targets for the region in January 2017 to facilitate achieving this statewide goal. While updated per-capita greenhouse gas reduction targets will not apply retroactively to the adopted 2016 RTP/SCS or to any subsequent amendments, they will apply to the forthcoming 2020 RTP/SCS and associated planning process.

TRANSPORTATION CONFORMITY

Transportation conformity is required under the Federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards (NAAQS). Conformity applies to nonattainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO) and nitrogen dioxide (NO₂).

Under the U.S. Department of Transportation (USDOT) metropolitan planning regulations and the Environmental Protection Agency (EPA) transportation conformity regulations, Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 Federal Transportation Improvement Program (FTIP) need to pass five tests: consistency with the adopted 2016 RTP/SCS, regional emissions analysis, timely implementation of transportation control measures (TCMs), financial constraint and interagency consultation and public involvement.

The findings of the conformity determination for Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP are presented here. Details of the regional emissions analysis follow the findings.

CONFORMITY FINDINGS

SCAG's conformity findings for Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP are as follows:

- **Consistency with 2016 RTP/SCS Test**
Inclusion of the amended and new projects in the 2016 RTP/SCS and 2017 FTIP would not change any other policies, programs or projects in the federally approved 2016 RTP/SCS.
 - Finding: Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP are consistent with the federally approved 2016 RTP/SCS and meet all federal and state requirements and regulations.
- **Regional Emissions Tests**
 - Finding: The regional emissions analyses for Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP update the regional emissions analyses for the federally approved 2016 RTP/SCS and the SCAG adopted 2017 FTIP.
 - Finding: Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP regional emissions analysis for PM_{2.5} and its precursors (2006 and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the South Coast Air Basin (SCAB).
 - Finding: Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB) and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).
 - Finding: Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP regional emissions for NO₂ meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the SCAB.
 - Finding: Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment and planning horizon years in SCAB.

- Finding: Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP regional emissions for PM_{10} and its precursors meet all applicable emission budget tests for all milestone, attainment and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).
- Finding: Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP regional emissions for PM_{10} meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).
- Finding: Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 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 for the SSAB (urbanized area of Imperial County portion).
- **Timely Implementation of TCMs Test**
 - Finding: The TCM project categories listed in the 1994/1997/2003/2007/2012 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.
 - Finding: The TCM strategies listed in the 1994 (as amended in 1995) Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

- **Financial Constraint Test**

- Finding: All projects listed in Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact section of this report.

- **Interagency Consultation and Public Involvement Test**

- Finding: Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP comply with all federal requirements for interagency consultation and public involvement. The Amendments were discussed at the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state and local air quality and transportation agencies, on four occasions (August 23, September 27, October 25 and December 6, 2016). The draft conformity analysis will be released for a 30-day public review commencing January 6, 2017 and concluding February 6, 2017 and a public hearing is scheduled to be held on January 18, 2017. All public comments received will be documented and responded to.

REGIONAL EMISSIONS ANALYSIS

The following tables summarize the required regional emission analyses for each of the nonattainment and maintenance areas within SCAG's jurisdiction based on EMFAC2014 which is the latest emission model approved by U.S. EPA on December 14, 2016. For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by ARB to set the budgets (i.e., any fraction rounded up to the nearest ton) and are the basis of the conformity findings for these areas. For paved road dust ($PM_{2.5}$ and PM_{10}), SCAG uses the approved South Coast AQMD methodology, which uses EPA's AP-42 for the updated Base Year and a combination of additional growth in center-line miles and vehicle miles traveled for future years.

South Central Coast Air Basin – Ventura County Portion

TABLE 5 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2020	2030	2040
ROG	Budget	13	13	13
	RTP	5	3	2
Budget – RTP		8	10	11
NO _x	Budget	19	19	19
	RTP	6	3	3
Budget – RTP		13	16	16

South Coast Air Basin

TABLE 6 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		Nonattainment Area	2017	2020	2023	2031	2040
ROG	Budget	SCAB	119	108	99	99	99
		Morongo	0.5	0.4	0.3	0.2	0.2
	RTP	Pechanga	0.1	0.1	0.1	0.0	0.0
		SCAB excluding Morongo and Pechanga	102.0	79.3	67.3	49.2	37.1
		Sum	102.6	79.8	67.7	49.4	37.3
		SCAB	103	80	68	50	38
	Budget – RTP			16	28	31	49
NO _x	Budget	SCAB	224	185	140	140	140
		Morongo	2.3	1.8	1.1	0.7	0.6
	RTP	Pechanga	0.9	0.7	0.5	0.3	0.2
		SCAB excluding Morongo and Pechanga	180.4	137.7	86.4	64.0	59.0
		Sum	183.6	140.2	88.0	65.0	59.8
		SCAB	184	141	89	66	60
	Budget – RTP			40	44	51	74

TABLE 7 2006 and 2012 PM_{2.5} Standards (Annual Emissions [Tons/Day])

Pollutant		2019	2021	2030	2040
ROG	Budget	132	132	132	132
	RTP	76	72	48	35
Budget – RTP		56	60	84	97
NO _x	Budget	290	290	290	290
	RTP	165	136	71	63
Budget – RTP		125	154	219	227
PM _{2.5} *	Budget	35	35	35	35
	RTP	7	4	-3	-4
Budget – RTP		28	31	38	39

* The Plan PM_{2.5} emissions for years after 2014 are calculated with the NO_x to PM_{2.5} (10 to 1) trading mechanism as approved by EPA on November 9, 2011.

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

Pollutant		2020	2030	2040
ROG	Budget	110	81	81
	RTP	73	47	33
Budget – RTP		37	34	48
NO _x	Budget	180	116	116
	RTP	149	71	63
Budget – RTP		31	45	53
PM ₁₀	Budget	164	175	175
	RTP	85	90	90
Budget – RTP		79	85	85

TABLE 9 CO (Winter Planning Emissions [Tons/Day])

Pollutant		2020	2030	2040
CO	Budget	2,137	2,137	2,137
	RTP	573	318	238
Budget – RTP		1,564	1,819	1,899

2015 interpolated between 2014 and 2020

TABLE 10 NO₂ (Winter Planning Emissions [Tons/Day])

Pollutant		2020	2030	2040
NO ₂	Budget	680	680	680
	RTP	148	70	62
Budget – RTP		532	610	618

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

TABLE 11 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2020	2026	2031	2040
ROG	Budget	22	22	22	22
	RTP	8	6	6	5
Budget – RTP		14	16	16	17
NO _x	Budget	77	77	77	77
	RTP	18	10	9	11
Budget – RTP		59	67	68	66

Mojave Desert Air Basin – San Bernardino County Portion Excluding Searles Valley

TABLE 12 PM₁₀ (Annual Planning Emissions [Tons/Day])

Pollutant		2021	2031	2040
PM ₁₀	No Build	9.8	12.1	14.2
	Build	8.9	11.0	12.7
No Build – Build		0.9	1.1	1.5

Mojave Desert Air Basin – Searles Valley Portion

TABLE 13 PM₁₀ (Annual Planning Emissions [Tons/Day])

Pollutant		2021	2031	2040
PM ₁₀	No Build	0.0	0.0	0.0
	Build	0.0	0.0	0.0
No Build – Build		0.0	0.0	0.0

Salton Sea Air Basin – Riverside County Coachella Valley Portion

TABLE 14 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2020	2026	2031	2040
ROG	Budget	7	7	7	7
	RTP	4	3	3	3
Budget – RTP		3	4	4	4
NO _x	Budget	26	26	26	26
	RTP	8	5	4	5
Budget – RTP		18	21	22	21

TABLE 15 PM₁₀ (Annual Planning Emissions [Tons/Day])

Pollutant		2021	2031	2040
PM ₁₀	Budget	10.9	10.9	10.9
	RTP	5.0	5.6	5.9
Budget – RTP		5.9	5.3	5.0

Salton Sea Air Basin – Imperial County Portion

TABLE 16 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2017	2021	2031	2040
ROG	Budget	7	7	7	7
	RTP	4	3	3	2
Budget – RTP		3	4	4	5
NO _x	Budget	17	17	17	17
	RTP	7	5	4	4
Budget – RTP		10	12	13	13

TABLE 17 2006 and 2012 PM_{2.5} Standards (Annual Planning Emissions [Tons/Day])

Pollutant		2021	2031	2040
NO _x	No Build	2.4	1.6	1.6
	Build	2.4	1.5	1.6
No Build – Build		0.0	0.1	0.0
PM _{2.5}	No Build	0.2	0.2	0.3
	Build	0.2	0.2	0.2
No Build – Build		0.0	0.0	0.1

TABLE 18 PM₁₀ (Annual Planning Emissions [Tons/Day])

Pollutant		2021	2031	2040
PM ₁₀	No Build	1.4	1.6	1.8
	Build	1.0	1.2	1.4
No Build – Build		0.4	0.4	0.4

PUBLIC REVIEW AND COMMENT

SCAG is required to provide a 30-day public review and comment period for the Draft Amendment. A Notice of Availability and Public Hearing and the Draft Amendment were posted on SCAG's websites as of January 5, 2017 at <http://scag.ca.gov> and <http://scagrtpscscs.net>. Written comments will be accepted until 5:00 PM on Monday, February 6, 2017, via US mail or email to:

Southern California Association of Governments
Attention: 2016 RTP/SCS
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017
or to rtpscs@scag.ca.gov

A public hearing will also be held at SCAG's Main Office in Los Angeles on Wednesday, January 18, 2017, at 3:00PM and is accessible via videoconference at SCAG's regional offices: <http://www.scag.ca.gov/about/Pages/SCAGOffices.aspx>.

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

CONCLUSION

This Amendment maintains the integrity of the transportation conformity findings of the adopted 2016 RTP/SCS. This Amendment also remains valid under SB 375 and continues to meet and/or exceed the greenhouse gas emission reduction targets. Appropriate and adequate procedures have been followed in ensuring coordination of this Amendment, allowing all concerned parties, stakeholders and the public ample opportunities to voice concern and provide input. In conclusion, this Amendment to the 2016 RTP/SCS complies with all applicable federal and state requirements, including the Transportation Conformity Rule.

ATTACHMENT: RTP/SCS REVISION SHEET #1

The purpose of the revision sheet is to reflect proposed updates to the 2016 RTP/SCS main book content. Over the course of the past several months, SCAG staff has worked closely with its Technical Working Group and the Community, Economic & Human Development Committee (CEHD) to develop acceptable replacement language relating to access to sub-jurisdictional data. The specific language is located on page 70 of the 2016 RTP/SCS. The existing language will be replaced with the revised language below, which was approved at the November 3, 2016 CEHD meeting, as shown below.

Chapter 4: CREATING A PLAN FOR OUR FUTURE

Page 70 - Scenarios for the Future: It's Our Choice; Preferred Scenario; Paragraph 5

Existing: Consistent with the above stated principles, the preferred scenario and corresponding forecast of population, household and employment growth is adopted at the jurisdictional level as part of the 2016 RTP/SCS and sub-jurisdictional level data and/or maps associated with the 2016 RTP/SCS is advisory only. For purposes of qualifying for future funding opportunities and/ or other incentive programs, sub-jurisdictional data and/or maps used to determine consistency with the Sustainable Communities Strategy shall only be used at the

discretion and with the approval of the local jurisdiction. However, this does not otherwise limit the use of the sub-jurisdictional data and/or maps by SCAG, CTCs, Councils of Governments, SCAG Subregions, Caltrans and other public agencies for transportation modeling and planning purposes. **Any other use of the sub-jurisdictional data and/or maps not specified herein, shall require agreement from the Regional Council, respective policy committees and local jurisdictions.**

Revised: Consistent with the above stated principles, the preferred scenario and corresponding forecast of population, household and employment growth is adopted at the jurisdictional level as part of the 2016 RTP/SCS and sub-jurisdictional level data and/or maps associated with the 2016 RTP/SCS is advisory only. For purposes of qualifying for future funding opportunities and/ or other incentive programs, sub-jurisdictional data and/or maps used to determine consistency with the Sustainable Communities Strategy shall only be used at the discretion and with the approval of the local jurisdiction. However, this does not otherwise limit the use of the sub-jurisdictional data and/or maps by SCAG, CTCs, Councils of Governments, SCAG Subregions, Caltrans and other public agencies for transportation modeling and planning purposes. **Access to sub-jurisdictional data will be in accordance with the Regional Council approved "Protocol for Distributing Sub-jurisdictional Population, Household and Employment Data".**



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DRAFT AMENDMENT #1

INCLUDING THE
2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
CONSISTENCY AMENDMENT #17-03

JANUARY 5, 2017